

# THE COLONIAL



Official Journal of the  
Canberra Antique & Classic Motor Club Incorporated

Annual Subscription  
Colonial \$25

1954 Triumph TR 2 Roadster  
Graham Bigg

Vol. 43  
May 2011



## EDITOR'S PAGE

Thank you to those who have provided items for this month's Colonial. Stories to come: Ross Nerdal's Sunbeam, Mini restoration in progress from David Bennett, Geoff Hall's first car; Rolls Royce display; Peter Rhys-Davies articles on Door hinges and Fixings, fasteners, glues and cups; plenty of jokes. Looking forward to Easter rally reports.

On my wish/hit list of stories are: Alan Martin's Studebaker; Charlie Adams' Studebaker; Ken Herne's Buick; Ian Ruecroft's Vanguard; Peter Hoskin's AC; Barbara Phillips' Anglia; Neville Miller's Humber; Gerrty Carson's Mustang. If you know any of these members, do give them a nudge for me!!

### Week Day Social Lunches

Friday 6 May at 12 noon and each first Friday, Retreads sandwich lunch at the Southern Cross Club Bistro, Woden.



Friday 20 May fire up those old jalopies and head for lunch at noon in the bistro at the Calwell Club, Were Street, Calwell. All club members and friends are welcome to come along. Enquiries to Alec McKernan 6286 1046.

### Get Well

Advise Secretary Gerry Walker if you know of anyone who could use a cheer-up card, especially if they are in hospital. Best wishes to Jim Clough for his second hip replacement. Also to Heather Gittins who has had a trip to hospital.

Happy 80th birthday to a special lady who wishes to remain anonymous.

### My First Car Stories

Thank you to Geoff Hall for starting the ball rolling. I take it some of you older blokes are still searching in boxes for photos!!

### Editor's position

No offers yet. If you would like to have a go at this position, please contact Helen Phillips.

### April Events

It certainly was a busy month for events and thank you to Graham and Gerry for their reports. I hope those on Easter rallies have had a safe and enjoyable time. Have been finishing this issue on the Anzac Day holiday. Saw Anzac Day celebrations from round the world yesterday. Lest We Forget. Cheers ... Helen

# CANBERRA ANTIQUE AND CLASSIC MOTOR CLUB

## DRAFT MINUTES GENERAL MEETING 12 APRIL 2011

**Attendance** 47

**Apologies** 7

### **Welcome**

In the absence of President Daniel Wyatt [who had a reaction to a bee sting], Graham Waite took the chair and welcomed members and guests.

### **Guests**

Rotary Club of Woden Daybreak John Carberry

Brian Loder - a few Mercedes Benz

Ken Carrat - 1967 HR Holden Ute

John Bourke - HR Holden

**Vice President** Graham Waite invited Treasurer Bob Judd to present a cheque in the amount of \$1000 from the proceeds of the Shannons Wheels 2011 display to Rotary Club president John Carberry for the purchase of a Rotary Club ShelterBox.

### **Speaker**

Graham W welcomed Club member Phil Donoghoe to speak on the topic of workshop safety. Phil was thanked with a round of applause.

### **Confirmation of the Minutes of the March meeting**

The Minutes of the March meeting were confirmed. Moved Jim Clough  
Seconded Graham Bigg. Carried

### **Business Arising from the Minutes**

There was no business arising from the Minutes

### **President's Report**

The Wheels display organized by the Club went very well and the CACMC management committee recommended that the Club advise the Council of ACT Motor Clubs that Canberra Antique and Classic Motor club is prepared to organise the Wheels event in 2012.

### **Vice President's Report Graham Waite**

Guest speaker at the May meeting will be Shane Kier from Dickson Radiator Repairs

**Lucky badge draw No 21** - Carole Douglas

**Club run** No 33 Prize to be held over to next meeting when the record of vehicle runs is available. *[It was Tony Fry]*

### **Secretary's Report Gerry Walker**

#### **Correspondence in**

19 newsletters

35<sup>th</sup> Chevrolet Festival Tamworth initiation

COTA invoice re Seniors expo

CBA Merchant fee

Capital Insurance Brokers - receipt and policy for car trailer

Email re Bundendore School fete

Email to Bob Alexander re classic car mechanic

Letter from Canberra Connect re a misprocessed cheque

Bank notification re Shannons sponsorship for Wheels

CBA Merchant Fee

CBA Bank statement

Email re 1926 Oldsmobile previously owned by Peter Gifford

Emails re Tidbinbilla issue, and Graham Gittins resignation from Council

#### **Correspondence out**

Letter to Hawkesbury Historical Car club re Wheels 2011

Emails re Bungendore School Fete

Letters ready to go out under President's signature:

Thank you letter to Buick Car club re Wheels 2011

Thank you letter to Ken Herne for organizing Buick Car Club display

Letter to Graham Gittins re resignation as Council Delegate saying we are reluctant to accept and wish he would consider. Thanking Graham for his work on Council over many years.

Moved Gerry Walker, Seconded Alec McKiernan. Carried

### **Treasurers Report Bob Judd**

\$1000 initial payment to Rotary for purchase of a ShelterBox

\$156.26 for trailer repairs

\$7093:18 current bank balance

Committee recommend no increase in membership fees for 2011-12 but an increase in joining fee from \$15 to \$25 from July 2011 because of cost of name badges.

Moved Bob Judd, Seconded Roger Amos. Carried.

### **Editor Helen Phillips**

The colour printing of the Colonial including coverage of Wheels looked good but was done in error.

May and June Colonial being prepared now and Bob Judd will finish off June one while Helen is on leave.

**Events Director David Wyatt**

April to the water wheel in Tallaganda State Forest - Organiser Phil Donoghoe

May National Heritage Motor Day - route already mapped out

June - Collector Pie Shop

**Registrar Bob Alexander**

Sixteen vehicles inspected for month

Alec McKernan inspected Bob Campbell-Stewart's 1931 Buick Grand Prix car.

**Librarian Joe Micallef**

All is well

Roger Amos presented the club with a number of workshop manuals. Thank you Roger. Joe will check if we have duplicates.

**Shop Manager Joe Micallef**

Only two polo shirts left to be sold before more are ordered.

Now is the time to purchase winter jackets and Register of Members are \$2 each

**Council representative Graham Bigg**

SIVS on hold until next meeting with RTA to be held in May

April 17 Auto Italia

ACT Heritage Festival Duntroon Dairy

Easter EH Holden National Rally

Bush Council rally at Forster

Jaguar National rally

Austins over Australia Forbes

July Bay to Bermaqui

August 21 Eastern Creek

September 18 German Autofest

Nov 5 Cooma Motorfest

November 13 Marques in the Park

**Supper Coordinator Clive Glover**

All OK

**Publishing committee**

All OK

**Membership Secretary Joe Vavra**

Thanked everyone who provided updated information for the register of members. Reminded members that May was when membership renewals were to be sent out.

Joe thought the Roll Royce display on 9 April was very good.

**Information officer / Floor member Mark Butterfield**

Cars and parts for sale listed on the wall.

Mentioned that an article titled 'What you can do with a 44 Gallon Drum' was a good yarn - the author had rolled mudguards for a hotrod from a 44 gallon drum

To be eligible for one of the club awards it is necessary for the member to have attended three club outings in the 12 months prior to Presentation Night.

**General Business**

Phil Donoghoe gave last minute instructions on how to get to the Water Wheel.

Jim Crane - Required number of people who intended to attend the Retreads run to Bowning.

Jim Crane thought that the book written by Jeremy Clarkson of Top Gear was a good read.

A member asked about internet banking. The Club will accept credit card, cheque or cash for payment of membership fees and regalia, but not internet banking. Bob Judd advised that he would investigate the possibility of internet banking and report back.

Graham Bigg Treasurer of the Council of ACT motor clubs advised that the Council had investigated Internet banking but rejected it based on the extra paper work required.

Graham Bigg also advised that he would be away for the next meeting.

Allan Martin advised that five cars from the club attended the Yass Show despite heavy rain.

Keith Carswell enquired about The Colonial being printed in colour and was advised that it cost ten times as much as the black and white version. Members could receive The Colonial in colour by email.

Ray Bolton died suddenly aged 62 years. The funeral was conducted in Merimbula and Keith estimated there would have been 400 cars attended.

Received an enquiry from a USA Museum seeking information about a right-hand-drive 1926 Holden bodied Oldsmobile with number plate HIS 110 which the museum wished to retain. Suggested the matter be taken up with the Council of ACT Motor clubs. Peter Gifford restored the car.

Keith invited members to help themselves to chokos he had brought in.

Roger Phillips. A FIAT 500 similar to Barbara's car fetched \$31 500 at recent auction and his Cadillac appeared in the February edition of the Open Road story on Motorfest.

Bob Judd - looking for a new member, Neville Miller, to give him his name badge.

Graham Gittins - had a fuel pump suitable for an American car for sale \$20. Graham did not wish to comment on his resignation from Council.

John Senior - recently took his Mark 4 to Queensland very comfortable but would not pass a service station.

Meeting closed a 9.40pm

Graham Gittins, Minute Secretary

### **SHOP MANAGER**

Check out Club badges and sew-on patches. Joe can order Club polo shirts, long sleeve cotton shirts and polar fleece vests/jackets or bucket hats with the Club logo. He has a few small size shirts on hand.

New supply of the large car badges for sale still at the old price of \$15. New Register of Members for \$2 each.

### **MEMBERSHIP FEES FOR 2011/12**

Your membership renewal form is in this issue of the Colonial. Please return it, after amending details as necessary, with your payment, preferably at the June or July meeting as Bob will be away for the May meeting.

Those receiving e-Colonials will receive your renewal form as soon as possible.

### **ANOTHER MEMBERSHIP APPLICATION**

Doug and Tracy Thomson

16 Bragg Street, HACKETT 2602

Phone: 0409 454 013

1972 Holden HQ Sedan, original and on full rego YFB-269

## APRIL CLUB RUN TO TALLAGANDA FOREST

No report from the April run, but I do have some photos.



Phil giving last minute directions in Queanbeyan.



A few of the cars in Qbn.



The water wheel in Tallaganda Forest.

Od Greschke's 1950 Citroen Light Fifteen Sedan



Charlie Adams' 1937 Nash Sedan in the forest.



The Colonial



## 1926 OLDSMOBILE

Dear Renee

Your email was forwarded to me as Secretary of the Canberra Antique and Classic Motor Club Inc. Your email was read out at last night's general meeting but so far I have not had any response from members on the car's history. I will ask the Editor to put an article in our next Club magazine which will reach our full membership as well as some similar clubs in Australia.

I will advise you of the result.

Yours sincerely  
Gerry Walker  
Secretary, CACMC

To: [cacmc@actmotorclubs.org.au](mailto:cacmc@actmotorclubs.org.au)  
Author : Renee Crist  
URL : <http://www.lemaymuseum.org>

Hello,

We have in our collection a 1926 Oldsmobile Holden 4 door Touring car.  
<http://www.lemaymuseum.org/vehicles.php?vid=689>

I have been fortunate to have found the gentleman who restored the car, Peter Gifford from Canberra, ACT, who was a member of ACCC - there is still a club sticker in the front window of the car. He worked on the restoration for 6 years in the late 70's and said all his research confirmed the car is actually an early 1926. He restored the car from as he put it "a pile of rubbish" and did his best to restore the car not having seen one before.

He tells me the engine and the chassis are original to the car. It appears there was a very short time (less than two years) from the timeline between when Mr. Gifford sold the car to the time Mr. LeMay acquired the car and put it on display in his (then) private collection. If it wasn't for Mr. Gifford's efforts, we would not have this car today to enjoy, exhibit and tell the story of Australian motoring.

The only two numbers we found are the engine number ER 1596 and (Muncie) 3 speed manual transmission. Vin we have the car registered with is on car: 0732. There is a plate on left lower front seat frame with vin reads: "Sole distributors for N.S.W, Boyd Edkins Ltd, 25 Wentworth Ave., Sydney No. 0732. Quote this number when ordering spares." I have the Australian license plate "ACT Vintage Car 110".

Any assistance your club members could provide us in telling the history of Oldsmobile Holden in Australia, and about this car would be appreciated.

Thank you. Renee Crist, LeMay-America's Car Museum

**MEMBERS: Any known history to Gerry please.**

## FREAKY FRIDAY

Well I had to get your attention. Another great run was organised by the Midweek crew.

The April run was to Bowning to the Rollonin Café. The cars met at the rest area outside Hall on the Barton Highway and proceeded to Bowning. There was quite a mix of cars from the rarely seen Skoda to the sporty Healy. I've always had a soft spot for the Skoda since I first saw them at the Earls Court motor show way back in the 60's when they were one of the cheapest cars on the market and great value for money. As you can see from the photos there was a good turnout. I would have got a better photo of Keith and Lilly's car but I was hard pressed to keep up with her and I was in a modern.

The Café did exceptionally well in meeting the orders of the group which occupied most of their indoor area. Staff are pleasant and service is good; the coffee wasn't bad either although I did resist their deserts, I was sorely tempted by the apple pie. The Café owners had alerted the local press and a reporter from the Yass paper was there getting the inside story on many of the cars and their owners. Another good run organised by Jim Crane for the Club.

The next midweek run is to the Calwell Club in Were St, Calwell on the 20th May for lunch.

Gerry.



The Colonial

May 2011

## BUNGENDORE PUBLIC SCHOOL AUTUMN FAIR

Following a request from the organiser of the Bungendore Public School Autumn Fair for cars to attend members of both the Canberra Region Morris Minor Club and the Canberra Antique and Classic Motor Club gathered at Spotlight for an 8.45am departure to Bungendore.

Four Morris Minors and three cars from the CACMC (P6 Rover, Ford Fairlane and a Ford Cortina) proceeded to Bungendore. On arrival we were shepherded through the road block to our display position there we were joined by two more Morrises and then another 9 cars turned up from the CACMC. All in all 18 cars from the two Clubs attended which must have nearly constituted half the cars on display.

The Fair was a big one with good coffee (important to me) and lots of stalls and activities. Free fruit was provided to those in attendance and all enjoyed a wander and chat with fellow club members and others. It was a shame so much was on that weekend with the American Cars in Queanbeyan, the Swap Meet in Goulburn and the Tidbinbilla event hence members were split around the venues. All who went to the Fair enjoyed the event and hopefully next year we will receive word in time to put it in the magazine.

The Principal sent the following:-

“it was a brilliant day & thanks so much for coming along, it was great. Numbers were up this year & it looks like we have made a profit of around \$24 000.00, which is great news for staff & kids.”

Thanks to all who attended.  
Gerry



## Think Italian

Think Italian, think Ferrari, Alfa Romeo, FIAT, Lamborghini and Lancia, think Auto Italia display.

The very best of Italy's cars, were on display at the 26<sup>th</sup> annual Auto Italia . Almost 400 cars motor bikes and scooters were on display on the lawns in front of the Museum of Australian Democracy (Old Parliament House) in Canberra. Vehicles travelled from five states and the ACT to attend the annual event.

According to John Michael, one of the display organisers of the 2011, 'the event was possibly the biggest yet with the number of vehicles entered . Last year being the centenary of the Alfa Romeo was slightly bigger,' he said.

Oldest vehicle on display was Angelo and Jennifer D'Emilo's 1914 FIAT which had taken more than three years to restore, after Angelo found it languishing in a shed in a remote area of the New South Wales Snowy Mountains. 'The car preserved all its mechanicals, except for some nuts and bolts,' Angelo said.

Other vehicles on display included; a 1959 FIAT 1200 Cabriolet, a 1982 X19 Mk W Bertone , a 1971 Alfa Romeo Giulia, a 1923 Lancia Lambda and a 1971 FIAT 500 F Bambino.

The display of cars was augmented by a display of Italian scooters including a `1954 Lambretta 1500 and a 1949 Lambretta Model B Sidecar outfit.

*Thanks Graham*

*Below: Line up of Ferraris  
Right: Barbara Phillips' Fiat Bambino  
in the middle.  
Bottom right: Lambretta Scooter.*



## ACT Heritage Day

What better way to spend a Sunday morning than with historic cars and motor bikes, watching folk dancing, cows being milked, bush wood turning and touring the heritage listed Duntroon Dairy.

This is exactly what club members Graham Gittins, Alec McKernan, Joe and Maureen Vavra did at the annual ACT Heritage Festival Duntroon Dairy day on 17<sup>th</sup> April.

Whether it was sitting beside the cars, watching the folk dancing display or listening to the bush band and the RMC Duntroon band quartet or smelling camphor as it was shaved off the piece of timber being turned with a bush lathe and of course the cow milking by hand, which attracted a large number of children under 12 years many of whom had never seen a cow let alone one being milked.

More than 1000 people found their way to the old dairy on the lower slopes of Mount Pleasant above Morshead Drive, which was built in 1832 and restored in the 1970s.

Members of the STHARC and the ACT Kustom and Rod Club brought along some of their vehicles to make a display of a dozen or more cars, including three Austin's - including Graham's 1300 GT, and Joe and Maureen's Vanden Plas, a Hillman Hunter, Dodge Phoenix, and a hot rod.

Alec McKernan was in charge of the Council's Canberra Pie Cart which always attracts a lot of attention wherever it is displayed. It was an easy day out for cars and drivers.

*Thanks Graham*



*Left: Brindabella Gardens fete  
Right: Cars at Duntroon dairy.*

## Austins over Australia departure

It was foggy morning throughout most of Canberra when the three entrants from the club assembled at the Hall lay by which was as clear as bell.

Heading of to the Austins over Australia bi-annual rally to Forbes were George and Aileen Sturgess, Jeanette and Ken Walker, Ray and Anne Gallagher.

The Gittins and the Cloughs were late withdraws, but made the effort to farewell and wish the Austineers a safe and happy trip.

Joe and Maureen Vavra will join the rally on Good Friday.

The Three Austin couples are going to tour around the area before the AoA rally starts on Good Friday.

More details of their trip when they return.

*Thanks Graham*



## **BAY TO BERMAGUI ON IN JULY**

The fourth Bay to Bermagui event will be held between 15 and 17 July 2011.

The bi-annual event is organised by the Classic and Vintage Motor Club of Eurobodalla and is limited to around 100 vehicles, the maximum number of people who can be accommodated at the Saturday night dinner is 200.

Departing Bateman's Bay around 9am, after a public display of the vehicles the route will allow time for participants to visit the Moruya morning markets and the Winter Orchid Show.

Morning tea will be taken at the Moruya South Head Surf Club and a boxed fish and chips lunch at Bermagui.

Return to Bateman's Bay is by your choice of route. There will be ample time to take in Mogo Zoo and travel through Cobargo, Tilba Tilba and Central Tilba south coast villages.

Total distance covered during the days is about 250 kilometres.

Dinner is at the Coachhouse Marina Resort, Bateman's Bay and includes trophies for Best Veteran/Vintage/Classic cars and motorbikes and those wearing best period dress of their car or bike there will also be a peoples' choice award.

Sunday morning is the farewell brunch.

The event is supporting the Prostate Cancer Council of Australia.

The registration fee of \$98 per person is great value and covers pre drink and nibbles on Friday night, Saturday morning tea, lunch and gala dinner Sunday full breakfast and commemorative sticker.

Entries close in May but you are advised to book early to ensure a place in this wonderful event.

Further information and registration forms are available from the CVMCE website: [www.cvmce.org.au](http://www.cvmce.org.au)

Graham Gittins



## CACMC EVENTS CALENDAR 2011

DATE	CONTACT	DETAILS
May 15	David and Jan Wyatt 6286 1782 0417 262 209	National Motoring Heritage Day. Meet in the Acton Ferry Terminal car park at 9.30 for 10 am departure. The run will be through Canberra streets going past some of the City's historical buildings/sites with stops at points in order to re-group. Full directions will be provided on the day. The BBQ trailer will be available for use at the last stop which will be for lunch. Please bring your own food.
Jun 19	David and Jan Wyatt 6286 1782 0417 262 209	Meet at the Woolworths Dickson carpark at 9.15 am to leave at 9.45 and have morning tea at Gundaroo (own choice of café). Then proceed to The Daily Pie at Collector for lunch. As seating is limited at the pie shop it would be helpful if those intending to go advise David or Jan at the May meeting or by phone, so tables can be reserved. If you haven't put your name down you would still be most welcome and any extra will be phoned through on the morning and hope there will be enough room. As the pies are all made fresh, it would be helpful for the staff if we pre-order so we won't have to wait too long. See the menu at May or June meetings or view at <a href="http://www.thedailypie.com.au/menu">www.thedailypie.com.au/menu</a>
Jul 24	Val Bland 6288 9691 0419 461 712	<b>[Please note change of date</b> as the Bay to Bermagui is on 17 July and several of our members have indicated their intention to go. ]  Activities in Young and Christmas dinner in July at Gooloogong Log Cabin. Guests of the Young and Cowra Car Clubs.
Aug 13		Annual Presentation Night—details to come and tickets available from June meeting
Aug 14		President's Run.
Sep 18		Cotter viewing platform then on to Uriarra Crossing for lunch.
Oct 16		TBA
Nov 13		Marques in the Park, John Knight Memorial Park, Lake Ginninderra, Belconnen



## EXTRA RUNS AND SWAP MEETS 2011

DATE	CONTACT	DETAILS
May 22		EJ-EH Holden Club Annual Show
May 27-29	Noel Wilcox 03 5428 2689	Winton Historic racing, the annual event of racing historic cars and bikes, near Benalla.
June 5		Port Macquarie Swap Meet at Racecourse
Jun 10-13	Pam 6922 4572	Wagga Wagga Vet & Vin Motor Club Queen's Birthday long weekend rally
Jun		Battle of Waterloo
Jun 19	4341 8088	Gosford Swap Meet, Showground Road.
Jul 15-17	Roger 4471 2778	Bay to Bermagui. Entry forms at meeting
Jul 17	Colin Murphy 4729 0482	Liverpool Super Swap Meet, Fairfield City Showground, Smithfield Rd, Prairiewood.
Jul 17		Wagga Wagga Swap Meet
Aug 7	6344 1886	Canowindra Swap Meet
Aug 13-14		Cessnock Swap Meet
Aug 21		Shannons Eastern Creek Classic
Aug 27-28		South Coast Nationals, Moruya
Aug 28		Dubbo Swap Meet
Sep 4		Cootamundra Father's Day Swap Meet
Sep 16-19	Rodney Elsley 0408 111 025	35th National Chevrolet Festival, Tamworth celebrating 100 years of Chevrolet, hosted by Chevrolet Club of NSW. Entries close 8 Aug. Copy of entry form with David & Jan.
Sep 18		German Autofest
Sep 24-25		Queanbeyan Swap Meet
Oct 21-23	Phil Donoghoe	Boorigal Rally Albury
Oct 30		Canberra Swap Meet at EPIC
Nov 5		Cooma Motorfest
Nov 13	Bruce Perry 6254 5059	Marques in the Park, John Knight Memorial Park, Lake Ginninderra, Belconnen
Dec 4		Terribly British Day

## The resurrection of “BARNSEY”

### My 1954 Triumph TR 2 Roadster.

Some of you may remember this car as I have owned it since 1996 and used it regularly including participating in the 1997 “BAY to BIRDWOOD”. Sometime in 2001 the engine started making rattling sounds, which were traced to a worn no. 4 big end bearing. As I was aware of several issues with the body including a door, which did not fit properly, I decided to fix the bodywork while the engine was out. It is only a small car so 6 or 9 months should be plenty of time! *WRONG!!!*

I found a panel shop in Goulburn who agreed to do the panel repairs as a low priority job. This sounded good so home I went, removed the engine & gearbox, the bumpers, front panel & mudguards, all the interior trim, dash, wiring, lights, fuel tank, brake lines etc. The car was then sandblasted inside & out before being trailered to Goulburn. With all the paint off it was apparent that every panel on the car had been damaged at some time. More later.

OK. Lets get started on the engine! The compression was good so when I removed the cylinder head I clamped the wet sleeves in place before turning the block over to examine the crankshaft. All bearing surfaces and bearings look good except for no. 4 big end. OK out with the crankshaft and measure all the bearing surfaces. Oh *\*\*\*##\** as they say!! Every last bearing surface had been ground to the maximum undersize and there were still grooves in that no. 4. What to do! I thought about having the crank built up and reground to standard size but this is expensive and there were no guarantees on the work as post war forgings were not of a consistent quality. Best look around for another crank. Reproductions were listed as out of stock with the usual suppliers in the UK & USA so I started looking for a good used one locally.

To cut a long story short the TR wet sleeve engine is a derivative of the engine first used in the original Vanguard, then the TEA20 Ferguson Tractor and many military & industrial applications. The local co-ordinator for the TR Register put me in touch with the Victorian Vanguard *wizard* who just happened to have in his shed a good low miles crank from one of the last 4 Cyl Vanguards sold in Australia. After brief negotiations the crank was purchased at a price much lower than the cost of rebuilding the original and was delivered by his mate to the Yass Truck stop (complete with original bearing shells tied in place) in exchange for a SLAB.

The replacement crank had no measurable wear and had the late model oil feed modifications. You Beauty! I bought new STANDARD size

bearings & gaskets, reseated the valves and reassembled the engine. I also treated the gearbox to new bearings and a new lay shaft then overhauled the distributor and carburettors. I had fixed the overdrive earlier.

Some time passed before the panel shop owner told me that his staff refused to touch the car and it was delivered back to me. The only visible change was a lot of dust and coffee cup rings on the bonnet. Oh ####\*!!

The next step was to separate the body and chassis which was fairly straightforward. The body was then stored on a pair of tall rolling trestles fabricated from square tube to allow work to proceed on the chassis beneath. First step was to roll the chassis outside and pressure clean it several times. A close visual inspection only revealed two small sections in need of repair. This can't be right I thought considering the large amount of previous body damage. The original Factory Manual I had acquired set out the procedure to check the chassis for bending, twisting or buckling on a bare chassis. So we strip off the front and rear suspension and anything else that was not welded in place. All measurements were in relation to an imaginary line some distance below the chassis top rail so I cobbled together a set of stands to support the chassis with the workshop floor as the imaginary line. So far so good. I measured everything twice, checked the set-up was correct then measured again! *It surely can't be straight!!!!* I shut the workshop and went upstairs sure I had done something wrong.

Two days later I measured it all again then got a mate from work to come over to show me what I had done wrong. All straight he said but you need to repair a flange where the muffler sits and the right rear body and bumper mounting bracket is twisted badly. This I already knew but it was a relief to be told that all else was straight and solid!

I fabricated new sections from plate then cut out the damaged areas and welded in the new. Then the entire chassis was stripped of paint and rust, carefully prepared, etched, primed and painted. The same procedure was followed with the rear axle, suspension, brakes and the many other undamaged components that had been removed while leaving the hardest part (*for Me*) until last – the body.

At about this time the grand sea change plan became a reality and we moved to Carinya, Cooma (another story) and the TR was moved to Carinya in the back of an AVIS van, along with all our other possessions, to take up residence in the woolshed. I had thought early retirement to an historic house on a rundown farm would allow plenty of time to have the TR roadworthy for her 50<sup>th</sup> birthday. *Silly Grandad!* In five years all I managed was a last minute rush to convert a bare chassis to a rolling

one to make the move back to Canberra slightly easier. The chassis was displayed at WHEELS in this form several years ago. I did get a quote to fix the bodywork for \$10,000 but did not have the money.

Sooo! We are back in the same Canberra workshop with the still sad body on trestles. A start is made by lowering the body to the floor then rolling it over on to several large plastic bags filled with rags (beanbags could be used) so that I could remove the coat(s) of bitumen from the underside and uncover more surprises. One advantage of restoring a small car is that once it is reduced to bite sized chunks you can actually move these chunks by yourself (sometimes one end at a time) with occasional help to place or remove stands etc under the bit you are holding.

Starting from the front we find the bumper has been cut into several parts to roughly straighten it then bronze welded back together with silver paint camouflage. The front apron has had several repairs as there are several shades of lead visible after the plastic filler was removed. Both front mounting points on the inner guards (part of the TUB) have been replaced. Both front guards have had new sections inserted behind the wheel opening in different metal thicknesses on each side and thicker than original. Both "A" pillars have been repaired, the left one appears to have been pushed in as far as the chassis rail at some time, both outer sills have been replaced and home made floors have been fitted. The firewall resembles the surface of the lake on a windy day, the dash is kinked and both door skins have had the lower 8 inches replaced. That's only the front. Where to start????

One of our life members comes to my rescue with an offer of advice and help! *THANK YOU WILLIE!* He cheerfully came over for half a day a week for the better part of a year. After much observation, standing back, pursing of lips and discussion it is decided that the left "A" pillar is not where it should be (remember the door issue in Para 1) and we should start by trying to correct this. We make up a large bracket from square tube, unpack the porta-power and proceed to push, pull, heat, wack, tap and curse until we have it close to where we think it should be. Next we attacked the inner guard and sub frame attached to this pillar, the firewall and sill. *Wow!* We are making progress but there are still ripples in the firewall, mostly on the left side. This starts us on more measuring and head scratching before we get the porta-power out again to widen the opening for the gearbox and move the front of the left sill outwards so that it is parallel to the right hand one (more push, pull, heat, wack etc). Eventually this process is successful and the front of the gearbox opening in the floor and the distance between the sill seams are the same as on another TR. And the kink in the dash has responded to treatment. Move on.

The flanged opening in the (homemade) floors is a somewhat different shape to the metal gearbox cover explaining the difficulty encountered when removing the gearbox earlier to investigate the non-functioning overdrive. As the cover only shows minimal signs of repair it seems to us that the floor requires modification so we put the cover in place and draw a line around the outside. The right side is not too bad, only about 10 mm out on one of the curves but the left side required a much larger section cut off and a new flange fabricated and welded in.

Finally we got to the rear panel of the car. The area between the spare wheel compartment and the right tail lamp had been repaired before, still was not the correct shape and had been sanded through in several places. As this was a boxed in section it would be difficult to repair with the tools to hand so I acquired a second hand panel damaged on the left side and we proceeded to cut a good section off this to replace the “*holy*” right section on the car. This section was cleaned, repaired and made ready for the transplant. Then we drilled out the spot welds and using a thin cut-off wheel on the grinder sliced the damaged section of panel away. *LOOK AT THIS!* Visible inside the boxed section were *THREE* welded seams showing that this repair had been undertaken several times previously.

The boot floor under the fuel tank was very rough looking with two large odd shaped patches held in place with a random selection of bronze weld, solder and Silastic. These were removed to reveal what appeared to be rust holes in the floor pressing. It looked as if I should cut out a section about 4” by 3” on each side and weld in new metal. Out with the grinder again to cut out the rust and prepare new plates. *Murphy strikes again!* Before the floor was hot enough to weld to the new plates it would collapse! The fuel tank had been clamped to the floor with cotton underfelt as padding. There were several holes under the tank to allow the engine fuel pipe, drain plug and overflow to pass through. Unfortunately they also allowed the ingress of salt (the car had been delivered new in Adelaide and later lived in Coogee) and road spray along with the odd fuel spill when refuelling which must have kept the felt damp for long periods causing some weird chemical reaction in the steel. To get back to uncontaminated steel in the floor the entire area under the tank had to be replaced.

A number of damaged or missing captive nuts were replaced and a trial fit of all the panels was undertaken. The right front guard needed reshaping where it meets the scuttle and some “fullness” taken out of the area behind the wheel. Only about a day to fix. The right door was next and only received minor tweaking where it meets the scuttle. The right rear guard was problematic as it had a twist in it when free, the result of a “professional” repair after some clot backed his company car

into it in about 1997. After much fettling it was made to fit. The left rear guard bolted straight on but the door led to much head scratching and realigning of hinges etc. The left front guard was fine along the top but the rear section was nowhere near the door pillar: you guessed it: it has been modified to fit before I had moved the door pillar back to where it should be. *Silly Grandad!* Out with the grinder again to slice a couple of wedges out of the guard and heat, wack etc again to make it fit again.

Next was the bonnet and the same old story. Because the door pillar had been moved and the scuttle was now the right shape the bonnet did not fit along the rear edge and corners. Out with the grinder again etc. The front panel was next and although it did go into the space provided there was about three days of straightening flanges, fettling swage lines and replacing the mounting points for the grille before it was deemed satisfactory. The boot lid also requires some minor repairs to the mountings for the luggage rack.

Now that all seems to be coming together I remove all the bolt on panels and hinges and commence preparing each piece in turn for paint. I had many conversations with neighbours, dog walkers and other passers by as I laboured over sanding, etching, sanding, priming, etc, etc on each panel on the front lawn at every available opportunity over the next three months or so,

Choosing a colour for the final coats of paint was another exercise that is not as simple as it seems. My thought was to use the 1954 Triumph factory colour "*pearl white*". I had several manufacturers colour codes for this shade so I trundled down to my local paint supplier and asked him to mix me up some paint. *Silly Grandad!* The codes may have valid in 1954 but no computer listing recognised the codes or the English paint manufacturers. I was advised to bring in a sample or find a modernish car in a colour as close as possible to the one I required and get the paint code from the car's VIN plate. *Yeah right.* After much cruising of car shows and car parks I hit the phones to other TR owners who offered a number of suggestions, which only succeeded in confusing me further. *Silly Grandad.* Eventually the paint supplier, Auto Paint Supplies in Gladstone Street, and I decided to try a Jaguar shade of "*Old English White*" from the early 60's as a starting point. The final colour has 50% of the yellow tint from that formulation. They were very patient and helpful.

Back to the painting. The entire under side of the body and guards was given a thick anti-chip coating before the colour coats. The first areas to receive colour coats were the underneath and inside of the body tub and other parts that would not be normally be seen. This was to hone my

skills and to check the colour in real life. Too yellow said '*her indoors*'. I agreed and as mentioned above the formula was changed. I know it is only a little car but by the time both sides of every square inch is given 3 or 6 coats of paint you suddenly discover that 8 litres have been used and you are not finished. *Excuse me Sir I want more*. One of the joys of painting in the great outdoors is the surprises like sudden gusts bringing in dust and stuff, a curious bee or moth or falling flower petals. *Character building stuff*.

Finally I put the body back on the chassis before I start to bolt on all the bits. The body mounting kit I purchased does not have sufficient packing pieces so I fabricate extras. *Not a good sign*. After much trial and error I think I have it close to right and start bolting panels back in place. The front guards, front panel and bonnet go back without much drama or lost skin. The left rear guard is simple to fit but the right one just will not co-operate. It appears to be too long and full around the taillight. Oh *\*#&%\$#!* Out with the grinder again and cut wedges out of my lovely painted guard then heat, wack, etc until it fits. Then on with more primer, filler, anti-chip and colour.

Fitting doors is always fun. I lost count of the number of times I "*adjusted*" the packing on the left side to get the door to shut properly. It is still not terrific and I think that the "A" and "B" pillars are too close together by about 1/8". The door over the spare wheel is also a little stretched, the result of too many repairs like the adjacent tail lamp.

During the reassembly I replaced nearly every nut, bolt and washer on the body as it was quicker and cheaper than cleaning and rethreading the miss-matched assortment that came with the car. Most are cadmium plated and all are high tensile. New suspension bushes, shock absorbers, brake rubbers, hoses and linings were fitted as well.

Most of the interior trim has been re-used though I intend to replace the carpets as some pieces are worn and some missing. I fitted an electric fan before the rebuild to cure overheating at traffic lights and fitted an alternator during the rebuild so that I could have headlights and the fan on together; otherwise the car is mechanically original. The exhaust system was replaced with a reproduction of the original from the UK, which has no internal baffles.

After another delay due to my eye problems the car was deemed ready for the road so a booking was made for a Roadworthy Inspection at Woden Tyres and a permit obtained. On the appointed day I set off at 8.30 am and was home again 15 min later. *Murphy strikes again!* Two streets from home the Welch plug in the back of the head popped out rapidly followed by a torrent of green stuff and steam. I phoned Woden

Tyres and told them why I was delayed then set off to find a new plug as the old one had vanished. \$4 purchased a new one then back home to remove the cylinder head and very carefully fit the new plug. The engine was then reassembled and refilled with green stuff and I was back ready for inspection by 1.00 pm. The car passed and I was offered a job as a mechanic. He had not expected me to return that day let alone at lunchtime.

The car was registered in August 2010 and driven to Adelaide for the Bay to Birdwood the following month with only two small problems: - the thermo switch for the electric fan failed and both new high tensile bolts securing one of the new shock absorbers broke. The weather was fine and the soft top stayed in the boot for the whole enjoyable 18-day trip.

My aim for this refurbishment was not to present the car as a *100 point* restoration better then new but as a car that has survived earlier misuse, looks good at 10 paces and is reliable and comfortable to use. I feel our trip to Adelaide demonstrates that I have achieved this. Sure there are bits that are not perfect but I do not want a car that is trailered to shows and not driven as its maker intended.

Why "**BARNSEY**" you ask? Well the way I see it the car has its share of big hits and other troubles in life but is back ***looking good and sounding great again.***

Graham Bigg



The Colonial

May 2011



# 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](mailto: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.

## **SOUTH WEST SLOPES GET-TOGETHER 8 October 2011**

The Heritage Vehicle Clubs of NSW SW SLOPES get-together for 2011 will be hosted by Cootamundra Antique Motor Club. This 27th get-together will be held at the Harden racecourse, on Saturday 8 October in conjunction with the Harden Kite Festival. Entertainment, market stalls, food and refreshments on sale.

## **Oberon Highland Steam and Vintage Fair 2012 10-12 February.**

A long way off but to reserve accommodation is advisable. To pre-register contact Rally Organiser David McMurray [david@highlandsteam.org.au](mailto:david@highlandsteam.org.au) or phone 6336 5331. Or I can forward to you an email we have received.

## **2012 Rally Queensland Jun 9-11 2012**

Maryborough District Antique Motor Club, RACQ and Qld Historical Motor Council. Expressions of interest to MDAMC, P O Box 306, Maryborough Qld, 4650 or email: [kenashford@hotmail.com](mailto:kenashford@hotmail.com)  
Phone: Ken Ashford 07 4122 2111

## **ROBERT SHANNON FOUNDATION**

If you are under 30 years old, a member of a vehicle club and are working on restoring an older vehicle, then you may be eligible for a grant from the Robert Shannon Foundation.

Pick up a brochure at a meeting or visit [www.motoring.org.au](http://www.motoring.org.au)

## 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.)*

### 1940 BUICK straight eight 40 Series

Complete car, has been disassembled from bonnet forward, motor in very good condition, out of vehicle. Holden body in very good condition, some surface rust, one small area of corrosion behind rear bumper bar. Good straight forward restoration. New tyres fitted, all new suspension and brakes. Wheels fitted for ease of vehicle movement.



\$4500 ono Contact Waine 0407 711 947.

**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

**1955 Rover P4-90** is in Albury NSW. Last registered in February 2001. 25,524 miles on the clock. Good condition, runs well. Needs front bench seat recovered (roll of vinyl supplied). Trims need some minor attention. Workshop manual supplied. Price \$2,000 (not negotiable). Owner/seller: Ron Van De Walle, 539 Comans Ave, Lavington NSW 2641. Mobile 0424 913 007.

**FREE** 4 of 550 x 19 tyres with tubes & rust bands; 2 of 500 x 19 used tyres suitable for rolling chassis.

Contact Phil Donoghoe, H. 02 6258 4608 M. 0419 466 602.

**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.**

## SHANNONS AUCTIONS

Sydney Autumn Classic Auction Monday 2 May 7.00 pm

Melbourne Winter Classic Auction Monday 23 May, 321 Warrigal Road, Cheltenham

Sydney Collector and Muscle Car Auction at Motorex

Sunday 24 July 2011, Sydney Showground, Olympic Park, Homebush.

## FOR SALE – OTHER CLUBS PLEASE COPY

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### **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.



**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.

**Copper Radiator** off a vintage car, make unknown. It is a honeycomb core, copper tanks, top threaded filler, core 40 mm thick, width 470 mm, height 700 mm. Too good to go to scrap. Will need work but could be put back to use. Asking \$200. Please phone Graeme on 6286 3602.

Terry Byrne advised that his next door neighbour has an **old-style caravan** to give away if any club member is interested. Contact Terry on 6290 0360 or [terryb@homemail.com.au](mailto:terryb@homemail.com.au)

### **Dyke's Automobile and Gasoline Engine Encyclopedia**

Published 1930

Fifth Edition in good condition. Price \$50.00

Contact Joe Micallef, phone 6290 1930 (H)

## FOR SALE – OTHER CLUBS PLEASE COPY

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### WANTED

My 1924 Sunbeam 20 / 60 is off the road until I can find a set of 21 inch wheels with Rudge 52 centres. I may have to make a set in NZ, but if anyone has good ones I would be very interested in acquiring or borrowing them. I believe they are also the same as some Vauxhall 14/40's. I will have the Hubs welded and re-splined unless there are good spares available. Good 20 inch lock ring wheels would also be of interest. Phone Ross Nerdal on 0408 468 759



*Above: The 1924 Sunbeam as it looked in about 1982.*

### WANTED

Four second hand tyres 5.00 x 20 for the planned restoration of a 1920's Oldmobile Tourer by Chris Broers of the Yass Antique Machinery Club. Chris restores old machinery and displays the items in and around Canberra, Yass and Murrumbatemen and this Oldsmobile vehicle in need of a huge restoration was modified for a mobile farm welder in the early 1950's. Contact is Alan Martin, on 0406 377 258 or 62586841.

## YASS SHOW AND COOMA COTTAGE

As we were washed out for the Yass Show, I displayed my 1925 Oldsmobile Tourer at last Sunday's Cooma Cottage family day for a few hours. This event was a great day with many items on display including an inspection of the house and buildings. Mine was the only vintage or classic car in attendance and the manager Dr Ric Williams was appreciative to display the car close to the buildings. There was a large attendance of visitors from Canberra as it formed part of the Canberra Heritage week.

Cheers, Alan *I believe 5 CACMC cars went to the Yass Show. Ed*

*Peter Reece sold both his cars advertised last month. The Chrysler 50 Tourer has gone to Peter Bates of the Yass Club. Ed.*

## 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.)*

**1931 Alvis 12/50 TJ** Chassis Number 9145. Engine Number 9626. Car Number 14025. Supercharged two seat roadster, in excellent condition. Full wet weather equipment in Mercedes cloth with leather upholstery. A well known Alvis Car Club car with great performance. Comes with original UK number plates GT.5533.

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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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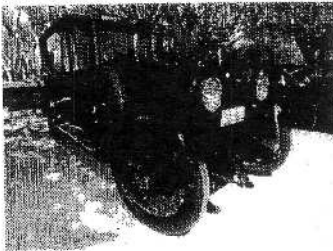


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