

THE COLONIAL



Official Journal of the
Canberra Antique & Classic Motor Club Incorporated

Annual Subscription
Colonial \$25

1941 Buick Sports Coupe
Boyce Family

Vol. 43
February 2011



EDITOR'S PAGE

Thank you to those who have provided items for this month's Colonial Stories to come: Boyce 1929 Buick Sports Coupe, another Mini and a Humber Vogue story from David Bennett, Graham Gittins' Odometer.

Week Day Social Lunches

Friday 4 February at 12 noon and each first Friday, Retreads sandwich lunch at the Southern Cross Club Bistro, Woden.

Friday 18 February: Retreads car run and picnic lunch—meet at Bunnings car park in Tuggeranong at 10 am for departure about 10.30 to Orroral Valley picnic ground. For those who wish to go direct, we should be there by 11.30 am. If it turns out a wet day we will go to the Southern Cross Club at Woden at noon.

All club members and friends are welcome to come along.

Any enquiries to Alec McKernan on 6286 1046.



Get Well

Good to see Dennis Morris at the chicken and champagne, doing well after his hip replacement. Jeanette Walker has had a knee replacement and surgery on her leg as well so we wish her well for her recovery.

Advise Secretary Gerry Walker if you know of anyone who could use a cheer-up card, especially if they are in hospital.

Restoration Stories

My well of stories is running dry so if there are any members who have not told the story of their restoration, I would love to hear from you. Or alternatively, perhaps we could start a series about the first car you ever owned (but only if you still have a photo, preferably with you in it!). Or Dennis suggested "Where are they now?" That is, go back ten years or so in the Colonials and check up on cars that featured then. What do you think?

Long Service Leave

I'm over my ten years in this job so am due for long service leave!!! Is there a member out there who could take on the Editor's job? I will be away in March but will still be able to do the April Colonial. But I will be away again mid-May to mid-June so won't be able to do the June one. There are a couple of members who have offered to help in the past, but I would love to get a permanent replacement—I would still be available to fill in for you when you want leave. My contact details are on page 2.

Cheers ... Helen

CANBERRA ANTIQUE AND CLASSIC MOTOR CLUB DRAFT MINUTES GENERAL MEETING 11 JANUARY 2011

Welcome

In the absence of the president Daniel Wyatt, vice president Graham Waite took the chair and welcomed members to the meeting. Graham referred to the sad situation with the Queensland floods.

Visitors

Frank Ceain who has an Alvis 12/50 vehicle under restoration

Apologies included:

President Daniel Wyatt

Secretary Gerry Walker

Treasurer Bob Judd

Guest Speaker

Graham Waite asked Dave Rogers to introduce the guest speaker—club member Brian McKay - who gave a presentation on his visit to the Hershey swap-meet in the US. Dave also thanked Brian on behalf of the club.

Minutes of the November Meeting

The Minutes of the November general meeting were confirmed. Moved Bob Garrett. Seconded: Waine Summerfield

Business Arising from the Minutes

There was no business arising from the Minutes

President's Report

Graham Waite

Wheels - Daniel has advised that all is well, just waiting for the flyer to be printed.

Vice-President

Graham Waite advised that the February guest speaker would be either a representative from the Deafness Resource Centre or an upholsterer.

Winner of the bottle of wine at the November Meeting Lee Gaynor was not present at the meeting and it was agreed to hold the prize until the February meeting.

Badge draw number 1 Graham Moore

Club run number 26 - Brian McKay

Secretary's Report

In the absence of Gerry Walker, Graham Waite read Gerry Walker's report:

Correspondence in

- Nineteen newsletters received
- Tumut Falling leaf Festival notice
- Sydney Super Swap meet notice
- Invitation to take part in Bash Run
- Crookwell Potato Festival notice
- CBA merchant statement
- ATO quarterly payment
- Invoice for November newsletter
- Vintage radiator for sale notice

Correspondence out

Get well card to Keith Carswell

Treasurer's Report

In the absence of Bob Judd, Graham Waite advised that the balance in the current account stood at \$3420.04, with the main recent expense being the Colonial printing and postage. Copies were available.

Moved Graham Waite, seconded Vin Liston

Editor

Helen Phillips advised she needed restoration stories from members for The Colonial. She enjoyed the holiday of not having to do a January Colonial.

Events Director

David Wyatt advised that the Chicken and Champagne evening at Black Mountain Peninsula would be held on Sunday 16 January from 5.30pm. Members need to book their attendance to ensure there would be sufficient food and refreshments for everyone.

February run is to Araluen

Additional runs

Crookwell Potato Festival is on 5 March.

Seniors Day, Old Bus Depot, - Kingston 24 March

Gundagai Show 19 February, Helen Phillips has tickets

Raffle: The raffle was won by Marjorie Cooper.

Registrar Report

Bob Alexander reported that 23 inspections had been conducted for the two months.

Librarian

Joe Micallef advised that there were two motoring encyclopaedia books available for a \$50 donation to the club.

Shop Manager

Joe Micallef advised all is well.

Council Representative

Graham Bigg advised that 150 Wheels 2011 badges had been ordered and he was taking individual orders tonight.

Council had received a thank you letter from Peter Hunter RTA to all the people who had provided comment on the VSP 14.

Graham Bigg would appreciate receiving an indication of the number of members who would be interested in purchasing a Council of ACT Motor Clubs metal car badge. If sufficient interest Council will purchase a batch.

Ninety-six Council affiliated clubs vehicles attended Summernats 24 display on Sunday 9 January.

Council Registrar has advised that Council and TAMS had reached agreement on the Special Interest Vehicle Scheme (SIVS) and it now has to go to ACT Treasury for approval.

David Rogers advised that Council affiliation fees must be paid not later than 30 June each year because Council is obliged to advise RTA on 1 July on the number of clubs who have paid.

Clubs who do not meet the payment deadline will have any members' vehicles on CRS de-registered.

Supper Coordinator

Graham Moore advised he will be away for four months from April and still needed volunteers for some months during the year

Publishing Committee

Phil Donoghoe advised all is well - no issue of The Colonial in January.

General Business

Bob Alexander had a box of mixed spare parts for members to take what they wanted for a gold coin donation. He also had at his home boxes of mainly 1927 and 1932 Chev parts. A list will be published in The Colonial.

Keith Carswell thanked the club for the get well card he received after his recent fall at home which resulted in the loss of sight of his left eye.

Chris Berry knows of two cases of people who have been caught by the RAPID (Recognition and Analysis of Plates Identified) police vehicles - the purple vehicles which photograph number plates and if the vehicle is unregistered the owner face a \$500 fine and loss of plates.

Bob Garrett advised that Victoria had introduced a 90 day logbook scheme for historic vehicles.

Brian McKay received a fine for his vehicle for not paying the toll in Sydney; problem was his Chevrolet had not been to Sydney in the past five years.

Vin Liston also detailed his same experience with his Morris Minor. Dan Dennis and Graham Biggs told similar stories. All were having trouble convincing NSW RTA that their vehicles were not in Sydney on the date of the infringement.

Barry Boyce said the Buick Car Club Sydney was interested in joining the club at Wheels.

Phil Donoghoe advised that the Rolls Royce Nationals Rally was scheduled for early April in Canberra.

Dicks Stubbs advised that older cars should not use E10 fuel as it will corrode the petrol tank and rubber hoses.

Michael Toole advised that there were around 500 vehicles on display on the main arena of EPIC for the Summernats Show and Shine on Saturday 8 January.

The meeting closed 9.05pm

Graham Gittins
Minute Secretary

MEMBERSHIP DETAILS

It is important to keep your personal and CRS vehicle details up to date on our database and Joe Vavra is the person to contact to update these. A new Register of Members will be coming out soon.

WHEELS

Motoring Expo

27 March 2011



9am—3pm

Lawns of Old Parliament House, Canberra, ACT



Daniel Wyatt
Canberra Antique and Classic Motor Club
AH Phone: 0412 316 954
pwyatt2@optusnet.com.au

WHEELS 2011 is proudly hosted by
 the Canberra Antique and Classic
 Motor Club on behalf of the Council of
 ACT Motor Clubs



DECEMBER CLUB RUN

It was decided to err on the side of caution and not head out to Orroral Valley as the road had been closed just days before. We still met at Bunnings and then headed to Weston Park where we found a quiet spot near the miniature railway. The only trouble was the strong wind.

A breakaway group headed for the shelter of some large pines.



We gave Dave and Jan a head start and they had the Barbecue going and the sausages cooking when we arrived.

This is after lunch.

Bob Douglas and his latest acquisition.



Barbara Phillips has acquired a British car and Roger was telling Graham about it. Roger can't drive it as his legs are too long!! Pity about All British Day being cancelled!!

Looking for the motor in Ollie Walker's Austin A30.



JANUARY MONTHLY RUN CHICKEN AND CHAMPAGNE TWILIGHT RUN

This is always a well-attended club run. This year 70 people attended including 7 visitors. Well done Events Committee on the organisation of the evening.

Brian McKay brought along a Canadian friend visiting from his now home in San Francisco.

Below: A group, including Keith and Lilly, enjoying the lovely evening.



Below: Irene Berry and Betty Summerfield catching up.

Dennis Morris and his son Neil chatting to friends.



The Chicken and Champagne run in January was its usual pleasurable event with great company and lovely cars. There was a magnificent 1936 V8 Cadillac, a lovely pair of English sports cars nearly half a century apart in an MGB and the glorious Fraser Nash. A very well done Merc convertible and some 6 vintage cars, which were of course soft tops.

Pictured is Harry Crawford's little Austin 7 which always goes topless anyway. Alan Martin, Harry and Brian McKay were caught admiring its hotted up engine!

Yes, it now has a set of Perry extractors (Rick Perry is a member of the Melbourne A7 club and made 6 sets for club spares). However, Harry could not help himself and further modified the inlet by removing some right angles and reports that the car now has no trouble mixing it with modern traffic. Yes, the brakes were modified years ago with a few hacksaw cuts to the leading shoe that provided a self servo action of the shoes within the drums. No cars prior to the early 30s had this important advance (not to be confused with external vacuum assistance).

I didn't mention that Mr Whippy turned up as usual and was well patronised.
Ed.



Clive Castles brought the 1929 Dodge ute.

Club members invited to enter Bash run

For Canberran David Blissett, together with friends Gary and Sharon Shepherd and Petro Purtell (the team of car 812), participating in Variety the Children's Charity, B to B bashes has become a big part of their lives.

The Bashes were started by businessman Dick Smith in 1985 and have raised in excess of \$100 million since then for Variety.

Variety the Children's Charity distributes more than \$1 million a month to help ill, special needs and disadvantaged children across Australia. It provides support, including to children's hospitals, mobility and learning aids and emergency transport services.

Each Bash vehicle has to raise a minimum of \$8,500 to enter the event and in addition, cover their own personal expenses. Car 812, a 1966 Valiant station wagon, has completed almost 20 bashes. David has owned the vehicle since 2006 and completed eight bashes since then, and the team is planning to enter the 2011 event which will start in August from Baulkham Hills NSW and finish at Buccaneer Rock at Broome WA 12 days later.

As a fund raiser the team of car 812 is planning a 260 km poker run on Sunday 10th April starting at Mitchell and travelling through Gunning, Crookwell, Boorowa and finishing at the Royal Hotel Galong for a spit roast lunch (\$10 per head approx).

Car 812 would like to invite members of the Canberra Antique and Classic Motor Club, to join them on the poker run, which they emphasise is not a race or time trial, but simply a pleasant drive on all sealed roads through the country with like minded people.

Entry fee is \$30-00 per vehicle and entries closes on 3 April to enable catering to be finalised.

Further details and entry forms can be obtained by contacting David Blissett on 0400119016 or by email at davidwendy3@bigpond.com

OVERFLOW OF EVENTS

Mar 27	Morgan country car club Jindera Swap at Albury.
Apr 17	Wangaratta Swap
Jul 15-17	Bay to Bermagui Run. Get entry form at meeting.
Aug 21	Shannons Eastern Creek Classic

SHANNONS WHEELS 2011 - SUNDAY 27 MARCH

As this club is hosting the event this year, we need a super effort from members.

Further offers of marshals to Daniel. Make sure you have a notice for on your car.

To have your car judged at Wheels you need to fill in a request form as per page 19.

See Graham Bigg for Wheels 2011 badges.

The charity for 2011 is Rotary Club Shelter Box.

BRINDABELLA GARDENS FETE

The annual Brindabella Gardens Fete will be held on Saturday 26 March. A display of vehicles would be appreciated as the residents seem to enjoy wandering around having a look at the vehicles. The Fete Management Committee are very appreciative of attendance at this event and will provide tea or coffee for drivers. Assembly point for cars is in the Curtin Shops car park (southern end adjacent to the Statesman Hotel) at 10am.

KALIMNA ANNUAL RALLY

Mar 4-7 Wodonga Historic Car Club Kalimna Annual Rally at Beechworth. Contact Marg 02 6024 5662

SAINT GEORGE'S DAY

The English in Australia (TEA) Club are holding a celebration of Saint George's Day on Easter Saturday 23 April 2011 at Magna Carta Place and the Senate Rose Gardens near Old Parliament House.

A display of English vehicles would be appreciated at the Fair. Please contact Peter Linstead for details. Telephone 6288 1061 or email: pnnp@actewagl.net.au

LOCAL SWAP MEETS

Sep 24-25 Queanbeyan Swap Meet
Oct 30 Canberra Swap Meet at EPIC

CLUB TROPHIES - Vehicle Quality Awards

12.1.1 Restoration of the Year - Vehicles manufactured before the end of 1945.

12.1.2 Restoration of the Year - Vehicles manufactured after the end of 1945.

Guidelines for both the above categories.

Most commendable restoration, in each category, taking into account the type of vehicle and the input of the owner. Criteria to include:

Make and age of vehicle.

Condition when found (photos) and completeness.

Distance travelled to find vehicle and parts.

Time taken to restore.

Use of vehicle subsequent to restoration.

Conditions restored in, eg backyard, garage, workshop.

Qualifications and experience of owner.

Amount of support given by family and/or friends.

Amount of work actually performed by owner.

Originality of restoration.

Judged within two years of first registration and only judged once in each restoration.

12.1.3 Mal Mason Vehicle of the Year Trophy

Awarded to a vehicle that has been bought in a restored or roadworthy or original condition. May be partly or completely restored by others. Judged once in one person's ownership and within two years of registration in the Club or change of ownership.

12.1.4 Bill Amies Mechanical Excellence Trophy

Judged each year on mechanical condition, restoration and maintenance alone. Criteria to include standard of mechanical repairs or restoration, cleanliness, condition when purchased, age of vehicle, availability of parts, maintenance standard and reliability. Mileage driven during the year should also be taken into account.

Continued on page 29

Full details of Club Trophies are under Constitution on the website.

**NOTICE OF INTENTION TO ENTER A VEHICLE FOR JUDGING
AT SHANNONS WHEELS
Sunday 27 March 2011**

Make of Vehicle

Year and Model

Place of Manufacture

Name of Owners

For which Award would you like to be judged.

1. Restoration of the year
for cars manufactured before the end of 1945
2. Restoration of the year
for cars manufactured after the end of 1945.
3. Mal Mason Car of the Year – for a vehicle purchased in a restored or roadworthy or original condition.
4. Bill Amies Mechanical Excellence Trophy - judged on mechanical condition, restoration and maintenance alone. Mileage driven during the year should be taken into account.

You may enter for Category 4 as well as one of the other 3.

Please note that to be eligible, the vehicle must attend three official Club events in the 12 months prior to the Presentation Night at which the awards are to be presented (usually in early August).

The other two Vehicle Quality Awards – Best American Marque and Best English Marque – will be judged from the whole field and no entry form is necessary.

It is helpful to the judging panel if you have information on display about your restoration. You should also be with your vehicle to supply information to the judging panel while your vehicle is being judged.

Enquiries to Bob Alexander on 6235 5845 or 0417 880 064.

Please photocopy this page, or write the details on a separate sheet or I can email to you. If you can't come to a meeting before Wheels, please post to Club address on page 1. Editor.

CACMC EVENTS CALENDAR 2011

DATE	CONTACT	DETAILS
Feb 13	David & Jan Wyatt 6286 1782 0417 262 209 If you go to The Old Cheese Factory, there is some dirt road.	Araluen—meet at the Spotlight Car Park in Queanbeyan to leave at 9 am. We will stop at Braidwood for morning tea. There are various venues to choose from. You may wish to visit the Braidwood Museum. Leave Braidwood at 11 am and proceed to Araluen via the Old Cheese Factory (optional) Some directions will be provided in Queanbeyan. Option of take a picnic lunch or lunches are available at the Old Cheese Factory and counter lunches are available at the Araluen Valley Hotel between 12-2 pm. Counter lunches consist of burgers, schnitzels, fish & chips, T-Bone steaks and are priced from \$8.00 to \$20.00. Then return home when you wish. We may be too late to purchase peaches..
Mar 27		Shannons Wheels display day. See p.11, 17-19
Apr 17	Phil Donoghoe 6258 4608	Water Wheel—Tallaganda State Forest. Phill has provided a lot of information for this run and I will publish it next month.
May 15		National Motoring Heritage Day
Jun 19		Collector Pie Shop—details to come.

EXTRA RUNS AND SWAP MEETS 2011

DATE	CONTACT	DETAILS
Feb 6	Gwen Livingstone 0428 421 039 Ken Smith 02 6942 1197	The Cootamundra Wattle Time Rally is in recess for 2011, instead there is a 31st birthday run to Jugiong Park near swimming pool from 10 am ModelA@bigpond.com
Feb 12-13	Jenny Harkness 02 4677 3404	Berrima & District Historic Vehicle Club's 30th Berrima Rally at Mittagong
Feb 19	Lew Jonas 6944 1383	Gundagai Show display of club cars and stationary engines. Admit 2 tickets from Helen
Feb 20	0410 447927	Sydney Super Swap Hawkesbury Showground, Clarendon

EXTRA RUNS AND SWAP MEETS 2010-2011

DATE	CONTACT	DETAILS
Feb 25-26	03 5342 0702	Ballarat Swap Meet at Airport 7 am-6 pm
Mar 5	Dave & Jan Wyatt 6286 1782	Crookwell Potato Festival incl craft, produce, live music, games and competitions, vintage and classic cars (grand parade 1 pm), the Grand Potato Parade, bush poetry, quilt show etc. Names to Dave please for advising numbers.
Mar 13	Debbie Sibbick 0402 129 682	National Trust Vintage Fair at Riversdale, 1 Maud Street, Goulburn to be held in conjunction with Goulburn's Celebration of Heritage & Roses. Display of antique cars.
Mar 13	Denis 6281 4497	3 Mountains Challenge. Vin 6241 1645
Mar 14-20		Corowa Military Rally
Mar 19-20		Chryslers on the Murray, Wodonga
Mar 24	Graham 6288 4675	Seniors Expo at Old Bus Depot, Kingston
Mar 26	David Wyatt	Brindabella Garden Fete. See page 17
Apr 3		Goulburn Swap Meet
Apr 3		Shannons American Car Classics at Qbn
Apr 3-11	03 6234 4666	Shannons Historic Rallye in Tasmania. Also Longford Revival Festival. Website: www.tasvacations.com
Apr 8-10	Lawrie Nock	Rolls Royce Nationals 6230 3320
Apr 10	See page 16	Variety Club Bash fund raiser Poker Run
Apr 22-25	Harvey Miles	16th EH All State run, Canberra ejehwhiz@hotmail.com
Apr 22-25		National Rally of Jaguar Car Clubs, Patrick White Lawns. pjsutton@bigpond.net.au
Apr 22-25	02 6559 2242	Bush Council Easter Rally Forster/Tuncurry
Apr 22-25	02 9544 3828	Austins over Australia at Forbes
Apr 27		Orange Swap Meet
Apr30-May1	6947 1929	Tumut Festival Rally Gundagai AMC

1941 BUICK 56S FISHER BOBY SUPER SPORTS COUPE - BOYCE FAMILY

The Buick was purchased from a guy from Narrabri, Northern NSW who purchased it from Mick Whiting of Victoria who imported it as a wreck from America. Work of a kind was done. The right side mud guard, other components were missing and major fire damage to the right side of the body.

The Buick Coupe, a product of General Motors of America was not produced in Australia, now owed by the Boyce family who have completed extensive restoration from the ground up. Chrome plating work has been done by Electroplating Technology of Queanbeyan, NSW where Shane and the boys have done a great job. For those who know anything about diecast chroming, it is a real problem to re-chrome. We have repaired/restored by polishing the stainless moulding, a real teasing out process.

The paint is a custom made colour chosen as close to an original match by eye by Chris from Custom Colours in Fyshwick. The dark blue colour was structured to cut out the colour violet which has a purple impression in sun light. The blue presents itself as a blue grey in sunlight and in shade reflects the image of blue to black. The changing of colour is what I was looking for and I think that has been achieved.

Some additional panel beating was done by David Robinson. I call Dave a wizard as he fabricated the right front mud guard from a different model Buick.

The body and all panels were individually sand blasted to give a sound foundation to work from as the body had been partially burnt as mentioned, and to clean up rust issues.

The entire car required panel beating, rust repairs and panel aligning. The body had many hours of work, turning it from a very ordinary body, condition-wise into what can be seen today. I think by taking your time to some degree works as it gives you the additional skills to think your way through problems and there were plenty.

The front seat had to hand made which was re-constructed from a 1946 Buick seat. The covering is cream leather suede crafted by Daniel of Complete Leather, Queanbeyan.

The dash has been wood grained by Wayne's Woodgraining of

Tenambit, NSW. He is the master of turning any material, in this case steel, into wood. He has materialised burl graining through to straight grain wood with joints on all corners gaining the impression of wood marquetry.

With an imported vehicle I had to source missing or non repairable mouldings/strips from America. Some were found on the internet (Ebay/Google) and some from a guy, Doug Seybold (in America) who restores 1940 and 1941 Buicks who was a great contact for rare bits and rubbers.

The 650 by 16" wide white wall tyres have been imported from the USA. The engine is a straight 8 overhead-valve "Fireball" engine power. New for 1941 were high compression pistons and compound carburetion. These changes stampeded horsepower to 125 from the 107 horses of the previous year's Supers.

The suspension is 4 coil independent operations giving a smooth and quiet ride for its day. The gear-box is three on the tree with synchro on second and third.

The 1941 Buicks in particular the Super was and still are highly sought after both in the US and Australia commonly known as the King of the road in motoring.

Graham Boyce



1941 Buick Coupe

Barry & Graham Boyce, ACT

NOTES FROM A COACHBUILDERS WORKBOOK

REPAIRS AND RENOVATIONS

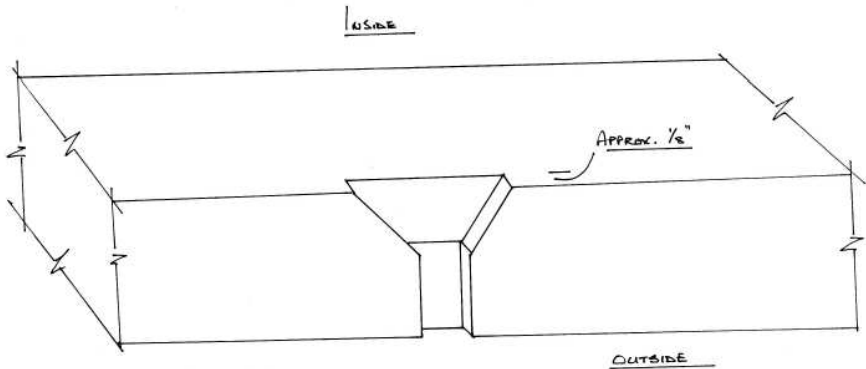
By Peter Rhys-Davies.

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The next step is to also slope or angle the top face of this rail, again to allow any rainwater finding its way inside the door to leak down and outside. Continued from November & December 2010

To further encourage this moisture to leave easily cut two, or perhaps three, grooves in the outer face, providing a means of egress. Dwg. 8.



DWG 8.

WATER RELIEVING GROOVE IN DOOR

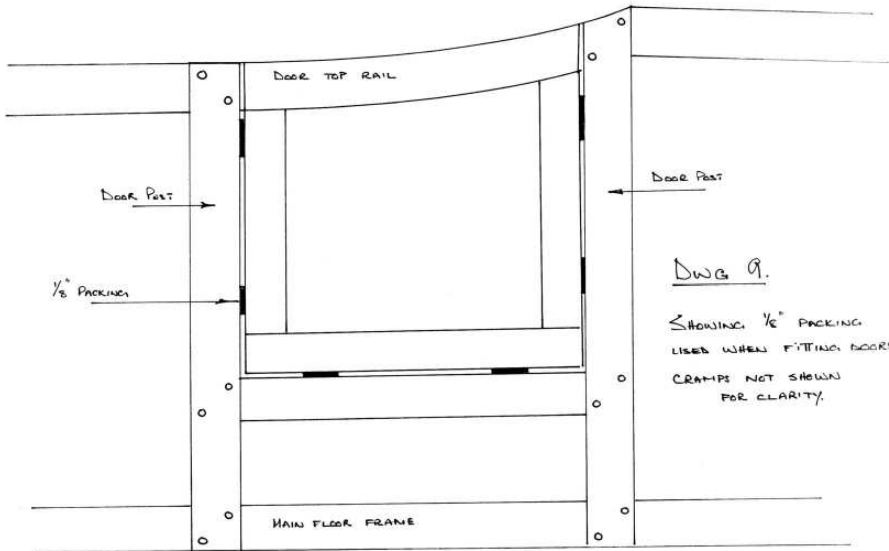
BOTTOM RAIL.

TWO OR THREE PER RAIL

Once the bottom rail has been re-fitted successfully place a couple of spacers about 1/8 inch thick in between the door bottom rail and the framework, and clamp in position. Dwg. 9. Nearly all the joints in doors are the simple 'halving' type, with limited space to fit new screws, so all the old original holes where the bottom of the screw fitted, will need to be carefully filled in a plugged with small dowels. These will

need to be well glued in. Now the two vertical door posts can be re-fitted to the bottom rail, clamped in position in turn, followed by the middle and top rails. By fitting the door into the door frame in this way, the fit should be just about perfect. At this stage all the joints are fitted together 'dry' - ie, with no glue - and using 1/8 inch packers between the door sides and frame to give adequate clearances.

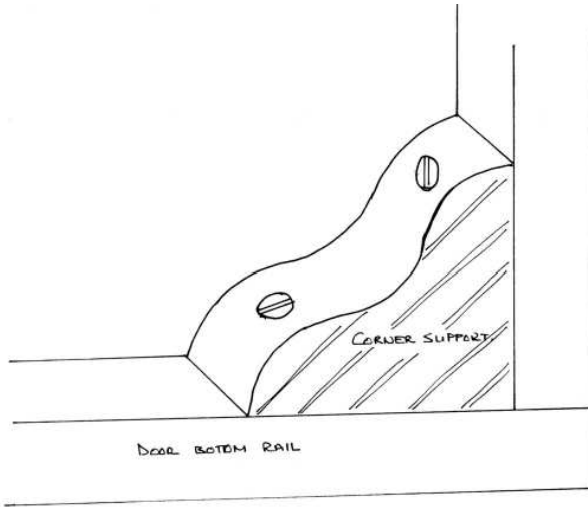
When finally satisfied with all the joints and fittings, the



door can be re-assembled (still in the door frame, of course), with glue and screws, cramped in position and left to dry. Several clamps will be needed for even just one door. To prevent the door becoming glued to the frame during this process, place a couple of layers of newspaper between the door and frame at the joints. This is easily cleaned off afterwards.

When the glue has dried - at least 24 hours - remove the door and clean off all the excess surface glue and trial fit the door in the frame, and adjust if necessary. To add strength and rigidity to the door, to make the corner joints far stronger, fit small infill pieces into the four inside corners, as shown in Dwg. 10.

These can make a huge difference to the strength of the door, and is especially recommended in larger full height doors. These can be fiddly to make and fit, but will be well worth the time and effort. These corner pieces are both glued and screwed in position.



Draw 10

SHOWING TYPICAL
CORNER SUPPORT FOR
DOORS. THESE SHOULD
BE WELL SCREWED
& GLUED.

NOTE DIRECTION OF GRAIN.

The hinge screw holes in both the door and frame should now be attended to. The first step should be to fill the screw holes with small dowels well glued in position. The matter of hinges and their fitting is covered in some detail in another article.

Finally check the material used for the internal door panelling. As mentioned earlier the fabric or leather would often be stretched and either glued or pinned over this panel. In many cases this material was often of very poor quality, sometimes little better than stiff cardboard, and should be replaced as a matter of course. Use the original as a pattern and make a new one from 1/8 inch or 3/16 inch thick marine grade plywood.

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CONFESSIONS OF AN HISTORIC CAR TRAGIC

Have you ever sat back and thought about how you became involved in the Historic, Classic, Vintage or Veteran car scene? Apologies to any category not mentioned. In my case, it has been a gradual obsession building up over the years to a realisation that one can only collect so many parts and only restore so many cars before saturation point is reached.

That point has now been reached in my life where I now have to definitely, positively, categorically and unreservedly rationalise my automotive possessions. That's today anyway. The problem being, I have to decide which vehicles I want to restore which then has a flow on effect regarding required parts. Notice I used the word *want* as opposed to *intend* which is not as definite and gives me an out.

Looking around my Gunning shed, I have a round nose Mini panel van, two Clubman Mini panel vans, a round nose Mini sedan, a Triumph 2500 sedan, two Mk1 Austin 1800 utilities and of course from time to time when undergoing repairs or enhancements, my only roadworthy car, Damien the '63 Humber Vogue.

One end of the shed has been converted to a mezzanine section with mechanical spares and parts underneath with upholstery items and one of my other hobbies upstairs. This hobby being building plastic 1/32 and 1/48 WW11 model aircraft. a great number having been in boxes since the '70s. I have been told they are probably worth more still in boxes than actually building them.

My lovely wife of 33 years has already stated she wants in retirement, a large slab of the upstairs area for her craft hobbies so there is even greater pressure to reduce my automotive possessions.

Outside the shed is a Triumph 2500S with restored engine, O/D J type gearbox and front end. It was sold new with an integrated air conditioner system and power steering and was a company car. Now the downside, it is an absolute rust bucket and way beyond economic restoration but a great parts car. Next to it is a Triumph 2500 TC and a Mk11 Triumph 2000 sedan. A bit further away but still in the backyard is a Mk11 Austin 1800 sedan and inside a small garage is a round nose Mini De Luxe sedan.

If my maths are correct, that adds up to a total of 13 vehicles. Oh, before I forget, I have been offered a 1974 Honda Civic first sold new in 1975 with less than 64K kms on the odometer. It has been with the one family since new but is no longer driven. It is however a De Luxe model. When I queried the difference, I was informed that the De Luxe version came with a roof console which contained a clock a moveable map reading spot in addition to the interior light. Outside were chrome overrides on the upper portions of the bumpers. The interior overall isn't too bad. Now the downside. It is

burnt orange with surface rust as it languished in Queensland near the coast for a while before being driven to the ACT.

Why am I taking it when it isn't even British? Because it is for nothing of course, apart from the hire cost of a trailer and petrol to convey it to Gunning. Umm, that now makes 14 cars not counting two daily drivers.

Now picture all the parts and cars I have accumulated from swap meets, garage sales, Ebay, and trade and private suppliers. I am literally running out of space and surely there has to be a limit to how many parts and cars one can purchase. But then again, when the price is well below the usual going rate how can we resist?

Speaking of prices, how many of us are really honest with our families regarding how much we really spend on our passion? I can remember paying well over \$100 once for an original NOS horn button for a Mini. I have learnt over the years, *Happy wife, Happy life*, so I do not object to any purchase by my wife as it all evens out in the long run.

I only recently finished renovating a genuine BMC hydrolastic pump. You know the gadget that looks like a mini Dialec from Dr Who with two arms sticking out. Parts came from everywhere including Scotland. I haven't tried the pump out yet so fingers crossed. Now, a bit of useless trivia, bet you did not know that the original Dr Who was William Shatner of Star Trek fame?

Now news the thought of which really makes me feel good. My retirement from the full time permanent workforce is very close and I am really looking forward to pottering around at Gunning. I should have remained with Minis as they do not take up nearly as much room as the Austins and Triumphs.

Now back to my immediate needs, there is that 2 post hoist, compressor with numerous attachments, specialised tools. That will be followed by numerous paint jobs, reconditioned engines and gearboxes, clutches, brakes, suspensions, tyres, chroming etc etc. Come to think of it, there must also be numerous Minis and other cars languishing in sheds, on properties and in garages just awaiting someone like you and I.

It never ends does it? Then again, no one else in the club thinks and operates like that do they? Maybe we should just become successful gamblers or lottery winners and then we will have sufficient funds to purchase completed projects that others have slaved over then realised they had too many projects and had to sell some off. Where have I heard that before?

Stay happy and healthy and ignore the ramblings of car tragics such as me.

Dave (not enough time or money) Bennett.

FOR SALE – OTHER CLUBS PLEASE COPY

Alfa Romeo Spider 1973. 2 + 2 soft top coupe, 2000 cc, 5 speed manual. Last registered 1992. Red, paintwork reasonable but needs touching up & cut & polish as a minimum. Apparently it was re-sprayed some years ago and rust repairs carried out, including a new floor welded in.

Upholstery quite good, but the hood is a bit tatty, It has one patch, and could do with a couple more small ones. It would be OK for a while but it really needs a new one. Rear window plastic is partially yellowed & clouded over. Tyres good tread, no discernible sidewall cracks.

The front engine bearer chassis rails are rusted out. There is also some localised body rust, eg boot hinge mounts, bottom of LH rear guard, but no other major rust areas visible.

Mechanicals claimed to be in good condition. Engine was started and run for a short time (but not sufficient to warm up). It sounded quite good, no rattles or unusual noises, no smoke. Clutch master cylinder needs a seal kit at least, but brake pedal seemed to hold pressure. The condition of the drive train could not be checked but is claimed to be OK.

This car would be a good restoration project, but it would need a major stripdown to find all the rust and do the repairs. Price subject to offer/negotiation.

Car is located in Kaleen, ACT. Initial contact Bob Douglas 0408 620 377, or Alec McKernan 02 6286 1046.

CLUB TROPHIES - Vehicle Quality Awards *Cont from page 19*

12.1.5 The Ross Everitt Best American Marque Trophy

Presented by three members of the Pontiac Club of the USA in memory of CACMC member Ross Everitt. Awarded to the vehicle of an American marque judged the best presented on show at Wheels. Vehicles will not be considered for the award where they have won the trophy previously.

12.1.6 The Best English Car Award

Eligibility Conditions: The term "English Car" shall be taken as referring to a model of vehicle first manufactured in Great Britain but derivatives of the model manufactured in other countries are also included, e.g. Bantam (USA) and Austin Freeway (AUST). Vehicles manufactured in Great Britain but sold by another car company in other countries, e.g. Nash Metropolitan, are also included. The Judging Panel shall take into consideration the **Condition, Appearance and Presentation** of the vehicle on the day, having regard both to the age of the vehicle, the nature of the restoration undertaken, if any, and the use made of the vehicle.

PARTS FOR SALE

Appear to be for 1927 Chevrolet

2 x Engines
Oil pressure gauge

NOS

Crown wheel and pinion
Set of valves
Rear main seals
Various cork seals
Points
Speedo cable
Rear brake bands
Engine Gasket set
Piston rings
Spring shackles
King pins
Rocker set
Pitman shaft

Appear to be 1932 Chevrolet

Diff with torque tube
Clutch throwout plate NOS
2 x clutch plates NOS

OTHER PARTS

Dodge 1929 Timing Chain NOS
2 x Holden grey distributors
Fargo bonnet mascot
Unknown gearbox extn housing wrapped up on 1968 newspaper
Oil bath air cleaner – maybe FE Holden

Contact Bob Alexander (CACMC)
0417880064

ALSO contact Bob for contact details of a man in Yass who has 70 copies of “**Encyclopedia of the Supercar**”, an English publication that spans from the early 1900s. \$50 for the set.

FOR SALE – OTHER CLUBS PLEASE COPY

(N.B. To enable vehicle for sale notices to be copied by clubs in other states, rego or chassis numbers may need to be included.)

1954 Wolseley 4/44 Sedan.

Vehicle in excellent mechanical condition, 4 new radials, gear box over hauled with new bearings fitted, brake system completely overhauled, engine in top condition. The interior renewed completely, instruments working and a stereo player fitted. Paint good, now on club registration, car is reliable and in go anywhere condition. Some spares, hand



book, genuine workshop manual and lot of papers from previous owner. Asking \$7,500 ono Please phone 0404 208 333.

1948 Hillman, good condition nice to drive, on club plates not transferable. One owner last 17 years. \$9,000.

Please contact Robert, Penrith N.S.W. Phone 02 4736 3213



1968 Mustang Hardtop, 289 V8, meadowlark yellow with parchment interior. Matching numbers with factory fitted disc brakes, power steering, centre console and integrated A/C. AM/FM radio, new paint, chrome and interior. Rebuilt C4 transmission, Grant wood rim steering wheel and American Racing torque thrust wheels with WW tyres. Marti report. ACT historic registration. \$27,900 ONO. Phone: Dick Rowe on (02) 6166 2208 or 0415 819 381.

FOR SALE – OTHER CLUBS PLEASE COPY

(N.B. To enable vehicle for sale notices to be copied by clubs in other states, rego or chassis numbers may need to be included.)

Studebaker Commander “Regal” Sedan, October 1928 Model GH W-1. Full restoration completed Sep 2007; 6 cylinder, 354 cu inch, 85HP motor. Body painted with maroon two-pack acrylic; 6 wheel equipped; velour interior trim; a classic, award winning vintage car, magnificent appearance, comfortable and pleasure to drive. \$37,000 neg. Contact Tony Stove on (02) 6495 4880



PARTS ETC FOR SALE - Offers invited

- 1 x ZD Fairlane hubcap
- 1 x early Falcon hubcap
- 2 x '54 Customline hubcaps
- 1 x '54 Customline headlamp surround
- 1 x unopened 20 litre drum of Ampol AP Gearlube 80W/90

Surplus to requirements:

- 1 x 2 ton Chain Block (Australian made) \$450
- 1 x Compak Welder 130 amp \$250
- 1 x Compressor \$200

Terry Byrne 02 6290 0360 Email: terryb@homemail.com.au

LOCAL ADVERTISEMENTS ARE RUN FOR THREE MONTHS UNLESS YOU NOTIFY THE EDITOR TO CEASE BECAUSE OF SALE, ETC. PLEASE ASK IF YOU WANT TO CONTINUE LONGER.

SPRING RALLY

**BAY TO BIRDWOOD AND BROKEN HILL
20 September - 7 October 2011**

Details were in the December Colonial. If you are interested, please email Alec and Anne McKernan on alecannemck@grapevine.com.au or get a proposed itinerary from Alec at a meeting. Limited to 20 couples.

Also they will keep a short standby list for use if there are any dropouts.

WANTED—request through Council website

I am currently working on a project where I will be restoring two “heritage-style” milk vans to be used next year in a series of TV advertisements and product launches for a new milk in Tasmania, Victoria, NSW and QLD. I have been researching suitable vehicle types and I think that the Fordson Commercial van is just what I am looking for. I was wondering if you knew of anyone that may have any (no matter what condition)? Any information you might have would be greatly appreciated.

Daniel Gatland, CBD Promotions

Suite 33 / 2 Benson Street

TOOWONG QLD 4066

Phone 07 3871 2999 Fax 07 3871 2933

Mobile 0416 305 551

daniel@cbdpromotions.com.au

www.cbdpromotions.com.au



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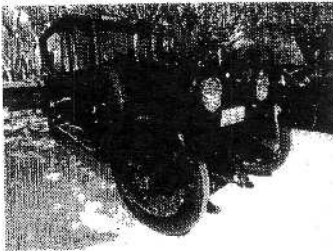


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