

The
EDWARDIAN
October 2015



Office Bearers 2015-16

PRESIDENT	Chris Hogan	simandchris@optusnet.com.au	6259 5250
VICE PRESIDENT	Rob Woolley	robethw@optusnet.com.au	6254 9485
SECRETARY	Alex Sturgess	alex.sturgess@hotmail.com	6291 8062
TREASURER	John Cadona	fbs@webone.com.au alex.sturgess@hotmail.com	6280 5377
EDITOR	Rick McDonough	rick@netspeed.com.au	6293 1553
MEMBERSHIP SECRETARY	Carol Nowak	nowakn@netspeed.com.au	6282 4090
EVENTS DIRECTOR	Vacant		
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	Alex Sturgess John Cadona Rob Woolley Barry Roberts Robert McGuire	alex.sturgess@hotmail.com fbs@webone.com.au robethw@optusnet.com.au lawley_house@bigpond.com.au 12 Maloney St. Wanniasa 2903	6291 8062 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	Greg Spackman Roy Bendall	mary.spackman@gmail.com abendall@bigpond.com.au	6231 2559 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

Life Members – Ian Irwin, Alan Higginson, (D'csd), Garth Fisher (D'csd)

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

Welcome to October, spring has well and truly sprung and the weather is now perfect for Veteran and Vintage motoring, please see events list for upcoming events.

This has been the first magazine since the AGM, I would like to publicly thank the members of the Committee that stood down at the AGM and are taking a well-earned break. Your contribution to the Club over the years has been invaluable.

To our new members of the Committee who have stepped up to take a position, thank you and I look forward to working with you over the next year.

There is one position that we didn't fill. The position of Events Director, this is a key role within the Club. I will do my best to keep the events rolling however, I would be keen to hear from anyone that would like to get involved with ideas or arranging 1 or 2 event over the next 12 months. This would be greatly appreciated and assist me no end.

Talking of events, the Nation Veteran Tour is now upon us and happening on November 1 to 6 in Goulburn. I encourage all that are not involved to join in at Collector on Sunday afternoon or on Thursday night for the spectacle of over 100 Veteran Motor Vehicles lighting up the main street in Goulburn with the Gas Light Parade. Speaking of gas lights, come along to the October Meeting as Geoff Nicholas has restored a gas light in readiness for the Rally and is going to light it up for a bit of after meeting entertainment!!

I look forward to seeing you at our upcoming events.

Chris

17th Chev 4 Tour Wagga Wagga 2015

This year's Chev 4 Tour was held in Wagga Wagga NSW, a short trip for us this year.

We arrived mid-afternoon on Sunday and we were greeted by our Chevy family that we spend the week with. The bags were unpacked from the car and Chevy was taken off the trailer. We settled in and greeted others as they arrived over the afternoon and evening before we all got together for the evening welcome function.

Monday

We were up bright and early, Chevy was all fuelled up and ready to go. We had our briefing and then the local Prime news arrived for a story filming the cars and interviewing some drivers. For those who would like to view the footage, the link is <https://au.prime7.yahoo.com/n4/news/a/-/local/29670876/old-chevs-roll-through-wagga-video/>. Then we were off for Temora, our first stop was the Temora Rural Museum where a generous morning tea awaited us. We had our fill and then had a look around the Museum which has grown since our last visit with more exhibits and building been added. From here it was off to the main street for a look around and some lunch before a trip to the junk shop and over to the Aviation Museum. As the kids got restless it was time to head for home base, were we arrived in time for the opening of the running board hotel and many more stories.

Tuesday

Once again we were up bright and early getting Chevy prepared for the trip to Junee. After a briefing we were in the car and on the way. This was a picturesque drive past the fields of the brightest yellow canola. It was so pretty until there was screaming from the back seat "Bees Bees" all through the back seat then tears as Cameron was stung. I promptly pulled up and had the job of removing them!

We arrived in Junee and headed up to the Roundhouse where we had morning tea and were able to trade bee stories.

We had a look all through the Roundhouse and the trains housed in it before our group was call back together as it was time for the group photo shoot. We were then directed how and where to park our cars for the perfect group shot, by the time

CONT'd Pg4.....



Editorial



As many may have heard, Wheels for 2016 is in jeopardy, and indeed all the other car shows throughout the year, because the NCA has tightened its guidelines on the usage of land it controls, not just for car shows, but other events such as Skyfire. A recent summary of a meeting between the NCA and our Council of Car clubs goes like this;

- Patrick White Lawns, Kings Park and Rond Terrace are no longer available with Rond Terrace being set aside for ceremonial functions only.
- East West Lawns (subject to condition and weather), and a range of nearby car parks (including Treasury) are available for car shows. The difficulty is that every event, including car shows, will be competing for East West Lawns or the nearby car parks.
- All events must engage parking inspectors at a cost of \$90/hour (minimum of 3 hours each), and there must always be two inspectors engaged. Thus for a 3 hour event (minimum) would cost \$540. The contract is between the NCA and ACT Government contractors. All money from bookings goes into Commonwealth Consolidated Revenue.
- All events must include a specific traffic flow risk management plan in accordance with ACT Government requirements, and any costs associated with meeting these arrangements must be paid to ACT Government if their staff are needed (e.g. signage, signage erection and pack down etc). No indication of costs at this stage!!
- There must be 'certificated' traffic controllers on duty. A consultant (John Black) is able to develop an accredited training course which will include recognition of prior learning (RPL) component for those that have the 'required experience'. Training will involve an 18 hours practical component or can be RPL'ed if the person has previous experience, but, there is no indication of the assessor process as yet. Also, no indication of costs. Alternative for these groups is to use SES or RFS people who have the qualification.
- Wheels 2016 planning is now compromised, but there was not only a need to look at venues for Wheels, but to also look at other events held by Council affiliated clubs.
- Organisers of Wheels could look to Queanbeyan as a possible site for 2016 Wheels. Mark reported that Queanbeyan City Council had indicated that it could accommodate Wheels.
- Other suggested locations for Wheels included Black Mountain Peninsula, Yarralumla Oval near the Water Police Headquarters, other lakeside open grounds and perhaps school ovals, and Canberra Airport.
- It was noted that ACT Government has agreed to allow Terribly British Day to be held in Weston Park Yarralumla, and so approaches to ACT Government could be fruitful in relation to a number of car events.

Re the dot points above, I think it's a shame that these regulations could see things like Wheels, which has raised large amounts for charity over the years, be forced elsewhere. It appears that any monies raised could quite easily get absorbed by complying with the bureaucracy of it all. In support of their argument, the NCA have also publicly stated –

Open Space and Grass

Vehicles parked on open space can cause considerable damage to the Estate as hot engines can damage grass and tree roots. Drip trays are recommended to be placed on each car to prevent damage to grass. Event organisers will incur a remediation fee if any damage is obtained to open space by vehicles that do not have drip trays installed.

Trees:

Each tree on National Land is considered a Commonwealth asset. Each tree is identified by number, area and of a significant age and therefore cannot be replaced if damaged. The roots of trees sit close to the ground surface and therefore any weight placed on these areas can cause significant damage.

To this I say fair enough. It is encouraging to see a Government Agency concerned with the preservation of the natural environment of our Parliamentary triangle. I just have one question though... If they feel so strongly about the damage to the grass and trees by the half a dozen car shows a year on these grounds and will ban them from the area, then why do they do nothing about the environmental vandalism that is occurring daily on these

very same grounds by the inhabitants of that *illegal* squatters camp in front of OPH? I have personally seen said inhabitants break limbs off these 'Commonwealth Assets' to stoke their camp fires. Seems there's two sets of rules.

Till next time

Rick

Sunday 23rd August 2015 Club Presentation Day

A very nice Club day. As you know Presentation Day was a lunch at the Harmonie German Club in Narrabundah. The day went without a hiccup and that of course was very satisfying from my perspective. Thirty nine members attended and I think that everyone enjoyed the tucker. It's pretty hard to go past a couple of roasts, beef stroganoff and salads followed by apple strudel for dessert especially on a cool day. Chris did a great job presenting the trophies.

Ian also had the first two Dating Certificates issued under the Clubs' new "dating" system. These went to Angelo for the 1914 Fiat and to Ted for the 1915 Model T. Unfortunately Ted was unable to be present at the lunch. The weather was overcast and it looked rainy so it kept some of us from bringing along our old cars. This didn't however deter Ross & Kate (Austin 12), Wayne & Silvia (Model A), and Ray in that lovely Essex.

Other members who came to the lunch were: Angelo & Jennifer, Chris, Simone, Nicholas & Cameron, Kathy & Bruce (always very nice to see any of our "out of town" members), Bill & Mary, Tony & Trudy, Ian & Ida, Don & Beverley, Rick & Shirley, Geoff, Trevor & Joyce, John, Vilay and John's Mum, Robert McGuire, Kingsley & Cynthia, Barry, those four Robinsons – Deidre, Dave Glen & Andrew and Carol and me.

(ED – Thanks for the write up Nick. Unfortunately the photos of the day that Shirley took weren't too good so you'll just have to make do with the following list of recipients)

Trophy History and Recipients for '15 –'16

WHEELER-REES SHIELD

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

Not awarded this year

MURDOCH McDONALD TROPHY

This trophy was presented to the club by our late foundation member, Murdoch McDonald and his wife Aileen. The trophy is awarded to the club member who has attended the most club outings in a veteran or vintage vehicle. This year's awardee is: Peter and Alex Sturgess. 1926 Bean

INCENTIVE TROPHY

This trophy is awarded to the club member who has attended the most outings in a post vintage/modern vehicle. This year's awardee is: Don Doering.

EDWARDIAN TROPHY

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

This year's awardee is: The Hogan family

PETER ERIC DOERING MEMORIAL SHIELD

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

This year's awardee is: John Cadona, 1928 Chevrolet

MOTOR SKILLS TROPHY

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

This year's awardee is: Trevor and Joyce Couch, 1925 Overland

FRANK AND BEAT LOCKLEY MEMORIAL TROPHY

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

This year's awardee is: Chris Hogan

GRAHAM BENNEDICK SHIELD

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

This year's awardee is: Ted and Marg Clifton, 1915 Ford

VINTAGE TOURING TROPHY

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

This year's awardee is: Wayne Young, 1930 Ford

Cont'd from page 1.....

this was all done the worms were biting and was time to head to the main street of Junee and a bakery again was located for lunch. After lunch and a short wander around Junee it was time for us to head back to Wagga.

Wednesday

Today we spent around Wagga with a trip to the Glass Gallery and a concert put on by the Kapooka Army Band. In the afternoon we visited Brian's house who has been featured on the ABCs Collectors show for his collection of everything!! This collection fills every room in his house and a massive shed in the back yard which left my collection of car parts looking very small!

Thursday

This was a trip to Coolamon and a visit to the Up To Date Store as well as checking out the shops on the main street, a bit of lunch and then returning to Wagga to check out a few junk stores that we had been told of and then getting ready for the final dinner.

Friday

Was pack up head off day, after loading Chevy on the trailer and packing the kids in, we bid farewell to our Chevy friends before heading for home.

Next year Shepparton

We had approximately 25 Chev 4 and out of this we had 4 veterans.

Chris.



From the Archives

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

October 1965 -

The editor stated "so many cars, or parts of cars, have been found recently that it is impossible to keep up with it. Robert Jackson obtained an early Vauxhall minus radiator for a hat and bottle of rum."

In general news - write up on the Araluen day 26 Sept. gold panning picnic day on the Araluen valley. "20 cars with everyone sluicing the river. A stop at 'Collins Tavern' was appreciated by all and the old world charm was like a breath of Spring - wisteria and all. The veteran fire engine of Braidwood was in attendance." (Ed - anyone today know of this veteran fire engine?)



Member Roy Wheeler was offering to swap early Sunbeam mechanical parts and/or a 1912 Austro Daimler motor for early 15hp Daimler bits.

Runs - Festival of Snows run Cooma, Oct 16, a very wet day but 5 cars attended: Allan Higginsons FN, Mac McDonald Ford, Harvey Brown 26 Ford and a 32 Ford cabriolet belonging to new Cooma member Ian Rowe Howard Kellough 1912 Ford roadster with original Australian body found in the Myrtleford valley - Howard is from Khancoban and his wife loves veteran cars and drives the Ford into town regularly to do her shopping., (Ed note -by Jan 66 Howard's contact had finished and the car and he went back to Oklahoma.) The scribe caught sight of Ian Irwin in Cooma in the company of a "dark Horse" - (Tell us more Ian!) Howard Kellough advised of a couple of leads for members to follow up - a brass Ford radiator at the garage in Corryong and a 1917 Singer just out of Corryong.

And thanks to Ian, here's a bit of interesting club ephemera that has survived the years...

VETERAN CAR CLUB OF AUSTRALIA - A.C.T.

30 Blaxland Crescent,
New Griffith,
Kingston.
A.C.T.
5th November, 1964

Dear Mr. Irwin,

As promised I enclose herewith an application form for membership of our Club.

Our next meeting will be held in the Lady Hopetoun Room at the Y.W.C.A. Civic Centre on Wednesday 25th November at 8pm.

We look forward to your attendance. However, should you be unable to be present our following scheduled meeting will be held on 20th January.

yours faithfully,
E.H. Rumpf.
(E.H. Rumpf.

Mr. I. Irwin,
10A Wylie Street,
Red Hill.
A.C.T.

VETERAN CAR CLUB OF AUSTRALIA - A.C.T.

TREASURER:
Mr. J.R. Wilson,
24 Edmondson St.,
Campbell.
A.C.T.

SECRETARY:
30 Blaxland Crescent,
New Griffith,
Kingston.
A.C.T.
5th January, 1965

Dear Ian,

I have much pleasure in advising that your application for Associate membership of this Club was formally accepted at our last General Meeting.

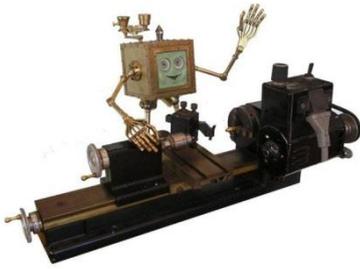
On behalf of the President, Committee and members, allow me to extend to you a very warm welcome to our ranks and a sincere wish that the passing years may increase the friendship and enjoyment you will undoubtedly obtain from our hobby.

Please find enclosed a copy of the Constitution for your perusal.

As from Wednesday, 20th January, 1965 our meetings will be held in the "Lady Hopetoun Room", Y.W.C.A. Building, London Circuit. City at 8pm. These meetings are held every four weeks.

If you desire any further information, please don't hesitate to contact any of the Club officers. The Club exists for members to help and assist one another.

Yours sincerely,
E.H. Rumpf.
(E.H. Rumpf) Hon. Secretary.



Technical Page

I must thank Bill Atkinson for the following contribution. Bill wrote to me in response to an email Barry Roberts sent to our membership a few weeks back, posing an interesting question "When did the USA change over from RHD to LHD?" Bill obviously couldn't resist the challenge and has unearthed the following interesting piece...

The Right Side of the Road

by Richard F. Weingroff

The Federal Highway Administration has often been asked about the American practice of driving on the right, instead of the left, as in Great Britain, our "Mother Country." Albert C. Rose, who served as "unofficial historian" of the U.S. Bureau of Public Roads during much of his long career with the agency (1919-1950) researched why. Rose found that, "All available evidence seems to indicate that the RIGHT-HAND travel predominated in Colonial America from the time of the earliest settlements." The ox-team, the horseback rider, the handler of the lead horse, and even the pedestrian all travelled to the right. Travelers with hand guns carried their weapons in the hollows of their left arms and travelled to the right, the better to be ready if an oncoming stranger proved dangerous:

When wagons came into general use, they were hauled by two, four or six horses and the driver rode the left rear (wheel) horse like the Old World position. Handling the reins or jerk line with the left hand [and] the long black-snake whip with the right, these drivers travelled to the right so as to watch more closely the clearance at the left. The heavy Conestoga wagons introduced about 1750, in the vicinity of Lancaster, Pa., gave an added impetus to right-hand travel. The drivers rode the left wheel horse, postilion fashion, or rode the "lazy board" at the left side of the wagon, or walked along the road at the left side of the horses.

He also noted a "smouldering opposition to customs of the Old World."

Thus no valid reason existed for transplanting the English left-hand rule especially since the nationals of other European countries had established in America widely separated settlements in which their own customs were observed.

Australian historian M. G. Lay agreed with Rose that the Conestoga wagon provided a "major impetus for right-hand driving in the United States": The driver kept to the left in both cases in order to use the right hand to manage the horses and operate the brake lever mounted on the left-hand side. Passing therefore required moving to the right to give the driver forward vision.

Rose found that no formal rule of the road was adopted by the new country or any State until 1792. In that year, Pennsylvania adopted legislation to establish a turnpike from Lancaster to Philadelphia. The charter legislation provided that travel would be on the right hand side of the turnpike. New York, in 1804, became the first State to prescribe right hand travel on all public highways. By the Civil War, right hand travel was followed in every State. Drivers tended to sit on the right so they could ensure their buggy, wagon, or other vehicle didn't run into a roadside ditch.

Lay also emphasized the ditches as an influence: With the growth of traffic, the roadside ditches also led to a growing tendency in the United States in the late nineteenth century for drivers of light horse-drawn vehicles to both drive on the right and sit on the right to avoid the greater evil of the ditch. It was also common practice with

bench-seated drivers of single-line horse drawn carriages, where the need to accommodate the whip in the right hand predominated.

When inventors began building "automobiles" in the 1890's, they thought of them as motorized wagons. As a result, many early cars had the steering mechanism-a rudder (or tiller), not a wheel-in the centre position where the side of the road didn't make any difference. Lay points out that technical innovation created the configuration we are familiar with in the United States:

However, with the introduction of the steering wheel in 1898, a central location was no longer technically possible. Car makers usually copied existing practice and placed the driver on the curbside. Thus, most American cars produced before 1910 were made with right-side driver seating, although intended for right-side driving. Such vehicles remained in common use until 1915, and the 1908 Model T was the first of Ford's cars to feature a left-side driving position. By 1915, the Model T had become so popular that the rest of the automakers followed Ford's lead.

Lay traced the first regulation of one-side-or-the-other to the Chinese bureaucracy of 1100 B.C. The *Book of Rites* stated: "The right side of the road is for men, the left side for women and the center for carriages." This Western Zhou dynasty rule applied only to the dynasty's wide official roads and was "more concerned with protocol than avoiding head-on collisions." Over 3,000 years later, Lay concluded, "there are no technical reasons for preferring driving on either the left or the right side of the road."

Reference:

Ways of the World: A History of the World's Roads and the Vehicles that Used Them (Rutger's University Press, 1992)

At THE AUSTRALIAN MOTORLIFE MUSEUM, Darkes Road,
KEMBLA GRANGE
ON SUNDAY 8th NOVEMBER 2015
8AM TO 12PM OR 3PM
SALE OF SURPLUS ITEMS
Mostly pre-1930, some later, including
Instruments, lights (electric oil & gas) NOS and second hand tyres, jacks, fuel tanks (suit special?) typewriters, few enamel signs, sewing machines, s/hand barbecue trolley, antique bicycles, tyre pumps, spanners - adjustable and not, hubcaps, bonnet scripts, number plates, radiator hoses misc., motor cycle engines, wheels, book press and MUCH MORE
MANY BARGAINS TO BE HAD
HOT AND COLD FOOD ALL DAY, COFFEE, ICE CREAM ETC
NOT TO BE MISSED
ANY ENQUIRIES 0408 211 844



Invitation to display

Dear Club President

Please accept this invitation for your club to celebrate the 40th anniversary attend and display members' vehicles at the 2015 "Terribly British Day" in Canberra on Sunday 6 December.

The location for the 2015 event will be Weston Park, Yarralumla, where the first Terribly British Day was held 40 years ago. There are couple of conditions applied by the ACT Government - drip trays should be placed under each display vehicle and no parking under or near trees

The display will be open to the public from 10.00am to 3.00pm. As in past years, we would be grateful if clubs would advise the organisers of the approximate number of vehicles they expect to join the fun of "Terribly British Day". Cars should arrive for display by 9am and should be road registered.

The Canberra University Vice Chancellor Stephen Parker, has agreed to be the special guest charged with selecting the 'The vehicle I most would like to take home' and the 'best club display'.

"Terribly British Day" is organised by the Jaguar Drivers' Club Canberra and the British vehicle clubs in the ACT and is supported by Shannons Insurance, NRMA Veteran, Vintage and Classic Insurance and the Council of ACT Motor Clubs.

For further information and to advise numbers of vehicles attending, please contact Graham GITTINS on 0419 249 109 or email:

gittins@inet.net.au

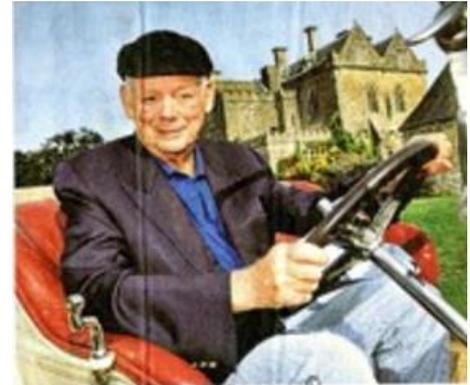
Paul Sutton

Chairman, Terribly British Day

Organising Committee

Vale: Edward-Douglas-Scott Montagu. Lord Montagu of Beaulieu. 1929-2015

Few if any motoring enthusiasts would be unfamiliar with Lord Montagu of Beaulieu. Sadly we report of his passing on 31 August, 2015. He died peacefully at his home, Beaulieu Palace after a short illness.



Edward Montagu was born on 20 October, 1926, to Lord John Scott-Montagu, 2nd Baron of Beaulieu and his second wife, Pearl. When only 2 years old, his father passed away. Having inherited the peerage from such an early age, his was the third longest peerage in history. (86 years and 155 days.)

He will be remembered for his enthusiasm for the motor vehicle, a passion he doubtless inherited from his father. Faced with making his vast estate profitable in the 1950s, he struck upon the concept of opening a motor museum to attract tourism. In its infancy, the Montagu Motor Museum was house in Beaulieu Palace.

As time progressed, his concept succeeded in bringing large numbers of tourists to see Beaulieu Abbey, Palace House and the growing car collection.

In 1953 he founded a magazine *The Vintage and Thoroughbred Car*, which gave way to another journal. In 1956, he founded *Veteran and Vintage Magazine* which ran for some 25 years.

With the public interest, Lord Montagu encouraged the firms in the British motor industry to support the creation of the British National Motor Museum. Car manufacturers, manufacturers of various automotive components, oils, and tyres, were amongst those that quickly came on board. The National Motor Museum, governed by The National Motor Museum Trust, opened its doors to the public in 1974. It has become one of the leading visitor attractions of Great Britain.

In Australia, Lord Montagu made his first visit in 1954. During this trip he drove George Green's 1912 underslung London-Edinburgh Silver Ghost on the Blue Mountains Rally of the Veteran Car Club of Australia, NSW Branch. In 1970, he brought his 60 HP Napier from the museum collection for the Captain Cook Bicentennial FIVA Rally from Sydney to Melbourne. In 1978 he returned, and on this occasion he drove his 4.5 Litre Supercharged W.O. Bentley in the FIVA Rally that ran from Sydney to Brisbane.

Leading up to the 1988 Bicentennial Rally, he returned once again, and on this occasion drove the Museum's 1914 Alpine Eagle Silver Ghost, Chassis 12RB. On this occasion the rally had radials starting in every capital city, and he chose to drive from Perth to Canberra. His co-driver was HRH Prince Michael of Kent.



Lord Montagu had intended to relinquish his seat in the House of Lords in September 2015, but died before he could retire. He leaves behind his wife Fiona and family. His son Ralph has inherited the estate and the title, 4th Baron Montagu of Beaulieu.

Through ownership of Lord Montagu's father's car, and as Director of the 1988 FIVA Rally, the writer has had both professional and personal correspondence with Lord Montagu for over 30 years. His support for the car's restoration was exceptional. Like his father before him, he was dedicated to the motoring cause in every sense of the word, and in all parts of the world. He will be sorely missed both by his family and the global enthusiast motoring community.

Ian Irwin.

'Reg' the Humber visits the Governor General (VVCC Display 27th September 2015)

We (Reg and I) accepted the invitation to the VVCC (ACT) to attend a static display at the GG's residence. I prepared the Humber 12/25 Tourer for its outing as the day drew closer, a myriad of little inspection and cleaning jobs to be done before presenting Reg to the public again. Unfortunately, I also discovered that the fuel smell I had thought was just spillage was from a leaking fuel tank mounting point at the half-tank level due to a cracked braze or weld. It's another job to add to the list. Unfortunately, I had an almost full tank to start the drive.

Reg still needs some work on the electrical and fuel systems, so the long-winded process of connecting the battery leads, turning on the fuel tap, replacing the floor panels and closing the engine cover were all completed in the knowledge that Reg might not fire up and we might not be going anywhere for the day. Reg fired up just fine and was soon ticking over in the garage in preparation for a first gear lunge at the steep driveway and out onto the street. We left home early, intent on avoiding the heavier Sunday morning traffic into the city and beyond.

The Humber hadn't been on many outings since its wedding duties earlier in the year, so it was a grand opportunity to exercise the working mechanical parts and blow the dust off the wings and running boards. Fortunately, I had recently updated my display material so that interested lookers could gain an insight into the car's history and features without having to ask too many questions. My mate (and wedding driver) Rob decided to come along for the run, so I would have company and car security if I needed a break from the display area.

It was an easy run to Civic, and an even easier run from the city to Yarralumla for an early breakfast and coffee. I insisted on it being my shout for breakfast as Rob was consuming one of his precious days off to attend the display. I looked across at the handsome lines of Reg waiting patiently in the car park and caught the flash of the polished paintwork glinting back at me in the morning sun. It was going to be a long day at the GG's place so the back seat was filled with my drip trays, display table and books, an esky with some fruit, sandwiches and snacks, and a folding chair. I was also looking forward to having a better examination of the other VVCC members' cars. This is still a new environment for me and while I knew a little about the Humber, I knew nothing about the other VVCC cars other than that they came in lots of pretty colours!

With breakfast finished we headed off on the final few kilometres to the GG's place of residence. Reg was running well and it wasn't long before we reached the long entrance road to Government House and the necessary security check to allow entry into the inner grounds. We were directed into the parking area and pulled up on the soft grass, quickly shutting the engine off and rushing to get the mandatory drip tray underneath the engine. It is unlikely Reg will ever die from rusting frames around the larger mechanical components! Drip tray in place, I set about getting my display table and books ready for any curious public visitors while Rob busied himself with wheel chocks and a tidy-up of the gear inside the car.

We were very light-on for members and cars, Tony Watson and Roy Bendall being the only other VVCC members arriving...Tony with his Peugeot wagon. What a lovely car that is. Two members from the Antique and Classic Club also turned up with a Ford Model A, and an Austin badged as a Jensen. Or was that a Jensen badged as an Austin? Either way, it was a most unusual RHD aluminium bodied car that had been retrieved from the USA Arizona desert some years ago and brought to Australia for restoration. The lack of vehicles meant that all our cars got a heavy workout from the thousands of public who attended, some of whom could not control their children and meant we had to keep a close eye on the 'inspections' being undertaken. No, little girl, the crank handle is not a step to get on the engine cover!

It was a long day at the GG's place. 9 am to 4 pm involves a lot of sitting around. I read my own display material several times looking for ways to improve it. I have three different books. One is based around the historical aspects of family ownership from the 1950s onwards and includes the basic specifications of the car. Another is a collection of the diagrams from the Humber 12/25 service manual that contains numerous cut-away diagrams and interesting maintenance directions for the car. The last book is a sample of the trials and tribulations I went through to get Reg up and running again after its long sleep. Some might say that its overkill, but I'm happy that I

took the time to put the books together given the favourable comments from the viewers. They save having to answer some questions, and generate lots of new questions.

It was a good outing and a good opportunity to display Reg in public again and hopefully revive interest in cars that are sometimes seen as road-going obstructions rather than historical artefacts. The murmurs of concern regarding the future of the vintage car movement and difficulty in maintaining such cars in running order mean that such displays are an important part of the future of the category and the VVCC movement. For me, the option to drive to a static display and back to home is far more suitable than a long driving event. Reg is fragile and parts are hard to source and expensive to purchase or manufacture. Selective showing of the car works well for me and the GG event was the perfect showcase. It justified my membership of the VVCC and the associated registration, insurance and road-service costs for the car.

I had to make a quick apology to the gardeners on duty as the slope of the lawn meant that one of my minor oil leaks ran along the back axle, mixed with the leaking fuel from the cracked mounting plate, and overflowed the drip tray that was leaning downhill. They didn't seem too perturbed, and thanked me for letting them know. The small dead patch on the GG's front lawn is mine. The drive home was uneventful, something that cannot always be relied upon given the age and temperamental nature of the car. We were home mid afternoon and had Reg tucked away again, the hot metal quietly ticking as it cooled while I unloaded my display paraphernalia and replaced the dust covers. It was a great day out with Reg the Humber and I look forward to the next opportunity.

Thanks to the VVCC organiser (Rick) and the GG for hosting the event.

MB



Part 1 of a fascinating history of one of the rarest cars we've had in our club. Neil Hamilton's Thames.

The Thames Car

The Thames car has a special place in my life, but I seem to be almost alone. The make is almost unknown in the veteran motoring community perhaps thanks to its rarity: there are only 3 known examples:

- a 1913 48hp "motor stage coach" with body by Thrupp and Maberly, in the Louwman museum in the Netherlands (accommodating "nine persons inside, and another 16 on the roof!");
- a small 8hp twin called the Cynosure now owned by the West Ham Football Club;
- my 15.9hp roadster.

Only the bus has been publicly visible for many, many years, the two cars being until recently unrestored in private hands.

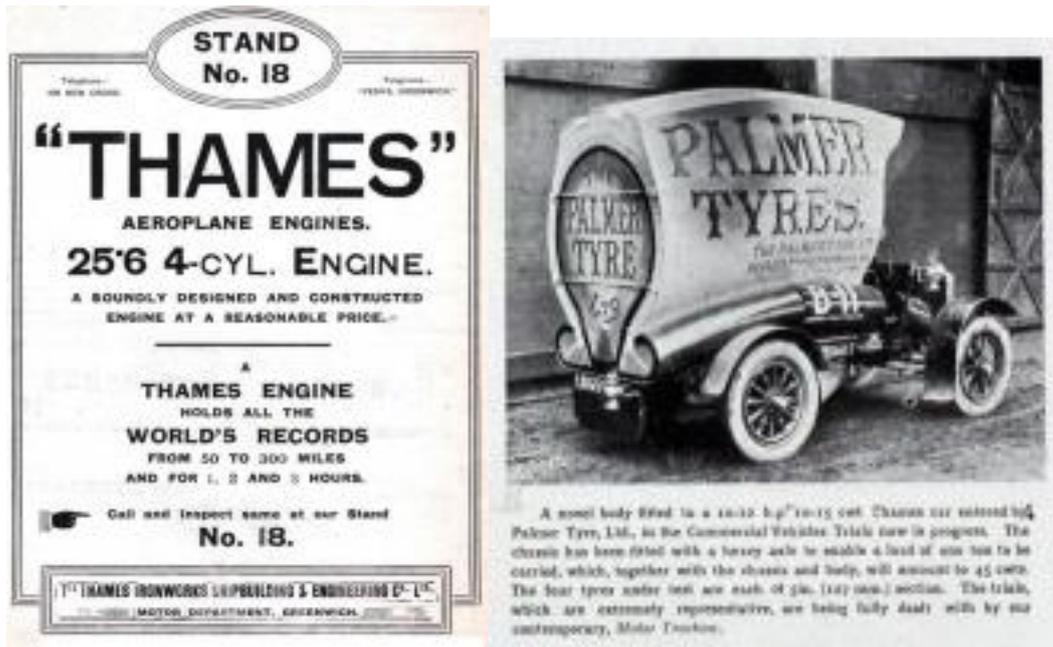


Above - the West Ham Football Club car

Right - *The 1913 48hp motor stage coach. This is the sole survivor from a fleet of gasoline-powered double deckers, built for Motor Coaches Limited. The car is powered by a 5.0 litre six cylinder engine placed at the front end of the chassis, enabling the coachwork to resemble the shape of the nineteenth-century horse-drawn carriages as much as possible*



In its short English heyday, however, Thames was both well known and respected: the cars held several world speed records at the height of public interest in speed. They built everything from heavy machinery to aero engines. The company was however primarily a shipbuilder, and was responsible for the 'super dreadnought' class battleships built for the British navy before the First World War, most famously HMS Thunderer, at 22,500 tons the largest ship ever constructed in the Thames river. Unfortunately it was the ship that broke the company's back, and was to be their last.



STAND No. 18

"THAMES"
AEROPLANE ENGINES.
25'6 4-CYL. ENGINE.
A SOUNDLY DESIGNED AND CONSTRUCTED ENGINE AT A REASONABLE PRICE.

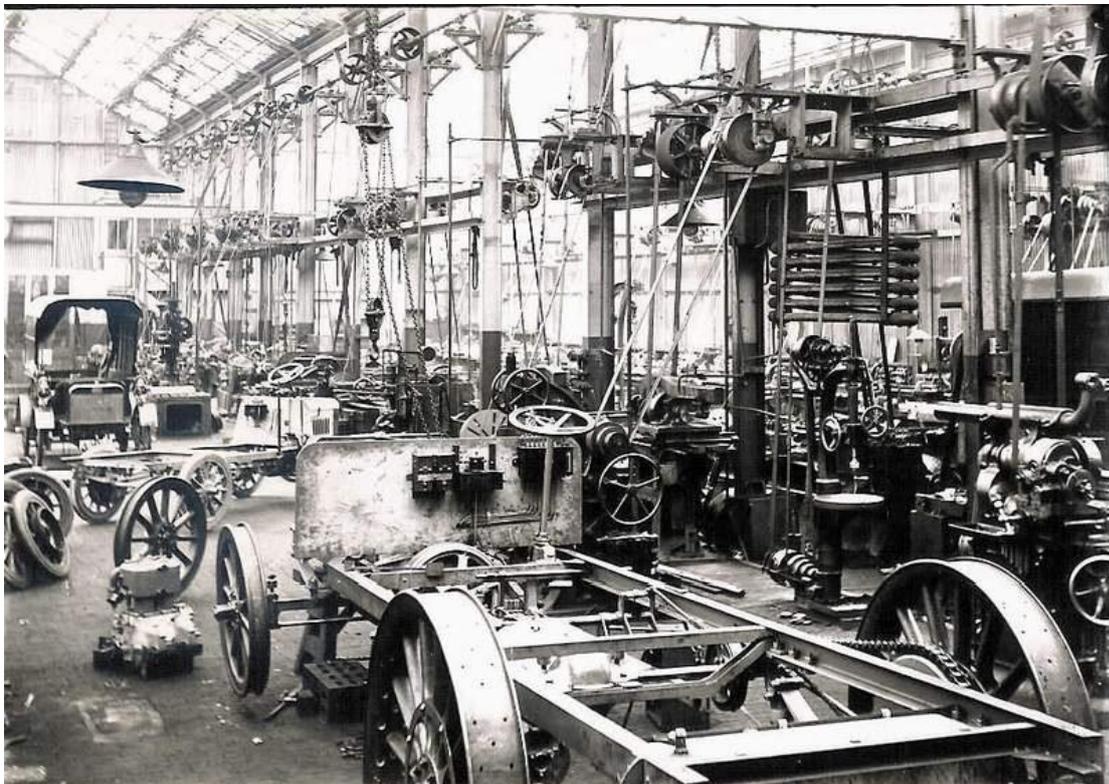
A
THAMES ENGINE
HOLDS ALL THE
WORLD'S RECORDS
FROM 50 TO 300 MILES
AND FOR 1, 2 AND 3 HOURS.

Call and inspect same at our Stand
No. 18.

THAMES IRONWORKS SHIPBUILDING & ENGINEERING CO. LTD.
MOTOR DEPARTMENT, GREENWICH.

A novel body fitted to a 14-12 h.p. 10-15 cwt. Chassis car ordered by Palmer Tyre, Ltd., in the Commercial Vehicles Trials now in progress. The chassis has been fitted with a heavy axle to enable a load of one ton to be carried, which, together with the chassis and body, will amount to 45 cwt. The four tyres under test are each of 3in. (127 mm.) section. The trials, which are extremely representative, are being fully dealt with by our contemporary, Motor Truckee.

Thames cars were built by the Thames Ironworks, Steamship, and Engineering Company (or a variety of similar names which changed with each successive merger or bankruptcy) of Greenwich, London. They were established in 1837, in the Bow Creek / Canning Town area of East London. In 1860 they constructed the first armour plated iron clad warship, the 40 gun steam powered HMS Warrior. At the time it was the largest, fastest, most heavily armed and most heavily armoured warship in the world. The company proceeded to build a total of 146 more naval vessels (plus numerous civilian vessels) by 1912.



The Thames works, date unknown, showing commercial vehicles under construction.

THE THAMES IRON WORKS
SHIPBUILDING & ENGINEERING CO. LD.

Full particulars of all models from
The Thames Engineering Works,
Motor Dept., Greenwich, S.E.
Telegrams—Penna. Greenwich,
Telephone—1110 Lee Green.

THE CYNOSURF.

THE CHIRURGEON.

THE CONQUEROR.

12 h.p. TOURING CAR.

15 h.p. TOURING CAR.

THE "THAMES" CAR HOLDS

ALL WORLDS RECORDS FROM 50 TO 300 MILES

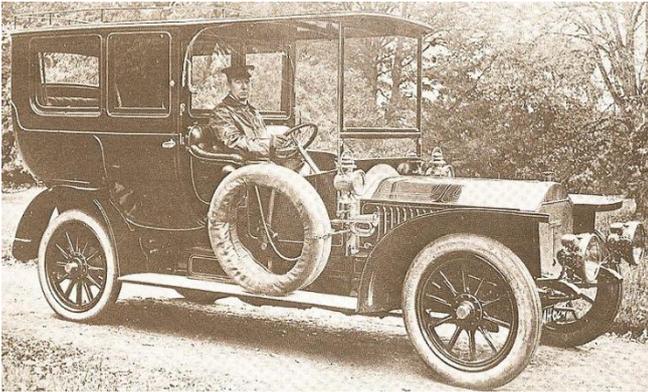
MOTOR DEPT GREENWICH, LONDON, S.E.

Thames built cars only between 1906 and 1911, when they finally succumbed to bankruptcy like so many iconic marques of the Edwardian era. Receivers were called in on 15th November 1911, and the 3300 workers were laid off, most never to work again thanks to the Great War. A few commercial vehicles (like the bus) were built up to 1913.

The diversification into car making took place under the leadership of the philanthropist Arnold Hills, one of the cohort of vegetarian, teetotal industrial socialists (like the Cadbury brothers and others) who shaped Victorian

industrial development. Hills was one of the first CEOs to voluntarily introduce the Eight Hour Day, and in 1895 started the Thames Ironworks Football Club. In July 1900 this became the West Ham Football Club, colloquially known as "the Hammers" thanks to the noise of the Boilermakers' hammers from the factory, or "the Irons", after the ironworks. Ironically the history of the football club is extremely well documented (down to descriptions of each and every game they played), while almost nothing is known about the cars the workers built.

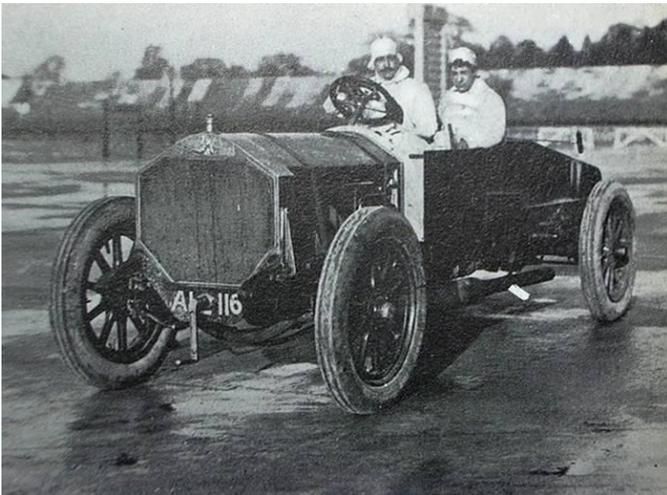
Thames built a variety of advanced engineering, quality car chassis, covering almost every imaginable class. Records (like the cars) are almost non-existent, but it appears that they began in 1906 with a 6 cylinder 7 litre 45hp behemoth.



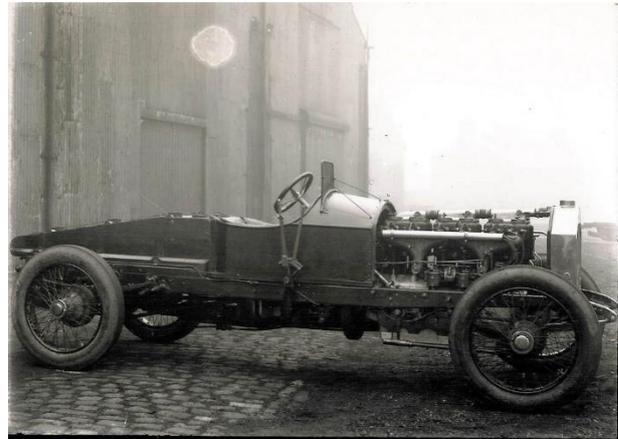
1908 50hp Thames limousine

Their fame however is inextricably linked to the 1907 60hp model of 9.6 litres, which under the pilotage of the racing driver Clifford Earp, won almost all the contemporary world speed records in the first year of operations of Brooklands, eclipsing the famous Napiers of S.F. Edge. On December 10 Clifford Earp set World records over 50 miles and 150 miles and for 1 and 2 hours in a 60hp, his speeds being 76.58, 75.95, 76.26 and 75.95mph, respectively. On an unspecified day Earp beat all world records from 50 to 300 miles, for the one, two, and three hour distances.

Impressive! Some of these records did not stand for long, as the duel between Edge and all other comers was reignited in January 1908, when the 60hp Napier beat the 50 mile record by 3mph.

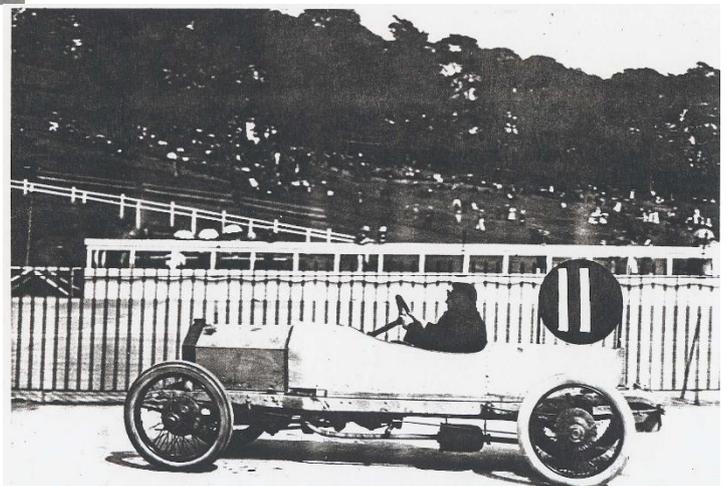


1907 60hp Thames record breaker at Brooklands, Clifford Earp driving



The same 1907 60hp Thames

Right - 1911 15.9hp Thames racing car, probably at Brooklands



**MINUTES OF THE ANNUAL GENERAL MEETING
VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT)
19 AUGUST 2015**

Meeting Opened: 7.58pm.

Chris Hogan Returning Officer.

Tony Watson Secretary.

Copies of the minutes from the 2014 AGM were published in the August edition of the Club newsletter. Moved: Chris Hogan 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*.

TREASURER'S REPORT

John presented his audited report of the Club's finances for 2014-15. This report indicated that the Club is in sound financial position.

Moved John Cadona that this report be accepted – Seconded Ray Dawson.

ELECTION OF COMMITTEE

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

President: Chris Hogan - Nominated: Rick McDonough: Seconded: Darrell Leemhuis. All in favour.

Secretary: Alex Sturgess - Nominated: Chris Hogan: Seconded: Carol Nowak: All in favour.

Membership Secretary: Carol Nowak - Nominated: Don Doering: Seconded: Darrell Leemhuis. All in favour.

Treasurer: John Cadona - Nominated: Chris Hogan: Seconded: Tony Watson. All in favour.

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

Editor: Rick McDonough - Nominated: Chris Hogan: Seconded: Tony Watson. All in favour.

Events Director: An events director was not appointed for 2015-16.

Meeting Activities: Rob Wooley - Nominated: Don Doering: Seconded: Nick Nowak. All in favour.

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

Registrars: Alex Sturgess, John Cadona, Rob Woolley, Barry Roberts and Robert McGuire (*automatically appointed – positions attached to Secretary, Treasurer and Inspection Officers*).

Dating Officers: The current Dating Committee was appointed for three years from 2014-15.

Librarians: Greg Spackman - Nominated: Chris Hogan: Seconded: Tony Watson. All in favour.

Roy Bendall - Nominated: Chris Hogan. Seconded: Tony Watson. All in favour.

Public Officer: Beth Woolley - Beth was not present but had previously indicated that she was prepared to remain as the Club's Public Officer. Nominated: Chris Hogan. Seconded: Tony Watson. All in favour.

Council Delegates: Bob McDonald and Chris Hogan. Bob was not present but had indicated that he was prepared to remain as the Club's Council Delegate. Nominated: Chris Hogan. Seconded: Tony Watson. All in favour. The President is automatically appointed as a Council Delegate.

GENERAL BUSINESS:

- In the absence of an events director for 2015-16 the Committee will draw up an events roster of individual Club members.
- In order to reduce printing costs the meeting agreed that the Editor should provide electronic copies of our newsletter to reciprocating clubs who to date have received hard copies. He will also encourage those clubs to provide us with electronic copies of their newsletters which can be distributed to members by our Secretary.
- The meeting agreed to seek termination of the service contact with Fuji Xerox for our photocopier after receipt its next service. Fuji Xerox will also be approached for a quote to transport the copier to John Cadona's office.

- The meeting discussed the Club's possible difficulties in hosting future VCCA rallies. It was agreed that the matter not be raised by the Club's representatives at the next VCCA general meeting in view of the fact that the general topic of future events is likely to be raised by other delegates.
- The matter of the Club's life membership criteria and benefits will be examined by the Committee with a view to its rationalization.
- The meeting agreed that a donation of \$100.00 should be made to the Prostate Cancer Council in lieu of payment to the Auditor.

CLOSE

The Annual General Meeting closed at 8.47pm.

MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 19 August 2015

Meeting Opened: 7.34pm.

Attendance: 22 members, five apologies.

SECRETARY'S REPORT

Minutes of Last Meeting:

- Accepted - Moved: Chris Hogan, Seconded: Alex Sturgess.

Correspondence In

- Flyer – Pambula Motorfest September 2015
- VCCA Tasmania – flyer for National Veteran Tour 2016 (subsequently published in our August newsletter).
- Bush Council – email advice of half yearly meeting October 2015 (passed to our representative Kathy Booby).
- Fuji Xerox July statement – nothing to pay.
- Arthur J Gallagher and Co. – public, accident and management liability insurance renewal.
- Various magazines.

Correspondence Out:

Nil

Secretary's Report Accepted – Moved: Tony Watson, Seconded: Carol Nowak.

TREASURER'S REPORT

Account Balances

- Reported and entered in record.

Accounts for Payment

- Insurance renewal –Public Liability \$320.00 for up to 50 members plus \$6.10 each up to 100, Accident \$75.00, Management Liability \$125.00.
- Geoff Nicholas - \$46.60 – newsletter expenses.
- Nick Nowak - \$116.50 – engraving of trophies.

The meeting agreed to renew public liability and management liability insurance but not to take up the option of accident insurance, a new product offered this year.

Treasurer's Report accepted – Moved: Tony Watson, Seconded: Ray Dawson.

EDITOR'S REPORT

Nil.

EVENTS REPORT

Nick reported the success of the recent run to Braidwood. He also mentioned the upcoming club presentation lunch. The forthcoming open day at Government House was also discussed. Rick will contact members regarding their attendance.

COUNCIL REPORT

The Edwardian - October 2015

Chris mentioned the difficulties face by the Council in the organization of *Wheels* for next year. He said that it is likely NCA requirements will prevent future car shows being held in the Parliamentary Triangle or on the lake foreshore.

LIBRARIANS' REPORT

Nil.

DATING COMMITTEE REPORT

Two cars have now been dated and dating certificates will be presented at the forthcoming presentation lunch.

REGISTRARS' REPORT

Nil.

MEMBERSHIP SECRETARY'S REPORT

The Club now has 59 financial members.

RALLY REPORT

Nick reported that arrangements for the rally are complete and the outlook is positive.

GENERAL BUSINESS

- Chris reported the death of former member Marshall Magner.
- Darrell mentioned that a number of his cars will be a feature at the *Big Boys' Toys* exhibition at EPIC this coming weekend.
- Ian has cancelled the Club's site at the forthcoming Canberra Swapmeet.

Meeting Closed: 7.57pm.

MEETING ACTIVITY

Nil.

MINUTES OF MEETING OF VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 19th September 2015

Meeting Opened: 7-35pm

Attendance: Members 17 Apologies 3

Minutes of Last Meeting: Accepted Moved Seconded: Last month's minutes not accepted.

Minutes will be accepted next month.

Correspondence In:

- Model T Museum USA
 - Donations to the museum
- Council of Heritage Motor Clubs NSW Inc.
 - Log book scheme for Historic vehicles in NSW
 - Log book trial to start 1st October 2015
- Australian Post
 - ABN details required for the PO Box
- Century Batteries
 - Weakening of the Australian Dollar, Price increase from the 1st of October on all retail prices
- Fuji Xerox
 - Relocation Tax Invoice
- National Capital Authority minutes - club events (Wheels)

Correspondence Out: Wedding card sent to Steve Farmer from Shannons

Secretary's report accepted - Moved: Chris Hogan, Seconded: Bob McDonald

TREASURERS REPORT:

A donation was given to Prostate cancer

Car club bills paid

Invoice received for Fujitsu printer relocation (printer now at John Cadona's timber shop)

Treasurers Report accepted – Moved: Chris Hogan, Seconded: Gerard Frawley

EDITORS REPORT: Rick away, nil report

MEMBERSHIP SECRETARY: Carol away, veterans memberships have been distributed

EVENTS REPORT: Role Still Vacant

27th of September Run to Governor Generals House, need to be there by 9am and to finish around 4pm. Numbers are required to

Rick McDonough

Gundaroo Music Festival on in October a great event talk to Chris Hogan for more details.

The Edwardian - October 2015

25th of October planned run to be moved to the 5th of November works inline with the rally.
Christmas function: 16th of December (Wednesday) venue idea YMCA Bush Capital Lodge 3 course meal can be provided \$35 adults and kids \$10 and or the Tradies Club Dickson normal club menu (ie no set menu) Or pre-order hassle free.
Voted for YMCA as the Function venue.

LIBRARIANS REPORT:

Binding of books required. All okay to go ahead and find costs for Binding.

REGISTRARS REPORT: Nil

RALLY REPORT:

NRMA to come and help with the rally and sponsorship. Providing a car for support.

ACT COUNCIL MOTOR CLUB

Wheels will be moving, no decision on location yet, the cost is too high at present location.

DATING OFFICER'S REPORT:

Ted Clifton Model T has been dated. Dating of cars is all up and running if you want to have a car dated.

GENERAL BUSINESS:

- 1 – Geoff next meeting would like to light up a gas light
- 2 – Sunday 20th of September All Holden Day and German Car Show on the lawns of Old Parliament House
- 3 – Rick McDonough has a book that has been published all about Queensland cars

MEETING ACTIVITY: Nil

Meeting Closed: 8-05pm

Our Oakland loving members, Peter and Judy Brentnall kindly dropped in a stick with a few photos they took of some cars at the Deutsches Museum in Munich during a recent visit there. Many thanks Peter. I hope you both enjoyed it...we're jealous!





The Club Calendar

Oct 21	Club meeting
Nov 1	Club Run to Collector
Nov 18	Club meeting
Nov 22	Club Run to the Cotter for lunch
Dec 13	Club Christmas Breakfast
Dec 16	Christmas Dinner - see details next page
Jan 20, 2016	Club meeting
Jan 24	Club Run TBA

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

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

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	
Queanbeyan Swap meet	21-22 November	Q'beyan Showground	
Terribly British Day	6 December 2015	Weston Park, Yarralumla	Paul Sutton 0401 756 445

EVENTS DETAILS

Sunday November 1 - Club Run to Collector

Meet on Antill Street just off the Federal Highway (opposite petrol station) with a picnic lunch and a cake to share, pack your mug and the club will provide the Tea and Coffee at Collector. Meet 11:00am to depart at 11:15 for lunch at the sports ground at Collector and welcome entrants of the National Veteran Tour and join in with them for afternoon tea.

Sunday November 22 - Club Run to the Cotter for lunch

Meet at Tharwa at 9:30am for morning tea by the river and a slow meander to the Cotter for lunch.

Sunday December 13 - Club Christmas Breakfast

Start at 8:30am Yerrabi Pond Wunderlich St, Amaroo Gungahlin (off Gundaroo Drive) adjacent adventure playground, BYO everything.

Wednesday December 16 – Club Christmas Dinner

As we have a vacancy for events director, I decided to make a tentative booking for the Christmas function on the 16. December this year. Carol and Nick also made enquiries at another venue and both proposals were presented to the September meeting and voted on. Overwhelming support was given to the proposal from the Chef at the YMCA Bush Capital Lodge. Subsequently Beverley and I held a meeting with Chef Michael to finalise details and to firm up the booking.

Details are: Time 6.30 for 7pm BYOG. Water and a Glass will be on the table, as will be bread rolls. Gluten free bread rolls can be provided if pre ordered by the cut off date, Friday December 11.

Entrée will be a trio of seafood 2 prawns, 2 Oysters and smoked salmon or Avocado vinegarette for everyone choosing this alternative by the cut off date.

The main course will be alternately served roast pork loin and vegetables or roast turkey and vegetables. A vegetarian meal of lentil loaf will be available if ordered by the cut off date.

Desert will be alternately served profiteroles or fruit salad.

All three courses will be served at table and coffee or tea is available buffet style. The function room is wheelchair accessible via a ramp. The cost will be \$35 per person and \$10 for members children under 12 years of age.

A chicken schnitzel meal can be provided for children, if pre ordered by December 11.

All enquiries or bookings to Don please. (0409440267 or doering.watson@bigpond.com)

A completed Change of Records (www.rms.nsw.gov.au/documents/about/forms/45070212-adjustment-of-records.pdf) to have the vehicle's conditions updated.

The following condition will be added to the vehicle's existing conditions:
'Historic Log Book – May be used for 60 days per year subject to log book conditions.'

The log book may be used once it is issued. It is planned that the log book will be aligned with the annual registration year of the conditionally registered vehicle. Therefore, a pro rata allocation of days will apply when initially opting-in to the trial based on the number of days remaining on the registration.

For Sale/Wanted

1. 1911 Cadillac engine, dismantled, cleaned and mostly complete but absent all the accessories. No apparent cracks in block, crank-case or cylinders. Includes copper jackets

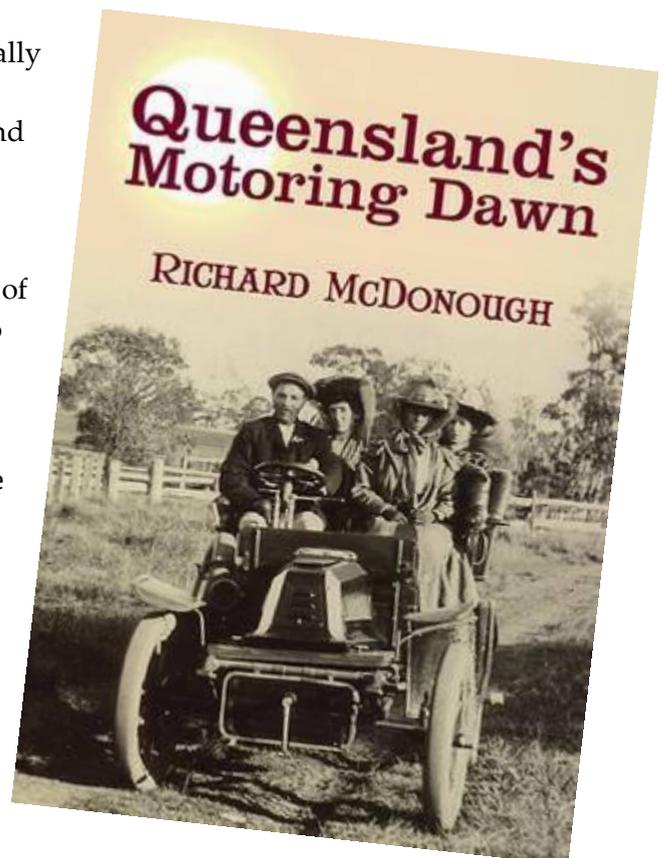
2. Two tool boxes for running boards, brass or teens era and in good condition. Contact me for details

Contact Ian Berg, Email; bergathol@gmail.com, or Phone 0419364427 for more information.

Yes folks, it's true. After 16 years of research I have finally published my book on the early days of motoring in Queensland. As you read this I will be up in Queensland at the official book launch.

Containing over 400 pages and 300 photos and illustrations it is the most comprehensive social history of the early car in Australia thus far written. I'll leave it to the blurb on the back to describe it;

In a state as large as Queensland it was inevitable that the motor car would take hold, despite the naysayers. This is the story of how it all started; from the first sighting of a self-propelled vehicle on a Brisbane street to the high adventure of cross-country motoring in outback Queensland, and even the odd interstate trip to the deep south. These individuals were trail-blazers in its truest sense. Our forebears had the vision and gumption to see it through and you will be amazed at what they went through. So get comfortable, buckle up and enjoy the ride.



Price is \$34.95. I'll have a few copies available at the next meeting if interested.

Rick McDonough, rick@netspeed.com.au

MIROXOL

MIRACLE METAL POLISH



SOLE DISTRIBUTOR FOR AUSTRALIA & NEW ZEALAND

PO BOX 315

BRAIDWOOD NSW 2622 Australia

PHONE 612 48 422 878 MOBILE 0408 483 255

WWW.MIROXOLAUSTRALIA.COM.AU

EMAIL: INFO@MIROXOLAUSTRALIA.COM.AU



This Miracle Metal Polish will give you a long lasting brilliant shine. It resists tarnish, rust and effects of weathering. Cleans, polishes and preserves all metal surfaces.

It can be used on all metals like: SILVER, BRASS, COPPER, CHROME, ALUMINIUM, STAINLESS STEEL, PEWTER and NICKEL

FOR INTERSTATE ORDERS YOU CAN CONTACT ROBERT ON

0408 483 255

NO ONE UNDERSTANDS YOUR
PASSION LIKE SHANNONS



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

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



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

SHARE THE PASSION

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

Shannons Pty Limited ABN 91 099 602 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer.
Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.