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THE EDWARDIAN

DECEMBER 2022

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MEETINGS & MEMBERSHIP

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

Meetings are held at Shannons Insurance at Unit 20/2 Yallourn St, Fyshwick. The Shannon's building can be accessed from either Yallourn St or the Canberra Ave Service Rd (using driveway between Taubmans Paints and Fyshwick Car Wash – next to Ampol Petrol). 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)

Thursday 12th January Ice cream run at Manuka shops for 7pm start

Wednesday 18th January Club meeting at Shannons Insurance at Unit 20/2 Yallourn St, Fyshwick from 7:30pm.

Sunday 22nd January Annual BBQ at Rob and Beth Woolley's

No details at this time for February events. Please check your email closer to the time.

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 Wayne and Sandra Smith on 02 6254 8524 or email whssec@webone.com.au 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.

MEMBER DISCOUNTS

Capital Bearing Service, 45 Townsville Street, Fyshwick ACT 2609—Phone (02) 6280 6884

Recently I was purchasing bearings from Capital Bearing Service and when speaking to the Manager, Tyrone Palmer, I asked if he would be prepared to give Club members a discount on Bearings and Seals. Tyrone said he is happy to give members a discount if they produced their membership card. In return I offered Tyrone free advertising in The Edwardian.

Century Yuasa Batteries Canberra, 20 Raws Cres, Hume ACT 2620—Phone: (02) 6260 1022

Century Yuasa Batteries Canberra offer Club members a substantial discount on all automotive, truck, motorcycle and motorcycle batteries. They are also happy to offer advice on the most suitable battery for you veteran or vintage vehicle.

To receive a discount, you must produce your Club membership card.

Rob Woolley – December 2022

PRESIDENT'S REPORT

Welcome to the December edition of The Edwardian. As we look back on 2022 it has been another year of change for many of our members with Covid, and health issues.

The past 2 months have been a great opportunity to get our cars out and attend some of the events organised by the Club. The Coffee runs to Lyons and Gold Creek were well attended and a great opportunity to catch up for coffee and a chat. The Club run to Terry and Glenda Davis's home in Bungendore was postponed due to their garden too wet to walk around. A number of members attended the Car Show in Cooma and Chris Hogan won the prize for the best presented car. The weekend in Braidwood organised by Antony Davies for Sunbeam, Talbot, Darracq Club and Veteran and Vintage Car Club ACT was a great success with 6 members attending for the 4 days and 12 members coming down for the Sunday. I drove the Model T Ford down and enjoyed the road trip and an excellent 4 days of driving. Driving home on the Monday was a challenge with 80km hour winds and gusting rain but the Model T performed very well. Antony is preparing a report for the magazine.

Chris, Simone, David, Deidre and families organised a great pancake breakfast for us at Fyshwick Building Supplies, thanks John for setting up the yard for breakfast and Chris, Simone, David Deidre and families for the great pancakes.

Our December meeting is dinner at the Kingston Hotel on the 14 December members will order and pay for their own drinks and meals. We have a private room booked and it will be a good night to celebrate Christmas.

The Griffith Veteran Vehicle Tour committee have been meeting regularly and planning for the Tour is progressing. The Griffith City Council have been very helpful with planning events in Griffith and the Leeton Shire Council have offered assistance in organising a day in Leeton. The committee is planning another visit to Griffith in April 2023 to finalise Tour routes and catering.

We wish you a very happy Christmas and a great 2023.

Rob Woolley

VIDEO OF THE ISSUE

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

Ford Model T Electric Conversion and Restoration

<https://www.youtube.com/watch?v=8xdZEKkz-5Y>

Upcoming Swap Meets and Shows

19th February 2023— Shannons Wheels—Queanbeyan Showground. 10am to 1:30pm.

2nd April 2023—Auto Italia—Queanbeyan Park. Vehicles from 8am, spectators from 10am to 2pm.

EDITORIAL

I tell myself after each edition that I won't leave the next one until the last minute. Here I am now, on the 23rd December, writing this editorial. Maybe I will make it a new years resolution to start earlier.

What a year it has been though. It has been a great year for events, both local and national, after dealing with COVID for the years prior. I have managed to get out to a few events myself both far and near, and am happy to report my car is still running. I wondered whether it might get swallowed by floodwaters at the National Model T Ford Rally in Dubbo, but thankfully we were provided a great week of sunshine around some major weather events in the weeks before and after.

A very big thank you to all those that have contributed over the past year to this publication, as without you, it would be very bare.

In 2023 I also hope to restart work again on a project I started in 2021 to scan and digitise old copies of The Edwardian, making them all available on the website. I made good progress on this for a while, and then everything stopped. There is never enough hours in the day.

Wishing everyone a Merry Christmas and a Happy New Year. I look forward to seeing you on the road in 2023.

Mathew Spackman



Some Highlights of This Issue

Page 4—Members Discounts
Page 5—Presidents Report
Page 6—La Grande Fête French Car Display
Page 7—Braidwood Touring Weekend
Page 11—Pancake Breakfast
Page 12—The Case of the Blended Rolls-Royce
Page 17—For Sale
Page 18—Did You Know?
Page 19—Griffith National Veteran Vehicle Tour 2023 Newsletter #2
Page 24—Minutes of October Meeting
Page 26—Minutes of November Meeting

THE NATIONAL CALENDAR

9—12 June, 2023	2023 CHMC Annual Rally, held in Wagga Wagga, NSW. Hosted by Wagga Wagga Veteran and Vintage Motor Club. Entries close 1st May 2023. For more information contact Phil Hoey (Rally Director) on email phil.hoey27@gmail.com or phone 0418 673 186
2—8 October, 2023	2023 National Veteran Vehicle Rally, held in Griffith NSW, for all veteran cars, motor cycles, trucks and steam driven vehicles built before 31 December, 1918. For more information visit the website https://griffith2023.vvccaact.org.au/ or email griffith2023@vvccaact.org.au . An optional pre rally event on the 30th September and 1st October is also available.
17—22 March, 2024	2024 1 & 2 Cylinder National Rally held in Albany, WA. The rally is being hosted by the Veteran Section of VCCC of WA. For more information contact Bob Henley at bobjos89@westnet.com.au
27 September—4 October, 2025	2025 Model T Ford National Rally held in Ballarat, VIC. Hosted by the Model T Ford Club of Victoria. For more information contact ballaratrally20T5@gmail.com

Are any of our calendars missing major events?

Please email the details to mathew.spackman@outlook.com for inclusion in the next issue.

LA GRANDE FÊTE FRENCH CAR DISPLAY 5 NOVEMBER, 2022

I coaxed our 1904 De Dion - Bouton (photo below), and myself, into life this morning. So, meandering through the delightful floral back streets of Deakin and Forrest, and avoiding the main roads, I headed to Telopea Park Highschool and the French Fete.

A hive of setting-up in the spacious grounds was underway - circus rides, food stalls, drinks caravans, and French produce vendors.

I was greeted by owners of Renaults, Peugeots and Citroens for the French Car display. "Is it a Renault?" "No, a de Dion - Bouton". "Oh, we haven't got a category for you". Understandable, so I parked next to a lovely modern Renault Alpine.

Lemon-and-sugar French crepes and coffee made an excellent breakfast, followed by much pleasant chatting with fellow enthusiasts, some having not seen the de Dion before.

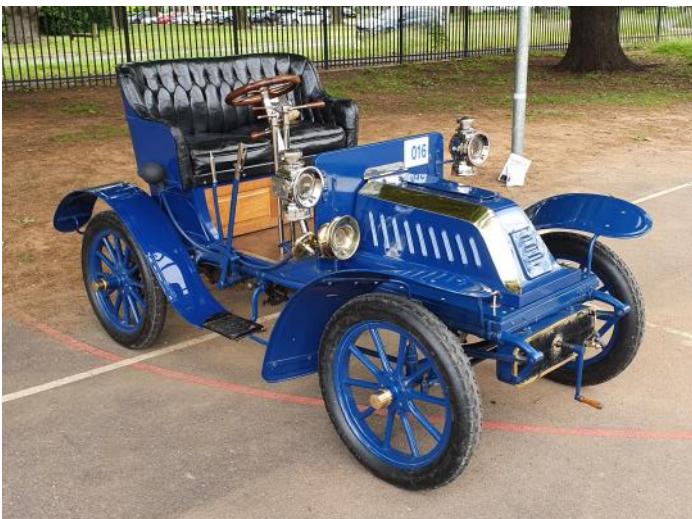
By lunchtime the attendance was truly impressive. This must be one of the most popular fetes anywhere, kids, families and individuals all enjoying themselves.

All the cars were admired, with many photos taken and questions answered. I especially appreciated the young and their interest - they are, after all, the future custodians of these motors.

A large audience wanted to see the de Dion start up (groan!) and were not leaving, so I went through my pre-start routine. The little car was clearly enjoying the attention as I addressed the crank handle and it fired first time.

Incidentally the public voted through the day and the de Dion won the 'Best French Car Outright' award, a pleasant finale to the day. *(Also below is a photo of 2CV Citroens at the display)*

John Prentice



BRAIDWOOD TOURING WEEKEND 18-21 NOVEMBER, 2022

On the weekend of 18th-21st November the Sunbeam Talbot Darracq Register of Australia (STDRA) held an informal rally in Braidwood, in conjunction with Braidwood's Monkitee Driving Club and the VVCC ACT. After a long break from rallying due to the pandemic, and after bushfires, floods and general unease, it was wonderful to find so many people prepared to attend with their families and their cars.

Braidwood is a lovely area to drive in, though complicated for organising group events as the available accommodation has been quite recently permanently taken up by workers at the Majors Creek gold mine and the new wedding business at Mona Farm. Regardless, about thirty people attended each day's events and around fifty attended the Sunday attraction, a motorkhana at Mount Elrington, twenty minutes out of the village.

Sunbeam attendees included Tasmanian Tim Clemons, with his magnificent 1928 25hp Coupe which has recently been completed, with coachwork by the Robinson brothers and Mark Burton of Bywong. The car had been shipped up from the floods at Moama and unfortunately during pre-rally checking some damage was found to the starter motor housing, and it was considered unwise to use the car in case of further damages, however it was on show on the Sunday, and Tim was able to participate in various other cars. The STDRA Secretary Warren and Rose Webb drove from Queensland and competed in Antony Davies' 1926 Sunbeam 14/40, as their own 3 Litre Sunbeam was unable to attend. Alec and Teresa Piggott drove their lovely 1926 Sunbeam 20/60, with fabric saloon coachwork, from Albion Park to Braidwood, their first long drive in the car, and afterwards all the way home via the South Coast, quite an effort given that they only quite recently acquired the car. Ross and Cate Nerdal drove their superb long wheelbase Sunbeam 20/60 tourer from Canberra and bravely camped at Mount Elrington for the weekend. Antony Davies drove his 1928 Sunbeam 16.9 saloon and Andrew Gow drove his 1954 Peugeot 203, which was used to run ahead and photograph the other entrants as they completed the various courses.

From Canberra, Rob and Beth Woolley fielded their beautifully turned-out Ford Model T Town Car and David Robinson with Roy Bendall drove his charming 1915 Ford Roadster.





The magnificent 1926 Fiat from Canberra driven by Chris, Simone and Cameron Hogan, was also much admired. Greg and Mary Spackman drove their delightful 1923 Darracq, suffering a damaged wheel on a bad stretch of road just before the rally however the car and crew proceeded quite successfully. Antony Davies' 1912 Sunbeam 12/16, which has been undergoing recommissioning since arriving from the UK recently, participated in the motorkhana on Sunday, and Stephen and Julia Gaut used Antony's 1924 Austin 12/4 roadster, which Stephen had tuned up a few days earlier. Terry and Carol Mansbridge drove from Warrnambool in Victoria and brought their superb 1914 Sunbeam 12/16 touring car, which Terry has rallied very enthusiastically for several years. The rally began with a dinner at Casanova's restaurant, courtesy of the STDRA and the Monkitee Driving Club, and on Saturday morning the various cars assembled in Braidwood's main street and drove out to Major's Creek via some pretty local roads, both sealed and unsealed. Lunch at the Major's Creek Hotel allowed time to catch up with friends before driving the unsealed but picturesque Wallace's Gap Road to Balallaba and then back to Braidwood for a viewing of the Braidwood Museum. Saturday night featured a dinner at the Smokey Horse Café, perhaps the popular favourite restaurant for the weekend.

On Sunday, cars left from the Braidwood Services Club and drove out on the unsealed Bombay, Farrington and Mount Elrington Roads to the historic Mount Elrington homestead where morning and afternoon tea was enjoyed in the garden either side of a motorkhana in the adjacent fields. The visitors were able to view the 1827 house which is currently under restoration, and the new motor house at Mount Elrington with a variety of veteran and vintage cars from Antony's collection, including a 1915 Republic truck and a 1910 Renault BK. The motorkhana included a "wobble-wobble", a manoeuvrability test around cones, a similar event having been included in the very first STDR rally in England in 1950, in which Antony's Sunbeam 12/16 had competed. The second event was a timed speed run around a course, followed by a short hill-climb test. The winners, who each received a bottle of champagne, were Ross Nerdal in the Sunbeam 20/60, Cameron, David Robinson in the Model T Roadster and the lovely 1920s Fiat. The final evening dinner at the Braidwood Hotel included a double feature movie, which was to be in the courtyard but was brought inside as the wind had risen. The films were "Blandings", a short comedy by P G Wodehouse, and a 1951 psychological thriller "Mr Dennings Drives North", which featured a magnificent Sedan de Ville Rolls-Royce. Prior to departing on Monday, various entrants visited the excellent Braidwood Model Car Shop and the companion business "Everything about Chocolate" before heading home. Despite the challenges, the event gave the opportunity to use some lovely back roads with our cars and to meet up with friends, old and new in numerous pretty settings.

As organiser for the event, I do hope that everyone had a great time and look forward to repeating something similar again next year. In the meantime, a very Merry Christmas to you all and may your cars run smoothly and safely into the New Year!

Antony Davies, President, The Monkitee Driving Club, Braidwood





PANCAKE BREAKFAST RUN 4 DECEMBER, 2022



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FEATURE  1907 ROLLS-ROYCE 20HP 40532

THE CASE OF THE BLENDED ROLLS-ROYCE

>> IAN IRWIN OAM (ACT)

A 1920 court case sheds new light on the disputed story of the second Rolls-Royce that ever came to Australia, 1907 chassis 40532

Australia received its second delivery of a Rolls-Royce with the arrival of the early-1907 model four-cylinder Light Twenty chassis 40532. The story of this car has been fraught with a serious lack of period information and subsequent confusion for 115 years. Documentation has at times been tinged with misinformation that appears to have relied on the failing memories of aged folk, long after the car had ceased to exist.

The origins of 40532's sister car, Archibald Black's Light Twenty chassis 40509, are not in doubt. I have documented the history of 40509 in recent times¹. 40532 too, started life as a standard Roi-des-Belges tourer, even down to the green coachwork and upholstery, and would have been visually identical to chassis 40509 in every almost respect, but sadly, no original period photo has yet been found of 40532. The descendants of its first Australian owner cannot help with any images.

From factory records we learn that 40532 was first sold to GH Palmer of Laycock, Wiltshire on 23 February 1907, only to be repurchased by Rolls-Royce Ltd shortly afterwards. Three weeks later it was sold to Tozer, Kemsley and Fisher of Melbourne and London. This firm had for some years been the established shipping agents for Charles Kellow and his Kellow Motor Company, importers to Melbourne of Talbot, Humber and Napier cars. Kellow's later became the sole appointed agent for Rolls-Royce cars in Australia.

Strangely, there is no factory record which assigns the subsequent sale of 40532 to its first Australian owner, but we are on rock solid ground in believing it was Alan Currie of Mt Elephant Station, Derrinallum, Victoria.

Charles B Kellow had become known to Charles Rolls very early in the 20th Century and we can reasonably assume Currie's order for a 20hp Rolls-Royce was effected through Kellow Motor Company, rather than by placing an order directly with Rolls-Royce Ltd. This would account for there being no appropriate factory record of Currie's name on the sales cards.

ALEX SUTHERLAND

Sutherland family archives contain only one photo of what Alex Sutherland maintained in his lifetime was his four-cylinder Rolls-Royce between 1913 and 1919. In correspondence with me in 1998, his grandson Mark Sutherland stated that Alex "bought the Rolls-Royce second-hand, we think, while in Warrnambool East. My aunt Patricia (b.1910) ... can remember driving in it to Geelong when the family moved there in 1916." Alex had owned a home in Aphrasia St, Geelong, since 1912².

This strongly accords with the early years of 40532, as Warrnambool is less than 90km from the Currie property at Derrinallum. The subsequent relocation to Geelong, where Alex was a land valuer for the state government and also from 1916 a real estate agent, also fits the pattern of the subsequent adventures of 40532, as we shall see.

With startling new evidence to hand from my recent research, there can be no doubt that there is more than a shred of truth in what has been recorded about 40532 in the past 35 years, following the information provided by Mark Sutherland. I've long believed some of that record had a basis in fact, but the problem lay in disentangling fact from later mythology.



Bogged down by the facts? Alex Sutherland claimed this was his Rolls-Royce when he owned it circa 1913-19. Historians rejected the claim. New evidence suggests it was a Star chassis containing some of 40532's essential components

Being one of only two imported four-cylinder Rolls-Royce 20hp cars, it is important to shed new light on established facts, fill some of the gaps, and correct the errors recorded in the car's history.

We have media coverage³ of the Automobile Club of Victoria Sealed Bonnet Reliability Trial of December 1907, which covered a 375-mile route from Melbourne to Camperdown, Ballarat and return. One media report contained a list of 22 cars that completed the event without any points lost. Alan Currie's 20hp Rolls-Royce was one of them, earning a 'three guinea Gold Medal'. In the two-mile flying start, Currie's was among the fastest, clocking 41.0mph, a highly creditable performance. Notably, in the 1906 International Tourist Trophy Race on the Isle of Man, Charles Rolls attained an average speed of 39.43mph driving a similar car, chassis 26350B.

For me, the first acquaintance with some of the car's early Australian history appeared in the September 1990 edition of *Brass Notes*, the monthly journal of the Veteran Car Club of Victoria. The editor of the day, Ian Smith of Ballarat, had been engaged by Mark Sutherland (then living nearby Narmbool Station) who told him that his grandfather had owned a four-cylinder Rolls-Royce in the period c1913 to c1919.

In a later conversation, Mark advised Smith that the family had the car while resident in Aphrasia Street, Geelong. Mark's father, Ian, then provided Smith with a copy of the family's only photo of the car. Smith, upon observing the detail of what was said then to be chassis 40532, was puzzled, to put it politely, by what he saw as it did not conform to any of the essential characteristics of a 1907 20hp four-cylinder Rolls-Royce.

My initial contact with Mark was in late March 1998. Soon

after, we discussed the puzzling image. Mark and his father were adamant that the car was a Rolls-Royce 20hp. It was baffling why the son and grandson of former owner Alex were so convinced of the identity of the car. It seemed to me that there was more to this story than any of us knew at the time.

A BLENDED CAR?

It crossed my mind that it may have been a 'blended' car. It would not have been the only one in those early years.

Although others had seen this image, none except me accepted it as possibly showing a 40532 in modified form, but that is not at all surprising. My first major volume, published in 1999⁴, was the only publication in Australian Rolls-Royce circles that has published this photo with a caption stating it was 40532. I am the first to admit it was included in an enormous leap of faith, and not without fear of contradiction. Curiously, only one reader has ever taken issue with it.

Since then, highly credible documented evidence has come to light that establishes beyond doubt that the recollections of Alex Sutherland and his father are understandable and plausible.

Researchers of this car accept that Alex Sutherland was the accredited owner of 40532 between 1913 and 1919. Precisely when he purchased it is uncertain, and from whom remains unknown. As noted above, Alex's descendants in the 1990s believed that he had acquired the car when resident in Warrnambool, which as we know is just 90km south-west of Currie's property, Mt Elephant Station, the car's first home in Australia.

In the context of the revelations shortly to be presented, it is



Already second-hand, 40532 was purchased in England from Rolls-Royce by the shipping agents used by Kellow Motors. Although documentation doesn't prove it, we are certain Kellows sold it to its first Australian owner, Alan Currie

similarly relevant that the major port of Geelong lies on the same coastline, just 194km east of Warrnambool.

Later still, brief mention of the property Narmbool at Scottsburn near Ballarat, purchased by Alex Sutherland in 1923, will be made. These interruptions to the present historical dialogue will shortly justify their inclusion.

A CENTURY OF SECRETS

While researching media articles in early 2022, I unearthed some extraordinarily valuable 'new' and revealing information that can only relate to 40532.

In November 1920, the *Melbourne Age* reported on a legal case before the city's County Court⁵ about a dispute arising from the sale in November 1919 of what was alleged to be a Rolls-Royce motor car. Frederick Luke sold it to Richard Danne, described as a part-proprietor of Melbourne car dealership Latrobe Motors.

Evidence was given that the car's engine, gearbox and radiator all clearly bore the Rolls-Royce brand. That is not surprising as on these early four-cylinder cars these components clearly proclaimed their manufacturer's origins. (From 1906 such detail was absent from Rolls-Royce cars, except on the radiator.)

Frederick Luke's Geelong business, Luke Motors, was located at 246-250 Moorabool St, on the corner of Little Myers St.

A similar media report appeared on 30 November 1920 in the *Melbourne Argus*⁶ with the only additional information that the wheel caps on the car also carried the Rolls-Royce brand name. This latter information indeed confounds the issue, for the wheels of the car in dispute bear no resemblance to any fitted to Rolls-Royce cars of the era.

Apart from these four areas, we are not enlightened as to whether any other parts of 40532 may have been used in the hybrid car. That is highly possible, as few other components of the original car bore the distinctive Rolls-Royce brand, and no one present in the court would have been qualified to recognise any such technical detail.

Evidence was tendered by the plaintiff advising that he was told (by whom we are not advised) at the time of purchase that the car was a Rolls-Royce, but that he was later informed (again, we don't

“Evidence was given that the car in question had engine, gearbox and radiator all clearly bearing the Rolls-Royce brand”

learn by whom) that this was not the case. The plaintiff told the court that “it was an old Rolls-Royce that had been renovated and brought up to date”. The defendant denied there was any breach of warranty or misrepresentation.⁵

Evidence was given by the plaintiff's counsel, that “when Danne saw the chassis the words ROLLS-ROYCE were branded on the engine, gearbox and radiator [but later] a skilled mechanic who had an intimate knowledge of Rolls-Royce cars had informed Danne, that the chassis was not entirely a Rolls-Royce.”⁵

The *Argus* also reported the “wheel caps bore the Rolls-Royce brand, but the wheels were of another make”.

On that first day of proceedings, no mention was made in either



John and Rae Kennedy's 1905 Light 20 26350 gives us an impression of the coachwork once fitted to 40532, both in style and finish. 26350 was fastidiously restored by Stanley Sears with replica coachwork [Photo: John Kennedy Collection]

press report of who manufactured the car's chassis frame, its other mechanical components, or its body.

The Luke Motor Company in Moorabool Street was surprisingly close to the Sutherland family home in Aphrasia Street. Achalen Holmes (RROCA Victoria) is a Geelong resident and says the distance between the premises would be "a 16-minute walk or a three-minute drive".

It's quite likely Alex Sutherland used the services of Frederick Luke's garage to maintain his car between 1916 and the Sutherland family's move to Scottsdale in 1919.

With 40509 intact and authentic to the present day, and 40532 the only other four-cylinder Rolls-Royce ever to come to Australia, Sutherland's car clearly had to be the vehicle that was the object of the Victorian court's 1919 legal investigation. The Judge requested the car be brought to the court for his inspection, saying, "I am anxious to show that I know something about cars!"⁶

At the close of the first day of proceedings, Judge Moule inspected the car outside the court.⁵

From synthesis of the media reports, it is apparent that the ducks were lining up and that the Sutherland family's long-held belief about the family car contained a strong element of fact. It is likely that Alex Sutherland was blissfully unaware during his ownership that his car was a hybrid blend comprising some significant Rolls-Royce mechanical components. How would Frederick Luke or Alex Sutherland and subsequent generations of his family have known otherwise if they had never seen the only other almost identical car in Australia, chassis 40509? 40509 had left the area by 1912.

On Tuesday, 1 December 1920, the hearing was resumed. Little

new evidence was reported in either Melbourne newspaper. It was submitted however, that Luke, the defendant, had told Danne that "it was a Star chassis, but that did not refer to the whole machine, but meant everything except the parts marked Rolls-Royce. To a man with engineering knowledge that was the right description. The 'RR' [sic] wheel caps were put on by his foreman, and not by witness's authority."⁷

Justice Moule said that he "did not think there was dishonesty on either side, although he was puzzled as to the Rolls-Royce wheel caps being affixed to the chassis".⁷

The Argus recorded Judge Moule's finding thus: "the onus lay on the plaintiff to prove that there had been fraud or breach of condition or warranty. There were inaccuracies in the evidence of the plaintiff company and he would accept the defendant's account."⁵ He found for the defendant, with costs. A stay of proceedings for 14 days was granted.⁸

With no subsequent media comments on the case, we may presume that the judge's determination remained unchallenged.

LESSONS

We have established that some of the essential components of 40532 were concealed beneath the external hardware of Alex Sutherland's car. We have learned too, that human memory has its failings with time. We can also use our experience to show once again that we cannot trust the spoken word, nor perhaps the written word depending upon time and place. Primary sources are the only totally reliable and secure sources of facts.

The expression 'don't judge a book by its cover' brings forth strong resonance here. The Sutherland family's only image of the



The engine of 26350 is instantly recognisable as a Rolls-Royce, as 40532's would have been [Photo: John Kennedy Collection]

car, which they were sure was Rolls-Royce 40532, has turned out to hold a secret half-truth that no doubt deluded not only Alex Sutherland but also Justice Moule of the County Court.

This ill-informed drama carried out in the court was just one of a chain of events relating to this car that have caused confusion for more than a century.

While the radiator badge makes its own blatant statement, the gearbox inspection plate bearing the maker's name is concealed beneath the floor, but the engine of a 20hp Rolls-Royce boldly displays its maker's name on both sides. These distinctive plates are unique to all Rolls-Royce cars manufactured prior to the 40/50hp Silver Ghosts. The 40/50hp cars did not have any distinctive Rolls-Royce identification on the engines at all with the exception of a minor stamping on the Welsh plugs.

My recent contact with Tom Clarke has established that some information provided to him from South Australia in the late 1990s was certainly wide of the mark. 40532 never went to SA ownership. Nor did it ever leave Victoria, as had been suggested, with this car being almost certainly confused with the 1905 six-cylinder 30hp Rolls-Royce chassis 26355.⁹

During the preparation of this article, I contacted my friend John Kennedy seeking images of the near and off-sides of the engine of his 1905 20hp car, chassis 26350. Upon lifting the bonnet, any rank amateur in the pre-Great War years, court judge or otherwise, would have been convinced by the sight of the water-jacket plates boldly proclaiming their Rolls-Royce heritage.

There are many things we may never know about chassis 40532.

The mystery of when, where, why and by whose hand 40532 lost its authenticity, integrity and character remains unresolved. It is unlikely to ever be established because of the passage of at least eleven decades since the modifications were made. In Rolls-Royce historical research, we have probably never seen a more significant example of trust in the frailty of human memory and hearsay that distorts the course of history.

We must be enormously thankful for the National Library of Australia's Trove resource for providing ready access to media from so long ago, to enable us to turn back the clock.

Just what the rest of the hybrid creation comprised is anybody's guess. As one who has spent considerable time on this theme, I am inclined to believe that the integrity of the car had already been compromised when Alex Sutherland bought it, despite it being close to its Australian roots. Perhaps it had experienced a major trauma from an accident, mechanical failure, fire or similar that

justified its adopting another persona. Or maybe changes were effected out of an altruistic desire to enhance the performance of the alleged Star chassis, at a time when the Rolls-Royce components were available and deemed appropriate.

Regardless of what the motivation was, it is hard to imagine that Sutherland could have made the changes. He was not a mechanic; his career had been as a property valuer and real estate agent.

So I am now of the opinion that the old 40532 had been reincarnated, for want of a better descriptor, at some time prior to the purchase by Alex. It is unlikely that we will ever know more than we do now.

If we accept the modifications were made prior to the Sutherland ownership which commenced c1913, we can understand the family's generational belief that their car was a genuine Rolls-Royce.

We do not know what other original components of 40532, which were

not carrying the Rolls-Royce imprint, may also have been fitted to the revamped car. It is possible that many small components were adapted to the reincarnation of 40532. For instance, it is possible that the aluminium rear axle housing was used, for this too was unmarked (unlike the first Silver Ghosts manufactured from late 1906, where the rear axle gearbox casing had Rolls-Royce cast in large block letters). If the rear axle assembly of 40532 had been with the hybrid car, it would likely not have been identified as an item from the original car in 1920 by the inexperienced mechanics, nor the otherwise learned judge.

Despite the revelation and insight into the somewhat extraordinary transformation of 40532, we have only advanced the history of this four-cylinder car ever so marginally. Not a thing is known of the car from the closure of the court case in early December 1920, so the mystery of 40532 continues to challenge us.

There remains a further task ahead for someone to establish what finally happened to the sadly cobbled car. ■

Footnotes

1. 'The 1906 Heavy 20,' *Praeclarum* 5-18, pp7461-7465.
2. Ian Smith, *Brass Notes*, Veteran Car Club of Victoria, October 1990.
3. *Launceston Examiner*, 12 December 1907, p2; and *Table Talk* (Melbourne) 12 December 1907, pp8 & 50.
4. Ian Irwin, *Silver Ghosts of Australia and New Zealand, Cameo Histories of the pre-Armistice Cars*, privately published, 1999, p12.
5. 'Motor Chassis Purchase. Rolls-Royce or Otherwise?' *The Age*, Melbourne, 30 November 1920, p10.
6. 'Dispute About Motor Chassis,' *The Argus*, Melbourne, 30 November 1920, p4.
7. 'Motor Chassis Purchase. Alleged Misrepresentation,' *The Age*, Melbourne, 1 December 1920, p10.
8. 'Sale of Motor Chassis. No Misrepresentation,' *The Argus*, 1 December 1920, p5.
9. See author's account of this car, 'Last of the 37,' *Praeclarum*, 3-17, p7176.

FOR SALE

1927 Rugby Coupe—\$27,500 or Best Offer

Model M. Currently on historic vehicle plates, not transferrable. Body made by Cooper Price in Invercargill, New Zealand. Original vehicle with backup electric fuel pump. Car purchased by us in New Zealand 1980. Selling due to one car too many for us now. Leather upholstery on internal seat with vinyl upholstery on dicky seat. Extras include spare engines, gearboxes, diff centres, new rear axles. Located in Mittagong, NSW.

Phone Bill on 0429 333 769 or Robyn on 0439 714 431. Email: robynbillbetts@gmail.com



1908 Coventry Humber 10/12hp—\$40,000 or Near Offer

Received into Australia in 1908 the car was delivered to Albert Edward Grace (the owner of Grace brothers department stores). The car was then bought by my family in the early 50's, we were a Roots group dealer up until the mid-80's. The reason the car was offered to us is because one of our family member was a fashion model for the Grace brothers store and Albert also lived in the same suburb as us. So the car lived in the same suburb from 1908 until 1985. It then spent 1985 until this year in Queensland. It has now come back to the original suburb in New South Wales, Hunters Hill.

Contact Luke on 0448 333 650. Email: luke.stocks@tollgroup.com



1926 Buick Standard Coach—\$40,000

2 door, 90% complete. The vehicle was originally from Brawlin near Cootamundra, originally restored by Wally Brown and over a period of deals ended back in our family.

Contact Ruth on 0269488218 or 0400156165.

Did you know?



What are we going to do with our hobbies when we can't buy petrol. Don't worry, the future is here!

What is this you say? This an electric car you can order online direct from China. Ok, technically it is sold as a buggy / golf cart. This design on this example is based on the 1908 Model T Ford prototype, "retaining the original design and inheriting the original charm and noble quality" according to the website.

"Featuring high efficiency AC current motor, metal body, electric power steering, and a suspension system providing good comfort."



Weighing in at 770kg, a 8-10 hour charge will see you cruising around the neighbourhood at speeds up to 30km/h with a range of 100km.

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Don't like the Ford design. That's also ok, they offer a variety of other styles.



You must be asking by now how much will it cost me to get one of these fine pieces of machinery? Prices start at around \$6,500 US Dollars, so lets call it \$10,000 Australian Dollars (+ postage and handling of course).

All you need to know now is where you can get your hands on one of these before they sell out or the prices go up? You can check them out here: <https://gdyatian.en.made-in-china.com/>

Maybe a bulk purchase can be organised. I think I will go for the Ice Cream Van (pictured above).



GRIFFITH NATIONAL VETERAN VEHICLE TOUR

2–8 OCTOBER, 2023

NEWSLETTER #2 (DECEMBER 2022)

Welcome to Newsletter #2 for the 2023 National Veteran Vehicle Tour in Griffith. We recently passed the 1 year to go mark, which means the tour committee has been busy working on planning possible tour routes and locations to visit and looking at a number of nearby interesting towns, villages, and facilities in Griffith and its surrounding areas. As our club is based in Canberra, it is necessary from time to time for committee members to travel to Griffith. In this regard we have arranged several meetings with the Griffith mayor, Griffith City Council members, the Griffith Tourist Bureau, and a number of other people and businesses in the area.



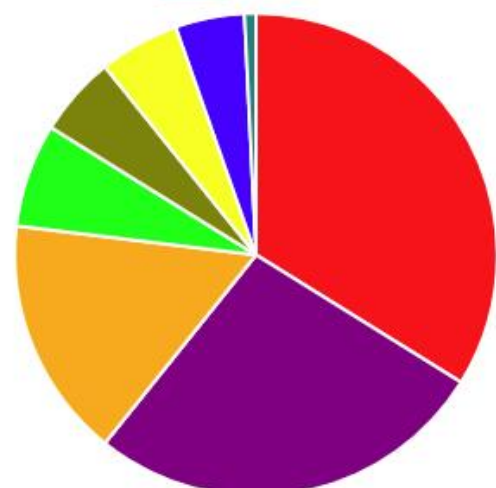
Tour Highlights Under Consideration

1. The tour will commence on Monday 2nd October, 2023 with registration / check-in followed by a welcome and mayoral reception from 3pm to officially start the tour
2. The tour will finish on Sunday 8th October, 2023, with a celebration lunch at the Yoogali Club
3. Gas Light Parade is in discussion with the Griffith City Council
4. Visit to the Griffith Pioneer Park Museum
5. Day trip to Leeton (see our Location Spotlight for Leeton further in the newsletter)

Vehicle Numbers / Expressions of Interest

We have limited the number of vehicles to 200 due to restraints on venues. Currently we have received a total of 121 expressions of interest! Even if you think you might attend, submit your expression of interest so we can keep you up to date! Submit your expression of interest at

State	Count	Percentage
QLD	39	32.2%
VIC	30	24.8%
NSW	22	18.2%
SA	9	7.4%
ACT	8	6.6%
TAS	6	5%
WA	6	5%
NT	1	0.8%
International	0	0%
Total	121	100%



Accommodation

In Newsletter #1, we provided details for various caravan parks and motels in Griffith. We understand some accommodation options are now booked out, however we have spoken to various providers who do still have vacancies available.

While all cabins at the caravan parks are booked out, there are many more motels available. Booking online is often more expensive than calling the motel's directly and making a direct booking. Some motels also don't have online bookings that far in advance. Our enquiries have found some of the larger motels have regular clients and are often fully booked by bus tours.

Below are the caravan parks and motels recently contacted with information on availability at that time, however this may have changed.

Caravan Parks

Griffith Caravan Village, 1 Gardiner Road, Yoogali. Phone 02 6962 3785 approximately 700m from Tour starting point each day. All cabins fully booked. Powered sites available reserved under name of Rob Woolley.

Griffith Tourist Park, 919 Willandra Avenue Griffith. Phone 02 6964 2144. Approximately 3km from Tour starting point each day. All cabins fully booked. Powered sites and powered ensuite sites available. Sites reserved under name of Rob Woolley

Motels

Econolodge Griffith Motor Inn, 96 Banna Avenue Griffith have very limited parking Phone 02 6962 1800. Approximately 3.3km from Tour starting point each day. Have rooms available

Bagtown Motel and Conference Centre, 2-4 Blumer Avenue, Griffith. Phone 02 6962 7166. Approximately 1.9km from Tour starting point each day. No rooms available

Kidman Wayside Inn, 58-72 Jondaryan Avenue Griffith, Phone 02 6964 5666. 3.8km from Tour starting point each day. 10 rooms available reserved under Griffith Veteran Vehicle Tour

Acacia Motel, 44 Jondaryan Avenue, Griffith, Phone 02 6962 4422 have 30 rooms available

Citrus Motel, 71 Jondaryan Avenue, Griffith. Phone 02 6962 6233 have 28 rooms available

Entry Forms

Entry forms will be sent to everyone who has submitted an expression of interest in April 2023, as well as being made available on our website.

Trailer Parking

We are currently looking into what options may be available to provide trailer parking during the tour for those that may require it.

Backup Service

We are currently talking to local tilt tray services to see what services they provide in the event of a break down. We are also working with members of the local car clubs for assistance in being able to transport tour participants back to collect their own cars and trailers if their vehicle fails to proceed.

We also hope to provide information on workshop / machining facilities should they be required.

Facebook

We have created a Facebook page! This will allow us to keep you updated with information between newsletters. You can follow the tour page at <https://www.facebook.com/griffith2023>

Badges

We plan to design and produce a badge for the tour, and will make more details available in the future as more specific information is confirmed.

Have We Missed Something?

Is there something you would like to know that we have not covered? Reach out to either the tour director or tour secretary using the details below or through the Contact Us page on the website at <https://vvccaact.org.au/griffith-national-veteran-vehicle-tour-2023/contact-us/>

Tour Director – Rob Woolley

Email: robwoolley275@gmail.com

Phone: 0409 549 485

Tour Secretary/ Treasurer – Roger Gottlob

Email: griffith2023@vvccaact.org.au

Phone: 0493 266 643

Location Spotlight – Leeton, NSW

Each edition we will aim to showcase a surrounding area or location that we are planning to visit during the tour. In Newsletter #1 we have already provided some information on Griffith itself, so in this edition let's have a closer look at the surrounding town of Leeton.

History and Heritage

Leeton is a charming country town in the beautiful Riverina known for its well-preserved art deco buildings. Go wine tasting at boutique wineries, browse produce markets and enjoy birdwatching at two important global sanctuaries.

Leeton was designed by noted architect Walter Burley Griffin in the early 20th century as part of the Murrumbidgee Irrigation Scheme. When exploring the heritage streetscapes you'll see many beautiful art deco buildings, such as the Roxy Theatre, which has been operating as a cinema since 1930.



Local Produce

As one of Australia's richest agricultural areas, Leeton is a great base for exploring outstanding food and wine experiences. Begin with the Tastes of Leeton, a short daily presentation at the Leeton Visitor Information Centre that offers local produce to sample, including citrus and walnuts.

Wine lovers can visit cellar doors at Lillypilly Estate Winery and Toorak Winery. You'll also find a tasty selection of places to eat in Leeton, and picnics are popular at the Gogeldrie and Yanco irrigation weirs.



Things To Do

When flowing with water, the Ramsar-listed Fivebough and Turkey Flat wetlands are home to more than 170 bird species. From spoonbills to swampheens to sandpipers, check out the colourful birds from behind a special birdwatching structure near the Turkey Flat picnic area.

The town celebrates its rice harvest at the biennial Leeton Sunrice Festival at Easter, with popular signature events such as the Balloon Glow and Leeton's Longest Lunch. Other attractions include the Leeton Farmers Market and the Leeton Show. The Museum Miniature Railway in Yanco also runs train rides on the last Sunday of the month.

Source : VisitNSW website. <https://www.visitnsw.com/destinations/country-nsw/riverina/leeton>

Pre-event / Barellan Clydesdale and Good Old Days Festival

In Newsletter #1, we provided details on an optional event before the official start of the tour being the 'Good Old Days Festival' to be held 50km from Griffith in Barellan on Saturday 30th September and Sunday 1st October 2023.

With the 2022 Good Old Days Festival event having just been held, it roared back to life after a two-year hiatus and set a new single day attendance record as one of the nation's biggest gatherings of draught animals. More than 10,000 visitors from every Australia state soaked up the sunshine at the local showgrounds to enjoy, learn and experience Australia's authentic pioneer heritage.

A crowd of this many is quite impressive, given the population of Barellan according to the 2021 Census was only 459 people; a decrease over the 2016 Census which was 538.

The most experienced teamsters in the country assembled to showcase horses, camels, bullocks, donkeys and goats all in harness and hauling wagons, ploughs, water carts, buggies, sleds, sulkies and timber jinkers.

A festival highlight was the committee's own original Bennett wagon loaded with hay bales and drawn by a composite team of 23 Clydesdales and Australian Draught horses.

If you plan on attending the tour next year (or even if you are not), consider extending your stay to attend the Good Old Days Festival beforehand.



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

Meeting Opened: 7:31pm by President Rob Woolley

Attendance: Members: 9, Apologies: 6, Guests: 0

MINUTES OF LAST MEETING:

Accepted – Moved: Darrell Leemhuis , Seconded: Peter Brentnall

SECRETARY'S REPORT:

Correspondence In:

- Mick Beltrame taken off email list – non financial member
- Gold Creek Station – Lunch for Club Awards - \$1520
- Mid week coffee SILK CAFÉ Fyshwick – 24th of October 2022
- Club Run to Terry and Glenda Davis – Bungendore 23 of October
- Mid week coffee – “Stand by Me”- Lyons shop 3rd of November
- Message from Canberra Railway Museum – for display of cars 3rd and 4th of December *interested in possible numbers?
- Horseless Carriage Magazine Renewal for 2023
- Information from Antony Davis of the Sunbeam Talbot Darracq Rally, which is on the 18th / 21st of November 2022
- Lost Magazine November /December 2021 or Horseless Carriage Magazine Arrived

Correspondence Out:

- Email to all Club members informing them of new club email address
- Email confirming the details of the Bungendore Run to Terry and Glenda Davis- the 11th of October 2022
- Email from the Davis's requesting the Bungendore Run be Cancelled due to the wet conditions of their driveway and garage. *Received the 16th of October 2022
- Horseless Carriage Renewal sent to USA

Secretary's report accepted – Moved: Gerard Frawley , Seconded: Mathew Spackman

TREASURER'S REPORT:

Balance: \$ General Account – amount tabled

- \$188 – Canberra Trophy Centre
- \$1520 – Gold Creek Station – Presentation day lunch
- \$719.20 Gallagher Insurance Services – Club Insurance

Accepted: Moved – John Cardona, Seconded- Roy Bendall

EDITOR'S REPORT

The Edwardian will be sent out late October. Brief Report of T Model Rally at Dubbo will be included.

WEBMASTER

No update.

MEMBERSHIP SECRETARY'S REPORT

Carol Nowak currently away

EVENTS REPORT

- Darrell Leemhuis talked about future events
- 18th – 21st of November – Sunbeam Talbot, Darracq register rally at Braidwood. Several members will attend for 3 days, others only on the 20th of November. To meet in Park Lane and 10am for drive to Farrigdon (18km). Bring a picnic lunch and chairs, etc... Email will be sent closer to the event to gauge numbers.
- Sunday the 4th of December – Club Pancake breakfast at John Cadona's Timber Business in Fyshwick. Pancakes to be made by the Hogan and Robinson families.
- Possible run to Canberra Railway Museum after this event. Email to follow to determine numbers?
- Wednesday the 4th of December – Club Christmas Dinner to be held at the Hotel Kingston. John Cadona has made a booking for 40.
- Sunday the 5th of December – Cooma Motorfest

LIBRARIAN'S REPORT

Roy was given the November / December 2021 Horseless Carriage Magazine that was replaced. This and the Vintage Ford Magazines will be sent off to be bound.

REGISTRAR'S REPORT

Rob Woolley will need to organise an inspection day for NSW Cars who are members of our Club. Date suggested the 4th of December 2022?

GENERAL BUSINESS

- Rob Woolley gave an update of the Griffith Veteran Rally for next year
- Optional visit before the rally for people to attend the Barellan Working Clydesdale weekend.
- Rob gave brief presentation of different day runs for the rally.
- Met members of Griffith Veteran and Vintage Car Club to help with signs and other ways in the rally
- Met Leeton and Griffith City officials to explore places of interest
- 110 expressions of interest for the rally so far
- Order placed for 20 club badges to be held by the club

Moved: Darrell Leemhuis, Seconded: Bob Courtney

Meeting Closed: 8:32pm.

After Meeting Activity: Rob Woolley showed images of the T Ford Rally at Dubbo

MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 16 NOVEMBER, 2022

Meeting Opened: 7:32pm

Attendance: Members: 13, Apologies: 1, Guests: 0

MINUTES OF LAST MEETING:

Accepted – Moved: Gerard Frawley, Seconded: Darrell Leemhuis

SECRETARY'S REPORT:

Correspondence In:

- Information from Antony Davis outlining Rally from the 18th till 21st of November – Braidwood
- Email from Lisa Molvig – Re Canberra French Car Display
- Email from John Prentice – Pre 05 Pioneer Rally in Ballarat – will take de Dion to Telopea Park
- Email explaining that the de Dion won the award in “Best French Car Outright”
- Request from Rob Woolley requesting interest in attendance at Braidwood event. Information from Antony Davis advising that accommodation is available.
- Information on CHMC Rally in Wagga for Veteran and Vintage Cars June 2023, Invitation and Entry Forms.
- Canberra Railway requesting information on the number of attendees. Rob and Beth unable to attend.
- Email of October 19th Minutes sent out
- Email from Antony Davis regarding cars and attendees on the Rally weekend
- Enquiry from Mark Edwards regarding garage to rent for a 1946 Dodge Power Wagon
- Email from Rob Woolley explaining that there will be 6 cars from the VVCCA attending and other cars from the Monkitee Driving Club. Cate and Ross Nerdal are attending this weekend
- Historic Vehicles November 2022 Newsletter sent out
- Different club magazines arrived

Correspondence Out:

- Information sent giving details for the French Car Day display
- Email thanking John Prentice for information supplied regarding his display win
- Email sent out requesting numbers proposing to attend Braidwood weekend
- Information sent out regarding CHMC Wagga Rally – June 2023
- Email sent out regarding interest for member who may attend the Canberra Railway Museum Display Day
- Email from Robinson family informing the 1923 Stanley Steamer will be taken to the Railway display
- Historic Vehicles Newsletter 2022 sent out

Secretary's report accepted – Moved: Gerard Frawley , Seconded: Rick McDonough

TREASURER'S REPORT:

Balance: \$3097.88

Payment: \$11 Renewal: Domain website
 \$140.20 Renewal: Horseless Carriage—12 month membership

Accepted: Moved – John Cadona, Seconded- Rick McDonough

EDITOR'S REPORT

Mathew unable to attend meeting.

WEBMASTER

Mathew unable to attend meeting.

MEMBERSHIP SECRETARY'S REPORT

60 members – no new applications

EVENTS REPORT

- A report on the Braidwood Rally – 18 people indicated going on the Sunday. Members Greg and Mary Brown, Ross and Cate Nerdal, Rob and Beth Woolley are attending for three days. 9 for a 9.30 start at Braidwood
- 4th of December at 8 o'clock – Pancake Sunday at Fyshwick Builders Supply
- 14th of December – booking for 50 people at the Hotel Kingston for Club Christmas Party
- 12th of January 2023 – Ice cream run at Manuka shops for 7pm start
- 22nd of January 2023 – Annual BBQ at Rob and Beth Woolley's

LIBRARIAN'S REPORT

- Incoming overseas magazines arrived

REGISTRAR'S REPORT

No report.

GENERAL BUSINESS

- Wheels Display at Queanbeyan showground 19th of February 2023
- 110 Expressions of Interest for Veteran Car Rally
- Seeking further sponsorship for the Rally next year

Meeting Closed: 8:32pm

After Meeting Activity: Rob Woolley showed highlights of the 2022 London to Brighton Car Run



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