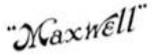
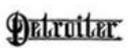


THE EDWARDIAN

APRIL 2023



INNES



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Address for Correspondence:- Hon Secretary, VVCCA ACT (Inc), PO Box 3394, Manuka ACT 2603

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 4th May 2023	10.00am Coffee run to Gold Creek Village, O'Hanlon Place, Nicholls ACT
Thursday 4th to Sunday 7th May 2023	Pre 31 Rally at Cowra this is a great rally for veteran and vintage vehicles, a number of our members have already entered, for more details contact Chris Hogan.
Sunday 21st May 2023	Annual motorkhana event at David and Deidre Robinsons property 53 Hadlow Drive, Bungendore, NSW 2621. Turn onto the old Federal Highway at the Tulip Farm and follow this into Hadlow Drive and then onto the Robinson property which is near Lake George. Starting time is 10.30am at the Robinsons BYO morning tea, lunch and chairs. The Club BBQ will be available for cooking your own food.
Thursday 1st June 2023	Coffee morning location TBA
Sunday 25th June 2023	Club run to Captains Flat. Meet in Queanbeyan for Coffee before driving to Captains Flat. The Captains Flat Hotel has reopened and lunch will be available at a reasonable cost. Further details provided in later in this edition.
September, 2023 (date to be confirmed)	60th anniversary rally for our Club, if you would like to be part of the organising committee please let Rob know.

Darrell is overseas for the next 2 months if you require more information on events please contact Rob, Chris or David.

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.

VIDEO OF THE ISSUE

The Top Ten Most Amazing Car Museums in the World

<https://www.youtube.com/watch?v=MH6gX7ftuQY>

PRESIDENT'S REPORT

Welcome to new members Ross and April Duckitt who own a 1923 Model T Ford.

Our condolences to the Spackman family in the passing of Kevin. Three Club cars, a Sunbeam Darracq and 2 Model T Fords, made a fitting tribute, outside the Norwood Crematorium, to Kevin's passion for veteran cars.

The last 2 months has been a great opportunity to drive our cars and enjoy catching up with members of our Club who live outside the ACT and to drive on some great country roads and visit interesting places.

In March, 7 of our members had a great Canberra Day long weekend in Tumbarumba visiting our members Neal and Robbie Ladbroke at Ladbroke Distilling and enjoying their hospitality, beautiful scenery, great gardens and tourist attractions. Roy Bendall has written a report for The Edwardian

The following weekend 7 of our members attended the Victorian Veteran Car Club 1 and 2-cylinder Rally in Cobram. Another great weekend catching up with our members from the Southern Highlands. See separate report from me.

Beth and I also attended the 48th Annual Bathurst Easter Motorcycle Rally, it's always great to catch up with friends that we only see once a year.

Eight of our Club members spent a week in Griffith finalising rally routes and meeting Griffith and Leeton Council members to finalise details of events that are happening in Griffith and Leeton. We have also been able to lock in catering for most runs with great cooperation from charities and not for profit groups.

I would like all our members who own Veteran or Vintage Vehicle Cars to consider attending the Griffith Rally. We have a great week of activities planned and many of the places we will visit are not generally open to the public. Members with Vintage Vehicles will be able to enter as officials and will be asked to assist with marshalling people and parking cars and other activities.

The 60-day Concessional Registration Scheme has commenced and it is important that all members with ACT CRS vehicles purchase logbooks from the ACT Access Canberra Shopfronts before using their vehicle and before the 15 May 2023. The fine for non-compliance is up to \$900.

Rob Woolley

Upcoming Swap Meets and Shows

18 June—Battle of Waterloo. All British and French cars are welcome to participate. Spanish Australia Club, 5 Narupai Place, Narrabundah, ACT. Time to be confirmed.

9-10 September—Queanbeyan Swap Meet, Queanbeyan Showgrounds. Open 6am Sat and 8am Sun.

12 November—Marques in the Park, Deakin Soccer Fields (to be confirmed)

November—Veteran Vintage and Classic Motorcycle Club of ACT Swap Meet. Date and location to be confirmed.

Are we missing any major events?

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

EDITORIAL

Firstly my apologies for the very late issue this month. I am hoping by the time you read this it is still April. Unfortunately the recent passing of my father has slowed down a few things for me this month.

Thank you to all members who have passed on their condolences to my family and I, and a big thank you to those who attended his service, particularly those who brought along their vehicles and those that travelled from other clubs out of state.

The last few months have seen a number of events attended by club members, including club runs, national rallies, and a visit to a primary school. A number of write ups in this edition showcase just some of these events. A number of members also spent a week in Griffith to further plan the upcoming National Veteran Vehicle Tour. I personally am really looking forward to it.

In recent days I have been playing with my latest toy, an Electronically Cranked Coil Tester for my Model T. After wanting to buy one for years and either being put off by the price, not receiving a response from the company, or being out of stock, everything finally aligned and I finally purchased. I have only had a brief play so far, but have to say I am very impressed. I might include some further information in a later edition.

As always, a big thank you to those that have contributed content.

Mathew Spackman



Some Highlights of This Issue	
Page 6	Coffee Run at Rocksalt Café, Hawker
Page 7	School Display at Richardson Primary School
Page 9	Tumbarumba Weekend
Page 11	Cobram 1 & 2 Cylinder
Page 14	Upcoming Run to Captains Flat
Page 15	Vale Kevin Spackman
Page 17	”Duncan & Fraser’s ‘Lost’ Body”
Page 24	Wanted / Member Discounts
Page 25	Did You Know
Page 26	February Minutes
Page 28	March Minutes

THE NATIONAL CALENDAR

- | | |
|------------------------------|---|
| 4—7 May, 2023 | Pre 1931 Autumn Tour in Cowra. Hosted by Members of the Dinosaur Drivers Register Inc. For more information email wycowra77@bigpond.com |
| 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.

COFFEE RUN AT ROCKSALT CAFÉ, HAWKER THURSDAY 2ND MARCH 2023

Another successful mid-week coffee and the weather was perfect. This time we had 13 members attending and as usual there was a lot of talking. Those who attended – Rob & Beth, Greg & Mary, Wayne & Silvia, Wayne & Sandra, Ian, Darren, Simon, Roy and Nick. Rob & Beth, Greg & Mary, Darren and Wayne & Silvia, as usual, turned up in their old cars. They always attract a lot of attention.

Cheers Nick



SCHOOL DISPLAY AT RICHARDSON PRIMARY SCHOOL TUESDAY 7TH MARCH 2023

The club received an enquiry through our website from Richardson Public School whether someone in the club would like to show the children a car from the 'olden days' as part of their history unit with year 1 and 2 students (6 and 7 years old). Mathew Spackman, Gerard Frawley, and Greg Spackman took on the opportunity and displayed their cars to a number of curious students with many questions. In the end, we attracted much attention that a lot of the other students, and many of the teachers, also managed to head out and also take a look. I was told that it was fairly well the whole school by the time we left.

After making it on to the school's Facebook page with a great thanks, the very next day we received another enquiry from a nearby school that had seen the photos and asked if we could do the same again!



Photos shown are with permission from Richardson Public School
and the families of students pictured.



TUMBARUMBA WEEKEND

11-13 MARCH 2023

Everyone having arrived in Tumbarumba by Saturday lunchtime we headed off after lunch to the start of the rail trail which goes to Rosewood. While there, a group of cyclists arrived and included two tricycle bikes which can carry two persons seated in front with a cyclist behind. This allows elderly or others unable to ride themselves to enjoy the trail. Returning to Tumbarumba our search for coffee was unsuccessful – the bakery was able to supply some goodies for afternoon tea.

At 4pm all were off to Ladbroke Distillery owned by Robbie and Neil Ladbrook who are members of our club. Gin and whiskey are made on a modest scale. A tour of the distillery was very interesting. As well as the traditional gin flavouring of juniper berries other flavourings included hibiscus, coriander, berries, blood orange etc. Then we were treated to an informative tasting session after which a number of bottles of Elixir gin were seen leaving the premises.

Dinner that night was at the Tumbarumba Hotel. It was a short walk back to the distillery for a pleasant jazz evening and the release of Moonshine (a whiskey).

After a trip to the bakery on Sunday morning a drive along Tooma Road took us to Braymont Gardens. Morning tea was enjoyed with magnificent views over the garden towards the distant mountains. It was hard to believe the gardens are only 9 years old but not surprising that weddings are held here. Journeying a few hundred metres up the road Obsession Wines provided a selection of wines for tasting and information about their operation and on the wine industry in the region.

Heading back towards Tumbarumba we stopped at Paddy's River waterfall for lunch and viewing the falls.

Beverley and Don returned home while the rest drove through Tumbarumba towards Rosewood to the Pioneer Women's Hut where the displays include a variety of quilts made from the skins of wallabies, foxes, and possums plus material samples etc. There is a button collection of buttons and of billycans and pannikins as well as many items from the past and a shed full of old farm machinery.

Afternoon tea was taken at Courabyra Winery (no wine was consumed!).

On Saturday night Neil invited us back to the distillery to have a BBQ there on Sunday night after finding we planned to have one at the caravan park. Another pleasant and relaxing evening.

The weather gods were kind to us all weekend. There was evidence of some rain over Sunday night. The remainder of us departed for home on Monday morning. The weekend was so enjoyable that another trip there is a possibility in the not too distant future.

Roy Bendall.

Participants were:

Deidre and Dave in their 1915 Model T runabout.

Beth Rob and Molly in their 1915 Model T town car.

Beverley and Don, Marie and Gerard and Roy came modern.





COBRAM 1 & 2 CYLINDER RALLY

16-19 MARCH 2023

The Cobram 1 and 2 Cylinder Rally was organised by Daryl Meek and Fiona Lane for the Veteran Car Club of Victoria.

There were 70, 1 and 2 cylinder cars and motorcycles which included 4 of our member's vehicles.

- John Prentice – 1904 De Dion Bouton
- Doug and Vivian Fulford – 1906 Cadillac
- Bill and Robyn Betts – 1908 Renault
- Rob and Beth Woolley 1909 Renault

The rally commenced on Thursday afternoon with a shakedown run around Cobram

Fridays run was to Tocumwal with lunch at the Golf and Bowling Club followed by a visit to the Tocumwal Aviation Museum before returning to Cobram a total of 91kms

Saturdays run, before leaving Cobram RACV Park entrants collected a lunch pack, as lunch was not available at Tungamah. The first place we visited was Byramine Homestead on the banks of the Murray River. The Homestead was built for Hamilton Hume's Sister in 1842 to a design by an Indian Architect which ensured breeze flowed through the house. The property consists of 5,000 acres, 2,000 are used to grow vegetables, 2,000 for crops, 500 for sheep and cattle and 500 bush. The owner gave us an interesting potted history of the property and its current operation followed by morning tea and inspection of the homestead. The lunch stop was at Tungamah Lions Park, 20 kms from Byramine Homestead, a lovely park in a small country town. Following lunch, we returned to Cobram a 47km drive, our Reno had magneto problems and we drove back on 1 cylinder in second gear, due to the number of breakdowns there was a long wait for a trailer. Doug and Vivian's Cadillac also failed to proceed and came home on the trailer.

Sundays run was to Shepparton which for many of the Victorians was on the way home, also the run was 160km return so most people went in modern cars towing their veterans. Also rain was forecast and it did rain while driving down to Shepparton.

A visit to the Move Museum of Vehicle Evolution was planned for the morning and was very interesting. The museum consisted of the following sections:

- Farren Bicycle Collection, an excellent collection of very early bicycles
- Garth Wallace Harley Davidson Collection of veteran and vintage Harleys
- Kenworth Dealers Pavilion, a collection of 50 heavy truck and buses that were used in the Shepparton area for the transportation.
- The Furphy Museum dedicated to showcasing J Furphy and Sons Foundry
- Australian Automotive Production history
- European car display
- Loel Thompson Costume Collection – 200 years of Australian fashion with over 7,500 items The Museum is a great place to visit when you are in Shepparton.

The Cobram rally finished with lunch at the Peppermill Inn in Shepparton.

Thanks Daryl and Fiona for a great rally.

Rob Wooley.

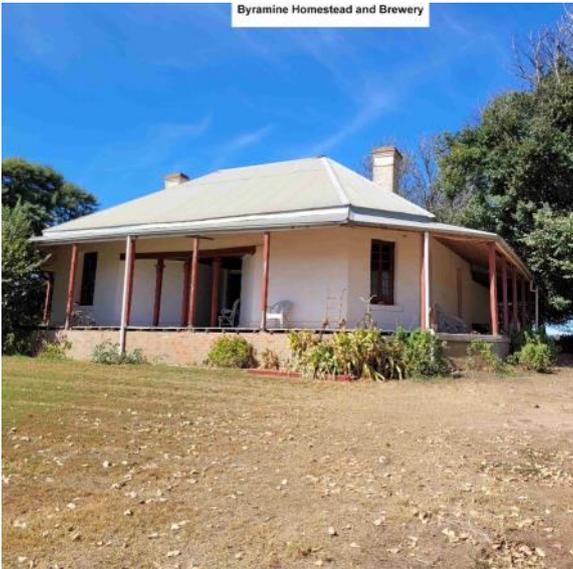
Cobram 1 and 2 Cylinder Rally at Byramine Homestead and Brewery Cobram



1898 De Dion Bouton



Triumph and Douglas Motorcycle



Byramine Homestead and Brewery



De Dion Bouton



Move Museum - Australian Built cars



YARRAWONGA-MULWALA PIONEER MUSEUM

UPCOMING RUN – CAPTAINS FLAT 25 JUNE 2023

Meet at Ciao Café and Cakes 200 Crawford St QBN at 10:00am for morning tea.

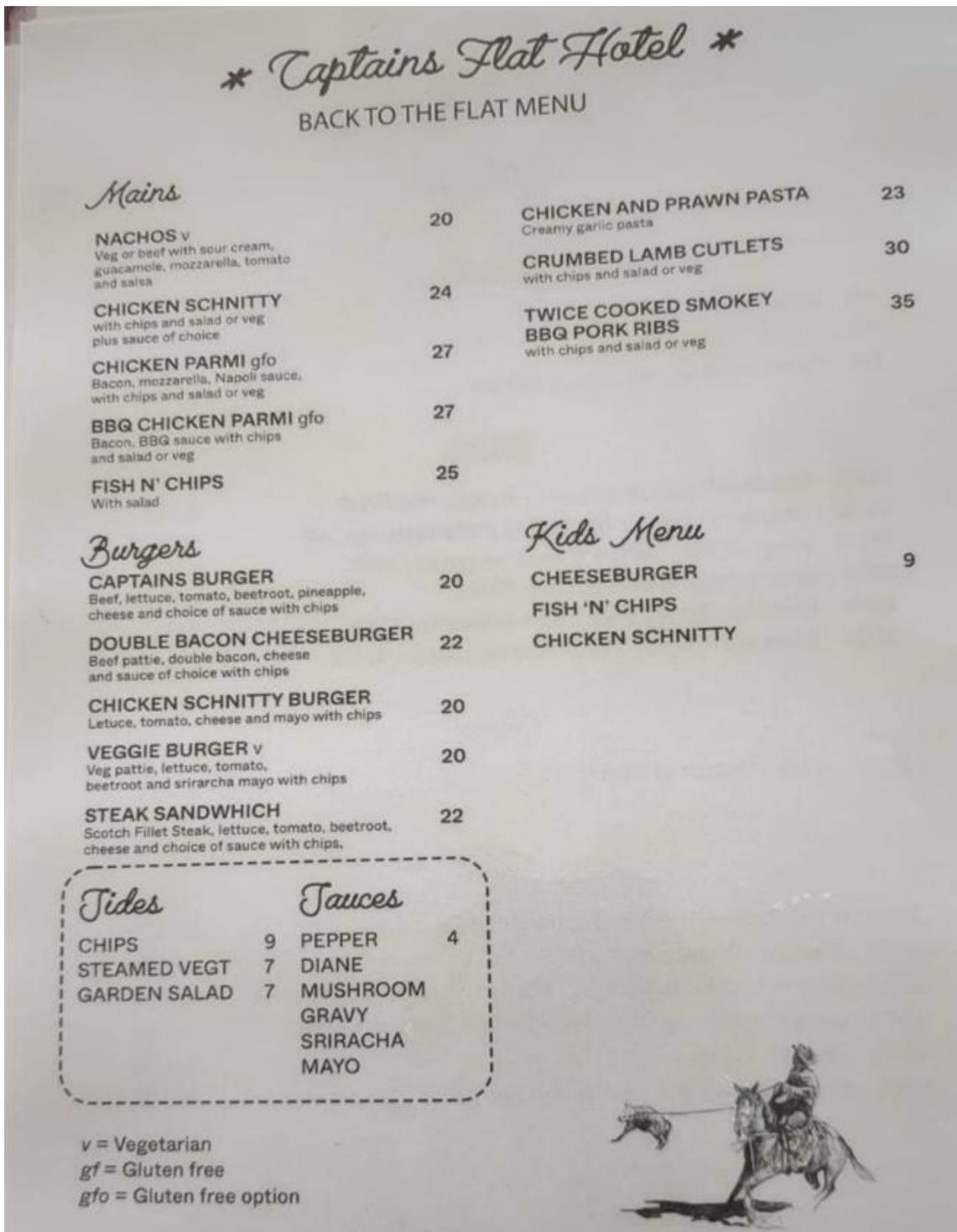
At approximately 11:00ish we will depart QBN for Captains Flat approximately 50km

Lunch will be at Captains Flat Hotel Bistro.

After lunch we will have a leisurely trip back to town

Please advise Chris Hogan at simandchris@optusnet.com.au or 0402745587 if you would like to join in as I require numbers to book a table for lunch.

Drop me a line if you require more information



VALE KEVIN SPACKMAN

BY MATHEW SPACKMAN

Kevin Spackman was born 26th April 1957 in Young, NSW. While Kevin was only a fairly recent member of our club after moving back to Canberra with his wife Narelle after ill health, Kevin has been involved in cars and motorcycles for quite some time.

Kevin grew up in Wallanbeen, NSW, before moving to Young township in 1969 where he attended primary school and started high school. In 1971 Kevin and his family moved to Canberra where he attended Stirling High School.

As a teenager, Kevin worked several part time jobs including delivering newspapers and furniture removal. He then completed a greenkeeper apprenticeship with the Federal Golf Club where he would later become an Assistant Greenkeeper.

In 1976 Kevin visited Sydney with one of his mates, where he met Narelle, and then in 1980 married in Eastwood, NSW. They bought their first house in Kambah in 1980, and in 1984 welcomed their first child Mathew, and in 1986 their first daughter Alana.



Alana barely had a chance to see her Canberra home, before the family so far packed up and moved to the Central Coast where they would spend the next 35 years. They moved so Kevin could make a career change, leaving Greenkeeping to work for Narelle's uncle in the service station business.

Kevin built the family home on the Central Coast, and in 1989, their second daughter Marnie was born. Kevin would go on to have a successful career in the service station business, becoming an owner operator himself.

In later years, it was beneficial to sell up the service station and seek new opportunities, so Kevin went to work for Albany International manufacturing advanced textile products. After many years at Albany, their Australian division closure saw him move to Sanitarium Health Foods. He worked at Sanitarium for the rest of his career before having to retire for medical reasons.

Kevin always had a passion for vehicles. In fact, if he was asked a question about pretty much any sport, his reply would be "Not interested if it does not have a motor". His interest started with motorcycles, but extended to cars, boats, planes, you name it, but it had to have a motor. In his early days it was just trail bikes but after meeting Narelle and going on a 1978



Veteran Car Rally he said to his father-in-law (a member of our club back in the late 60's), "I would love to own a vintage motorcycle" who replied, "there is nothing stopping you".

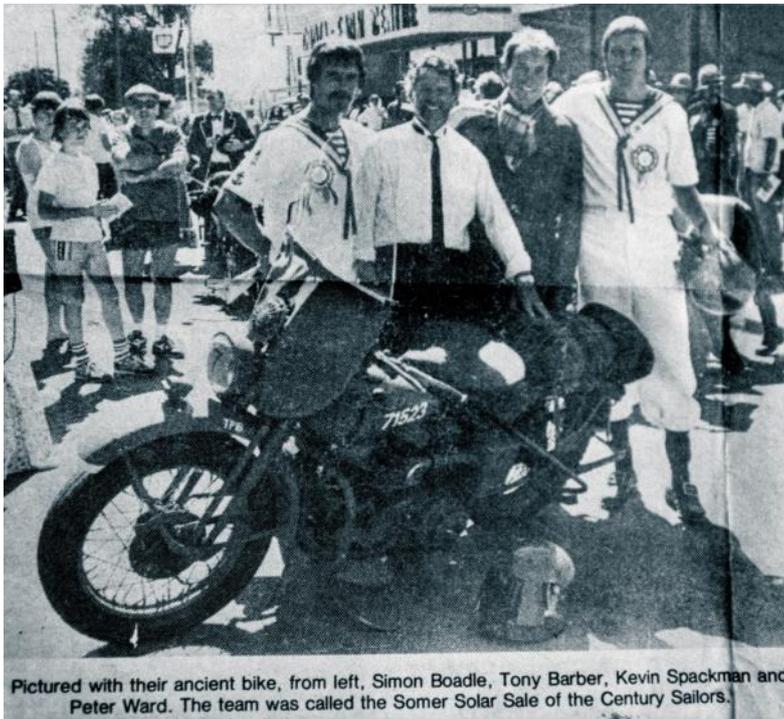
Well, that was the wrong answer! Kevin went on to own 13 vintage motorcycles in his collection. Later in life as his family grew up and he had more time he would also fall in love with veteran cars. He spent many days learning things from his father-in-law and ended up owning several veteran and vintage cars of his own. His favourite was his 1911 Model T Ford.

Over the years Kevin has been involved in many clubs including Veteran Vintage and Classic Motorcycle Club of ACT, Central Coast Classic Motor Cycle Club, Veteran Car Club of Australia (NSW), Central Coast Historic Car Club, Central Coast Leagues Vintage Drivers Club, and most recently the Veteran and Vintage Car Club of Australia ACT. Throughout the years he has attended many rallies, including many National Veteran and National Model T Ford.



Over the years Kevin managed to see parts of the world including Singapore, Malaysia, China, Hong Kong, United States, Fiji, Japan, and New Zealand. Some locations were by choice, but mostly he just didn't want to be left behind so tagged along while someone else was doing the organizing. Japan wasn't really one of the places that would have been on Kevin's list to visit, but when his son Mathew told him he can go Go- Karting on the streets of Tokyo that was pretty much all it was going to take.

Kevin's passion of cars and motorcycles lives on through his family, with his wife, son, brother, and sister-in-law, all members of the Veteran and Vintage Car Club of Australia ACT, and brother-in-law and mother-in-law both members of the Veteran Car Club of Australia (NSW).



Pictured with their ancient bike, from left, Simon Boadle, Tony Barber, Kevin Spackman and Peter Ward. The team was called the Somer Solar Sale of the Century Sailors.



In the previous edition of the Edwardian we featured the article “Duncan & Fraser — High quality coachwork on a Model T Ford — By Ian Irwin” and mentioned that this story expanding on it would be available in the next edition.

“Duncan & Fraser’s ‘Lost’ Body”

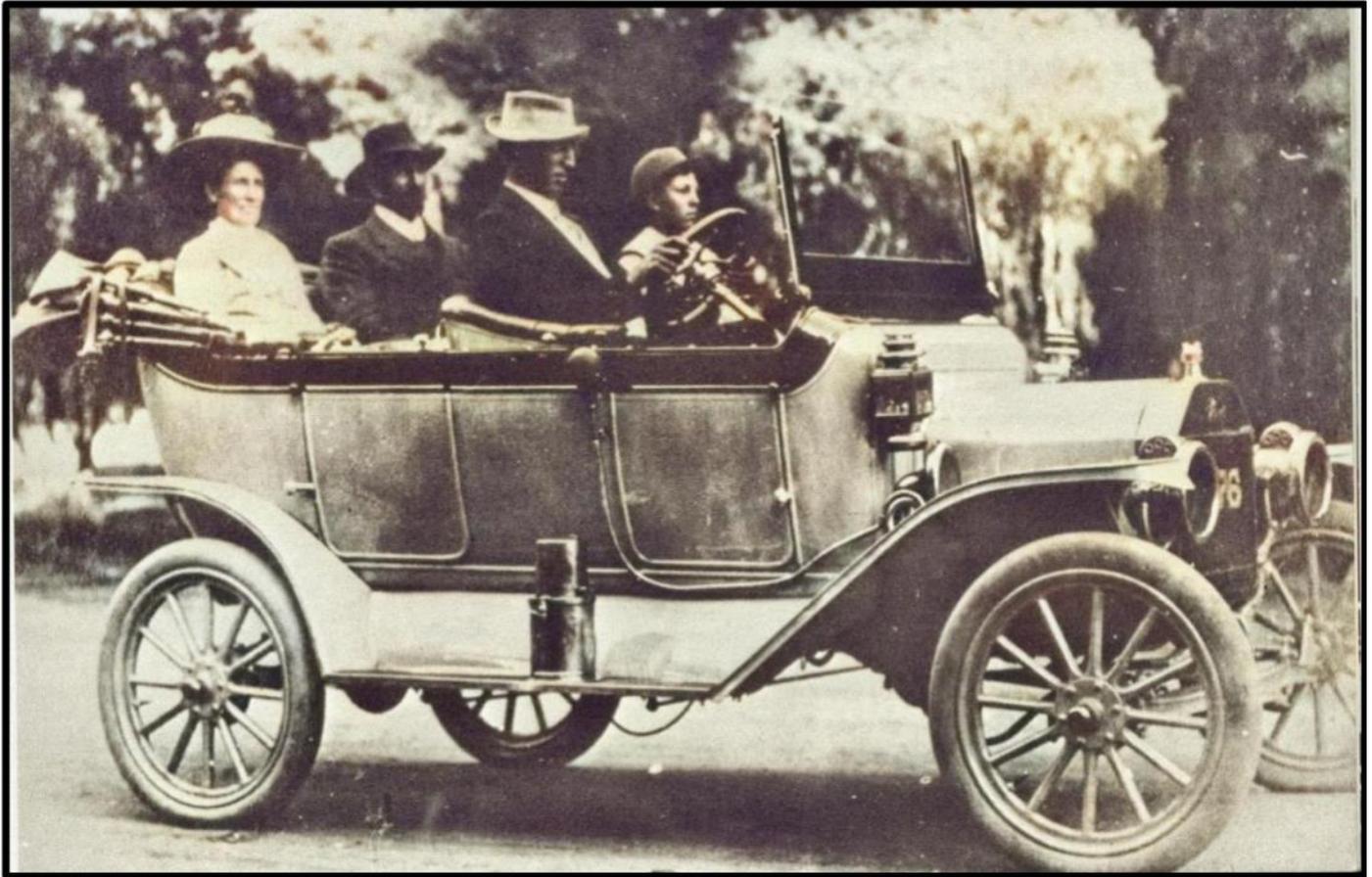
By David Chantrell

A key piece of this puzzle came by way of a seemingly innocuous photo of an unrestored Model ‘T’ Ford. Terry Parker was going through some old photos in 2011 and passed it across to me for safe keeping. Apparently it was taken c1960 near Port Lincoln. The photo showed the remains of what appears to be an early brass era veteran Ford tourer, but the body was definitely not standard Canadian Ford, and the windscreen arrangement was different to nearly anything seen before. As an unknown body, I placed it in my “too hard” basket. Apart from its novelty value, I catalogued it and added it to all of my other Ford ‘T’ photos to look at some time later...and then forgot about it.



The photo that later solved the puzzle, although it took years to appreciate the significance. It was given to me by Terry Parker for “safe keeping”, this c1960 photo taken in Port Lincoln, South Australia of a c1912 Ford with the remains of a non-standard coachwork.

A little later my attention was drawn to another photo that had surfaced, this time published in *“From Settlement to City History of Tea Tree Gully 1836 – 1993”* by Ian Auhl. The photo showed a c1912 Ford that was captioned: *“Mr. & Mrs. Richard Smith of Surrey Farm, Yatala Vale Road, with their son Howard (driver), and Victor trying out their new Ford car, registration number #2776.”*



Mr. & Mrs. Smith of Modbury driving their Ford. It was registered #2776 in January 1913.

The implication of the caption, if indeed accurate, this was a new car when registered in January 1913 and lined up with the Ford being of that era. Although being registered in South Australia, there was still no proof that it was in fact a South Australian coachwork.

Years before I had been generously given copies of numerous photos from Richard Duncan, great-grandson of James Duncan, one of the two founding partners of Duncan & Fraser. One particular photo showed an exquisite c1911 Ford with a custom made roadster coachwork by Duncan & Fraser, taken in Franklin Street outside the factory. Being before they standardised their Ford coachworks in March 1913, the best guess at the time was it was most probably a one-off, custom built body to order.

One day I accidentally happened to have both the ‘Smith’ tourer and the Duncan & Fraser factory roadster photos open side by side. It was only then that similarities between the coachworks were noticed. To my surprise the cowl design, windscreen, sidelight placement etc. were identical on both cars. As the roadster was identified as a Duncan & Fraser coachwork, there was now circumstantial evidence that another style of coachwork, apart from the bath tub “Deluxe” style, was being offered by Duncan & Fraser in both tourer and roadster styles on the Ford chassis.



An exquisite c1911 Ford with a Duncan & Fraser built roadster coachwork. This photo was taken in Franklin Street outside their premises, their name clearly visible on the façade behind the car.

Photo courtesy of Richard Duncan.

Now alerted with some idea of what to look for, common characteristics such as a distinctive 'Edwardian Style' English cowl shape, single piece wooden framed windscreen and low mounted sidelights, the search began to see if any other photos or information had survived with this style of coachwork. Surprisingly a number of photos had in fact survived, it was just unknown what to look for or looking at. As they say, then the preverbal "flood gates" opened...



Another 'Lost' bodied tourer, this one #3160 with accessory mudguards, was registered on 20th February 1913 to the Public Works Department, photographed outside the old Adelaide Railway Station. Photo courtesy of SLSA B70937/45/.

To my own embarrassment, I had to admit to myself that I had been in possession of a sizable portion of the evidence for a long time. In countless conversations over tens of years about Duncan & Fraser’s “deluxe” coachworks on Ford chassis with many of the old time veteran car fraternity, I am unable to recall any discussions on this topic. It was always assumed that with the discovery in 1950 at Hindmarsh of a 1912 Duncan & Fraser curved, bath tub “Deluxe” by the late Laurie Mahon, and bought and rallied by the late Reg Jamieson as ‘Truly Fair’, was the usual design of Duncan & Fraser’s coachworks. The newly rediscovered ‘Edwardian Style’ coachwork was significant. Having been recently “found”, it was only apt to give it some kind of name to differentiate it from the more common ‘bath tub’ design. I have named it their ‘Lost’ coachwork.

Around this time, we were caravanning over on the Yorke Peninsula and had time to wander into the Kadina Museum. On a wall was an enlarged photo titled” Kadina & the Motor Car”.



Photo courtesy of “The Farm Shed Museum”, Kadina.

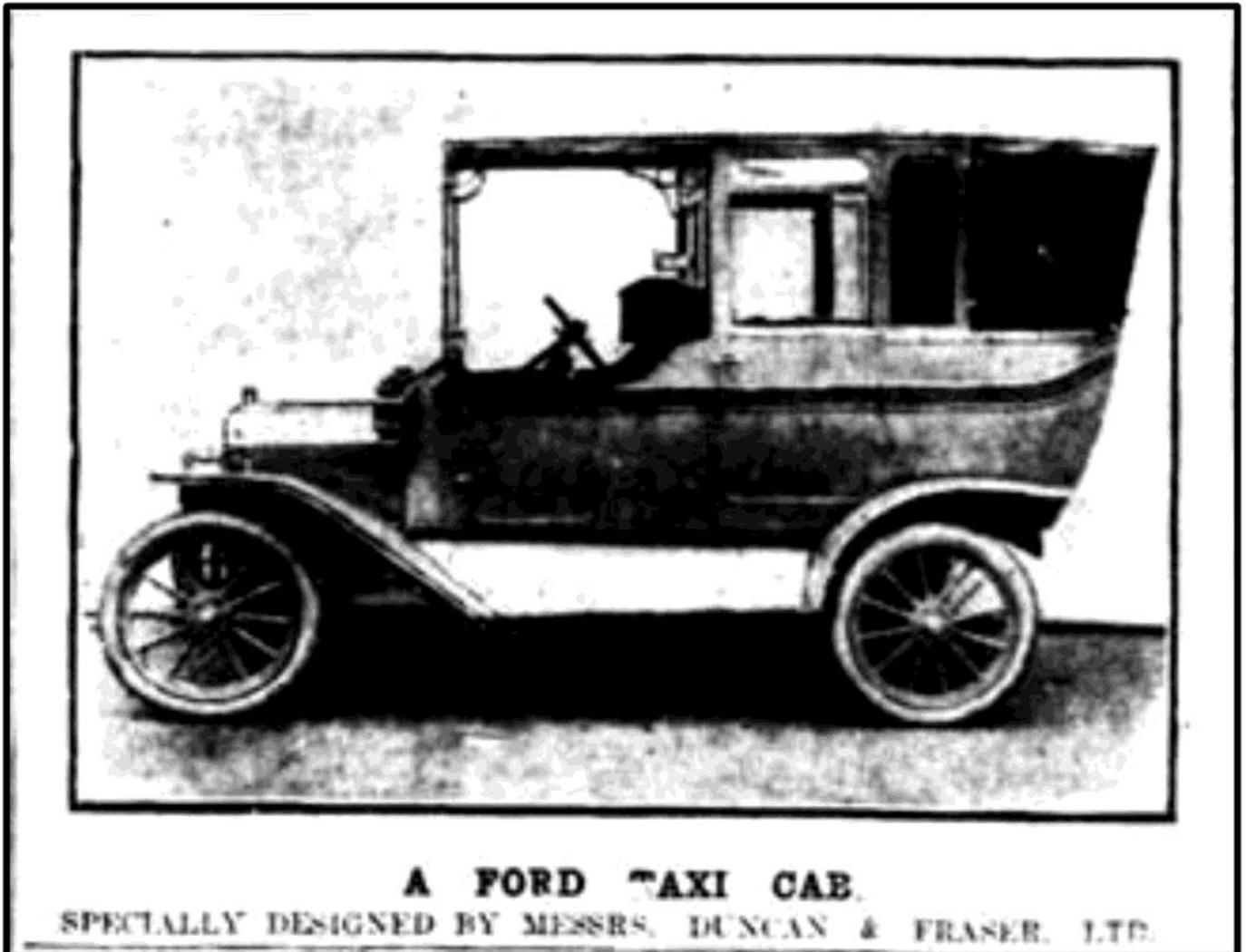
The Ford ‘T’ in centre left of the photo drew my immediate attention. Closer inspection (below) revealed it was indeed one of the ‘Lost’ style bodied cars that evidence was being searched for. This particular Ford was registered in February 1913. Unlike the other two surviving photos, this car featured the new ‘1913’ style running gear.



Ford registered #2991 to Mr. Paul Roach, Kadina in February 1913.

Mr. Roach's Ford #2991 seen in the 'Kadina' photo is evidence that the 'Lost' body carried into the 1913 model year. This model began in Canada in November 1912 demonstrating that this body style was still being made by Duncan & Fraser into the early 1913 calendar year.

Further research found that not only a tourer and roadster versions were made, but even a Taxi Cab was built and registered to Mr. A.W. Parker #3491. The 'Taxi Cab' photo, although grainy, consensus seems to support it was built on a far earlier 1910 Ford chassis. The mudguards, however, are the current 1913 style. It seems to appear that Mr. Parker's taxi was a new body fitted on an earlier car.



The 'Lost' bodied taxi cab registered to Mr. A.W Parker #3491. It was built by Duncan & Fraser on what appears to be a 1910 chassis. Adelaide newspaper "The Mail", 9th August 1913, page 6.

How long was the 'Lost' body made? Using surviving photographs and registration numbers etc. would suggest that it began its life in the 1911 model, continued through 1912, and was still being offered during the 1913 Ford model range. Given that Duncan & Fraser standardised their body design in March 1913, it would appear that it was made for about 18 months, and most of that side by side with Duncan & Fraser's more common and trademark "Bath Tub" design. Through this period Duncan & Fraser gave their customers an option of either design. And of course, being first and foremost coach builders, they would also custom build to your design.

In 2018, a fellow Ford 'T' person from interstate alerted me to a possible veteran Duncan & Fraser bodied Ford for sale near Goolwa. Immediately the lead was followed up to arrange a visit. Indeed, the car was as described, and it was the remains of a Duncan & Fraser bodied car, and more significantly, a 'Lost' body.

I was stunned to say the least. With the owner's kind permission, I was allowed to photograph and document every detail. Dating the body and the car it became apparent that it had been made up from two cars. Although the running gear and all the mechanical features are consistent with a late 1912 Ford, the mudguards and valances did not fit properly, as well as some of the other sundry items. Working my way through all of the boxes and bits that are with the car, a 1913 genuine Canadian Ford patent plate C344X was uncovered. Although circumstantial, and with other pieces found, the evidence supports that a standard late 1913 Duncan & Fraser bath tub "Deluxe" was cannibalised in an attempt to make one going car.

The original colour scheme of this 'Lost' body is light brown, a dark brown highlight colour, and all pinstriping is also dark brown. The surviving trim, some of it hand tooled, is dark green.

To the best of my knowledge this is the only surviving Duncan & Fraser 'Lost' body.

However, something was bugging me and for the life of me I could not remember when or where. Somewhere in the back of my mind I had seen a photograph of this car before...



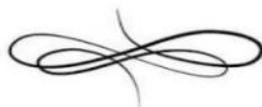
The 1912 Duncan & Fraser bodied Ford for sale in 2018 near Goolwa. Note the two holes in the dark brown high light in the centre of the driver's door and the two dents in the panel behind the door.



Searching through my collection of newly found 'Lost' bodied Fords, the Terry Parker photo held the key. Although the photos were taken 58 years apart, the two holes in the top of the door and the two dents in the panel behind the door all match the car seen at Goolwa. This car was found at Port Lincoln in 1960. More importantly Terry's "*seemingly innocuous*" photo showed exactly what was there when found, and significantly what was not.



It is pleasing to share the knowledge that now this previous known piece of the Duncan & Fraser's history has been uncovered. It is even more pleasing to report that at least one of these rare bodies has in fact survived to finally reveal its story.



WANTED

- Literature and parts for my 1915 Calthorpe Minor. Whilst my car basically does go I would dearly love to have any technical literature for it and a copy of an owner's manual would be wonderful just as any spare parts would be heaven.
Contact Anthony Sinclair 0403157566 or email sales@yoaa.com.au
- Any information on the Coonara Great Race held in 1986. I know the basic's (see article below), but my dad was part of a team including Tony Barber, who rode with my dad on the back of his 1942 WLA Harley for part of the route. I have a newspaper clipping photo (see page 16), but other than a few other small newspaper articles I found via the internet, I can't find much more. I believe there may have been a TV special as well, and if anyone has a copy or knows where I might find one, would be greatly appreciated. Contact Mathew Spackman on mathew.spackman@outlook.com

From Canberra Times Monday 24
February 1986, page 15



Great Race contestants Harry Clarke, Ray Smith and Darren McRae stand by to race from Sydney to Melbourne.

BILLED as "the most incredible event of our time", a major feature of this year's Moomba Festival will be the Coonara Great Race from Sydney to Melbourne from February 28 to March 6.

Contesting \$30,000 in prizemoney, the intrepid travellers will be using outdated, outmoded and old-fashion-ed transport involving hot-air balloons, vintage cars, antique motor-bikes and sidecars, penny-farthing bi-cycles, ancient biplanes, fire engines and a 1905 steam train.

Among the 25 teams selected to take part in the race are marathon runner Cliff Young, television host Tony Barber and boxer Jeff Fenech.

The race begins in Sydney with a grand ball at Hyde Park Barracks on Thursday and finishes a week later in Melbourne, in the presence of the Queen and Prince Philip.

In between the start and the finish, the race runners will also have to cope with no fewer than five charity balls and about 10 civic receptions, as well as a couple of pre-dawn starts so they can keep up with a hectic schedule that takes them from Sydney through Picton, Berrima, Goulburn, Yass, Junee, Albury, Wangaratta, Bendigo, Clarkefield and on to Melbourne.

In keeping with the spirit of pioneer travel, all the race contestants will be wearing Victorian or Edwardian-style

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.

Did you know?

After recent information was sent out to club members about a car seen for sale on Facebook showing some ACT badges and a description including it was restored in the ACT in the early 60's, a number of members have sent through the information they know about it too so here it is combined and summarised. The car has an importance in the early history of our club. Thank you to those have contributed.

This car, commonly known as 'Calamity Jane', was the first Model T built in the club by founder member Pat Clayton. Pat was the manager of Discount Tyre Service in Braddon, and a great help in acquiring the then difficult to locate 3 x 3 ½ tyres when the club was beginning to get off the ground in the early to mid-1960s.

This Model T was mechanically assembled from Pat's vast collection of parts he had built up before beginning to select the best amongst them. The guards too, were originals he had collected as N.O.S. parts. Pat was known to have the best collection of these rare original items. The body was built to an original Canadian pattern, based on the Wagon principle. The Ford Motor Company of Canada, that supplied the Australian delivery chassis, provided designs that dealers were under contract to have precisely followed by Australian coachbuilders. Member Garth Fisher had an original catalogue produced by Davies and Fehon of Sydney, who were the Ford Agents in the pre-Great War era. Pat faithfully copied one of the body designs, the Ford Special Delivery Van from which he constructed his Model T.



When the day came that Pat began the assembly, it was seemingly no time at all and the frame was up and running. The body was built just as quickly. The elaborately shaped headboard above the windscreen declared that Calamity Jane was ready for the road.

Pat and Betty were very proud of the car, always in highly polished finish and immaculate, and drove it to runs and festivals in Queanbeyan, Cooma, Goulburn, Crookwell and Bundanoon, and no doubt others. It was also a participant in Canberra Day Parades conducted on London Circuit in those far off years. And of course it was a regular participant in the annual Canberra Easter Tours run by our club during the late 60's and early 70s.

It was sold at auction to the Channel Seven Canberra Collection upon Pat's demise. In later years, the vehicle was sold (in a sale by Kerry Stokes of all the Channel Seven cars) through Sotheby's at the Hyde Park Barracks in Sydney where it was sold to the Woollahra Galleries as a delivery vehicle. It was driven and maintained for ten years before selling again to a bottle shop near Maitland where it remained in service for another eight years.

The car was eventually brought back to Braidwood and after some modest refurbishment it was sold to a Ford dealer in Cairns. It is then believed to have ended up in Coffs Harbour and then to the current owner in Melbourne where it unfortunately had an accident and the rather nice original radiator was destroyed.



**MINUTES OF MEETING
VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT)
15 FEBRUARY, 2023**

Meeting Opened: 7.32pm

Attendance: Members: 11, Apologies: 6 ,Guests: 0

MINUTES OF LAST MEETING:

Accepted – Moved: Don Doering ,Seconded: Bob Courtney

SECRETARY’S REPORT:

Correspondence In:

- Information from ACT Government of proposed reforms of Incorporated Bodies
- Beth Woolley is obtaining ABN No for Shannon’s, who request this for sponsorship from Shannon’s for Griffith Rally
- Information from Nick for coffee to “two before ten” at Majura
- Email received for 1915 T Model Ford and trailer for sale
- Information for Canberra Day Weekend at Tumbarumba 11th till the 13th of March 2023. Club members Robbie and Neil Ladbrook have organised this weekend and have listen accommodation and activities
- Received extract copy of Club Incorporation
- Email from Mathew Spackman regarding copies of “Edwardian” not being sent out
- Email from HCCA regarding our membership confirmed
- Census form from Council of Heritage Motor Clubs NSW for bikes and cars under restoration
- Information sort regarding clubs insurance. Re Griffiths Rally
- Draft received from Nick regarding Gallagher Insurance for Club insurance / Griffiths Rally
- 2 Club Magazines received
- Information regarding ‘Wheels’ 19th of February received

Correspondence Out:

- Email sent for Beth to obtain ABN number from ATO
- Information regarding coffee at Majura on 2nd of February 2023
- Email sent out for 1915 Model T Ford and trailer for sale
- Email regarding Canberra Day Weekend at Tumbarumba in March
- Information sent to club members regarding QBN Showground including parking and information on attendance
- Cards sent out to Angelo D’emilio – get well card, and to Ted and Margaret Clifton – wishing them all the best for 65 years marriage

Secretary’s Report accepted – Moved: Chris Hogan ,Seconded: Roy Bendall

TREASURER'S REPORT

- \$153 Post Office Renewal
 - \$65 Received from the sale of Brass Polish cleaner
- Accepted: Moved – John Cardona ,Seconded- Nick Nowak

EDITOR'S REPORT

- Everything is going well

EVENTS DIRECTOR

- Wheels – QBN Showground
 - o Car club trailer will be in place before 8.30
 - o 18 people have indicated their attendance at 'Wheels'
 - o 8 to 10 have been promised for display
- Tumbarumba weekend –
 - o Outing to 'waterfall' Saturday afternoon
 - o The museum shows the history of the Tumbarumba area
 - o Distillery tour
 - o Jazz night
 - o 9 people have indicated their attendance for this weekend
- May 4th to 7th 2023
 - o Pre 31 Rally in Cowra
 - o 6 people going to Griffiths to confirm details of the October rally after Easter

WEBMASTER

Ok

MEMBERSHIP SECRETARY'S REPORT

- 3 new possible members have enquired about joining our club
- 64 fully paid members

EVENTS REPORT

- Tumbarumba weekend – details previously emailed out

LIBRARIAN'S REPORT

- \$150 quoted for future binding from 'Elite Book Binding' for the 'Horseless Carriage Gazette' and 'Vintage Ford'

REGISTRAR'S REPORT

GENERAL BUSINESS

- Email from Mathew Spackman regarding paper copies of the "Edwardian" and whether we continue to send copies out
- Ted and Margaret Clifton are the only members who would receive a paper copy of the magazine
- 60 years of our club – there is a move to form a committee so that we can celebrate this milestone, follow up in future meetings

Meeting Closed: 8.14pm

After Meeting Activity: no after meeting activities

MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 15 MARCH, 2023

Meeting Opened: 7.31pm

Attendance: Members: 23, Apologies: 5 ,Guests:

MINUTES OF LAST MEETING:

Accepted – Moved: Chris Hogan ,Seconded: John Cardona

SECRETARY'S REPORT:

Correspondence In:

- Coffee Thursday 2nd of March – Rock Salt at Hawker shops
- Email from Lisa Brock (AJC) regarding a copy of the Insurance Coverage for the Griffith Rally – Underwriter has given conditional approval
- Email from Natalie Hogan regarding display of cars at Richardson Primary School
- Ian Irwin has visitors from New Zealand and unable to attend Tumbarumba weekend
- Julia Robinson still working on Stanley Steamer – still trying to iron bugs out to make the car more reliable
- Received Certificate of Currency for the Griffiths Rally
- Email from Rob Woolley regarding ACT Concessional Registration Scheme (CRS) Registered Vehicles
- Correction of secretary's position on the Annual Affiliation Notice 2023
- Shannon's Insurance – trailer insurance renewal

Correspondence Out:

- Email sent out 'Re-treads' lunch Friday the 17th at Gungahlin Lakes
- Information sent to AJC regarding the Griffiths Rally – Location, Activities and Sponsorship
- Lisa Brock – Gallaghers Insurance – awaiting underwriters approval
- Email sent out for those attending Richardson Primary School and who would be able to come show their cars
- Email sent out seeking final numbers for Tumbarumba weekend
- Past on email for Certificate of Currency to Nick Nowak for a requirement of the Griffith City Council Sponsorship requirements
- Email sent to Greg and Matthew Spackman with information regarding Richardson School visit
- Email sent to Lisa Brock thanking her for her help and a copy of the Certificate of Currency
- Get Well Cards sent to Carol Nowak and Alex Robinson
- Email sent to PJ Wright updating information on secretary position for the Annual Affiliation Notice
- Email sent out regarding information to be given by Rob Woolley at the meeting on the CRS Scheme
- Correction on Annual Affiliation Notice 2023. Changed from Darrell Leemhuis to Gerard Frawley.

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

TREASURER'S REPORT

Bills Presented:

- Shannon's trailer insurance \$269.35
- Elite Bookbinding \$149.60
- Chris Hogan – Expenses \$66.25

Accepted: Moved - John Cardona ,Seconded- Roy Bendall

EDITOR'S REPORT

- Nothing to report.

EVENTS DIRECTOR

- May and June Darrell Leemhuis to arrange activities.
- 6 cars going to Pre '31 Cowra Rally
- Suggested a later run in May
- Terry Davis – Possible run for April to Bungendore
- Committee to be formed for the club's 60 year anniversary in early September
- Coffee run – Canberra Bar Grill Thursday 6th of April

WEBMASTER

- Nothing to report.

MEMBERSHIP SECRETARY'S REPORT

- 64 financial members at present

EVENTS REPORT

- "Wheels" Display at Queanbeyan. 12 cars were on show with 20 members in attendance.
- Tumbarumba weekend. 9 members attended. We did the rail trail, distillery tour, which was for gin and whiskey production, garden tour and visit to 'Obsessions Winery'.

LIBRARIAN'S REPORT

- 2 bound volumes of the 'Vintage Ford' and 'Horseless Carriage Gazette' placed into the car library.

REGISTRAR'S REPORT

- Nothing to report.

GENERAL BUSINESS

- New CRS Scheme will be discussed after the meeting and its implementation. Rob Woolley has given a full and detailed description of the change that the new 60 day rule will bring to all cars in our club. New booklets for the CRS will be available at Canberra shop front from the 3rd of April 2023

Meeting Closed: 7.54 pm

After Meeting Activity:

- Rob Woolley discussed the new CRS scheme.

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