



The
EDWARDIAN
August 2018

Daimler

THOS. R. JEFFERY & CO
Rambler
KENOSHA, WIS. U.S.A.



SEAT



SB

Cadillac
Standard of the World

CEIRAND

HUDSON
MOTOR CAR CO.
DETROIT MICH. U.S.A.

Siddeley-Deasy



Thames

FEDERAL

CHEVROLET



COITING-DES-GOUTES
LYON-PARIS

NAPIER

Waltham Orient
"Maxwell"

DIATO

Automobiles
Peugeot
Paris

AMILCAR



F.N.



Kumber



DEASY



Buick

AMS

Overland
TOLEDO, OHIO



CHE



Ford

INNES



MARTINI



EMPIRE



Triumph
Motors

ROLLS ROYCE

DELAGE



Detroit



LaButte



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ESSEX MOTORS



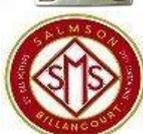
VULCAN



ERSKINE



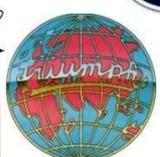
Sunbeam



Mitchell
WISCONSIN U.S.A.



Speedwell



ITALA

LEON BOLLÉE

NASH



BUGATTI

JARROT



OAKLAND

Delaware
Bellefonte

STUTZ
GOOD IN A DAY

Gray



AUSTRALIAN SIX

FIAT

Jackson

WOLSELEY

UNIC
PUTLAND



SB
DETROIT



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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.

Front Cover Design - The radiator badges and scripts shown have been specifically chosen as each depicts a marque of which a veteran and/or vintage example has been represented in our Club over the years. At last count there were 109.

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

AGM Time!!!



I received the above photo in an email from our visiting Dutch enthusiasts, Dirk and Trudy Retger a couple of weeks ago. They have now done their trip around Australia and are back home in the Netherlands.



Editorial



As we nearly say goodbye to Winter and welcome the new shoots of Spring, your Edwardian too, has sprouted a new look – well the cover at least. The observant ones will see it sports the new club badge. For a write up on how it came about and the results of the voting, see page 11. The new design does free up a little more real estate on the cover, so I can now fit in badges for the motorbikes we've had in the club – only of the veteran and vintage years of course. I've added six badges that I know of, (see them surrounding the new badge). So come on all you 'bikies', send me the names of what has been in the club and I'll source suitable badges for same for inclusion on the cover (don't get carried away though...I don't have *that* much room!).

After the bumper 36 page edition of last month's Edwardian, I'm afraid this one is a little light on. It hasn't helped that we had no July run. The reason? Despite months of notice calling for a volunteer - no one wanted to volunteer. That's a pretty serious state of affairs I reckon. For the last couple of years we've had no Events Director, but we've been fortunate that members have stepped into the fray and volunteered to organise a run. While having a dedicated Events Director is the ideal solution, I think the runs organised by individuals has worked well and has resulted in some very interesting events. With our AGM only a few days away, let's hope we can get someone to take on this vital role, otherwise future Edwardians are going to look pretty thin.

I work with a bloke who raves on about his 'Kindle'. It's like a small laptop computer, but has something like 8000 books loaded on it. I don't share his enthusiasm. As far as I'm concerned, nothing is better than holding a book in your hands and turning pages. That's why I look forward to the annual appearance of the Lifeline Bookfair when it comes to my side of town. I (im)patiently wait in the queue with other nerds, eagerly awaiting the doors to open. One of the first 'tables' I pounce on is the transport section. I'm not after your lightweight coffee table motoring books, but motoring books that have some historical importance. I never fail to come with something worthy, and a few weeks ago was no exception. One of my 'finds' was a first edition copy (1964) of the book, "Big Wheels and Little Wheels", by Laurence Hartnett. Hartnett was an engineer who made several important contributions to the Australian automotive industry, and is often called 'The Father of the Holden'. He later built the Hartnett car, and later the Lloyd-Hartnett. Anyway, I now have his autobiography and was happy to pay the \$7 asking price. I was even happier when I got home and had a closer look. On opening the front cover I noticed just the tip of some ink scribbling, mostly hidden by the flap of the dust jacket. On peeling said leaf back, I was delighted to see that the scribbling was in fact the author's signature! A quick look on-line revealed a first edition signed copy is worth about 25 times what I paid! Can't wait till next year!

Once again the Edwardian goes far and wide these days. I got an email from one of its recipients, Rod Luke, of the Temora club. He was kind enough to be complimentary of our newsletter, and after reading the piece on our Council pursuing the 60 day scheme, commented " I wish you well in your efforts to change the classic registration scheme. Our club has enthusiastically embraced the 60 day log book scheme and it has certainly increased overall interest in our club. I hope that it all goes well for you." Thanks Rod. An interesting observation from someone in a position to know. If it increases interest and participation in the oldies then that's certainly something we should be striving for.

This edition's 'From the Archives' is particularly interesting. Those who read this section will have noticed that over about a two or three year period ('66-'68), various commentary was made about accepting vintage cars into the club. Obviously some strong views were aired, and by the sounds of it, some meetings got pretty heated. Anyway, all this discontent in the club led to the establishment of the Canberra Antique and Classic Car club – which is of course celebrating its 50th this year. The irony is that roughly 25 years after all the goings on in the club that led to the split, were for nothing when in the early 90's (I think) we embraced the vintage movement, and have never looked back. Then President, Dave Phillips, words (see archives) proved quite prophetic.

Thanks to Mick B. for a really interesting write up of his trip to the far corner of the state (page 7). He's pretty keen to drive a little Suzuki Jimny, and towing a trailer, all the way to Cameron's corner, but not as intrepid as the mob of motorists he ran into up there were! Read Mick's story to see what I mean. I also reproduce an interesting article I gleaned a few years ago from an old Bosch manual (I think it was) that explains in detail the vernier coupling, and how you can get incredibly small advance/retard increments with your magneto.

Rick



From the Archives

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

1968

August -

By Editor Ross Millard "Much talk has been going on and many articles have been published re vintage cars - firstly re their position in the club and second their recognition as motor vehicles within the club. The aims of the club are veteran and that's that, and we can't be expected to change that. If this is what we want then we should have formed an Antique and Classic Club or some such thing..."

A letter from renown Sydney collector, George Green, of the NSW veteran club was reproduced saying, in part, "Why do we want to start meddling with the affairs of the vintage movement? Let them work out their own problems."

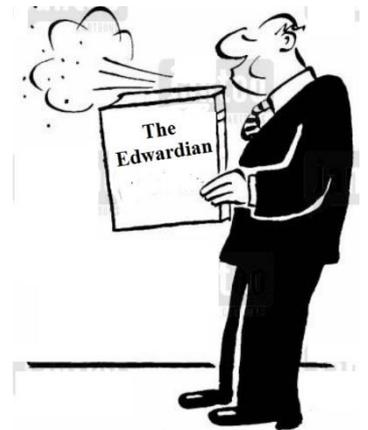
Outgoing Pres, Dave Phillips wrote "My only regret is that I have been unable to institute some provision within the club, for the recognition of vintage and classic cars. Quite a number of our members own such cars and others have intentions of acquiring same. There have been several attempts to establish a separate club in Canberra without apparent success. It is obvious from the membership of our own club that our interests are basically the same and I feel that a separate club would merely be a duplication of existing facilities. Members with both interests could not do justice to two separate clubs. It is my opinion that our club would be strengthened in many ways if a vintage and classic committee was formed within our club."

John Ahearn became a new Associate member at the July meeting. (Ed – Good on you John. You deserve your OBE). Ian Irwin was appointed to the new club position as Librarian. Next club meeting was to be held at Martin McCarthys place in Farrer.

August run was to be a restoration run with first stop at Alan Hardings' to see the Vermorrel, then Bill Southwells to see his Fiat resto, then to Geoff Bucklands to see progress on the Vulcan, and lastly to Ross Millards to see the Humber, Buick and Dodge. Four other venues were to be visited.

September -

Foundation member, Errol Rumpf, wrote a response to Ross Millard's letter of the previous month - - "It was very disheartening to read your "closed door" attitude towards 'vintage' vehicles ...and I would hope that this is not the majority opinion of the members of this club.....I would suggest almost any vehicle manufactured before 1930 is 'old' in the eyes of the general public. Is there really so much difference between a 1917 Dodge and a 1924 Dodge? In the past there have been several attempts to form a separate club in Canberra to cater for all categories, and I am certain that if we do not act now and satisfy the requirements of our members, such a club will eventually be formed to the detriment of our own club. Without the support of vintage cars our already



poorly patronised events would be almost a wasted effort. I would urge a members to give this proposal your earnest consideration and help avoid a split of loyalties in the formation of a separate club.

President's report "It was a pleasure to hear some sensible discussion on the vintage car set-up and it would appear from the interest of members the instigators will have no lack of support with their venture of a separate club, which the ACT can certainly stand."

September run is to be dinner dance @\$2 a head, "We have 100 tickets to sell at the Canberra Yacht Club. Music by Jim Shannon with his electric organ."

Meetings were back to being held in the Methodist hall in Forrest.

October

Editorial by Ross Millard - "Firstly I attended the inaugural meeting of the 'Antique and Classic' club (for the sake of a name which has not yet been decided) on Tues 1st October at the National Methodist Hall - approx 28 interested people turned up and a very enjoyable and constructive evening was held. A steering committee of 4 was eventually empowered to investigate all matters pertaining to the organisation of the club and with their enthusiasm I feel sure we will see an active club in the very near future.

At our last meeting much discussion was held re "motor vehicles" and it was pleasing to see the constructive and genuine concern shown by members which was only marred by an odd outburst."



SUNDAY 24th JUNE 2018 CLUB SOUP RUN

The Soup Run was a great success.

Carol and I managed to organise the event at the Lake Tuggeranong Sea Scout Hall which is right on the water's edge. The view across the Lake is superb. The weather was fine but cold however with virtually no breeze it was a good day.

Several of us met at McDonalds for a coffee first and everyone started to arrive at the Scout Hall soon after 11-30am. The Hall was perfect for the event. We set the tables up in a large square which worked out particularly well. Carol prepared the soups and other members brought along bread to have with the soup and a variety of cakes and slices for dessert. After the long lunch all members helped with putting away the tables, washing up and cleaning. It was all done very efficiently and quickly. We left around 2-30pm.

Tony & Trudy arrived in the Peugeot, Rick & Shirley in the Austin, Greg & Mary in the Talbot Darracq, Wayne in the Model A, Nick in the Overland and Matthew Spackman in the wonderful 1912/1913 Model T. It was the first run with our Club for Matthew and we hope to see quite a bit more of both Matthew and the car. Believe me it was freezing driving the old cars but a lot of fun.

Others who came modern were Lynne Nicholas, Rob & Beth, Gerard, Marie & Christina, Sam (Saman), John Cadona & his friend Anthony from Melbourne, Roger, and Greg and Mary's friends Joyce and Pete Hutchings and Sue Guelman.

Cheers Nick



The Overland looks good from any angle.



Great to see Mathew Spackman out in his veteran T for his first run with our club.



Another Spackman came in his oldie too.



A fine pair of Roadsters.



And some very happy members. This is what it's all about.



Can you help?

Our newsletter goes far and wide these days. I received the following plea from Peter Storen of the Australian Cadillac LaSalle Club. Peter lives near Tarago and advises his club is compiling a list of surviving LaSalle motorcars and their owners. So how can you help?

The above club has an Angus Boyd of ACT owning three 34 LaSalles, but they have no contact details for Angus. Does anyone in our club know of Angus Boyd – or remember these three cars? If you do, please let me know.

Rick



IN A MEMBERS SHED...

In the last Edwardian I featured an exquisite piece of craftsmanship in the shape of a radiator shell, and asked if anyone could identify it. No one has come forth so here's a tantalising glimpse showing its freshly nickelled finish and a new core fitted. The badge is also on it so that should help. If you still can't guess what or who, turn to page 13.



Cameron Corner and the QLD Model T Club

For more than a decade I've had a burning desire to visit Tibooburra and Cameron Corner. No reason, and probably a result of watching too many 4WD shows on the telly. I've travelled a fair bit of the desert country over the years, but not this neck of the woods. I tried last year, but the roads were flooded out and I couldn't even get to Ivanhoe let-alone further north-west. This time, it just so happened that my trip coincided with the QLD Model T Ford rally, along with invited guests from other States. Model T Ford? Out here? This should be interesting! I had no idea what to expect but I did know that I had to be in Tibooburra on the Sunday for their arrival, and possibly for the drive out to Corner on the following Tuesday. I was in my ultra-reliable and comfy Suzuki Jimny, and well set up for the desert country.

Under no circumstances would I ever pretend to know anything about a Model T. In reality, I know little about my Humber let-alone a spindly-wheeled toy from the land of KFC, McDonalds and weird choices of Presidential leadership. I now know that a Model T is a tough little beast of a car, built at a time when paved roads barely existed outside the cities. They also appear to be free of all the modern accoutrements we take for granted today. There were half a dozen Model T's at Tibooburra on Sunday after an arduous drive from the wilds of Queensland along the Silver City Highway. Actually, it's a track and nothing like a highway, particularly after rain. The Model T's were escorted by a smattering of Model A's and a couple of slightly newer Ford products, plus the obligatory escort and support vehicles. Three Victorians and a lone New South Welshman joined the party from the south in their Model T's as well, but I'm getting ahead of myself.

I had intended leaving Canberra on the Thursday, doing some sight-seeing along the way and meeting the rally in Tibooburra on Sunday. As luck would have it, it rained just before my planned departure, so I held off until Friday in case the roads closed down again. One of the affected roads was the route for the Queenslanders, so there was some possibility they wouldn't get there either. As expected, my intended pathway from Ivanhoe to Menindee was closed, and several other options were either closed, about to be closed, or possibly reopened as the earlier rains dried out. Forced detours, shorter and better roads, and faster average speeds meant I was in Tibooburra early Saturday morning after a long day and night drive. This was way too early, so did my own drive out the Corner on Saturday and decided to meet the Queenslanders at Warri Gate about 50 kilometres from Tibooburra on Sunday, if they made it through.

Warri Gate is part of the dog fence. It used to be a rabbit fence until they discovered rabbits were already on both sides, so it fell into disrepair for a few years. Then it was resurrected as a dingo fence, but is now called the dog fence to recognise the wild dog population as well as the native dingo. Locals said there are dogs on both sides, so maybe it will be left to sink into the desert once more. For this stage, the Queenslanders were driving from Noccundra to Tibooburra, a distance of 260 kilometres. That's a big deal in an old car on just-opened wet roads. My short drive to Warri Gate indicated that the road was terrible. Not long after I got to the Gate, the Southerners arrived in their small fleet of Model T's and support vehicles. They were a lovely crew and said the trip out from Tibooburra had been 'interesting'.

Photos taken, they decided to head into the wilds of Queensland and meet the main group on their way from Noccundra. The Southerners disappeared over the horizon on the same highway being travelled by the Queenslanders. I found out later that the Queenslanders never saw them. They are probably still wandering around along the dog fence looking for another gate to get back to Tibooburra! We didn't see them back in Tibooburra as dark approached, so they must have had a very long day.

After the southerners left, I did some more sight-seeing at a nearby National Park and then decided to head down the same highway into Queensland and catch the main group on the way to Tibooburra. That worked perfectly for me and I was only about 60 kilometres from the Gate (110 from Tibooburra) when I saw them coming. At this point of the day it was mid-afternoon, a howling and almost freezing gale was blowing, the road was in a shocking state with significant wet patches and boggy bits, and the corrugations were rattling my car severely. The photos show the road. What a brave bunch of enthusiasts these were. Even the wives were having 'fun', or so they said.

My attendance was by chance and I knew no one there. However, a more amiable bunch of nutters (in a good way) couldn't be found anywhere else in the state, or three States if you were at the Corner. As is the way with the Veteran and Vintage movement, people are really interested in the cars when they are seen outside of the old country showroom or city museum. I was as stunned as the other uninitiated to be driving a modern 4wd along the same rocky, muddy or sandy tracks that the Model T's and Model A's were driving. It was a pretty impressive feat to get to Tibooburra from St George let-alone to continue on and do the tracks to the Corner and back later in the week. Skinny wheels and sand don't go well together, but the low weight and low-down torque of the T's seemed to make up for horsepower grunt and wide floating tyres.

Unfortunately, not all things go to plan. Mixed in with mud and the slush were a few pockets of very dry bulldust. One of the Model T's didn't get far from Noccundra. I wasn't there and heard the sad tale when we stopped at Warri Gate. The T caught a wheel in a pocket of bulldust and rolled all the way on to its roof. The occupants crawled out a little the worse for wear, but in one piece. The T was a commercial body, so two seats up front and a box-structure at the back. This had been converted to a pseudo camper box, and the structure probably prevented the car from crushing those upside-down underneath it when it rolled over. My engineering mind wonders if the tall body may have contributed to the roll-over if it was top-heavy. Scratch one T and add a lengthy delay for the day.

Everyone else made it to Warri Gate and prepared for the last 50 kilometres to Tibooburra. Most of the T's had already been driven hundreds of kilometres from St George and had covered some remarkable travel distances in respectable time. One had lost a CB radio antenna, one had lost a numberplate, one had bent a steering damper, and one of the A's had a carby start to separate and was leaking fuel. Another T was using water and had a little rest half way to Tibooburra, but somehow the cars stayed in (mostly) one piece. This was a far more serious event than I had expected it to be and it was great to be there as an observer.

With daylight running out, we all headed off with high hopes of a trouble-free last stage run to town. By the time I had followed the T's all the way to Tibooburra I had a much greater appreciation of the capabilities of the fragile-looking cars. There is a reason why dirt-oriented motorcycles work better in the dirt than their road-oriented counterparts, and that's the 19 or 21 inch front wheels and 17 or 18 inch rear wheels, both ends using relatively skinny tyres. Reasonable horsepower and good torque also helps, and that seems to sum up the capabilities of the T's and A's as they bounced and rattled their way along some quite rough tracks.

Naturally, they attracted a lot of attention from the Tibooburra locals and multitude of 4WD visitors. All of the drivers and passengers and support crew were happy to chat and tell stories about the day's events, the only downside being the bull-dust roll-over on a mostly damp track. What a massive adventure for some quite well-restored and very original cars.

I hope that every Model T and Model A made it to the Corner back to Tibooburra without significant problems. I was unable to extend my stay and left the group to get their accommodation sorted. The dirt into Tibooburra and on to Cameron Corner isn't a picnic in any car when its chopped up or wet, but in a Model T it was clearly going to be plain old good fun going by the smiles on the drivers, passengers and support crews on the run into town.

I've let the photos tell the story better than I can in words. I have no idea of who the people are or what the situation was, but it doesn't matter. This crowd are taking their hobby to a whole new level. I loved it and was glad to be an uninvited part of it. It was a very interesting experience to see these cars alongside the massively over-prepared and fitted-out 4wd monsters. Sometimes, simplicity and lightness will get you there just as well as two tons of all-terrain behemoth. It just takes a little longer.

Cheers,

Mick Beltrame

(1925 Humber 12/25 Tourer but driving a Suzuki Jimny 4WD for this run).





As all would be aware, at the May meeting President Darrell floated the idea of a new logo for our club. Actually, the wheels for this change were put in motion the month before when the visiting 'Around-the-world-Dutchies' asked if we had a club sticker they could put on their T Ford. It was then realised that we didn't have any that reflected the correct name of our club. The only ones we had were a leftover from when we were solely a veteran club, ie, from about 25 years ago. This fact provided a catalyst to look at the matter and perhaps come up with something completely new, or to use elements of the original – but either way, come up with a design that made it more recognisable that we are an ACT based club.

After our June meeting the options that appeared in the June Edwardian were discussed and the members narrowed down the design elements they wanted to see incorporated (much of it being retained from the original logo, but using the yellow and blue from the ACT flag). Accordingly, an email was sent to all members asking for a vote on this refined set of options. We had an excellent response with more than half the club having their say. The results of the voting were as follows;



Badge	Votes
Original	3
1	2
2	10
3	6
4	10

What was immediately obvious is not just the tied result, but the overwhelming support for the design featuring the tower - 2/3rds of all votes in fact. How to break the deadlock? It was clear that many liked the full colour version, while just as many liked the 'minimal' colour version. As a compromise, a slight redesign that blends a little of both, ie. more colour than four, but less than two, was selected by the executive. And that is what you now see on the cover. So how does it stack up compared to the logos of the other State Veteran car clubs? Judge for yourself, but I think it holds its own very well.



THE MAGNETO COUPLING AND ITS USE.

MANY a car is not giving its true performance owing to the ignition timing not being at its best position.

Description of the Coupling

We frequently find that the principal of the vernier coupling driving the magneto is not thoroughly understood, and we have endeavoured in this article to explain it in such a manner that our Agents' mechanics can readily attend to customers cars so that they can obtain the best from them.

When the magneto has been timed by No. 1 cylinder in the usual way, if on checking the contact breaker position, or if after the engine has been running the ignition timing seems either too advanced or too retarded, the fine adjustment provided by the vernier coupling can be used to set the timing as required.

The coupling has 20 teeth on the driving flange side and 19 on the magneto side, and the minimum amount of adjustment is the difference between the pitches of the two sets of teeth, namely $1/380$ th of a revolution. In terms of one revolution, the pitch of the magneto side of the coupling is $1/19$ th and that of the driving side $1/20$ th. Thus the difference is $1/19$ th less $1/20$ th.

$$(1/19 = 20/380. \quad 1/20 = 19/380. \quad 20/380 - 19/380 = 1/380).$$

To advance the ignition the flange on the magneto spindle must be moved relative to the driving flange *with* the direction of the magneto rotation, and to retard the ignition, the magneto flange must be moved *against* the direction of the magneto rotation.

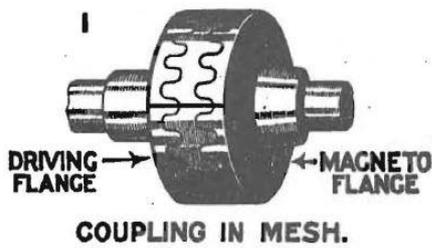
How to use the Coupling

Suppose the ignition requires advancing. Before starting, draw a pencil mark across the two flanges and the rubber disc in case the original timing position is lost. Slacken off the magneto strap, and leaving the rubber disc engaged with the teeth of the driving flange, slide the magneto along its cradle until the teeth of the flange on the magneto spindle are well clear of the rubber disc, taking great care not to revolve the magneto spindle. The rubber disc is now withdrawn from mesh with the driving flange and turned one or more teeth *against* the direction of rotation of the magneto, being then put back into mesh with the driving flange. The magneto spindle not having been revolved, it will be found that the teeth on the magneto flange are not quite opposite their mating teeth on the disc. Now slide the magneto back into its place so that its flange teeth mesh with those on the disc. In so doing the magneto spindle will be caused to revolve very slightly in relation to the driving flange in the appropriate direction. The adjustment being so fine a movement of the disc of two or three teeth in relation to the driving flange will usually be found the smallest adjustment which makes any appreciable difference to the running of the engine as regards ignition timing. If further advance in the timing is considered necessary the rubber disc should again be turned more teeth.

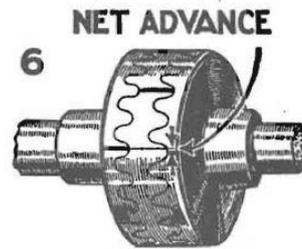
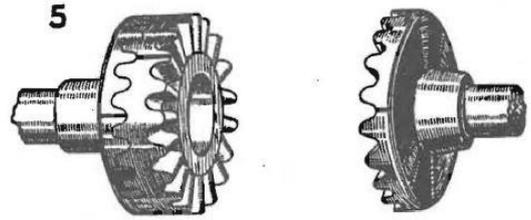
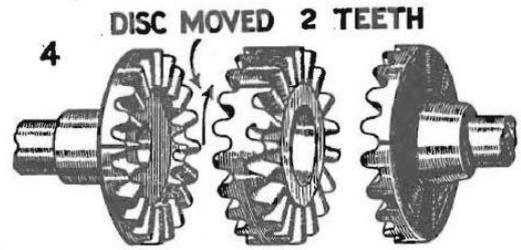
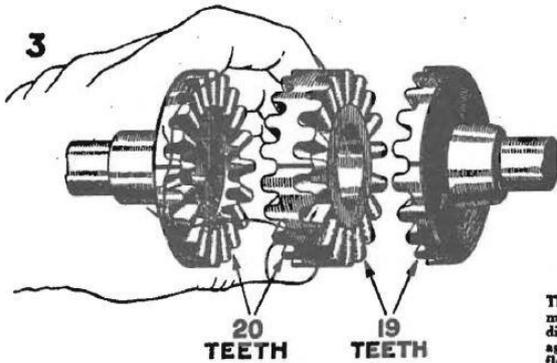
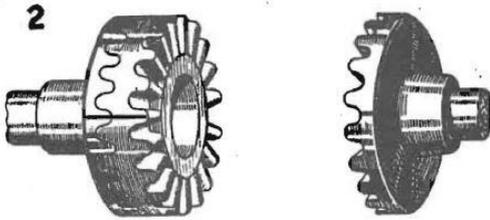
To retard the ignition timing the operation is as for advancing except that the rubber disc is turned *with* the direction of rotation of the magneto.

(On the next page are illustrations of the operations necessary for advancing the ignition as described above).

**Advancing
the
Ignition
Setting.**



COUPLING IN MESH.



The operations necessary in advancing the ignition setting. 1. The coupling in mesh. 2. The magneto drawn back so that the magneto flange is clear of the rubber disc. 3. The rubber disc withdrawn from mesh with the driving flange. 4. The rubber disc turned two teeth against the direction of rotation. 5. The rubber disc put back into mesh with the driving flange. 6. The magneto slid back into place to mesh-up the coupling. For convenience of illustration the magneto flange is shown withdrawn further than is actually necessary.

IN A MEMBERS SHED...

Well I can't give any more clues than this! Yes, it's off John Prentice's magnificent 1914 15/45 Alfonso XIII. The script finishes it off nicely, but there is a story in that alone. A few years ago John found an elusive script on an American on-line auction site. As the price reached eye watering levels, John got pipped at the post. Patience is a virtue in our hobby however. Over twelve months later, another auction site, this time in Europe, had an original 'Hispano' script for sale. Reasoning this was better than nothing, it soon came to Curtin. Eighteen months later, guess what came up on-line, in a different country? Yep, an original 'Suiza' script! Again it quickly found a home in the ACT, and the two were united for this pic. I might add the two together were obtained for a fraction of the Yankee one John missed out on. There's a word to describe the above...serendipity!



RESTORATION TIP

I pinched the below from the Western Australia Historical bicycle club. I used a molasses bath nearly 40 years ago when restoring the Rugby. My old man was a sugar cane inspector, working for the Maryborough Sugar Factory at the time, so when I told him I needed some molasses, it was no worries for him to arrive home the next day with a 20 litre drum of the stuff (it was bl**dy heavy too). I used a 7:1 mix and it worked very well. Be careful though – my mate's new wife thought she'd help him out by suspending some of his gauge surrounds off his '27 Chev truck in his molasses tank. Three days later he pulled out the hanging wire...with nothing on the end! Strangely enough, they're still married.

Rick

Molasses for rust removal.

Simply put if trying the molasses method for rust removal is effective and I'm happy with the practical result then I don't feel the need to spend endless hours researching the chemistry for why it works. That leaves me endless hours for looking at cycles and cycle parts on the Internet.

The good news for the reader is that no research means no big words such as ferrous, oxidation and anabolic reaction. This is a simple discourse relating my experiment with molasses for the removal of rust and the results in plain lingo.

Like most of us in the hobby of conserving old cycles I was interested in finding a practical alternative to sand blasting to remove rust so that chrome, nickel (if you're lucky) or paint and transfers are not damaged while cleaning the cycle frame and components of rust.



Aluminium foil rubbed on a chrome surface with water as a lubricant works well on light rust as does 0000 steel wool using a lubricant. I have used 0000 steel wool on painted surfaces as well with good results. The problem with 0000 steel wool is the residue which hinders the application of paint or conservation wax.

Commercial rust converters, based on oxalic acid, can achieve good results in converting the rust but they don't remove the rust, instead behind leaving a grainy surface of black residue in place of the grainy surface of brown residue you had before treatment. At least they stop the progress of rust if the surface is protected after treatment.

There is an abundance of anecdotal evidence that a molasses and water mixture is effective for rust removal. I had my doubts until having dinner with an engineer who told me he had used a molasses bath to remove rust from vintage cast iron lathe components. He was so impressed with the result that he considered experimenting with and marketing the most effective molasses solution. This was the kick I needed to give it a go.

Molasses to water mixture ratio: My bath is a mixture of 3 parts water to 1 part molasses in a cut down 20 litre plastic container. I have heard of ratios of 5 to 1 and 10 to 1 being used successfully. With molasses available from stock feed suppliers at around \$3.00 per litre I decided 3 to 1 was still cost effective to make a 15 litre bath in which fairly large parts could be submerged.

Parts need to be clean of oil and grease before treatment so the liquid can come in direct contact with rust. I have found that there is no need for cleaning off rust scale as the mixture will dissolve it. The more rust the longer it needs to stay in the bath. Light to moderate rust seems to be removed in about 2 weeks. I have left parts in for longer than 2 weeks with no noticeable deterioration of the base metal or any chrome or paint coatings as long as the coatings are well adhered to the metal below.

CAUTION: I haven't treated parts with water slide transfers so don't know the result.

The engineer I mentioned earlier had a college that used a 44 gallon drum as the mixture container. It was an upside half and the molasses mixture ate away the aluminium bung in about 3 days. **ALUMINIUM PARTS CANNOT BE TREATED IN A MOLASSES BATH!**

Once removed from the bath the parts are simply washed off with water. The results are very pleasing with all rust removed from surfaces including hard to get at nooks and crannies. The metal surface is left a light grey and can vary from smooth to looking like it has been sand blasted depending on how deep the rust was. As the part dries it immediately starts to get a slight orange tarnish as the rusting process starts again. I usually apply Ranex rust converter at this stage which converts the tarnish and stops the rusting process leaving a surface ready for conserving or repainting.

If I am conserving a piece and wish to retain the original patina I apply a conservation wax. The wax does a great job of bringing original colour and detail to the fore again. Parts that I treated with molasses, Ranex and then conservation wax up to six months ago have not started to corrode again. The July – August 2013 edition of the Spoke n Word contains an article on wax and where to source it.

Other discoveries: My molasses bath grew mould for a period of time early in its life then the mould disappeared and hasn't come back again. I wondered how long the molasses mixture would remain active and a friend said he had a brew that has been going for a number of years requiring an occasional top up of water to allow for evaporation. The mixture has quite a strong beer hops smell so you won't get away with hiding it in the house.



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

20 June 2018

Meeting Opened: 7.38 pm.

Attendance: 19 Members, 7 Apologies.

MINUTES OF LAST MEETING:

Accepted – Moved: Rob Woolley, Seconded: Geoff Nicholas.

SECRETARY'S REPORT:

Correspondence In:

- Trailer registration certificate.
- Fee payments and membership forms.
- Australian Taxation Office – advice for non-profit organizations.
- Old Bus Depot Markets – request for display vehicles on 12 August 2018.
- Various magazines and newsletters.

Correspondence Out:

- Fee and membership forms.

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

TREASURER'S REPORT

Account balance reported.

Expenditure:

- John Cadona - trailer registration reimbursement \$77.00.
- Carol Nowak – postage and biscuits \$45.00.
- Council of ACT Motor Clubs – affiliation fee - \$60.00.

Treasurer's report accepted - Moved: John Cadona: Seconded: Chris Hogan.

EDITOR'S REPORT

Nil.

MEMBERSHIP SECRETARY'S REPORT

Carol reported that to date fees have been received from 50 members. She will chase up those still outstanding.

DATING OFFICER'S REPORT

Progress on dating will be advised in the near future.

EVENTS REPORT

The Motor Skills day held in May was discussed. Winners will be announced at the August presentation lunch.

Nick spoke about the June soup run to the Tuggeranong Sea Scouts hall. Moved Nick Nowak, seconded Rick McDonough that a donation of \$50.00 be made to the Sea Scouts for use of their hall and an amount of up to \$150.00 be made available to cover the cost of soup and bread for the event.

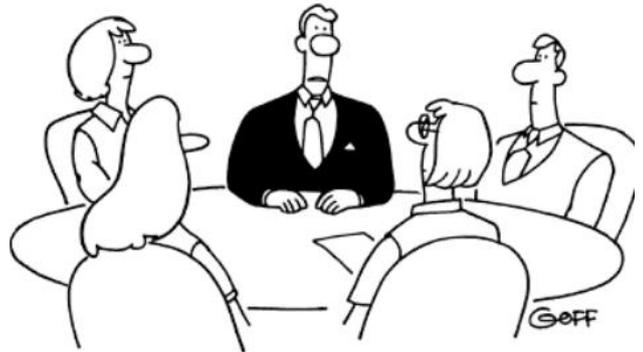
A volunteer will be required to organize a run for July.

Darrell will organize a venue for the August presentation lunch.

Tony will chase up members interested in displaying their vehicles at the Old Bus Depot Markets.

Rob will investigate the possibility of a run to view Peter Toet's cars and bikes in October or November.

LIBRARIAN'S REPORT



"Whew! That was close!
We almost decided something!"

A book on the history of FN was donated to the library by Ian.

REGISTRARS' REPORT

Rob reported that the Club's applications for appointment of two additional registration inspectors were lost by the ACT Motor Registry. Copies of the original applications have been provided to the Motor Registry and the matter is being pursued by the Council Registrar.

GENERAL BUSINESS

Darrell presented a number of proposed designs for a club badge. Two of these designs (with modifications) were selected for the consideration of Club Members.

The meeting discussed the provision in the Club's Constitution (Part III, S.12(4) which provides, inter alia, that *....no person shall hold the office of President for more than two consecutive years*. Following this discussion Rick McDonough gave notice that he would move a motion to change this provision of the Constitution at the Club's next annual general meeting. Rick's motion is that:

Section 12(4) of the Club's Constitution be amended to read:

Each member of the committee shall, subject to these rules, hold office until the conclusion of the annual general meeting following the date of the member's election, but is eligible for re-election. In normal circumstances no person shall hold the office of President for more than two consecutive years. If no new nominations for this office are received, a person who has served two consecutive years may be nominated for a consecutive third or fourth year. A person may not hold the office of President for more than four consecutive years.

MEETING ACTIVITY

Nil.

MEETING CLOSED:

8.22 pm.

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

18 July 2018

Meeting Opened: 7.34pm.

Attendance: 11 Members, 5 Apologies.

MINUTES OF LAST MEETING:

Accepted – Moved: Rick McDonough, Seconded: Chris Hogan.

SECRETARY'S REPORT:

Correspondence In:

- Four fee payments and membership forms.
- Access Canberra – advice of changes to annual reporting requirements.
- Old Bus Depot Markets – request for advice on vehicles to be displayed on 12 August 2018.
- Various magazines and newsletters.

Correspondence Out:

Nil

Secretary's report accepted - Moved: Tony Watson: Seconded: Gerard Frawley.

TREASURER'S REPORT

Account balance reported. To date 50 member subscriptions have been received.

Expenditure:

Nil.

Treasurer's report accepted - Moved: John Cadona: Seconded: Gerard Frawley.

EDITOR'S REPORT

Nil.

MEMBERSHIP SECRETARY'S REPORT

Nil.

DATING OFFICER'S REPORT

Nil.

EVENTS REPORT

Last month's soup run was a success thanks to Carol's efforts.

Interest in the August Old Bus Depot Markets display was canvassed. Tony will seek further interest by email.

LIBRARIAN'S REPORT

Nil.

REGISTRARS' REPORT

Nil.

GENERAL BUSINESS

The meeting endorsed a design for the new club badge. Darrell will arrange printing of stickers. Roger will seek quotes for car and lapel badges.

MEETING ACTIVITY

Nil.

MEETING CLOSED: 8.08pm.



**MINUTES OF THE ANNUAL GENERAL MEETING
VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT)
16 AUGUST 2017**

Meeting Opened: 8.04pm.

Darrell Leemhuis Returning Officer.
Tony Watson a/g Secretary.

Copies of the minutes from the 2016 AGM were published in the August edition of the Club newsletter. Moved Tony Watson that these minutes were a true and accurate record of that meeting. Seconded Carol Nowak.

PRESIDENT'S REPORT

The President did not provide a report for the past year.

TREASURER'S REPORT

John presented his audited report of the Club's finances for 2016-17. This report indicated that the Club is in sound financial position.

Moved John Cadona that this report be accepted – Seconded Tony Watson.

ELECTION OF COMMITTEE

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

President: Darrell Leemhuis - Nominated: Rick McDonough: Seconded: Bob Courtney.
All in favour.

Secretary: Tony Watson - Nominated: Don Doering: Seconded: Darrell Leemhuis:
All in favour.

Membership Secretary: Carol Nowak - Nominated: Rick McDonough: Seconded: Ray Dawson.
All in favour.

Treasurer: John Cadona - Nominated: Don Doering: Seconded: Carol Nowak.
All in favour.

The Edwardian - August 2018

Vice President: Chris Hogan (*position automatically filled by previous President*).

Editor: Rick McDonough - Nominated: Darrell Leemhuis: Seconded: Ray Dawson.
All in favour.

Events Director: No nominations were received for this position.

Meeting Activities: Rob Woolley - Nominated: Rick McDonough: Seconded: Tony Watson.
All in favour.

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

Registrars: *Automatically appointed – positions attached to Secretary, Treasurer and Inspection Officers.*

Dating Officers: (*Appointed for three years*)
Ian Irwin, Greg Spackman, Rob Woolley, Bill Atkinson.
Nominated: Darrell Leemhuis: Seconded: Bob Courtney. All in favour.

Librarians: Greg Spackman, Roy Bendall - Nominated: Rick McDonough: Seconded: Mick Beltrame.
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: Darrell Leemhuis. Seconded: Carol Nowak.
All in favour.

Council Delegates: Chris Hogan. Nominated: Tony Watson. Seconded: Bob Courtney.
(*The President is automatically appointed as a Council Delegate*).
All in favour.

GENERAL BUSINESS:

The meeting discussed current club fee levels. Moved John Cadona, Seconded Darrell Leemhuis that annual club fees remain at \$50. All in favour.

The meeting agreed that, in the absence of an Events Director, last year's shared events responsibilities produced a satisfactory outcome. However, in view of some organizational shortcomings the meeting agreed that appointment of an events coordinator would be desirable. Tony undertook to seek volunteers to conduct each of this year's monthly events.

Tony also undertook to seek clarification of official requirements and obligations in respect of the Club's Inspection Officers and Registrars.

A date of Tuesday 26 September was set for the next Committee meeting.

CLOSE

The Annual General Meeting closed at 8.57pm.



The Club Calendar

Aug.15	Club meeting & AGM
Aug. 19	Club Run - (Trophy Presentation Day)
Sept.19	Club meeting
Sept. 23	Club Run - Needs someone to organise
Oct.17	Club meeting
Oct. 21	Club Run - Rick McDonough to organise

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

Retreads run - Gungahlin Lakes Golf Club for a noon lunch on Friday 17th August.

"A booking has been made for a bistro lunch at noon on Friday 17th August next for our next Retreads car run Lunch in the Gungahlin Lakes Community and Golf Club at the Cnr of Gungahlin Rd and Gundaroo Rd Nicholls. All inquiries to Alec McKernan on phone 6286 1046."

Club Event – Sunday 12 August 2018

As discussed at Wednesday's meeting there will not be club run for July. However, we still have an invitation to display vehicles at the Old Bus Depot Markets on 12 August in conjunction with their antiques day. The last display, in conjunction with a couple of other clubs, was deemed a success by the organizers and much enjoyed by the public – hence the invitation for a re-run.

Time involved will be 9am to around noon. The markets will provide a free coffee for participants. Much diversion will be available in the markets themselves.

This, of course, will be in addition to our usual presentation day lunch on Sunday 19 August.

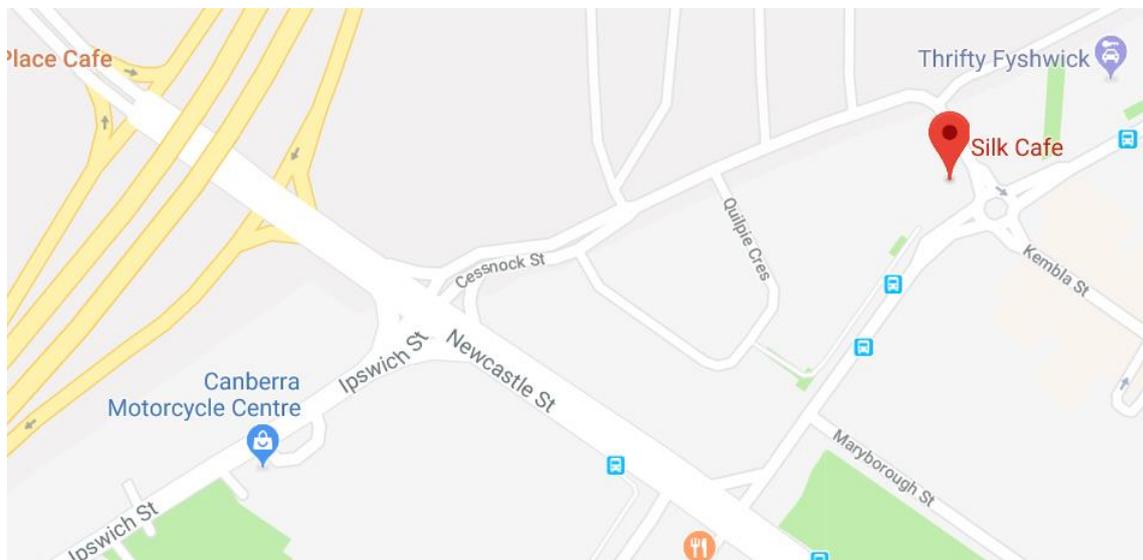
Hoping for a good rollup.

Club Event – Trophy Presentation Day Sunday 19 August 2018

The cold weather and short days we get this time of year makes it hard to get any of the nice cars out., but thanks to Darrell, we've been able to get Silk Café in Fyshwick to open for us exclusively on Sunday the 19th. The Address is 3/1 Cessnock St. Fyshwick. This gives us a great location that is quiet and has plenty of parking.

They do all day breakfast and a lunch menu that is simple, but good food and reasonably priced. See copy of menu on page 22. We aim to arrive at 12:00 noon. Can we please have numbers by our August meeting.

Weather permitting, we would love to see as many member's cars as possible.



VVCCA – ACT - EVENTS SCHEDULE
September 2017 to October 2018

<u>Month</u>	<u>Member to Organise</u>
22 nd October 2017	Roger Gottlob
19 November 2017	Rick McDonough
December 2017	Chris & Simone Hogan
December 2017 (dinner in lieu of meeting)	Club Committee
January 2018	Don Doering
February 2018	John Cadona
March 2018	Hogans and Robinsons (overnight trip)
April 2018	Darrell Leemhuis
May 2018 (Motor Skills day)	Kingsley Southwell (will need volunteers to assist)
June 2018	Nick and Carol Nowak
July 2018	Needs someone to organise
August 2018 (Trophy Presentation Day)	Darrell Leemhuis
September 2018	Needs someone to organise
21 October 2018	Rick McDonough

The National Calendar

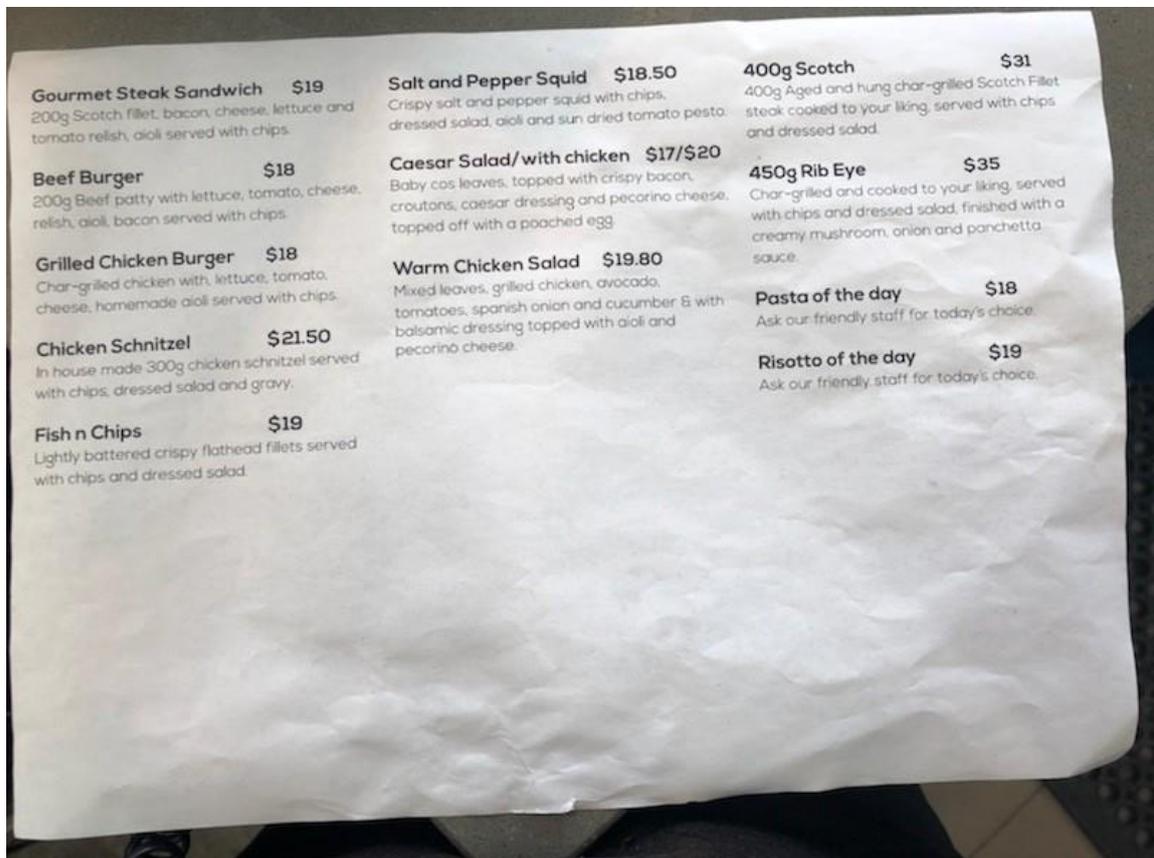
Sep 23-28, 2018	National Veteran Vehicle Rally, Forbes, NSW.
Aug. 30 – 6 Sept. 2019	The Horseless Carriage Club of America (HCCA) South-East Australia Region is holding an International Veteran Tour in Bathurst NSW from 30th August to 6th September in 2019. Expressions of Interest – contact Russell Holden: 0422 219 911
Sept 17-23, 2019	National Veteran Vehicle Rally, Bundaberg, Queensland. email: Rally2019@skymesh.com.au for information.
Sept 29-5 Oct. 2019	Model T Ford Annual Rally 2019, Maryborough, QLD. For all enquiries and entry details visit the website www.mtog12.wix.com/mtog or email: MTOQ2019rally@hotmail.com for an information pack.
1st – 7th April 2020	1 & 2 Cyl National Rally – Charleville, QLD in 2020 Hosted by the Veteran Car Club of Australia (QLD) Inc. For more information contact the 2020 National 1 & 2 Cylinder Rally Directors Graham Donges 0417 718 617 • Irene Donges 0419 751 324

For Sale

1929 Austin 7 “Chummy”

Good condition goes well. Car comes with a purpose built trailer. Car is on Club registration and has a 4 speed gearbox and has an improved cylinder head, good hood, side curtains and seats. Paint work is in good condition as the car was recently restored. Car is Jim Clough’s pride and joy to be sold due to ill health. Price including trailer is \$18,000. Car can be sold separately at \$ 15,000 on its own. Phone enquiries to Alec McKernan on 02 6286 1046 to see the car and test drive it





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