

THE COLONIAL



Official Journal of the
Canberra Antique & Classic Motor Club Incorporated

Annual Subscription
Colonial \$25

1963 Mark II Humber Vogue
David and Tora Bennett

Vol. 43
March 2011



EDITOR'S PAGE

Thank you to those who have provided items for this month's Colonial, especially all the photos. Stories to come: Boyce 1929 Buick Sports Coupe, another Mini story from David Bennett, plenty of jokes. Car stories needed.

Week Day Social Lunches

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

Friday 18 March: Retreads car run - come along to Aspen Island for a BYO picnic lunch at noon under the trees near the Carillon, just a short walk over the footbridge. All club members and friends are welcome to come along. If it is wet we will go to the Woden Southern Cross Club for lunch. Any enquiries to Alec McKernan on 6286 1046.



PLEASE NOTE: These Retreads runs are for all of us retired old club blokes and wives to have an extra outing each month to "dust off" our cars or motor bikes. So if you are now retired, do come along. *Alec.*

Get Well

Advise Secretary Gerry Walker if you know of anyone who could use a cheer-up card, especially if they are in hospital. Jeanette is having physio on her knee and leg and making steady progress.

Please read this!!

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 (or best) car you ever owned (but only if you still have a photo, preferably with you in it!).

Editor's position

I did not get one enquiry about a replacement—I would still be available to fill in for you when you want leave. We need someone quickly as you will need to be involved with the April or May Colonial and then do the June one. My contact details are on page 2.

Cheers ... Helen

DRAFT MINUTES OF GENERAL MEETING 8 FEBRUARY 2011

Present: members [fill in at March meeting]
Apologies: members

Opening: The President Daniel welcomed members and thanked the committee for their efforts while he was absent.

Visitors:
 No visitors were present.

Guest Speaker:
 Alec McKernan introduced Joe Micallef who made a presentation on motoring museums he visited in the UK and Malta on his recent visit. On behalf of the Club, Alec thanked Joe for his presentation.

Minutes of Previous Meeting: Printed in "The Colonial".
 Moved they be accepted. Bob Douglas
 Seconded. Waine Summerfield Carried.

Business Arising:
 No Business Arising

Correspondence:
Out: Three letters

In: 18 Newsletters. Eleven pieces of correspondence including bank statements, event notices and invoices all distributed to relevant office bearers

Moved Bob Douglas, seconded: Waine Summerfield
 that the correspondence be accepted. Carried.

Business Arising: Nil

President's Report: Daniel
 Wheels arrangements - all going well
 Need volunteers to act as marshals for half to one hour on the day.
 Names on list please at end of meeting.
 Wheels flyers ready for distribution
 Twenty-five Buicks from Sydney and six to eight vehicles from the Cooma club will join the club's Wheels display

Vice President: Graham Waite

March guest speaker will be Peter Halsey from the Deafness Resource Centre

Thanked Joe Vavra for updating the Register of Members/Vehicles, which will be printed soon and will be available for sale at \$2 a copy from the March meeting.

Run Prize: Gerry and Kay Walker

Lucky Badge Draw: Janette Fallon

Treasurer's Report: Bob

\$3246:91 in account Printed report available.

Moved Treasurer's report be accepted. Bob Judd

Seconded Vin Liston. Carried

Editor: Helen

Referred to the article on page 6 of the February *Colonial* which called for a volunteer to take over the editorship of the club magazine..

Events Director: David

Sunday 13 February Run to Araluen

People wishing to visit the Old Cheese Factory should contact David as numbers are required. There is about 10 kilometres of gravel road to get to the factory

ACT VV and C Motor Cycle will also be visiting Araluen on the day

Feb 27 Wings over Illawarra

Members intending to attend the Crookwell Potato Festival are advised that the organisers require the vehicles to be on site not later than 8.30am

Raffle: Winner Joe Micallef

Supper Co-ordinator: Clive

Graham Moore thanked members for their supper support and he was now handing over the coordination to Clive.

Clive Glover said there were two vacancies August and October – one person for each month required please.

Registrar: Cars checked for the month. Bob said it had been a quiet month -17 cars checked

Librarian: Joe has received a shop manual for Vauxhalls thanks to Ken Walker. Has two stainless steel plates found in the cupboard. Daniel said he would take them.

Joe advised he was cleaning up the library space

Shop Manager: Joe

Has only a few windscreen banners left \$15 each

Membership Secretary:

No report

Floor Member: Mark— Nothing to report.

Information Officer: Mark

Usual for sale items. In the A Model magazine there is an article "How to restore your speedo".

Council Delegate: Graham Bigg

Wheels badges have been ordered—members wishing to pre-order should see Bob after the meeting.

Special Interest Vehicles Scheme (SIVS) looks like it is going ahead and will run alongside CRS

Seat belts exemptions - NSW and ACT have flatly indicated no concessions. Some other states have received exemptions.

Publishing Committee: - All is well

Web Master— No report

General Business:

Bob Alexander had box of spare parts, each item can be taken for a gold coin donation to the club. What is left, he will take to Ballarat Swap meet.

Jim Crane showed a starter motor which does not fit his MG wants to know what it was off - Daniel suggested it may have been off an Escort

John Senior spent two weeks in Queensland with his daughter and family who lost everything in the recent floods and while there purchased a Humber Super Snipe with 100 000 kilometres on the clock and drove it back to Canberra and a 1995 Ford Fairlane Ghia with 127 000 Kilometres which he also drove back to Canberra.

John also advised that it is a good idea to pay tolls on Queensland roads, as failure to do so landed him with a \$20 administration fee each time plus the toll. He used the toll roads seven times - cost \$140

Waine Summerfield advised that he would be advertising his Bedford Truck and 40 Model straight eight Buick for sale in coming editions of *The Colonial*.

Brian McKay advised that on his way home from Hershey in the USA he purchased a 1948 Plymouth sight unseen (had a friend look at it). The vehicle is expected to arrive later part of March

Bob Judd advised that the club committee were undertaking a review of the club's website and would welcome comments and suggestions from members. Talk to Bob, Tony Chilman or Michael Toole. The website has been down no apparent reason except that the web master was in the process of transferring information to a parallel system which will be easier to administer and cheaper.

Graham Gittins advised that the Federal Government had scrapped the Cash for Clunkers scheme – the \$394 Million dollars saved would be put to the flood reconstruction fund.

Closure: The meeting closed at 8.55pm
Graham Gittins, Minutes Secretary

COUNCIL OF ACT MOTOR CLUBS CLUB ADVICE NO. 6

Payment of Council Affiliation Fees by Clubs (*présis*)

For a member's vehicle to be legally registered under the CRS, they must be financial members of a club affiliated with the Council. A club in turn, must have paid the Council affiliation fees and when these two requirements are met, the registration is legal. The Council now requires all affiliation fees to be paid by 30 June each year. This is to ensure CRS vehicles are legally registered.

CACMC members can be assured that our Treasurer will pay our affiliation fees on time.



At the BBQ "meeting" in December. President Daniel presented the Bill Southwell Encouragement Award trophy to Peter Hoskin who is restoring a 1956 AC.

Joe Micallef won the raffle that night. Presented by Dave Wyatt.

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



SHANNONS WHEELS 27 MARCH 2011 INFORMATION FOR CACMC MEMBERS

Our Club has been allocated the same space as last year on the lawns of Old Parliament House on the eastern side.

For the information of new members, the most convenient way to enter our site is to travel along King George Terrace to Parkes Place EAST, before you get to the John Gorton Offices on the right, turn left onto the gravel path and then Club marshals will direct you. The area is marked on maps as the National Rose Garden. King Edward Terrace is closed to traffic and some displays are located there.

Our BBQ trailer will be present for tea or coffee for our members. There will be outlets to buy lunch if you do not want to bring your own picnic lunch. Bring your tables and chairs and set up under the trees.

Some members have very informative boards for when they have their cars on display. **Everyone should have a notice of some sort, with the very least: year and make of your vehicle, owner and club.** Events Committee members will put a number on your vehicle for the People's Choice judging process.

Drip trays are required but a large piece of cardboard will be sufficient. Please remember to pick it up afterwards.

The beneficiary charity this year Rotary Shelter Box. They will go around collecting, so please be generous.

Those members who wish to have their vehicle judged for one of the Club awards, must fill in a notification form and get it to Bob Alexander before Wheels. You should also be available to supply information to the judging panel while your vehicle is being judged.

The display is advertised as being open to the public from 9 am to 3 pm so please stay till 3 pm.

Any updates on the above will be given to members at the March meeting. If you are new to the club and unsure of anything, PLEASE ring one of the committee. We would love to see you there.

As CACMC is hosting Wheels this year, every CACMC member with a car on concessional registration should try to get it to the display.

Graham Bigg will be selling Wheels badges for \$10 each.

**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.

SUMMERNATS 2011

A total of 96 vehicles from Council of ACT Motor Clubs member clubs attended which, because of the dicey weather conditions, was a very good result. CACMC members spotted at the event were: Roger Amos, Phil Donoghoe, Allan Martin, Roger Phillips, Graham Bigg, Graham Gittins.

Council affiliated clubs now have a standing invitation to attend on the Sunday (last day) of the Summernats in future.



Roger Phillips relaxing in his newly acquired Ford Cougar.

The Ford Cougar



Stretch limo Hummer



The Colonial

March 2011

Morris Owners Group Canberra Region

THREE MOUNTAIN CHALLENGE

The 9th Annual Jim Bruce Memorial Three Mountain Challenge
(Canberra day long weekend)

SUNDAY 13th of March 2011

Assemble from 9.00 am at “The Terrace Café”
(Formerly Outpost Café) at the War Memorial
for Morning Tea (own cost)

Park in underground car park

Leave for Mt Ainslie-Black Mountain-Red Hill 10.00 am

Late BBQ lunch supplied (a \$5.00pp cost will apply) and
Perpetual trophy award at La Trobe Park Deakin
(Suggest bring own table and chairs.)

Entry fee \$15 per vehicle, includes medallion.

Contacts.

Denis Harding (02) 62814497
or Malcolm Noad mnoad@tycoint.com or 62350545

The Challenge is open to all Morris Vehicles owners and enthusiasts
It is not necessary to own a Morris vehicle to enter the challenge
All Makes Welcome

The challenge is an annual event in memory of the late Jim Bruce
the owner of a Morris (Bullnose) Cowley who said it was a Challenge
for the two wheel brake Bullnose to climb and descend Canberra's
mountains.

Entrants to this event take part solely and absolutely at their own
discretion and risk and expressly acknowledge and agree that no member
of the Morris Owners group Canberra Region whether jointly or severally
shall be in any way liable for any happening or incident by omission or
commission before during or after the event.

DRIVING UNDER INFLUENCE - IRISH STYLE

From Ireland where driving under the influence is considered a sport, comes this story.

Recently a routine police patrol was parked outside a bar in Donegal Town. After last call, the officer noticed a man leaving the bar so apparently intoxicated that he could barely walk.

The man stumbled around the parking lot for a few minutes, with the officer quietly observing. After what seemed an eternity, in which he tried his keys on five different vehicles, the man managed to find his car and fall into it. He sat there for a few minutes as a number of other patrons left the bar and drove off.

Finally he started the car, switched the wipers on and off—it was a fine, dry summer night—flicked the blinkers on and off a couple of times, honked the horn and then switched on the lights. He moved the vehicle forward a few inches, reversed a little, and then remained still for a few more minutes as some of the other patrons' vehicles left.

At last, when his was the only car left in the parking lot, he pulled out and drove slowly down the road. The police officer, having waited patiently all this time, now started up his patrol car, put on the flashing lights and promptly pulled the man over and administered a breathalyzer test.

To his amazement, the breathalyzer indicated no evidence that the man had consumed any alcohol at all!! Dumfounded, the officer said, "I'll have to ask you to accompany me to the police station. This breathalyzer must be broken".

"I doubt it", said Paddy, truly proud of himself. "tonight I'm the designated decoy!"
Thanks to Jim Crane

*And this is another
 "Farming under the
 Influence" from Jim Hill.*



Retarded Grandparents

After Christmas, a teacher asked her young students how they spent their holiday away from school. One child wrote the following.

We always use to spend the holidays with Grandma and Grandpa. They used to live in a big brick house but Grandpa got retarded and they moved to Bateman's Bay where everyone lives in nice little houses, so they don't have to mow the grass anymore!

They go to a building called a wreck centre, but they must have got it fixed because it is all ok now. They do exercises there, but they don't them very well. There is a swimming pool too, but they all jump up and down in it with their hats on.

At their gate, there is a dolls house with a little old man sitting in it. He watches all day so nobody can escape. Sometime they sneak out, and go cruising in their golf carts.

Nobody there cooks, they just eat out. And, they eat the same thing every night—early birds.

Some of the people can't get past the man in the doll's house. The ones who do get out, bring food back to the wreck centre for pot luck. My Grandma says that Grandpa worked all his life to earn his retardment and says I should work hard so I can be retarded someday too.

When I earn my retardment, I want to be the man in the doll's house. Then I will let the people out, so they can visit their grandchildren.

Thanks to Clive Castles for this one.

RETREADS OUTING FEBRUARY 2011 (Thanks Bob Douglas for photos)

It is just coincidence that this article is on this page with above!!

Who's been doing wheelies?



The Colonial

March 2011

CLUB RUN 17 APRIL 2011

Directions to Tallaganda Forest - Water Wheel

From Queanbeyan take the Kings Highway towards Bungendore and turn right onto the Captains Flat Road. Approximately 13 kilometres is the Bungendore/Hoskinstown (Briars/Sharrow road) on your left, turn onto this road and cross the Molonglo River Causeway, about 400 metres on is the Hoskinstown Road, turn right and follow to Hoskinstown, the Mills Cross Radio Telescope is visible on your left as you cross the plain.

On the far side of Hoskinstown village is a fork in the road, Forbes Creek Road* to the left, **keep to the right to Rossi**. After crossing a low level causeway, Yandyguinula Creek, the Captains Flat/Bungendore road is on your right. (Those who have missed the Briars/Sharrow Road turn off will rejoin after crossing the Molonglo River Truss Bridge visible from the Foxlow area {26.5Km} on the Queanbeyan/Captains Flat Road) Continue straight on and the bitumen will run out approximately 500 metres from this intersection.

There is approximately 19 kilometres to go. Continue through Rossi (A short strip of bitumen) and to the beginning of the Tallaganda Forest where the road name changes to Lowden Forest Road. Main Range road is on your right and Palerang Road (Lewises Camp Fire Trail) on your left just before the Forestry Depot. At the next intersection, Cox's Road, **keep to the left** onto the Lowden Forest Road. (Cox's Road is used more than the Lowden Forest Road so don't be fooled).

Follow on past the following marked intersections (all on your right) *there are several minor roads which serve as logging tracks into the various forest compartments indicated by numbers*. Old Northern Road (1st intersection) Snake Gully Road, Sawmill Road, and 2nd intersection with Old Northern Road. Next is Dead Cow Road. The next marked turn on your right is the turn to the Waterwheel (800 Metres to go) *Lowden Forest Road becomes a significantly minor road*.

There is plenty of Parking, with Toilets (Long Drop) and Picnic tables. Vehicles are not permitted to cross the creek, but may find parking near the Steam Engine and Log Jinker. The walk to the Water Wheel is easy and short with more picnic tables on that side. There are two longer walks, Fern Gully and Dead Cow, which take you through the area and you might sight wallabies, kangaroos and wombats on these.

Hopkins Walk passes the Water wheel and the associated dam, now dry, that originally supplied the water for the Wheel and is only about 200 metres. Fern Gully walk winds down to Lowden Creek where you will see various Eucalypts, Brown barrel, Messmate, Stringybark, Ribbon Gum and narrow leaved Peppermint as well as ferns, wattles, banksias, hakeas and geebung.

Dead Cow walk is slightly longer but beautiful. There are pockets of untouched rainforest and stumps of trees felled by timber getters from the 1930's. Both walks are indicated with distance and approximate transverse times. About 30 to 45 minutes if I remember correctly.

This was the main camp site for the Donoghoe & Hopkins logging crew. The Water Wheel was constructed by William Hopkins and Spencer Hush in 1952 at the Queanbeyan sawmill and installed at this location to provide lighting and battery charging for the logging trucks and tractors. I can recall staying overnight with my Father, Len, and the logging team as a child during the 1940's. The logging trucks took three hours or more to haul into Queanbeyan which is about three times longer than we will experience each way on this run. The Forestry roads are fairly good but can be narrow with some rough patches. Drive carefully and be on the lookout for wombats and wallabies.

* Forbes Creek Road mentioned earlier leads to the Bombay fire trail, which will take you through to Braidwood, over the Maloon Creek upper reaches where there is remnants of stone retaining walls that were constructed by convicts when this was the main road between Queanbeyan and the Coast. This road was travelled by myself some years ago in a Mk111 Zephyr but I cannot vouch for its current condition. It may only be suitable for high clearance or 4 wheel drives.

To return home some may like to take Coxes Creek Road and follow the signage to either Captains Flat (veering right) or Braidwood, (Ballaba) veering left, at Harolds Cross Road`. The Ballaba end becomes Parlour Road and has a spectacular view of the upper Shoalhaven Valley (*Toggannoggra, where Donoghoe & Hopkins had an earlier mill before setting up in Queanbeyan*) just before descending to Ballaba on the Braidwood/Captains Flat Road.



CACMC EVENTS CALENDAR 2011

DATE	CONTACT	DETAILS
Mar 27	Daniel	Shannons Wheels display day. See pages 11-13 Open to public 9 am to 3 pm. Charity is Rotary Shelter Box.
Apr 17	Phil Donoghoe 6258 4608	Water Wheel—Tallaganda State Forest. Meet Spotlight car park (times next month) departure. No BBQ trailer so pack a picnic lunch. Take insect repellent. See pages 18-19
May 15		National Motoring Heritage Day
Jun 19		Collector Pie Shop—details to come.
Jul 17		TBA
Aug 14		TBA
Sep 18		TBA

EXTRA RUNS AND SWAP MEETS 2011

DATE	CONTACT	DETAILS
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. Be there by 8.30 am.
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 See page
Mar 14-20		Corowa Military Rally
Mar 19-20	Rod 0260591336	Chryslers on the Murray, Wodonga
Mar 27		Morgan country car club Jindera Swap Albury
Sat Mar 26	Dave or Jan 6286 1782	Brindabella Gardens, Fete, 38 Theodore St, Curtin. Assemble Statesman at 10 am

EXTRA RUNS AND SWAP MEETS 2010-2011

DATE	CONTACT	DETAILS
Mar 24	Graham 6288 4675	Seniors Expo at Old Bus Depot, Kingston Display of cars please.
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		Yass Show
Apr 17		Auto Italia www.autoitaliacanberra.com
Apr 17	Fabian 03 5721 8673	Lions Club 12th Annual Wangaratta Swap and Collectables Market \$5 admission 6 am
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 23	Peter 6288 1061	TEA Club celebration of St George's Day at Magna Carta Place. English cars please.
Apr 27		Orange Swap Meet
Apr30-May1	6947 1929	Tumut Festival Rally Gundagai AMC
Jun 19	4341 8088	Gosford Swap Meet
Jul 15-17		Bay to Bermagui. Entry forms at meeting
Aug 21		Shannons Eastern Creek Classic
Sep 18		German Autofest
Sep 24-25		Queanbeyan Swap Meet
Oct 30		Canberra Swap Meet at EPIC
Nov 13	Bruce Perry	Marques in the Park, John Knight Memorial

13th February Club Run to Araluen

Fifteen cars (29 members) completed the run to Araluen. Unfortunately 2 cars decided not to go further than Braidwood due to the inclement weather. It was sunny and warm when we left Queanbeyan but between Bungendore and Braidwood, we ran into fog and mist.

For those who continued on the trip, we enjoyed morning tea at the various locations in Braidwood. When everyone was ready to continue, we departed for the next location. Some members chose to continue directly to Araluen, while about six cars went via the Old Cheese Factory at Reidsdale. Of course cheese is no longer produced there but the owner now produces Apple Ciders. We would not have been able to have lunch there as it had been booked out by the BMW club who also met at Spotlight to enjoy their day out. The owner was very keen to give a talk about the history of the area and factory and the members enjoyed his little talk.

Those members who visited the Cheese Factory then chose to proceed down the Sawyers Ridge Road to Araluen. It is a good dirt road and would have been more of a scenic drive without the fog! However those who went this way all said they enjoyed the drive.

We eventually all met up at the Araluen Valley Hotel where we all enjoyed lunch. Luckily we arrived just before one of the Motorcycle Clubs from Canberra so were not held up with ordering lunch. After we had finished lunch, the Publican came over to our tables and thanked us for coming and hoped to see us there again. Between us and the Motorcycle Club we probably boosted his profits quite a bit for a Sunday!

Members then departed for the trip home. Most people went directly back to Braidwood but Phil Donoghue decided he was going to tackle the back road to Braidwood through Majors Creek in his Durant. In order to make sure Phil had no trouble on the windy narrow dirt road, a few of us decided to follow him. We should not have doubted the capabilities of either Phil or the Durant, it went up the road in grand style!

Along the way before Majors Creek we came to Clarkes Lookout where we met some interesting people. In the gold rush days Clarkes Lookout was used by the bushrangers to watch for the coaches containing gold coming up the road in order to ambush them.

Nowadays it is just a very scenic lookout over the Araluen Valley. After leaving the lookout we encountered a log across the road which didn't deter us as it was easily removed.

Both on the day and since, positive feedback has been received from members saying they really enjoyed the day.

Thanks to Jan and congratulations to David and Jan for arranging the run.



Top left, then clockwise:
Members outside the Old Cheese Factory.
Clive and Roger with the cider maker at the apple press.
The bike club parked at front of the Araluen Hotel,
Ray, Dennis and Anne.
Bob Douglas displayed the Club banner on his Datsun 260Z.

25 YEARS OF NRMA MOTORFEST

This year NRMA Motorfest celebrated 25 years of the staging of the annual Australia Day event.

Originally staged around the Rocks area under the shadow of the Sydney Harbour Bridge, the vehicle display soon attracted more than the area could cope with, so it was moved to Macquarie and College Streets and is now limited to around 1000 vehicles.

Canberra Antique and Classic Motor clubs usually has a number of entries, this year club entries included Joe Vavra, Roger and Barbara Phillips, Phil Donoghoe and Murray Mules who were spotted among the nearly 500 000 people who inspect and photograph the vehicles.

This year Chevrolet celebrated their centenary and the Chevs were given pride of place at the display.

For the past five years a number of club members have taken a coach trip to Sydney and return. The coach departs Canberra at 7am and arrives in Sydney around 10am. A quick electric train trip to St James station and the group is right in the middle of the display area.

Each go their separate way and regroup about 12 noon under the Queen Victoria statue and walk to Centrepont for lunch.

After lunch a final lap of the display area is made before the group board a Sydney Bus and Truck Museum bus for the journey along Elizabeth Street to Eddy Ave at Central railway station, a quick drink and bite to eat before boarding the coach back to Canberra.

During the three hour journey the opportunity is taken to catch up on a sleep, after an early start, lots of walking making for a very tiring day, before arriving back in the National Capital around 9pm This club members who made the annual trek this year were:

Vin Liston, Merv Roberson, Clive Castles, Joe Micallef, John de la Torre and Graham Gittins.

Thanks Graham.

A 1917 Chevrolet was part of the centenary of Chevrolet display.



Hi Helen,

I went with Phil Donoghoe to Motorfest last Wednesday. Trevor Clarke turned up at Motorfest early in the morning wearing a CACMC shirt. He was in Sydney on a bus tour from Tweed Heads. He asked after many of our members and sends his best wishes to everyone. He said that his wife Lola had passed away three years ago and that the members of the Tweed Heads Car Club had looked after him. He asked that if any members were ever up at Tweed Heads to look him up. He looks very healthy for his age and rides a bike and dances to keep fit. He still drives his EJ Premier and enjoys the car club activities. He is a "Twenty Sixer" as he was born on Australia Day. After checking out the cars he was off on a Harbour Cruise.

Photo is attached.
Regards, Roger

[Helen has a contact for Trevor]

Trevor Clarke, former CACMC member with Phil Donoghoe



Phil's Durant at Motorfest

Clive, Graham, Merv, Vin, Joe and John at Motorfest 2011



Humber Hums on Highway Hungrily Highlighting his Historic Hillman Hierarchy

AKA

Delightful Dependable Durable Damien Delivers Daily Dynamics

How did I find my 1963 Mk11 Humber Vogue sedan? Well, I am glad you asked. As alluded to in previous Mini stories, my Mini, Triumph and Austin projects were taking far too long to reach roadworthy condition so I went sideways.

Browsing through various motoring magazines convinced me of the wisdom of purchasing a roadworthy vehicle to enable me to participate in car club events. I had previously dropped out of various car club memberships because all my cars on club plates had been sold off. The remaining vehicles were simply 'works in progress.' Most of them far more 'works' than 'progress'.

It became abundantly clear that Hillmans and Humbers were available for a lot less than other marques. As the historic cum classic car scene obviously was not after Rootes cars to any noticeable degree, I commenced looking there. Surprise, surprise, I found a Humber Vogue for sale in Unique Cars early in '09. It was located in the Maitland area, so one Saturday my wife and I went for a pleasant trip up north.

Upon arrival, I saw a white over blue 1963 Mk 11 Humber Vogue sedan sitting under a carport side by side with a much older Morris next to it. The owner and mechanic both extremely advanced in years were anxiously awaiting my arrival just as anxiously as I was anticipating viewing the Humber. I was questioned regarding my passion for cars, my intentions for the Humber and whether I satisfied the 'car nut' profile.

During my inspection and test drive, I ascertained that the vehicle had spent its life inland in the Maitland area and the current owner was about number 4 or 5. At one stage after being used as a primary vehicle for the first 20 years or so of its life, it had a major breakdown and was left to languish in a shed somewhere. During the period of hibernation of some 8 to 10 years, the insides were severely mauled by rodents and the obligatory brake lock up from lack of use occurred. During the '80s and '90s over several owners, major mechanical items were refurbished including the engine, brakes and some interior work was completed but details are very vague. During the approximate period 2000 to 2005, the differential and gearbox were reconditioned and during '05 to '09, the car was resprayed in two tone 2 pack as well as having the insides except the door trims professionally reupholstered.

Now the criticisms, the panel beater/sprayer may have produced a reasonable end finish on the car panels but the overall detail left a lot to be desired. When the side stainless steel protector strips were reaffixed to the sides pop rivets were used. Why?, because someone was too lazy to attempt to obtain side mounting clips to replace the extremely rusty original ones. When the wheels were sprayed, the tyres were left on and simply masked off. The end result being two pack paint over the wheel weights and rubber valve stems. I really do hate butchers who regard 'near enough as good enough'. What ever happened to 'as good a job as possible' and professional pride?

Overall though, the car was worth the asking price and then some due to all the work carried out and I could drive it as a 'rolling restoration.' After a test drive and my decision to purchase, the next problem was how to organise transport to the ACT?

The owner volunteered to trailer the Vogue down to my address from Maitland. Why? Because he had not visited Canberra for ages and the Humber would be guaranteed a safe trip. How much for this service? The cost of petrol. How great was that?

The car was dutifully delivered along with the original differential and gearbox (replaced by reconditioned units) plus some lenses.

Straight onto club plates was the main objective but the Humber was knocked back at the first registration check because of worn rear spring bushes and engine oil leaks. The rear bushes were replaced with poly units and the oil leak turned out to be from the rear of the fuel pump. A new gasket fixed that little problem. The tappets were extremely noisy so a complete tune up took place and power wise it was like strapping on another cylinder or two. I also located during my enquiries for parts mainly through Ebay, a spare parts manual and a gentleman from Adelaide who sourced numerous suspension parts for me. I ended up with sufficient parts to completely refurbish the entire suspension front and rear. The rubber parts between the axle housing and spring and the small brackets at either end of the leaf springs were even supplied.

The car then developed a small coolant leak which ended up being the water pump. A NOS unit in cast iron with cast impeller was located together with new alloy pieces for the thermostat housing.

The alloy thermostat housing and base plate replacement was a story in itself. When the water pump came off and was obviously in need of replacement I carefully examined the alloy thermostat base and found heaps of solastic around the edges and underneath the mounting bolt

heads. When it was eventually prised off, the thickness of some ¼ of an inch had 95% corroded through from the inside. The alloy obviously acting like a sacrificial anode when bolted against the cast iron head. I am guessing that when the engine was reconditioned, the badly corroded housing was layered with solastic and a rubber sheet with roughly punched holes for the bolts was sandwiched together against the head with even more solastic. There was no thermostat because the recessed edge to hold the thermostat had long ago corroded into oblivion. Now I knew why the engine took so long to warm up and maybe why the heater did not work.

But alas, with the new thermostat the engine certainly ran better and warmed up quicker but the heater was not doing what it had been designed to do. My next step is to take off the heater connections from the heater to the water pump and head and pump through water to check the flow. I strongly suspect that I will find a blocked heater core which means heater out. Not exactly a five minute job on a Humber with the under dash tray requiring removal just to look at the heater.

Recently, seatbelts I had ordered arrived in a lovely maroon colour which matched the upholstery. Fortunately the Humber had factory mounting points for the front, so installation was a straightforward task. The belts now look as if they have always been there.

My next step is to replace the rear light lenses and pedal rubbers then I will have the rear springs reset and reinstall them with new shocks. The front end will be refurbished next. I hope to also convert the Humber to negative earth and fit an alternator, CD player and 12V plug. Why the plug? So Mr Tom Tom or Navman can help me on long runs.

When I applied for Club membership I was given number 666 which is why Damian became the Humber's name (in a previous story).

What about the long term? Well once the suspension is refurbished, I will probably fit a set of whitewall tyres and then continue regularly servicing Damian until and if things break from old age and general wear and tear. That also includes the driver.

The Mini Panel van should be next off the rank with only side and rear doors requiring replacement and respray to replace the existing rusty ones. That is another story.

Cheers to all the Rootes Group owners and fans out there. Alright, all the other marques too.

Happy and safe motoring to all.

Dave (so many classic cars out there and so little time left) Bennett

ODOMETER REPAIR

It has taken the best part of three years, but at last I am able to see not only how fast I am going but also how far I have travelled in my 1955 ZA MG Midget.

During the three years I have been trying to get a fix for the odometer I have collected three additional binnacles – all with the same fault - the odometer would not work.

Finally Alec McKernan suggested I try Roger Little horologists (clock maker) who may be able to help.

Problem was the small gear wheel was originally made of fibre and over time the fibre wears away and the odometer ceases to work.

Taking my bag full of binnacles and gear stuff to Roger, I explained the problem and he said yes he could help.

A few weeks later he rang to advise that the gear wheels were ready for collection the all metal gear wheels had been fitted to the stems and an additional six gear wheels has been turned.

The new gear wheels were taken to Alec to fit to the binnacle which he was able to do in a matter of minutes.

It is now a joy to check both the speed and the distance travelled in the Midget.

Graham Gittins

Speaking of odometers—Mark mentioned at the meeting an article in a club magazine “How to restore your speedo”. I have that magazine in electronic format if anyone wants it. Helen.

RICK’S AUTO MUSEUM, 77 Bunnaby Street, Taralga has issued an invitation for members to visit his museum. It mostly comprises British made cars from 50s, 60s, 70s, eg Austin A40, Leyland P76, BMC, Leyland, Roots Group, Standard along with collection of very rare motoring memorabilia. Open by appointment only.
Contact Phone 0447 044 961 or email: rickhopkins@aapt.net.au

BIG BAND MUSIC

If you like big band music, Club member Mick O'Donnell has a nationally broadcast (and world wide on the web via ArtSound.fm) program called *Swingtime* weekly each Sunday from 4 to 5 pm on 92.7 or 90.3. It's been going since October and has its own email address for listeners to respond swingtime@artsound.fm

PARTS FOR SALE

Appear to be for 1928 Chevrolet

1 x Engine

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

1 x Holden grey distributor

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.

A Well Planned Retirement

Outside England’s Bristol Zoo there is a parking lot for 150 cars and 8 buses. For 25 years, its parking fees were managed by a very pleasant attendant, the fees for cars, £2.80 and for buses about £14.00.

Then one day after never missing a day off work, he just didn’t show up, so the Zoo Management called the City Council and asked them to send another parking agent.

The Council did some research and replied that the parking was the Zoo’s own responsibility. The Zoo then advised the Council that the attendant was a City employee. The City Council responded that the lot attendant had never been on the City payroll.

Meanwhile, sitting in his villa somewhere on the coast of Spain or France or Italy, is a man who apparently had a ticket machine installed completely on his own, and then simply began to show up every day to collect and keep the parking fees, estimated at about £1120.00 per day For 25 years. Assuming seven days a week this amounts to just over 7 million pounds and no one even knows his name.

From The London Times via Northern Rivers V&V Car Club magazine.

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.)

1972 VW Superbug, original. Yellow with beige interior. Second owner, top condition, rarely driven. Maintained at Beetle Exchange, Fyshwick, ACT. Price \$5,500 ono. Please call Lyn Kentwell on phone 6266 2791 (W) or mobile 044 821 0453

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



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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 in case there are any dropouts.

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(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.)

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For more information contact Ray Newell phone 03 9755 3280 or mobile 0418 558 228.

Car is in Sherbrooke, Vic.



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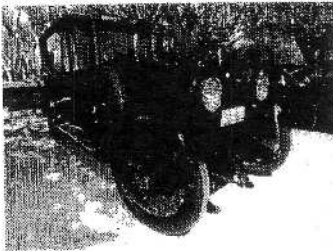


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