

THE COLONIAL



Official Journal of the
Canberra Antique & Classic Motor Club Incorporated

Annual Subscription
Colonial \$25

Graham and Barry Boyce
1930 Marquette

Vol. 44
July 2011



EDITOR'S PAGE

Thank you to those who have provided items for this month's Colonial. Stories to come: Mini restoration in progress from David Bennett, Peter Rhys-Davies articles on Door hinges and Fixings, fasteners, glues and cups; plenty of jokes.

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!! And of course you all heard Daniel promise me a story.

Week Day Social Lunches

Friday 1 July at 12 noon and each first Friday, Retreads sandwich lunch at the Southern Cross Club Bistro, Woden.



Friday 15 July at noon at the Lake George Hotel/Motel, 20 Gibraltar St, Bungendore. A number of members are leaving after lunch there to go to Batemans Bay to the Coachhouse Resort to start the Bay to Bermagui rally. Anyone else going is invited to join in a convoy to Batemans Bay, leaving Bungendore at about 2 pm to arrive at the Coachhouse about 4 pm, in plenty of time to do the rally registration. 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. Get well wishes to Gerry himself who has had a hernia operation which will hamper activities for a while.

Website

The change-over to the new site has been done. Thanks to John Jeffery we are getting this up to date. Check cacmc.wordpress.com

Thank you

When we found out the version of Publisher I use would not run on Bob Judd's computer, there was a rush last month to get the Colonial done before I went overseas. Thanks to all who helped: Gerry for doing the minutes by the next day, Bob Judd for sending out the e-Colonials, David and Jan for mailing the Membership Renewals. All so I could go off and enjoy myself. Next month I will run some pictures I took of old cars just so you know I did think about you!!

Cheers ... Helen

Canberra Antique and Classic Motor Club Inc Draft Minutes General Meeting Tuesday 14 June 2011

Attendance

Members: 47
Apologies: 6
Visitors: 2

Welcome

President Daniel Wyatt welcomed members and guests to the June meeting, including the Guest Speaker.

Visitors

Allan Irvine - Packard
Denis Sargent - Healey

Guest Speaker

Graham Waite introduced Mr Joe Gellatly Secretary of the Sleep Apnoea Association who gave a presentation on the problems and treatment of sleep apnoea.

Keith Carswell advised of the problems he had with the CPAP machine mask.

Minutes

The Minutes of the May meeting were confirmed. Moved: Bob Douglas
Seconded: Phil Donohue Carried

Correspondence: Gerry Walker

In

Newsletters - 20
Yass Car Club - Celebration of Heritage Motoring
Renewals - 35
Postcard - Brian McKay
CBA merchant statement
Coachman Rest Eden - advert
Harvey Norman - garage floor covering
Shannons auction brochure
Membership application
Custom printed clothing
Postcard from Helen Phillips
Invoice for printing *Colonial* Feb to May

Out

Agenda Items

Presentation night awards – thoughts on hard luck trophy
AoA funds dispersal

Acceptance of report. Moved Alec McKernan Seconded Vin Liston
Carried

President's report: Daniel Wyatt

Daniel gave a quick report on his recent holiday through the Great Ocean Road, Echuca and Mount Gambier.

He also mentioned the controversy surrounding what purports to be the second Holden Prototype – The people at the Holden Museum in Echuca said they had Holden experts look at the vehicle who could not agree on the authenticity of the claim. The vehicle is for sale for \$1.2 million.

Vice president: Graham Waite

Graham had received an apology from the planned May guest speaker Shane Keir for not showing up and has now been provisionally rescheduled for the November 2011 meeting.

July guest speaker - TBA

August - NRMA

September – AGM

Marjorie Cooper had left a number of medical lists with Graham for members who may be interested in using them to manage their medicine. If there is interest she can arrange for more to be supplied.

Lucky Badge number 3 – Bob Garrett

Last Run ticket number 20 – Graham Gittins

Treasurer: Bob Judd

Monthly Accounts show the usual membership fees and Colonial printing,

\$700 in and out for the Silver City Tour accommodation deposits, and the new audio system expenses.

Bank Balance \$2051.94

Acceptance of report Moved Bob Judd Seconded Roger Amos Carried

Editor: Helen Phillips

Helen thanked all who helped in getting the June *Colonial* ready before she went on holidays, published and distributed.

All OK for July.

Supper Coordinator: Clive Glover
No problems. New list next month.

Events Director: David Wyatt
Sunday - run to Collector to the Daily Pie Shop.
July - weekend away 23/24 July.
August 13 - annual presentation dinner Southern Cross Club Jamison.
Tickets available July meeting.
Please return trophies.

Raffle - Black ticket number 55 - Jim Clough.

Club registrar: Bob Alexander
Total of nine cars inspected for the month – including Alec McKernan 5.

Shop manager: Joe Micallef
Joe has ordered club fleece jackets, and still had banners for sale.

Librarian: Joe Micallef
All OK.

Information officer: In absence of Mark Butterfield, Joe Micallef said that notices and “for sales” were on the table.

Council report
No report.

Publishing committee
All Good.

General business
Bob Garrett asked if a 1996 Toyota Hi-Lux had a timing chain or belt. He was advised it would be a chain.

Robin Arndt asked what was the rationale in selecting the motels for the weekend away, and was advised that the motels listed were only suggestions and members were free to book the motel of their choice.

Daniel Wyatt presented a cheque in the amount of \$1118.25 to Graham Waite CEO of TADACT, and also thanked Austins over Australia for providing the CACMC with a new sound system. The presentations were made from the surplus funds from the Austins over Australia event hosted in Canberra in 2007.

Vin Liston presented the bound copy of the *Colonial* for 2010-11.
[Thank you Vin]

Robyn Arndt had information on the new Australian Standard for disability parking for anyone interested.

Meeting closed 9.10pm

Graham Gittins
Minute secretary

Helen's HR
Charlie's Studebaker
Herne's 1956 Buick



David and Jan
have downsized
to a BMW

Bigg Mustang
Wyatt Cortina
In front of The
Daily Pie



CLUB RUN JUNE 2011

The Daily Pie—19 June 2011

The run organised to the Daily Pie at Collector with a morning tea stop at Gundaroo proved to be quite popular with 43 people in total attending in 24 cars. The Cork Street Café for morning tea was a popular choice for coffees etc. People then chose a couple of different routes to proceed to Collector, some went via Shingle Hill Way and some others tried the Marked Tree Road which is unsealed for about 15 kms and some went back out to the highway. The unsealed road was in quite good condition and provided some spectacular views across Lake George.

The Daily Pie is situated on the old Golden Fleece Petrol Station site at Collector and has been turned into a café serving gourmet pies, soups, desserts and cakes. A huge pot belly stove heats the café well and this was very welcome on a cold day. Everyone seemed to enjoy the different pies ordered and did not have to wait too long for their meals to be served. The pies made a fairly good sized meal so probably not too many people tackled dessert or the nice looking cakes. Definitely a good choice for a winter run and could be worth repeating in the future.

David & Jan.

Enjoying our lunch.
Thanks to David and Jan for arranging.



NATIONAL MOTORING HERITAGE DAY Sunday 15 May 2011

About 40 cars arrived at the Acton Ferry terminal for the National Motoring Heritage Day run on a very cold (minus 8 in some suburbs) but sunny morning. The run route was designed to go past and stop at some of the oldest and significant sites in Canberra.

Stops were made at various sites: Old Parliament House, Manuka Pool, Dunrossil Drive and Red Hill Lookout so that the cars could re-group and take off again in a convoy. According to feedback received this proved to be a good choice as it enabled various people to take photos of the cars assembled together.

The run concluded at La Trobe Park in Deakin (at the foot of Red Hill Lookout) where the BBQ trailer was in attendance for people to cook some lunch and enjoy a hot drink. Also thanks to Gerry Walker for bringing the Morris Club BBQ to assist with cooking lunch.

The origins of La Trobe Park can be traced back to Walter Burley Griffin's influence and has been established since 1928 as an open space where people of all ages can enjoy picnics and informal sporting activities. This was one of the reasons the venue was chosen.

Special thanks to the Southern Tablelands Heritage Automotive Restorers Club, the Morris Club and Mercedes Club who joined us for the day, as well as a thank you to our own members for participating. Everyone seemed to enjoy the day.

David and Jan.



The Colonial



Cars at Manuka
Pool



On top of Red Hill

Gathered for lunch
in La Trobe Park

Thanks to
David and Jan
and Val for
photos.



JULY MONTHLY RUN TO YOUNG AND GOOLOOGONG SATURDAY 23 & SUNDAY 24 JULY 2011

Saturday 23 July 2011

8.30am Meet at Woolies car park at Dickson.

9am Depart for Harden and travel via the Burley Griffin Highway. Meet Kevin Sharp from the Young Car Club on Burley Griffin Way opposite the Harden Ambulance Station.

10.30am Morning tea at the Light Horse museum – Hosts: Judy & Brian Dunn. \$7 per head.

12.30pm Drive in to Murrumburrah/Harden for lunch at the Terracotta Restaurant. 319 Albury St, Murrumburrah, Phone: 02 6386 2730. Art of Espresso. Various lunches choices available include: hamburgers and open sandwiches to chicken schnitzels, fish, cutlets or steak. Menu available on request.

1.30pm to 2.30pm Free time to wander the local shops, for example: quilt shop, second hand book shop, two antique shops, honey shop, Insgo country style furniture and knick knacks. Be back at the restaurant for a 2.30pm departure.

3pm to 5pm A visit to Pam & Les Warren's private museum shed and Renault collection. Afternoon tea provided to us by the Young Car Club.

Suggested motels:

- Young Federation Motor Inn highly recommended which is a short walking distance from the Young Services Club where we will meet for dinner. Phone: 02 6382 5644 or 1800 639 988. 109 / 119 Main Street, Young, NSW 2594. 4 stars. Rooms from \$109.
- Best Western Hilltops Retreat Motor Inn. South of Young on Olympic Highway (Cootamundra Road). 2k from town centre. Phone: 02 6382 3300. 3 stars. Rooms from \$110.
- Cherry Blossom Motel. Olympic Highway (cnr Zouch & Nasmyth Sts), Young NSW. 400m from town centre. Phone: 02 6382 1699. Rooms from \$74. 3 stars.

6pm Dinner at the Young Services Club. Address: Cloete Street, Young. Phone 02 6382 1944.

Sunday 24 July 2011

9.30am Meet at Young railway station for 10am departure for Gooloogong via Cowra. It's not recommended to stop for morning tea due to the scrumptious Christmas dinner waiting for us.

12.30pm Christmas Dinner at the Log Cabin at Gooloogong. Cost per head: \$19.00 for three courses with all the Christmas trimmings and entertainment.

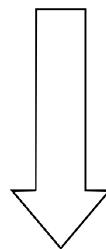
Own costs

Lunch at the Terracotta restaurant Harden Saturday.
Dinner at Young Services Club Saturday – own choice Motel

Prepaid expenses - to be collected by the Events Committee

Morning tea and museum tour Saturday: \$7.00
Christmas dinner Sunday: \$19.00

Contact is Val Bland
Phone: 6288 9691 (H)
6216 1854 (W)
Mobile: 0419 461 712



MEMBERSHIP FEES FOR 2011/12 ARE DUE

Your membership renewal form was sent out in June. Please return it, after amending details as necessary, with your payment, at the July meeting or by post.

THE 35TH HISTORIC WINTON MOTOR RACES CONDUCTED BY THE AUSTIN 7 CAR CLUB

A number of our club members who have a keen interest in historic motor racing made their annual pilgrimage to the Winton race track near Benalla on the weekend of 28th and 29th May. In addition to Geoff Tyrrell, Wayne Smith, Ken Walker, and us from Canberra, Scott Appleyard came from Adelaide.

On Saturday the 28th most vehicles were already in place to commence practice leading up to fierce competition commencing early Sunday morning. Historic racing covers cars, motor cycles and motor cycle sidecars. The cars are divided into 13 classes of vehicles as follows:

Group J	Vintage cars, sports and racing cars up to Dec 1930.
Group K	Post vintage cars sports and racing cars from Jan 1931 to Dec 2004.
Group L	Historic cars sports and racing cars from Jan 1941 to Dec 1960.
Group M	Historic cars, racing and sports cars from Jan 1961 to Dec 1965
Group Nb	Classic saloon cars up to 1965
Group Nc	Touring cars up to 1973
Group O	Racing and sports racing cars from 1966 to 1969
Group P	Formula 5000 racing cars from pre 1978
Group Q	Racing and sports racing cars from 1970 to 1977
Group R	Racing and sports racing cars from 1978 to 1987.
Group Sa	Production sports cars from Jan 1941 to Dec 1960
Group Sb	" " " from Jan 1961 to Dec 1969
Group Sc	" " " from Jan 1970 to Dec 1977

An unusual class of competition is the Regularity. Prior to the times trials each driver nominates the time in which he or she expects to complete four flying laps. The one closest to their nominated time becomes the winner. This gives even the slowest car an opportunity to take part on equal times with the fastest cars and provides enjoyment for all.

The motor cycle sidecar racing is most exciting where the passenger and rider must maintain work in unison to make the machine work to its best capacity. Racing sidecar outfits can reach up to 320 kph. It is the art of riding a three wheel machine with no seatbelts, windscreen or moulded seats, where the passenger has the task of aiding cornering and traction by moving his body from one side of the flat sidecar to the other wherein he leans right over the frame behind the

driver for right hand turns then leans out over the left hand side for left turns. So much depends upon the passenger to achieve good times.

Amongst the many historic and well known cars from yesteryear were makes such as the following:

Frazer Nash TT Replica, Ford XY GT, Lotus 18FJ, Bugatti Brescia and types 35 and 37, Amilcar, Salmson, Austin Healey Sprites and 3000, MGB and MGBGT, Jaguar C ,D and E type, Mustang, Corvette, Austin 7, Morgan, Porsche, Brabham, Triumph, side valve Ford V8, Stutz, and Minis.

Safety is paramount on such a race track and a system of coloured safety lights tow trucks ambulances and a well prepared track worked well on the weekend to ensure safety all the time.

Winton is surrounded by towns with good motels and hotels and it is about 5.5 hours driving time from Canberra. The 2012 Historic Winton races as in past years is on the last weekend in May. We commend this great event to you for a weekend of real enjoyment.

Alec McKernan



Wayne Smith's Salmson at Winton.

Trouble getting going?

It is hard to get up in the morning in the winter but think of the old girl out in the shed. No wonder she goes grrrr.....grrrrr grrrr.....g.....

I had it the other day from a temperamental mistress I have neglected for 10 years. I knew the battery and her connections were OK and so hauled out the starter. Guess what! She was in beautiful shape, lovely smooth commutator, long black brushes etc.

My old auto electrician mate then gave me some good advice. Check her connections!!

A commonly overlooked connection is the earth return. If the battery earth cable goes to the body then there also has to be a heavy cable from the engine to that lovely sleek chassis. And all the connections should be unbolted and made bright with a file or wire brush before getting thoroughly screwed. Not just on the contact point from the cable to body or engine, but on the face of the nuts or washers involved.

For those girls whose battery earth cable goes direct to her engine, you need to check that there is a stout wire connecting her engine to the body. Poor connections here will result in poor highlights or honker.

Prior to my finding my mistress languishing in a car yard, she had been abused. You have to watch those auto electric men. Instead of really working out what she needed for good health, they run relays and used those terrible blue and red crimp connectors. Tugging the wires attached to these exposed lots of bare flesh, which of course, I just had to handle.

Broom, broom

Happy electricalising
Harry Crawford

PERPETUAL TROPHIES

Please return trophies to the Events Committee at the July meeting or make arrangements to drop off to your nearest Events committee member by 12 July.

Presentation Night 2011

Saturday 13 August 2011
Southern Cross Club (West's) Jamison
 Corner Catchpole and Bowman Streets, Macquarie

6.30pm for 7pm
\$30 per person for members

The Club is subsidising the dinner. Please support your annual presentation of trophies dinner. There will be a lucky door prize and plenty of lucky draw prizes on the night.

Menu (served alternately)

Entrée

Caesar salad / traditional with bacon, egg, anchovies, shaved pecorino cheese and a creamy garlic aioli **OR**

Thai Style Pumpkin Soup

Mains

Roast Veal topped with a Mushroom and Bacon jus, **OR**

Chicken filo pastry filled with chicken, cheese and avocado topped with garlic cream sauce.

Dessert

Baked New York cheese cake with a fruit coulis and whipped cream, **OR**

Sticky date pudding with caramel sauce and whipped cream.

Freshly brewed coffee and tea with after dinner mints.

Orange juice and water will be supplied on the tables. Alcoholic drinks at your own expense.

Tickets will be available at the July meeting. Please contact David and Jan Wyatt or Val Bland of the Events Committee.

CACMC EVENTS CALENDAR 2011

DATE	CONTACT	DETAILS
Jul 23-24	Val Bland 6288 9691 0419 461 712	[Please note change of date] 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. See pages 14-15.
Aug 13	David and Jan or Val	Annual Presentation Night see details on page 19. Buy your tickets at the July or August meeting.
Aug 14	Daniel Wyatt	President's Run.
Sep 18	David & Jan Wyatt	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
Dec 18		TBA

EXTRA RUNS AND SWAP MEETS 2011

DATE	CONTACT	DETAILS
Jul 15-17	Roger 4471 2778	Bay to Bermagui. Entry forms at meeting www.cvmce.org.au
Jul 17	Colin Murphy 4729 0482	Liverpool Super Swap Meet, Fairfield City Showground, Smithfield Rd, Prairiewood.
Jul 17	Steve Medlen 0458 454 477	Wagga Wagga Swap Meet @ Showgrounds
Aug 7	6344 1886	Canowindra Swap Meet
Aug 13-14		Cessnock Swap Meet
Aug 14	Adrian 0358734267	Cobram swap meet at showgrounds.

EXTRA RUNS AND SWAP MEETS 2011

DATE	CONTACT	DETAILS
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 10-11		North West Swap Meet, Gunnedah.
Sep 11	Kris Healey 03 5829 9432	Shepparton swap meet at showgrounds. High Street, Shepparton. Gates open 7.30
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 8		The Heritage Vehicle Clubs of NSW SW SLOPES get-together for 2011 will be hosted by Cootamundra AMC at Harden racecourse.
Oct 16	Tony Johnstone	Twin City Car Club swap meet, Jindera Recreation ground.
Oct 21-23	Phil Donoghoe 6258 4608 (H) 0419 466 602	Boorigal Rally Albury. Saturday and Sunday events for veteran, vintage and classic vehicles. Saturday night Boorigal dinner. Antique Car Club of Albury Wodonga.
Oct 30	0428 697 105	Canberra Swap Meet at EPIC
Nov 5	Glenda 6227 1111	Yass AMC celebration of heritage motoring
Nov 5		Cooma Motorfest www.coomacarclub.com.au
Nov 13	Bruce Perry 6254 5059	Marques in the Park, John Knight Memorial Park, Lake Ginninderra, Belconnen
Dec 4		Terrribly British Day
Jan 2012		Summernats, Exhibition Park in Canberra.
Mar 17-18		Chryslers on the Murray

1930 MARQUETTE “OLDSMOBUICK” HOLDEN BODY SEDAN

The Marquette was an automobile manufactured by General Motors Buick Division for model year 1930. The Marquette was conceived to span a price gap in General Motors' market segmentation plan. Marquette was placed below Buick. The Marquette "arrived" in dealer showrooms on June 1, 1929.

The Marquette was developed during 1926-28, partly in Flint under Buick's chief engineer, Ferdinand A. (Dutch) Bower, but also with big helping hands from GM Research and the Fisher Body Co. The decision to go to an L-head 6 came straight from the 14th floor of the GM Building and certainly not from Buick. Some of the engineers who helped create the Marquette affectionately dubbed it the "Oldsmobuick", because its engine was essentially a reworked Oldsmobile F-28 - the L-head 6 that Olds introduced for 1928.

The Marquette line rode on a 114 in (2,896 mm) wheelbase and was powered by an "L" head six 212.8 cu in (3.5 L) producing 67 hp (50 kW). Marquette was built to sell in the \$1,000 US range, and was available in six body styles. The Marquette's most unusual styling feature was its herring-bone patterned grille. Marquette Reviewers at the time described it either looking like a small Oldsmobile or small Cadillac.

Compared to Oldsmobile's Viking, which only enjoyed a total production run of 7,224 over three model years (1929, 1930, 1931) Marquette produced 35,007 vehicles in the U.S. during its brief one year life span; additionally, GM Canada turned out another 6,535 Marquette's proving to be a major success which was not to be.

Despite its promising first year sales, two factors worked against the Marquette. The first involved Oldsmobile, which lost sales to Marquette; the second was that Buick executives didn't feel that enough Marquettes were sold to warrant the extra burden on the bottom line given the state of the economy. Buick gave no advance warning of the termination of the Marquette; just four months before the shut down 4,000 Marquette signs were shipped to dealers in the hope of better days ahead. The Marquette motor vehicle was doomed with production ceasing in 1930 with The Great Depression of the 30's hitting hard on any production and workers alike.

The Marquette runs an inline side valve 6 cylinder motor with a 3 speed gear box with 18" artillery (wooden) wheels with the spare wheel mounted on the rear. An option in the year was wire wheels and 2 spares mounted in the front guards uncommon in Australia but obtainable in the USA.

This Marquette is owned by Graham and Barry Boyce who were able to back trace two previous owners. The Scorgie family of Batehaven/Yass, NSW owned it when it was in so called barn fresh running order condition later selling it to Clive Cotter in April 1989 who lived in Canberra ACT retiring to Batehaven NSW. Clive drove the vehicle around the Batehaven area. He began to restore the vehicle but due to ill health passed the vehicle on to us in January 2008, as Clive said "I know you guys will restore it". The vehicle was dismantled and in boxes or in the general surrounding area of the car's resting point, however many parts over time were now missing.

The Marquette was retrieved from the Batehaven property having been stored under Clive's house where it had been sitting since 1989. In the main the body was strapped on the chassis, and then loaded on a car trailer with the remaining item/parts come guards etc were loaded in a 4 wheel box trailer then conveyed back to Canberra. The restoration began with us the Boyces in July 2009. The process we adopted was to have all items (panels and body) sand blasted individually in a staging process with the guards, valances, bonnet, doors, panels etc resulting in a much better job to work with.

I usually start with the worst panels through to completion but not coloured in view to give incentive that the rest must get easier. I do recall while doing the panel beating struggling with some design shapes with nothing to work with as it seemed nothing seemed to fit correctly but as time marched on gaps and shapes came together. In general the body work is sheet metal over wood.

A multi skilled approach was required to bring the Marquette back to its past impressive glory, beginning with wood (coach) work, panel beater, spray painter, flowing on to auto electrical, with mechanical assistance from our mate Bob McGuire and Shaun from Kambah Car Care to complete the vehicle.

At the time we were informed the motor had been restored but on closer inspection the motor now had about 2 gallons of water in the sump resembling a dairy after milking with the cows all having the scours. Much effort went into ratifying that problem, easy fixed? I gave that job to the old man who goes alright for 80 plus year old

ending up with grease, oil and sludge up to his elbows and some. That was the time when you get selective eyesight and remain busy doing other things as it was not worth while both of us getting disgustingly dirty! I can recall becoming good friends with a magpie who spent hundreds of hours watching me and of course a feed from time to time, while I blocked the panels, guards etc in the back yard. He would sing in magi language and I would be hot and bothered. One could wonder who is the smarter who gets fed for nix?

One of my mates I had work on the auto and fuel system was Dino Benedetti who twinkled his fingers, listened and analyzed the workings of the motor running systems. Those who have up draft carburisation systems know they are not so easy to work with in their adjustments. By the time Dino was finished weaving his wonders you could have placed the Marquette as one of the worlds wonders for attractions to be viewed on the heritage list as the car was now running beautifully. One could say I was very impressed!

The timber work in the body proved to very sound with minor alterations/repairs, which was a blessing as woodwork is not one of my strongest points. The body was restored off the chassis on a mobile frame. For an old car the door gaps were very tight which ended up very impressive. When it came time for the body to be placed back on it's chassis I relied on a gaggle of mates (much chatter and directions) to lift the body back on the chassis all going to plan. It was surprising how heavy the body had become with all the doors now placed on the body. The body fitted up very well with close gaps all round with no damage, at the time we were very concerned about lifting and sliding the body around. Stress and tension levels had been released ending nights of sleeplessness leading up to the lift.

Much thought went into the red colour combinations for the vehicle taking into consideration the body style, mouldings and general overall size of the Marquette. Many colour combinations mixed by Capital Auto Paints of Fyshwick, ACT, eventually coming up with the concepts you see today. The under-guard is in black giving extra definition with the upper-guard being in Berkley Maroon. The body mouldings and window surrounds painted in Berkley Maroon with the body in Coronet Red.

The upholstery work was completed by Norm Betts whom waved his tradesman wonders with great concepts of yesteryear's traditional design in upholstery. Much of his thought and skills are presented for what you see now with few original patterns.

Specialist chrome plating has been done by Electroplating Technology (EPT) in Queanbeyan, NSW where Shane, Brett and Greg weaved their wonders. Outstanding skilled individuals.

Numerous parts were obtained from swap meets around NSW. The radiator mascot, Trippe lights and bugle horns coming from America by way of internet (Ebay). Not only has the internet been a great source of being able to find the hard to find item but gathering information either historical or general surfing for parts etc.

One could say swap meets are a must, old boys network, supported by internet connections made it possible to find those hard to find parts. However without mates such as Peter Withers, John Thomas, Jeremy Burton, Derek Sharpe, Albert Neuss (long time mate), Dino Benedetti, Fiona (daughter), Anna (wife), Elizabeth (mum) "don't forget the woman folk" (supportive roles) and my son Allan and his mate Gav, it would have very difficult for the Marquette to be in the condition it is in today. Mates/club members who would be without them?

Graham Boyce.



^ Arriving home

With upholsterer Norm and Barry

^ Taking shape

Final product.



The Colonial



July 2011

Austins Over Australia Committee
Attn Joe Vavra
Rally Director 2007

23 June 2011

You can help us put smiles on little faces...

TADACT

Dear Joe

At the last Canberra Antique and Classic Motor Club (CACMC) meeting, the President gave Technical Aid to the Disabled ACT (TADACT) a cheque resulting from the Austins over Australia rally in 2007. On behalf of our clients and our volunteers I would like to thank all concerned for the generous donation. The items we provide to people with disabilities and the elderly are made by our team of volunteers and it is interesting to note that 15 % of those volunteers are also CACMC members.

WHY THE FUNDS WILL MAKE A DIFFERENCE

TADACT is a Not-For-Profit charity company and all the equipment is made or modified by skilled volunteers who donate their time and expertise to provide innovative solutions. TADACT is part funded by the ACT Government. The rest of the funding to enable us to operate we have to raise from the community. We have recently had a major corporate sponsor cease making donations, which has naturally led to financial stress. Your donation will help TADACT to continue providing this unique service to the community.

Regards

Graham Waite
Executive Director
Technical Aid to the Disabled (ACT) Inc

The Colonial

July 2011

ABOUT TADACT

In October 1979 after a group of people gathered at a local health centre to hear about what was being done interstate to help people with a disability. TADACT was established in response to this meeting. TADACT recently celebrated its 30 year anniversary. TADACT has provided over 6000 individual pieces of equipment over the entire history of the organisation with a current average of 200 being designed, adapted and built every year. TADACT currently has around 50 volunteers with a wide range of relevant expertise including engineering, electronics and communications.

Technical Aid to the Disabled ACT (TADACT) is a not for profit charitable organisation that seeks to improve the lives of people living with a disability, the elderly and those who care for them through the innovative application of technical solutions. TADACT designs, modifies and constructs equipment which assists the disabled and the elderly to live independent and fulfilling lives. TADACT assists people of any age with any type of disability by designing and making innovative equipment which is otherwise unavailable. TADACT can also modify or repair commercially available equipment to make it better suits the client's needs.

Technical Aid to the Disabled (ACT) Incorporated

27 Mulley Street, HOLDER ACT 2611

Phone: 02 6287 4290

Email: tadact@tadaust.org.au

Web: www.technicalaidact.org.au



History repeats itself

History repeated itself 196 years after the English Duke of Wellington defeated the French Emperor Napoleon at the Battle of Waterloo in 1815.

The 2011 Battle between British and French vehicles is a friendlier battle fought on the number of cars mustered by each side. A total of 99 vehicles faced-off with the British marques crushing the French marques by 72 to 27. The annual battle has been held since 2004 in the Canberra.

There was a good selection of MGs, Morris Minors, Jaguars, Triumphs, and original Minis, with a smaller representation of Austins, Rolls Royce, Armstrong Sidley. The oldest British vehicle was a 1927 Austin 7.

Mainly more modern French Citroens, Peugeots and Renaults made up the French contingent with a Citroen 2CV and Citroen Goddess being the two oldest French vehicles on display.

Unlike the original Battle of Waterloo, which was fought in the European summer, the Australian version is held in June – the early part of Canberra’s winter with the overnight temperature was – 3 degrees.

Canberra Antique and Classic Motor Club members spotted at the Battle included: Bob Judd, Vin Liston, John Liston, Jim Clough, Col Gardner, Joe Micallef, Graham Gittins. *Thanks Graham*

A selection of British vehicles.



Oldest vehicle on display—Jim Clough with his 1927 Austin 7.

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.

Parkes Antique Motor Club

Annual Motor Cycle Rally, October Long weekend
Contact George Pratt Phone & Fax 6863 4804.

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 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
Phone: Ken Ashford 07 4122 2111

Austins over Australia Easter 2013 Bendigo, Victoria

Fill in an expression of interest form for this rally.

Website: www.austina40club.com.au—follow the link to AOA 2013
Contact: aoa2013@gmail.com
Post: P O Box 646 Noble Park VIC 3174
Phone: 03 5996 4092 Mobile 0419 594 429

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.

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.

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.

Dyke's Automobile and Gasoline Engine Encyclopedia

Published 1930

Fifth Edition in good condition. Price \$50.00

Contact Joe Micallef, phone 6290 1930 (H)

1981 Honda Civic, three door, 1340 cc engine. Well worn– suit restoration. Offers. Phone Graham 6288 4675.

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.

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.



1959 Mercedes 190, 67,000 miles, plenty of spares, some books, good paint beige in colour, radial tyres, registered on club rego. A pleasure to drive. \$7,500 ono. For more information contact Leigh on 02 6296 2595 (H) or mobile 0411 088 629.



PARTS FOR SALE

Two head gaskets and two rocker cover gaskets (Top over) for a Leyland P76, V8 sedan. ie A valve regrind gasket set. \$100 or ONO.

Collection of 6 and 12 volt vehicle lamp globes. I have a huge collection of surplus single and double pin globes
Contact Alan Martin on phone 62586841.

ROBERT SHANNON FOUNDATION

Do you have an interest in old vehicles? Especially in restoring and preserving our motoring heritage?

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

Or if your school or TAFE has a restoration project working on an old car, bus, truck, or motorcycle then your group's project may also be eligible.

Orange District Antique Motor Club June Newsletter

1951 Jaguar Mark 7, 4 door, black duco, red leather interior in good condition. Some rust in footwells, factory fitted (rare) 3.4 litre 6 cyl Xk 120 motor. Contact Andy for more information Ph 0428 261 242

1926 Dodge Tourer, semi restored, mechanically fully restored, new brakes. Needs trimming, some parts available. \$10,000 or offer. Contact Bruce on 02 6342 4410

1973 Triumph 2500, jasmine white, in good condition. On club plates. Ready to rally. Contact Noel Ritchie on 6942 2520 (Cootamundra).

1964 Hillman Imp, looks good, goes well, historic rego. \$5,000 More info phone 6947 1357 (Tumut).

1947 Rover 12 HP saloon. Earlier restoration, engine and gearbox rebuilt, new tyres, good leather seating, lots of new and used parts. Historic rego. Contact Jon Sibley on 02 6368 7147

1969 NSU R080, red with black interior. NSU motor, seat belts, historic rego. \$5,000 More info phone 6947 1357 (Tumut)

EH Holden, tan body/white roof, trimatic, excellent condition, historic rego. \$9,000 Contact Neville Perrott on 6948 4410

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.)

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

SHOP MANAGER

Check out Club badges and sew-on patches. Joe Micallef 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.

SHANNONS AUCTIONS

Sydney Collector and Muscle Car Auction at Motorex
Sunday 24 July 2011, Sydney Showground, Olympic Park, Homebush.

Disclaimer: Opinions expressed in this Journal are not necessarily those of the Club or the Committee. Information supplied to the Editor for inclusion is published in good faith, therefore responsibility for its accuracy cannot be accepted. Materials are invited for inclusion in the Journal and should be forwarded to the Editor bearing the name and address of the writer. Materials submitted may be edited to improve clarity or for space purposes. Owners of items listed for sale are responsible for compliance with the laws of the ACT. CACMC accepts no liability for their condition or content.

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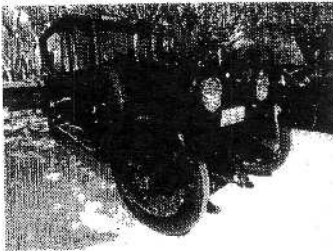


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