

THE EDWARDIAN

FEBRUARY 2022

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MEETINGS & MEMBERSHIP

HELD EVERY 3RD WEDNESDAY OF THE MONTH AT 7.30PM.

The club has commenced regular meetings at an alternate venue (Unit 7, 12 Quilpie Street, Fyshwick) until the Shannon's rooms are reopened for club use. Meetings are usually followed by a talk on some interesting theme, a film or other entertainment and supper. Visitors are always welcome at our meetings. Standard membership fees are \$50 per year.

Life Members – Ian Irwin O.A.M, Alan Higginson (D'csd), Garth Fisher (D'csd), Alan Pickup (D'csd)

WEBSITE

Visit our website to find out about club news, upcoming events, and digital copies of The Edwardian. You will find many previous editions of The Edwardian here, with more to come in the future as we digitise printed copies of the magazine dating back much further.

<http://vvccaact.org.au/>

Like our Front Cover? 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 116.

OUR CLUB

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

SAVE THE DATE

(DATES MAY BE SUBJECT TO CHANGE)

Wednesday 16th February

Club meeting at Unit 7, 12 Quilpie Street, Fyshwick from 7:30pm

Friday 11th March to Monday 14th
March

The Annual Canberra Weekend rally is planned to be held in Griffith NSW. Griffith has a population of 18,000 people and is the centre of the wine, fruit and agricultural growing area with many interesting places to visit. Griffith has 2 museums and excellent restaurants. It is planned to have a shorter run on Saturday afternoon and a longer run on the Sunday a run can also be organised for the Monday if members are interested. For more information contact Rob.

Wednesday 16th March

Club meeting at Unit 7, 12 Quilpie Street, Fyshwick from 7:30pm

Keep an eye out in your emails for details of the February and March club runs!

RETREADS—‘Re-tyred’ members of many ACT Car Clubs meet informally for lunch at the Southern Cross Club Woden, 12 noon, on the 1st Friday of each month. Also at 12 noon on the 3rd Friday of each month a lunch is held where members, partners, and friends of all car clubs are also welcome to attend. If you plan on attending either, please contact Graham on 0407 199 019 by phone or text to confirm details / attendance so bookings can be increased if necessary. The group is known as “The Retreads”. Outings in their old cars are often arranged. The VVCCA (ACT) recognises these outings as legitimate events for any of its members who wish to participate.

PRESIDENT'S REPORT

Welcome to 2022, we trust that this will be a great year for veteran and vintage motoring.

The Club has enjoyed a number of events for members during December and January with the Christmas dinner at the Hellenic Club, Hogan's ice cream run to Manuka, coffee morning at The Bakery at Sutton, the Woolley's annual BBQ and coffee morning at Two Before Ten at Aranda. A separate report should appear for each event.

The Clubs annual Canberra Day weekend away is planned for 11-14 March in Griffith NSW. The town of Griffith was proclaimed on the 4 August 1916. The design of the town was by Walter Burley Griffin and has many similar features to Canberra. The Murrumbidgee Irrigation Area was established in the early 1900's with the construction of Burrinjuck Dam, Bedembred Weir and 139kms of irrigation channels. The irrigation scheme was designed to drought proof inland Australia and provide food security for the nation.

Runs are being planned for Saturday afternoon and an all-day run for Sunday that will take us to Leeton and surrounding areas. For members that would like a run on the Saturday morning we will organise a run to some of the tourist attractions around the Griffith. If you are planning to attend the weekend away can you, please advise me by email.

Darrell Leemhuis, our events director, is planning our outings for this year if you have any suggestion for runs or interesting place to visit please advise Darrell.

Rick McDonough, our meeting organiser, is arranging speakers for our meeting nights, last meeting Rick gave us an interesting presentation on the construction of the Natural Gas Pipe from Tamworth to Dubbo.

If you any suggestion that you would like the committee to consider please send me an email with your thoughts and the committee will investigate your suggestion.

I look forward to see you at a Club meeting, coffee morning on the 1st Thursday of the month or a Club run on the Sunday following the Club meeting.

Rob Woolley.

MAXIM CARS

Tonneau, Tonneau-Phaeton, and Landaulet.

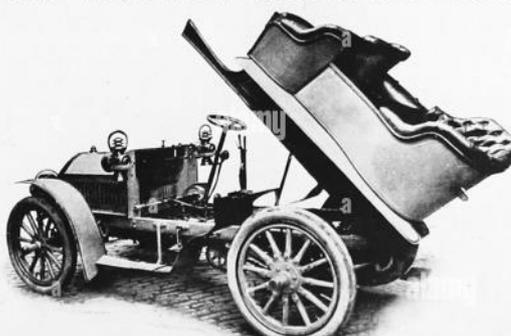
<p>16 h.p. £470</p> <p>Unbreakable Gears.</p> <p>Finest Workmanship.</p>		<p>24 h.p. £575</p> <p>Powerful Hill Climbers.</p> <p>Silent and Absolutely Reliable.</p>
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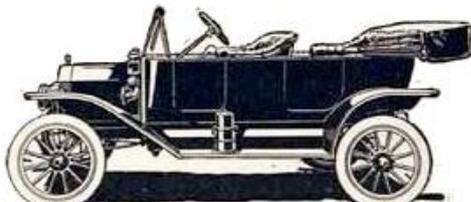


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It's a Better Car

Model T Touring Car
Lob. Ford, Ontario

\$650

Get particulars from Ford Motor Co. of Canada, Ltd. Ford, Ont.



ANNUAL WEEKEND RALLY – GRIFFITH, NSW 11-14 MARCH, 2022

The Annual Canberra Weekend rally is planned to be held in Griffith NSW this year. Griffith has a population of 18,000 people and is the centre of the wine, fruit and agricultural growing area with many interesting places to visit. Griffith has 2 museums and excellent restaurants.

The Griffith Caravan Village has Cabins, Caravan and motorhome sites, and tent sites and barbeque facilities and there are many Motels in Griffith.

Griffith Caravan Village, 1 Gardiner Road, Yoogali, NSW 2680. Phone 6962 3785. Website - www.griffithcaravanvillage.com.au. Cabins with ensuite \$130 p/n, Cabins with ensuite attached \$105 p/n, Powered sites \$35 p/n

Directions—We are 4km out of Griffith CBD heading east. Turn left into Gardiner Rd before Owen Toyota.

Dining—Griffith has many great dining options and the Yoogali Club is 750m from the Caravan Park. The Yoogali Club is at 647 Mackay Avenue, Yoogali

It is planned to have a shorter run on Saturday afternoon and a longer run on the Sunday a run can also be organised for the Monday if members are interested.

For more information, contact Rob Woolley
Phone 0409549485

EDITORIAL

Happy New Year! I hope everyone has had a great festive season and are making the most of 2022 so far.

I went into creating this edition thinking it was going to be on the smaller side, but after some last minute material sent through to me it has turned into another sizeable edition. Thank you to all the contributors. Putting this magazine together takes enough time already, so the contributions from members make my job much easier.

The last few months have been a busy one tidying out my parents house and garage to assist in their move to Canberra. With them they bring their 1911 Model T Ford as new members to our club. Welcome Mum and Dad!



By the time the next edition comes out, I will also have a new addition to the family who will hopefully grow up to enjoy these vehicles as much as my own family.

Mathew Spackman.

Some Highlights of This Issue

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AUTOMOTIVE NOTES

THE NATIONAL CALENDAR

- 1—4 April, 2022 Council of Historic Motor Clubs (Bush Council) National Rally to be held in the lower Hunter region of NSW at Singleton utilising the facilities of the Singleton Show ground and Singleton Diggers Bowling Club. Hosted by the Newcastle District Vintage & Classic Car Club Inc. Entries will be capped at 140 registrations due to the limited space available at the convention venues. Whilst in Singleton we are looking to keep you all occupied with some in house rallies that may include visits to the Singleton Military and Historical Society Museums, Hunter Vineyards and Gardens, and possibly tours of local Water resources and/or tours through the lower Hunter rural landscapes.
- 28 April-1 May, 2022 Orange District Antique Motor Club Autumn Tour, sponsored by the National Trust of Australia (NSW). For Veteran and Vintage Cars (pre 1931) only. For more information contact Euan and Wilga Coutts on 02 63651274 or email euanwil@bigpond.com
- 8—14 May, 2022 1 & 2 Cylinder National Rally—Narrandera, NSW. Hosted by the Veteran Car Club of Australia (NSW). Sunday 8th May 2022 will be a registration day and Saturday 14th May 2022 will be a farewell breakfast. Any enquiries to narrandera2022@gmail.com or visit the website <https://www.vccansw.com/narrandera2022>
- 18 July—11 August, 2022 The Heritage Motorcycle Club of Western Australia is partnering with the Veteran Car Club of Queensland to host the 2022 Brisbane to Broome Rally for a total of 4680km.
- 25 September-1 October, 2022 Model T Ford National Rally 2022 (20T2) Rally in Dubbo, sponsored by the Model T Ford Club of Australia (NSW) Inc. For more information look under the tab “National Rally” on the Model T Club of Australia (NSW) Inc. website <http://www.modeltfordclubnsw.org.au/national-rally-2022.html> or email rally20t2@gmail.com
- 23—28 October, 2022 2022 National Veteran Vehicle Rally, held in Busselton of south-west of WA (2 hours south of Perth), for all roadgoing vehicles build before 31 December, 1918. For more information visit the website <https://veterancarclubofwesternaustralia.wildapricot.org/2021-National-Veteran-Rally> or email busso2021@gmail.com

Is the calendar missing any major events?

Please email me at mathew.spackman@outlook.com with the details for inclusion in the next issue.

VIDEO OF THE ISSUE

In the August issue last year we featured a video from the 2019 London to Brighton Veteran Car Run, which in 2021 was celebrating its 125th year. This edition features another video I found at that time from the 1946 London to Brighton Veteran Car Race.

<https://www.youtube.com/watch?v=06ZOouDHiKg>

Do you have a video you might like me to feature in an upcoming edition? Please send me the details to mathew.spackman@outlook.com

UPCOMING PRESENTATIONS

Our monthly meetings are usually followed by a talk on some interesting theme, a film, or some other entertainment over supper.

Ever wondered.....

What it takes to build a main transmission natural gas pipeline? Several years ago Rick spent 6 months with a survey team on just such a project. Hear about the processes and considerations involved. Rick presented Part 1 at the **January** meeting, with Part 2 being presented at the **February** meeting covering getting the pipe in the ground, methods for crossing highways, railway lines and rivers and a very interesting quirk of history from 150 years ago.



Ever wondered.....

Where and what you need to build one of these?

For the **March** meeting, club member Roger Gottlob will talk about his current role in the Department of Defence involved in building shipyards to support the Australian Continuous Naval Shipbuilding program.



Upcoming Swap Meets and Shows

6th March 2022 — Shannons Wheels—Queanbeyan Showground from 10am to 1:30pm. Hosted by the Canberra Antique and Classic Motor Club, 2022 marks the 40th anniversary of this event. 2021 saw 671 vehicles on display, the most for quite a few years. More than 750 vehicles are expected to be on display, with entry by gold coin donation which will be donated to the Technology for Ageing and Disability ACT (TADACT). During the 2022 event, the 'Car of the Show' will be decided in a trial method of amount of donated coins each participant receives from the public. Each participant will have a box located near their vehicle, with all money raised donated to the Stroke Foundation.

ICE CREAM RUN 13 JANUARY, 2022

Once again members met for our, now annual, evening Ice –cream in Manuka. This is the third year in a row so I think I can comfortably call it an annual event. It was a warm evening and a very nice way to end a day.

All up we had 18 Club people involved and a couple of John’s friends also joined us. A few of us also enjoyed a coffee as well as the ice-cream. Chris and Simone came in the Chev tourer with two of their children, Rob and Beth in the Veteran Ford and Wayne and Silvia in the A – Model. Other members who enjoyed the evening outing were Rick and Shirley, Nick and Carol, Janette Cadona, John and Vilay plus Vilay’s daughter and two grand-children.



We arrived at around 6pm and headed home at about a quarter to eight. It was a lovely evening
Cheers Nick



THE BAKERY AT SUTTON 16 JANUARY, 2022

For the January outing the Club decided to have a morning coffee run and a BBQ in the evening at the Woolley's.

The Coffee to Sutton was well attended with 5 cars and 14 people present were:

- 1915 Model T Ford - Rob and Beth Woolley
- 1917 Model T Ford - Scott Harris and Denise Cherry
- 1924 Model T Ford – Roy Bendall
- 1930 Model A Ford – Wayne Young and Silvia
- 1954 Austin Healey – Wayne and Sandra Smith
- Modern – Chris, Simone, Nick, Cameron, Madeline and Max



It was a very pleasant morning for a drive into the country. The coffee, food and company was first class and after a 1.5 hours of talking we all returned home choosing the route most suitable to our vehicles.

Rob and Beth Woolley





THE WOOLLEY'S ANNUAL BARBEQUE 16 JANUARY, 2022

Present were: Chris and Simone Hogan, John Cadona, Rick McDonough, Roy Bendall, Don and Bev Doering and Rob and Beth Woolley.

A great evening was enjoyed by all over good food, wine, beer and rum. As there was a smaller number in attendance, we all sat around the table. All enjoyed the 'family' style conversation. Beth served deserts of Almond orange cake with ice cream and cream, followed by coffee and tea.

We remembered former member Peter Doering with celebrity port as has been the custom for many years.

Rob and Beth Woolley



COFFEE IN ARANDA 3 FEBRUARY, 2022

The mid-week coffee mornings continue to be popular. The most recent meeting was at “Two before Ten” café in Aranda. It is an interesting café as the owners also grow a large range of veggies for the café’s use as well as for their other café’s around Canberra. There are large beds of kale, tomatoes and much more. We had 12 members attend which is slightly less than usual and three “old” cars which were driven by Rob Woolley (Model T), Greg Spackman (Talbot Darracq) and Ross Nerdal (Austin). Plenty of people looked at and photographed the cars.

It was a fairly cool morning which for me is better than being too hot.

Attending: Rob and Beth, Greg and Mary, Ross, Bill de Graaf, Gerard and Marie, Ian and Ida, Nick and Carol. It was particularly nice to see Ida up and about again after a couple of visits to hospital.

Rob and I will work out where the next coffee will be and let members know shortly.

Cheers Nick



Did you know?

This year marks the 40th anniversary of the first Wheels held at Phillip Oval in 1982. It is thought 40 or 50 cars were on show and \$17 was donated to charity (adjusted for inflation this was about \$63 in 2021). Since that time displays have raised nearly \$400,000 for Canberra charities.

More than 70 vehicle clubs from Canberra and the region are expected to attend, with many making a concerted effort to arrange and decorate their display area to commemorate the special anniversary of the event.

Over 700 vehicles - bikes, cars and trucks - are expected to be on display. They will include veteran, vintage and historic vehicles, as well as modified, electric and many special interest vehicles, and possibly even a few classic pedal cars.

See the colour brochure and ‘Upcoming Swap Meets and Shows’ section in this edition for more information.

‘Wheels’ at Phillip Oval

THE Wheels Show, at Phillip Oval, from 10am until 5pm next Sunday, will be a huge display of veteran, vintage, classic and modern cars and motorcycles.

It has been organised by the Canberra Antique and Classic Motor Club in conjunction with the ACT Society for Physically Handicapped Children.

‘Wheels’ at Phillip Oval (1982, March 7). *The Canberra Times* (ACT : 1926 - 1995), p. 15.

Retrieved February 8, 2022, from <http://nla.gov.au/nla.news-article126907705>

A TOURIST PARK WITH A THEME! BY RICK MCDONOUGH

A couple of months ago Shirley and I spent a couple of days in Tamworth. We stayed in a cabin in a tourist park that had a definite theme. The above photo of a street sign in said park may give you a clue as to that theme? If not, how about other street names like, 'Longbridge Rd', 'Swallow Dve', 'Meteor Rd.', and 'Herbert's Dve'? Still can't work it out? Well the Park's logo (below) pretty much says it all.



The name was chosen, because the owners have a 1927 Austin roadster.



Austin is also a family Christian name, with two of the owners being Martin Austin and Frank Austin. Frank and Chris have a son named Phillip Austin, and he in turn has a son named Henry Austin.

As a fellow Austin owner I just had to introduce myself and look in the garage and see the little beast for myself. It doesn't get used much now days according to the owner.

Anyway, I can thoroughly recommend the Park if you're up that way. The cabin was near new and very clean, and with a vintage car enthusiast owner, how could you go wrong?

HOW LOW CAN YOU GO? BY RICK MCDONOUGH

In Feb 2020, I went down to the Ballarat swap. When walking through the carpark to get to the front gate I spied something rather interesting. Now I know there's a couple of blokes in our club who like collecting low number ACT plates, but I don't think they've got one this low! It is mounted on a Winnebago type vehicle. Obviously the owner is a swap meet fan.

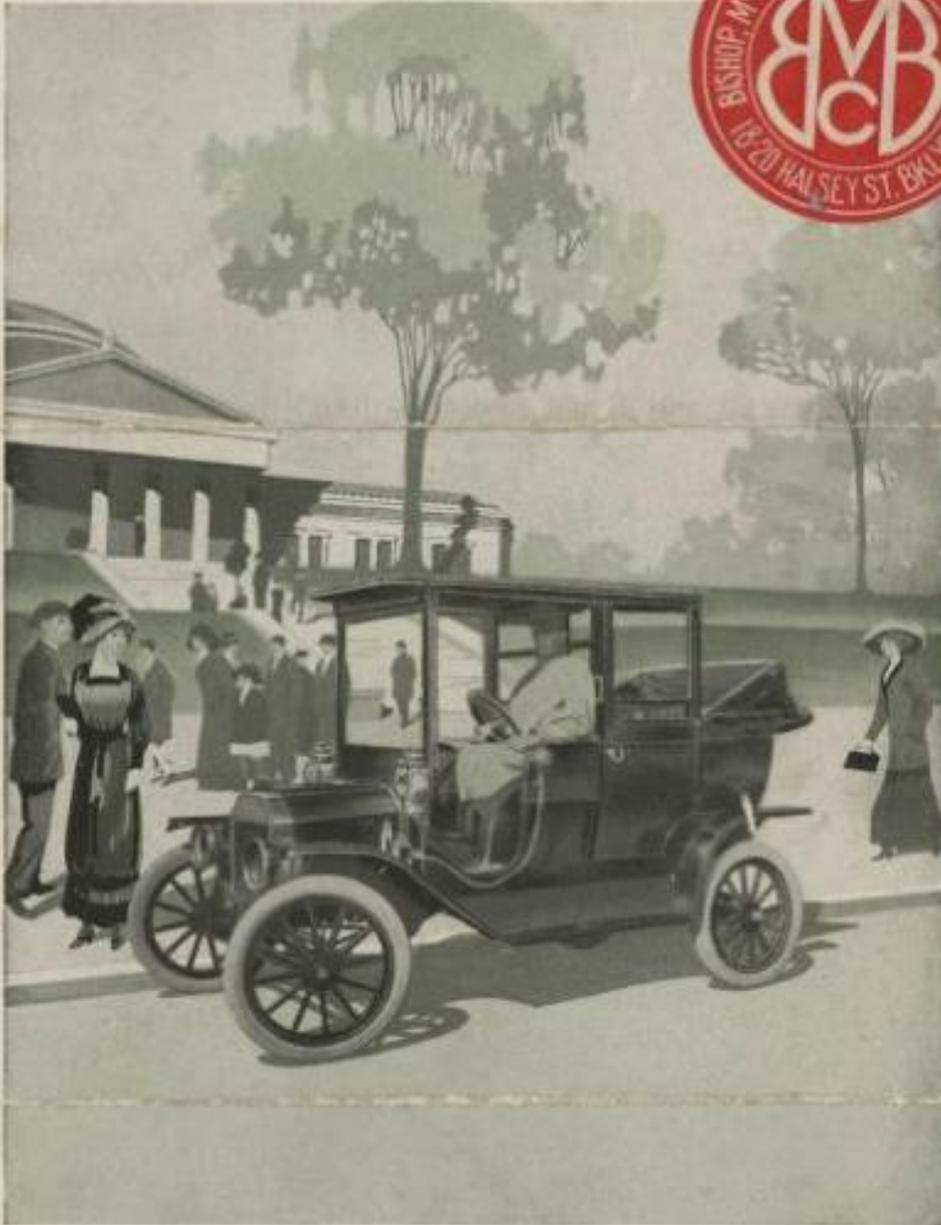
As far as the swap itself goes, its main advantage was the flat terrain and well laid out grid pattern. Each side of a row is clearly alphabetically marked, eg. One side of a row is 'A' while the other side is 'AA', and so on up to 'ZZ'. Each row has about 100 sites along its length, so it's little surprising that my phone told me I'd walked 19 kms by the end of the day! A far easier swap to navigate than the rabbit's warren that Bendigo is, but Bendigo does have the advantage of big sheds that the dealers set up in, whereas Ballarat is just a big flat cow paddock and has no sheds, thus no dealers. When global health conditions allow it, I will probably go again.



Ford Motor Company

Detroit, Mich.

FEB 25 1911



Model T Touring Car, completely equipped \$780.00
 Roadster or Open Runabout, completely equipped \$680.00
 Torpedo Runabout, completely equipped \$725.00

These prices include top, wind shield, speedometer, gas lamps, generator, 3 oil Lamps, tubular horn and kit of tools

The same cars equipped only with 3 oil lamps, horn and kit of tools the prices are

Touring Car \$700 Roadster or Open Runabout \$600
 Torpedo Runabout \$645 Town Car \$1200 Coupe \$1050

All prices F. O. B. Detroit

FORD BRANCH HOUSES

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|------------|--------------|-------------|--------------|
| Atlanta | Dallas | Kansas City | Philadelphia |
| Boston | Denver | London | Pittsburg |
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| Cincinnati | Houston | Omaha | Walkersville |
| Cleveland | Indianapolis | Paris | Winnipeg |



Ford - The Quality Car

Of Low Price and Established Value



A very pretty girl and a charming scene from California

ALL of the immense Ford factory is devoted to making one chassis. All the chassaux are alike. All the machinery is making this one car, all the men are working on the same model. But different styles of bodies are supplied and these bodies are interchangeable. In this way a buyer can secure two cars for only the extra price of the additional body. The

picture shows the Coupe as it appears in service. The Rajahs of India tour their native lands in Ford Town cars and find them even of greater service than Limousines of several times the price. South America, Europe, Asia, Africa, every country under the sun is riding in the low priced, high class enclosed car. It makes an ideal car for all sorts of requirements.



Ford Motor Cars

The Good Car for Bad Roads

The car of established quality—established value and low price. Backed by a company worth millions and completely organized. The lightest car in the world, size, power and capacity considered. The cheapest car in the world to buy and maintain—simplest to operate. The strongest made car in the world—a car of Vanadium steel.



THE Ford car is built for hard work. If roads are poor, if hills are steep, if land is sandy, if rocks abound, if wet weather is plenty, then the Ford Model T shows its real superiority. Because of the light weight of the car, the abundance of power, the splendid design, the simplicity of the mechanism, the low fuel consumption and little tire trouble and because of the high clearance, this car has become immensely popular, especially in sections where automobile conditions are unfavorable.

The Touring Car, capable of carrying five passengers will take any road, however rough the riding, with its complete load with the ease that it would take in carrying one passenger. The Runabout type of car for carrying two passengers meets the demand of the busy salesman whose business requires continual road travel.



Open Runabout



Torpedo Runabout

FORD Superiority on the Hills and in Mud, Sand or Snow. A good car for bad roads

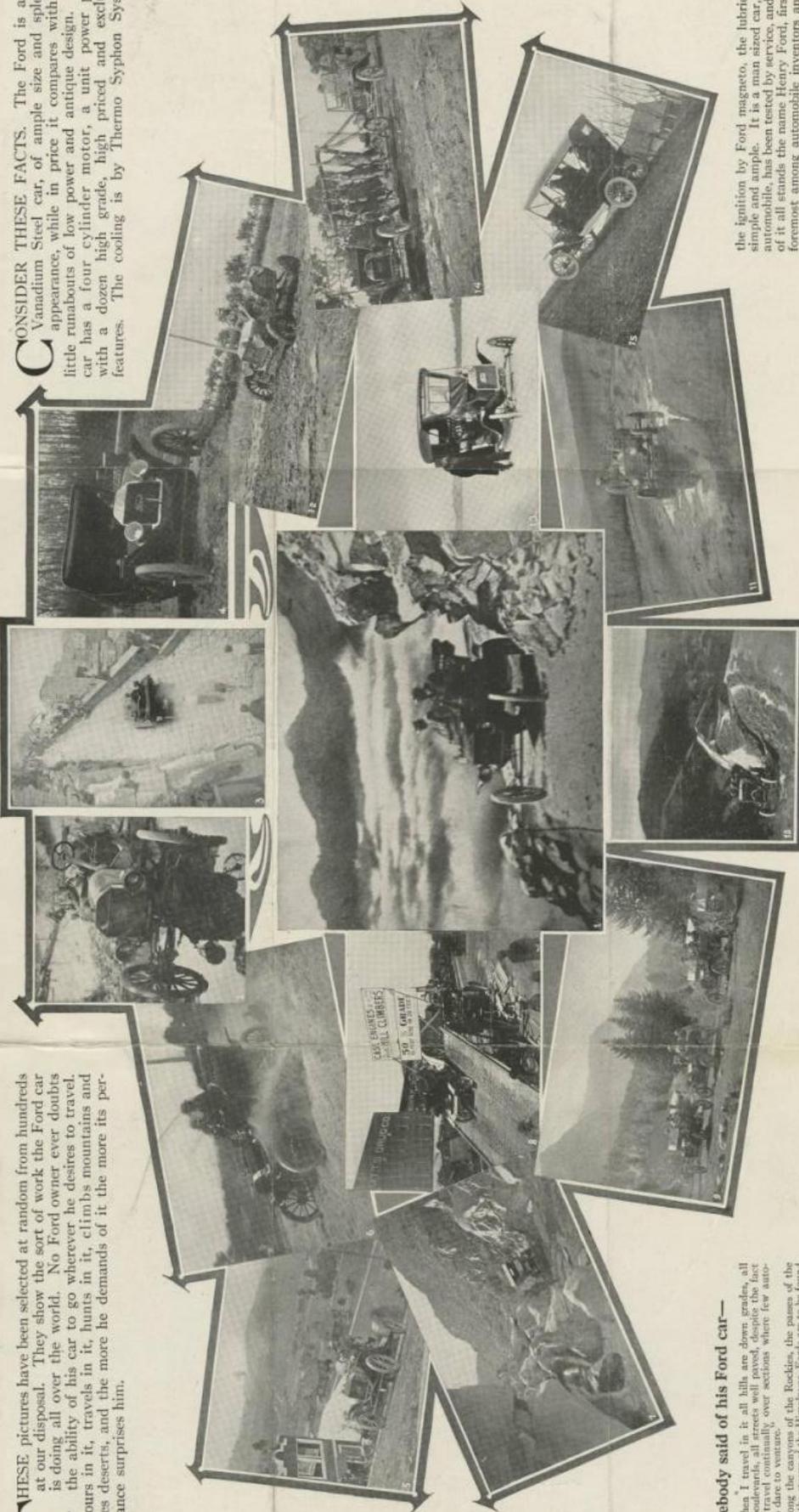
THESE pictures have been selected at random from hundreds at our disposal. They show the sort of work the Ford car is doing all over the world. No Ford owner ever doubts the ability of his car to go wherever he desires to travel. He tours in it, travels in it, hunts in it, climbs mountains and crosses deserts, and the more he demands of it the more its performance surprises him.

CONSIDER THESE FACTS. The Ford is an all Vanadium Steel car, of ample size and splendid appearance, while in price it compares with the little runabouts of low power and antique design. The car has a four cylinder motor, a unit power plant with a dozen high grade, high priced and exclusive features. The cooling is by Thermo Syphon System,

Somebody said of his Ford car—

"When I travel in it all hills are down grades, all roads, boulevards, all streets well paved, despite the fact that I have driven it over the roughest, most treacherous, over sections where few automobiles dare to venture."
Among the canyons of the Rockies, the passes of the Andes, the strips of the Himalayas, Fords are to be found in active exacting service.
They sell in spite of their light weight, low price and general unpopularity among competitors. The very appearance of a Ford car soon get the impression that there must be an enormous profit in the price of other cars.

the ignition by Ford magneto, the lubrication simple and ample. It is a man sized car, is all automobile, has been tested by service, and back of it all stands the name Henry Ford, first and foremost among automobile inventors and designers of the world, as a guarantee of merit. The Model T has larger tires per unit of weight than any other touring car. It has larger brakes, turns more miles for less money, has greater speed for long distances and all in all offers the biggest automobile value ever advertised.



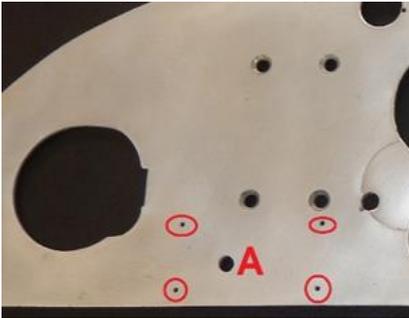
All the above are from photographs sent to us by owners of Model T Ford Cars

- 1 Ford Model T above clouds on Mt. Wilson, Cal.
- 2 Plunging through water enroute to Seattle
- 3 Ford touring in southern California
- 4 Hill climbing in the mountains near Detroit
- 5 At Los Angeles, Cal.—"Going up on high"
- 6 The power of the Model T in the sand fields of Columbia, S. C.
- 7 Ford touring in southern California
- 8 Hill climbing in the mountains near Seattle, Wash.
- 9 Through the mountain near Seattle, Wash.
- 10 Touring through the hills of England
- 11 Muddy roads in Idaho
- 12 Farther west, near Seattle
- 13 Ford touring in southern California
- 14 Hill climbing in the mountains near Seattle, Wash.
- 15 Climbing hills on the outskirts of Detroit

THE ACID TEST

BY RICK MCDONOUGH

Modern technology has now brought a number of formerly 'specialised' services within the range of the home enthusiast's abilities. One such example is that of remanufacturing brass plaques. It wasn't that long ago that you had to have a specialised firm do the artwork, then produce a costly die, then produce a largish quantity in order for the whole process to be economically viable. Now, with materials readily available, you can do 'one-off' plaques very easily yourself.



When restoring my Delage dashboard recently there was evidence that a Dealer's plaque had been affixed to its lower left edge – a typical location for such things. The four small holding fasteners were still in-situ, but the plaque itself had been removed in the 50's by the then owner's desire to mount a knob of some description in the same spot ('A' in photo at left). Being unable to obtain an original plaque, I set about producing one for myself. The following is how I did it.

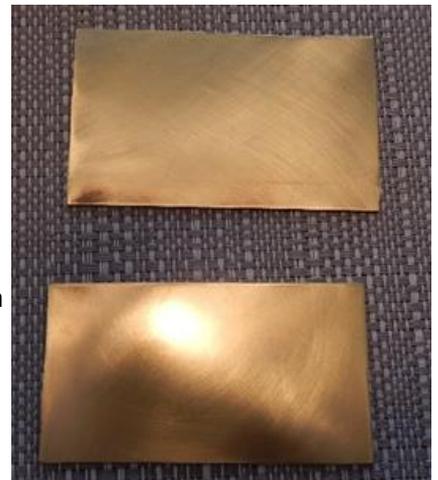
Firstly I did the artwork for the final design. I was fortunate to have 'a friend of a friend' who was a graphic designer, and he was able to convert my amateur images into a professional image I could use. Note – while the image here shows it reading normally, you in fact need the image to be back-to-front, ie. mirrored.



The next step was to print the image onto 'Press 'n' Peel' transfer film. This is available from Jaycar. You get a pack of 5 sheets for \$40. Press 'n' Peel (P'n'P) is a mylar like film with a blue powdery emulsion coated onto it. This coating is very weakly adhered to the plastic film. When printing you must use a laser printer – not an ink-jet. I believe this has something to do with fact that Laser uses a plasticised type toner, (as opposed to ink) and can therefore be remelted onto the surface of the your brass/copper blanks. As the sheets aren't particularly cheap, I printed several plaques onto a sheet in case some didn't work out. You'll see here how the image has printed out back to front – as intended.

Next was to cut some blanks, slightly oversize, out of a sheet of brass. Scrape any burrs on the edge of the blank that may have resulted from the cutting/shearing process. Burrs tend to keep the P'n'P (and the iron – see later) from making solid contact. I also ensured the surface of the blanks were both scratch free and 100% clean of any contamination.

The next step is to make the P'n'P image stick to the brass blank. I left about a 15mm border around each image when cutting them out of the P'n'P sheet. Place the P'n'P with image face down onto the blank – which explains why you did the back to front image and printing, as when it is flipped face down on your blank it will now read the right way.





Now it's time to get the iron out. Temperature setting on the iron is quite important. Suggested starting temperature is 135-165 degrees C. I used an iron setting of 'Cotton'. Time varies with the size and thickness of the blank, but I generally ironed for about 2 mins. I used the timer on my phone to assist with this. DO NOT USE STEAM! I also used a piece of plain paper between the iron and the film to reduce friction and prevent the iron from catching on the film. Be very careful not to move the P'n'P sheet while you iron it otherwise you'll distort the image. This is very likely to happen when you start ironing. Therefore it is best to first just place and press the iron on the board and after 20 or so seconds start moving it.

The way the transfer of image works is that the toner re-melts and sticks to the brass blank, but as the blue coating has poor adhesion to the sheet it comes unstuck as you peel it off leaving the residue only where the toner was. This residue is known as a

'resist' because it will resist the corrosive action of the acid etch process. Given this 'resistance' it means that when you do your initial artwork you need to think about what areas of the finished plaque are to be left 'high' and which areas are 'low', ie. eaten away by the acid. You almost have to think of it as a 'negative'.

Now comes time to peel the P'n'P off, but only after the blank has cooled down. If you peel it off whilst still hot you will not get very good results, this is because the toner is still sticky and not set so it will come off. I peeled the sheet back very slowly so I could spot any non-fused parts before the whole sheet is off. If it was a bit patchy I could flip it back down and give it a bit more ironing. I also used a 'Sharpie' felt pen with a fine tip for any touch-up work on the brass blank if any of the image hadn't transferred properly.



Now comes time to remove the excess brass (ie. all the brass not covered by the resist). The acid used is Ferric Chloride. I couldn't get any of this in Canberra. I tried various hardware stores and even pool shops, all to no avail. I ended up ordering a litre on line from a Sydney Supplier – cost about \$40 posted. I used a clean Chinese take-away type container to put the FeCl in. Before putting the plaque in the acid I covered its backside with packaging tape. This is another type of resist as I didn't want the unprinted rear side to be eaten away by the acid. I also made a sort of tongue with the packing tape so I could grip the plate to lower and lift it out of the acid. I also made a bracket that I could sit my plaque on in the bath. This kept it off the bottom and allowed the acid to freely circulate over its face. By putting the plaque in the bath face down, you are allowing all the particles of brass that are being eaten away to fall downwards, away from the plaque. I left the plaque in about 80 minutes, but checked it a couple of times over that period to make sure all was well. The acid will eventually lose its effectiveness if several items are done.

Once satisfied that the etching was deep enough I then removed the plaque from the container and rinsed it off and trimmed the excess brass off the oversize blank. This final trimming took a fair amount of time I might add. Once to final size I then removed the resist with some paint thinners. Acetone works fine too.



The plaque, face down in the bracket. This kept the face of the plaque off the bottom and allowed the acid to circulate over it. Note – I also covered the bracket in tape so the acid didn't waste its effectiveness on it.

As it came out of the acid bath, but rinsed off. This perspective shows the depth of the etch. You can also see that the resist is still present. The next step here was to remove the excess brass seen beyond the outer border of the plaque.



The final product, all trimmed/filed to size (100 x 45mm) and the resist wiped away. It's surprising how much fine detail you can get.

Temporarily in place. At some time in the near future I will get it nickel plated and then infill the background with black paint.



In summary it was a very satisfying exercise. The beauty of this process is that it is simple, uses readily available materials, and there is really no design you can't reproduce. I now have a very presentable Agent's Badge to attach to the dashboard.

Rick



WHEELS

2022



Queanbeyan Showground

Sunday 6 March 10am – 1.30pm

All CACTMC affiliated clubs
are invited to participate

Regional clubs welcome, please
contact the organisers

Spectators, families all welcome

Entry by gold coin donation with proceeds going to:

- *Technology for Ageing & Disability ACT*
- *The Stroke Foundation*



For more information, contact:

Bob Alexander: rjacgs@hotmail.com

Roger Amos: amosr@grapevine.com.au

Graham Waite: graham.waite@iinet.net.au

Shannons Wheels is proudly supported by Queanbeyan Palerang Regional Council

Organised by the Canberra Antique and Classic Motor Club on behalf of the Council of ACT Motor Clubs (CACTMC)

FOR SALE / FREE

FOR SALE—Overland casting of steering wheel centre. No longer needed. \$40.

Contact John Prentice on 0408 476 644 or john.prentice33@gmail.com



FREE TO GOOD HOME—Rear guard from the 1930's or 40's. Sound, well made and quite useable. Origin unknown.

Contact John Prentice on 0408 476 644 or john.prentice33@gmail.com



WANTED

WANTED—14HP Lucas Dynamo to suit 1925 Armstrong Siddeley (6 or 12 volt).

Contact Nick Nowak on 0428 486 614 or nowakn@iinet.net.au



MODEL T WORLD TOUR

A few years ago Dirk and Trudy Regter visited our club and town as part of their around the world tour in a 1915 T Ford. The club met them out on the road and we all had a meal together that night.. They have started preparing for the last leg of their world tour from Azia back to Holland, and have asked if we could bring their travel plans and their sponsorship campaign to the attention of our car club members.



We are infected with the travel virus no vaccination can beat that!

In order to boost the continuation of our world tour, we are preparing the last part of this wonderful journey.

"From Asia to the Netherlands"

13,000 miles of adventure in our trusty Ford Model T, with the aim of raising money for our two children's projects in Mongolia. We do this by selling these miles to you.

Are you in?

You can buy miles for an amount of 3 USD per mile with a minimum of 5 miles for 15 USD. You will receive a unique certificate with your name and the number of miles you have purchased.

How to buy your miles?

Visit our website: www.ModelTWorldtour.com

Thank you in advance for your contribution.

Trudy and Dirk Regter.

MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 19 JANUARY, 2022

Location: Meeting held at Darrell Leemhuis' office in Fyshwick

Meeting Opened: 7:32pm by President Rob Wooley

Attendance: Members: 13. Apologies: 3. Guests: Nil.

MINUTES OF LAST MEETING (17th November 2021)

Accepted – Moved: Rick McDonough, Seconded: Gerard Frawley.

SECRETARY'S REPORT:

Correspondence In:

- Several magazines received.
- Advice re Shannons Wheels Sunday 6th March 2022.
- Letter from ACT Govt. re time extensions for Club business.
- Fee for "Miroxol" add received from Robert Aernout.
- Letter from Horseless Carriage Club of America re fees due (\$122.95).

Correspondence Out:

- Get well cards sent to Ida Irwin, Judy Brentnall and Marie Frawley.
- Several emails/letters finalizing financial changes with St George Bank.
- Email to Editor to publish last year's trophy winners in the Edwardian.
- Members notified cancellation of coffee meet on 6th January.

Secretary's report accepted - Moved: Nick Nowak, Seconded: Bob Courtney.

TREASURERS REPORT

Balance: The Treasurer did not have numbers this evening.

Carol Nowak requires a refund for Horseless Carriage fee paid - \$122.95.

Mathew Spackman required a refund of \$14.75 for the annual Club Website Registration Fee to "Domain" (website name is VVCCA ACT.org.au).

Treasurers Report Accepted.

Moved: John Cadona, Seconded: Gerard Frawley.

EDITOR'S REPORT

Editor, Mathew Spackman nil to report. He is currently putting together the next Edwardian newsletter. Any reports or interesting articles welcomed.

WEBMASTER

Mathew mentioned the Website cost to Domain mentioned in the Treasurers Report above.

MEMBERSHIP SECRETARY'S REPORT

Membership Secretary, Carol Nowak, has received an application for new membership from Narelle and Kevin Spackman who are moving to Canberra from the Central Coast. They have a Veteran Model T Ford. Narelle and Kevin were nominated by Mathew Spackman (son) and seconded by Rob Woolley.

The Club voted "all in favour".

The Club now has 61 members.

DATING OFFICER'S REPORT

Ian Irwin was unable to attend the meeting however there is nothing happening regarding Dating at present and Ian has requested that "Dating" be removed from the agenda. He will notify the Club if this position changes – Agreed.

EVENTS REPORT

Darrell Leemhuis (Events Director) and Rob Woolley reported;

- January coffee morning cancelled.
- Evening Ice Cream run to Manuka on Thursday 13th January well attended – 14 members.
- Run to Sutton Bakery on Sunday 16th January attracted 15 members and several old cars.
- Evening Club BBQ at Rob and Beth's went well. Nine members attended.

Darrell mentioned that planning for Club events will proceed and that the Club Executive Committee had decided that individual members will each decide whether or not to attend. At this point in time the Club will not go into lockdown. All events to be run under ACT and NSW regulations relating to Covid 19.

Rob informed the Club that he has organized a Club weekend away in Griffith NSW for the Canberra Day weekend on 11th to 14th March. Darrell to send out the information.

Nick mentioned that the Club has received information and details for the annual Shannons Wheels display at Queanbeyan in early March. Details to be sent to members by Nick. Numbers attending are not necessary at this stage.

LIBRARIAN'S REPORT

- The Club is still unable to access the library at the Shannons meeting room.
- Librarian Roy Bendall has nil to report.
- Darrell agreed to contact Steve Farmer of Shannons to see when they are likely to re-open the room.

REGISTRAR’S REPORT

Rob and Nick – Business as usual.

GENERAL BUSINESS

- Rob presented Mathew Spackman with the Wheeler-Reece Shield the remaining trophy for last year. Mathew won the award for extensively re-restoring his 1913 T Ford.
- Nick said that the Club still has to hand out “certificates” to last year’s trophy winners. Darrell will copy and laminate the certificates.
- Rob advised that the new, proposed 60 day rego. scheme was still with the ACT Govt. and not finalized. Plates and logbooks still to be prepared. Might be in by July ’22?
- Darrell will look into the Club purchasing cloth sew-on Club badges and shirts.
- Bob Courtney mentioned that 100 year badges for Vintage cars can be purchased from the SA Vintage car club as the cars become eligible.
- Bob also said that a new SA Veteran motoring book produced by Terry Parker was now available.
- Rick McDonough has recently made and showed us an engraved brass plate for his Delage. Rick will prepare an article for the “Edwardian” describing the process to make the plate. The plate certainly looks professionally made.
- Rick is Club Organizer for “after meeting” activities and he put to the Club that he would like to be able to offer vouchers (say \$25) to non-members who find the time to come and talk to us. Rick put forward a motion that was seconded by Rob – all in favour.
- John Cadona has been approached by Mick Doyle who is trying to locate an early Standard car that was owned by ??? Whitton and may have originally been a member of our Club? Nick said that Mick might approach David Whitton in the Armstrong Siddeley Club who may be related? Details given to John.
- Rob said that Ida Irwin was back in Hospital. The Club wishes Ida a quick recovery.

Meeting Closed: 8:02pm

After Meeting Activity:

Rick gave members an extremely interesting talk about his 6 months working on the gas line construction project between Tamworth and Dubbo in the 1970’s. First half talk tonight and the rest after the next meeting. Thanks Rick.

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