

THE COLONIAL



Official Journal of the
Canberra Antique & Classic Motor Club Incorporated

Annual Subscription
Colonial \$25

1956 Buick Special
Ken and Judy Herne

Vol. 44
August 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; Alan Martin's Studebaker; Vic Hughes research of the Isuzu-Hillman; plenty of jokes.

On my wish/hit list of stories are: Charlie Adams' Studebaker; Ian Ruecroft's Vanguard; Peter Hoskin's AC; Barbara Phillips' Anglia; Neville Miller's Humber; Gerry 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 5 August at 12 noon and each first Friday, Retreads sandwich lunch at the Southern Cross Club Bistro, Woden.



Friday 19 August lunch at noon in the Magpies Sports Club, 76 Hardwick Cres, Holt (near Kippax Fair shopping centre). The club is big and modern with excellent low prices meals. Car park opposite. All retired club members (and working members with a day off) welcome. 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.

HELP

I have an article "Gentlemen, start your engines History of the Self-Starter". I have put no clue on it as to who sent it to me or about what date. Can the author please let me know. Thanks.

AGM

The Annual General Meeting is coming next month and we don't want to be "pulling teeth" on that night so please put your hand up before then by offering to help out with the running of your Club.

I'll be away in warmer climes at the time of the August general meeting but will be back for Presentation Night so see you there. If you have anything for me, please leave it with Secretary Gerry.

Do have a look at the upgraded website. It is wonderful to have John aboard doing this for us.

Cheers ... Helen

CANBERRA ANTIQUES AND CLASSIC MOTOR CLUB DRAFT MINUTES GENERAL MEETING 12 JULY 2011

Attendance

Members: 53

Apologies: 13

Visitors : 2

Welcome

In the absence of President Daniel Wyatt, Vice President Graham Waite took the chair and welcomed members and guests.

Guest Speaker

Alec McKernan introduced the guest speaker club member Joe Micallef who made a presentation on drilling, including sharpening of drill bits.

Cheque Presentation

Graham Waite presented a cheque to Peter Halsey from the Deafness Resource Centre and Ursula Kajenski representative of the Canberra Cochlear Implant Support Group (CCISG) being the final proceeds of the Austins Over Australia event hosted by the Club in 2007. Joe Vavra from the Austins Over Australia organising committee also attended the presentation.

Confirmation of the Minutes of June Meeting

The Minutes of the June Meeting were accepted as a true record of the proceedings. Moved Ken Walker Seconded Clive Glover Carried

Business Arising from the Minutes

There was no business arising from the Minutes.

Secretary - Gerry Walker

Correspondence in

Newsletters 23

Membership applications

Aust Business Directory

Receipt from TADACT

Sebel Harbourside Kiama - Advert

Motor Bike Rally Parkes NSW

MGS Auction

Email acceptance by Peter Halsey to come to the July meeting

Two email enquiries seeking membership

ATO quarterly installment \$108

CBA card problem

Citywide - marking for Wheels \$440
 Shannons Auction
 Office of Regulatory Services- re non lodgment of return 09/10
 Correspondance out
 Email re donations acceptance Deafness Resource Centre
 Various re website
 Two responses re membership enquiries
 Get well card
 Moved acceptance of correspondence Gerry Walker. Seconded Alec McKernan. Carried

Presidents Report

On behalf of Daniel, Graham reported that the President was sorry he would not be present to present the cheque to the Deafness Resource Centre. Daniel encouraged members to attend the club's presentation dinner

Vice President's report - Graham Waite

August guest speaker - NRMA
 September - AGM
 October - Australian War Memorial restoration vehicle project
 Lucky badge ticket # 40 -Jack Houston
 Last run #22 Murray Mules (will be held for Murray to pick up at the next meeting)

Treasurers Report - Bob Judd

Bank Balance \$4977.20
 Major payments \$440 for marking sprinkler sites for Wheels display
 \$108 to The Australian Taxation Office
 Bob reminded members it was membership renewal time
 Name Badges available for collection, replacement badges now cost \$15 each.
 Moved Treasurers report be accepted Bob Judd. Seconded Bob Douglas Carried

Editor - Helen Phillips

All is well

Supper coordinator - Clive Glover

New list for volunteers circulated

Events Director - David Wyatt

No official run this weekend because of number of members attending the Bay to Bermagui event

Weekend Away to Young, Harden-Murrumburra, Cowra for Christmas in July dinner

August Presentation Dinner. Tickets \$30 per person with the event being subsidized by the Club. Venue Southern Cross Jamison. Tickets on sale now.

Raffle ticket A77 - Peter Herbert

Club Registrar

With the absence of Bob Alexander, Waine Summerfield advised that 14 vehicles had been registered for the month with Alec McKernan completing five of them

Waine advised that Tony James is not at all well and spends some time in respite care to give Junia a break.

Shop Manager - Joe Micallef

Shirts and polo fleeces have arrived and are now available.

Librarian - Joe Micallef

Joe advised that he was changing the borrowing logging system - each book will now have a card and borrowers are required to fill out the card and place it in a box, and when the book is returned complete the card and place it back in to the book.

Information officer - Mark Butterfield

Some interesting cars for sale list is on the wall

Related the story in the Chrysler Magazine about a 1939 Plymouth which had just been restored and taken on its first test run but the owner had failed to tighten the wheel nuts and it lost a wheel and the vehicle skidded caught fire and was destroyed.

Council representative - Graham Bigg

Council has received a grant from the ACT Government to update its systems - through a government approved consultant to review the Councils Constitution and Business Plan.

Shannons had made a generous donation towards the cost of new log books which will be required when the Special Interest Vehicle scheme (SIVS) is introduced

Council is taking up the matter of the NCA imposed sprinkler marking fee on Patrick White and OPH Lawns, and are negotiating with suppliers for a standard fee for portable toilets and rubbish bins.

There is also risk of Patrick White Lawns being overused and Council is investigating alternate venues.

Information will be uploaded on to the Council's website.

Publishing Committee

All is well.

Web Master - John Jeffrey

The Club's new website is now up and running at:

cacmc.org.au

Need members images of cars

Membership Secretary - Joe Vavra

Need the color of members vehicles for the data base. Please email Joe if members did not complete this information on the membership form when renewing membership.

General Business

Phil Donohue has spare copies of June edition of The Colonial for new members.

Harry Crawford asked when ash trays were introduced to cars - consensus seemed to be 1929

Alec McKiernan advised that members attending the Bay to Bermagui run would be welcome to attend a lunch at the Lake George Hotel at Bungendore before a planned departure at 2pm for Batemans Bay.

Mark Butterfield advised that there will be a warm welcome to club members who call into the Bushranger Hotel Collector now owned by Club members Norm and Diane Betts

Meeting closed at 9.09pm

Graham Gittins

Minute Secretary

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.

The Clubs updated website

www.cacmc.org.au

Well as some of you may already discovered, the clubs website has had a big revamp. The web page now has 33 pages of information. A big thanks to Bob Judd and Helen Phillips for photos of members' cars, past Colonials, and to Bob Alexander for identifying the owners and models of cars.

The site is designed

- to be easy to use for members and visitors.
- to engage and educate visitors on the role of the CACMC club
- to entertain members and visitors with the old car images and films.
- to gain more members

The site is dynamic and relatively easily updated. I have set up 3 new email addresses. They are:

info@cacmc.org.au redirected to Gerry Walker's email

sales@cacmc.org.au redirected to Joe Micallefs email

website@cacmc.org.au redirected to my email address

I have also applied Google places so once that is implemented (a couple of weeks) it displays the CACMC location on the map of Canberra, plus a summary of the club and some photos appear.

Please note, more photos of member's cars, restorations in progress, old car images etc, and any other links that would be useful for members are encouraged to be sent to the website email.

No I don't think pumpkin scone recipes, or a haemorrhoid cream recipe would be relevant for this site.

If you haven't already discovered the Old Images page, have a look and then vote on your favourite old film.

Save the new website on your favourites, and discover the links to other Antique, Classic and Historic Car websites. You definitely will be amazed at what is out there for the enthusiast

John Jeffery

Big turnout for the fourth B2B run

The Far South Coast of New South Wales offers motorists a pristine coastline taking in beaches, lakes, inlets and villages. Within the section between Batemans Bay and Bermagui was the route selected for the bi-annual Bay to Bermagui run for bishopric motor cycles and cars.

Organized by the Classic and Vintage Motor club of Eurobodalla, the B2B took entrants on a 120 kilometre (66 Miles) journey along the coast roads to discover coastal villages which populate this section of the coast. The 2011 B2B attracted 190 people in 120 vehicles for the fourth running of the event.

Participants had the opportunity to visit the Old Mogo Town theme park which reconstructed the gold rush of the 1850s, The Mogo Zoo with its pride of white lions and the many craft shops in the village.

The town of Moruya was where 173 000 blocks of granite were quarried in the late 1920s for the pylons of the Sydney Harbour Bridge.

Tuross Head is a favourite spot for whale watchers as they migrate north. Mystery Bay was so named following the disappearance of three men while canoeing north from Bega. Their canoe was discovered some months later, but the men were never found.

Bermagui at the end of the run was a favourite fishing spot for American Western author Zane Gray who in the 1920s and 1930s made frequent visits to fish for the big game fish. It was the location where a delicious boxed fish and chips lunch was served as entrants finished the run and put the vehicles on display

The return to Bateman Bay was via the shorter Princes Highway route which gave entrants the opportunity to have a rest before attending the gala dinner at the Marina Resort.

The weekend raised around \$8000 for the Prostate Foundation.

There was a big contingent from CACMC who did very well in the raffles and prize department at the gala dinner.

Graham and Heather Gittins were awarded a bottle of wine for being two of the few people who had attended all four B2B runs, while Chris Berry, Bob Douglas, and Clive Castles each won prizes in the raffle.

David and Jan Wyatt played Good Samaritan when they came across a family in a Volvo which had failed to proceed, David and Jan took three of the family members and another vehicle stopped to take the remaining members of the family to Bermagui.

The Volvo suffered alternator problems and was repaired in Narooma in time for the family to travel back to Sydney.

CACMC members who attended included:

Alec and Anne McKernan
 Bob and Carole Douglas
 Chris and Irene Berry
 Grahame and Dee Crocket
 Clive and Marilyn Castles
 Graham and Heather Gittins
 David and Jan Wyatt
 Daniel and Petra Wyatt
 Roger and Barbara Phillips
 David Wignall
 Peter Hoskins
 Brian McKay

Thanks to Graham Gittins.



Above: Anne, Petra, Daniel and Clive.



Left: David and Jan at dinner



Roger and Barbra Phillips.

MEMBERSHIP FEES FOR 2011/12 ARE DUE

Your membership renewal form was sent out in June. Please return it, after amending your details as necessary and adding the **colour** of your vehicle, with your payment, at the August meeting or by post.

ANNUAL GENERAL MEETING

The CACMC Annual General Meeting will be held on Tuesday 13 September. Pick up a nomination form at the August meeting. You can have another member nominate you for a position or volunteer your services. Come on, have a go - forms to the Secretary please.

SIVS

The Council Registrar is looking for statistics on:

- How many cars would go into a new SIV scheme (based on over 15 years old and owner having at least one car on full rego)
- How many would transfer from CRS
- How many new vehicles would go on
- How many full rego ones would transfer.

The Council Registrar would also like clubs to provide/collect stats on how far each CRS vehicle travels in a year—rego/name/distance travelled. Reason is to gain information which could be used in dealing with the RTA (generally to counter arguments they put forward).

Your Management Committee will discuss this and let members know how we will go about it.

WHEELS 2012

Council has accepted this Club's offer to run Wheels again next year. I believe the date will be 25 March.

Don't forget that Joe Vavra needs to know the colour of your vehicle as we also have to provide this to Council with our list of concessionally registered vehicles. *joseph.vavra@bigpond.com*

Morris Owners Group Winter Warmer

Each year the Morris Owners group (MOG) hold a winter warmer luncheon. This year the venue was the Springers Rest restaurant at Murrumbateman where 20 members of the group including Malcolm and Wendy Noad, Denis and Val Harding, Vin and Eileen Liston, David and Tora Bennet, Graham and Heather Gittins, Joe Micallef and John de la Torre from CACMC, braved a bitter cold Sunday (maximum of eight degrees) to attend.

Apart from being moved from the main dining room to a smaller room and then back again to the main dining room, as more members arrived, the luncheon was voted a great success, the meals and service was excellent and the gas fire kept everyone cosy.

The next MOG events are a river picnic run in September and a weekend away to Goulburn in November.

The group is an informal group of people who own or who have an interest in Morris motor vehicles. You do not have to own a Morris to join the group's events which include the Three Mountains Challenge held on the Sunday of the Canberra Day long weekend, the winter warmer in July, the picnic run in September and a weekend away in November.

For further information about the group contact Denis Harding Tele. 6281 4497.

Morris Owners group Canberra Region

The River Run

B.Y.O. Picnic lunch

Follow the river
Return through Tharwa.

Leave from Governor General's Lookout 10.00 am
Back mid afternoon.

Sunday 11th September 2011

Information: Malcolm Noad monad@tycoint.com Denis Harding 62814497

The group is an informal group of people who own or who have an interest in Morris motor vehicles.

You do not have to own a Morris to join the group's events
All welcome.

SELLERS BEWARE!

I recently advertised a car for sale in “Just Cars” magazine, the For Sale ads are also displayed on the magazine’s website.

I received an email response, sent via the “Just Cars” website. The respondent claimed to be “keen on the car” and asked several questions typical of a prospective purchaser, namely:

1. Any accidents that you're aware of? 2. When was the air-conditioning last gassed? 3. Is this a power-steering model? 4. Do you have the original books and service records? 5. Any rust on vehicle? 6. Do you mind me asking the reason why you are want to sell the vehicle? 7. Are there any issues/problems with the vehicle?

The query also asked me to respond to his email address. However, since the message also contained the instruction “To answer the question online, click on the link below and sign in”, I did just that and answered all the questions via the website.

Later the same day I received an email from “Just Cars” which read in part:

“Automotive websites in Australia have recently been targeted by overseas scammers. The JUST websites have not escaped their attention. We believe a fraudulent user (scammer) has emailed you about your vehicle using the justcars.com.au ‘Ask A Question’ form.”

It then gave the scammers JUST user name and the email address they used, and continued:

“We have cancelled the scammers JUST user account and removed the enquiry from your “My Garage” area. If you have already provided your email address to the scammer, please do not reply to any further communications from them.

The Scam

- The scammers pose as an active buyer for your vehicle.
- They insist on wiring you the money (usually greater than your asking price) via a PayPal account.
- You then may receive what appears to be confirmation of the money in your PayPal account.
- They insist you wire \$800 - \$1500 to the PayPal or Western Union account for their “Shipping Agent”.

- If you express any doubts, they will try to convince you the transaction is legitimate.
- They may even call you – don't be fooled.

What should you do?

- Ignore this type of enquiry, no matter how legitimate it seems to be – if in doubt, call JUST on the number below
- Do not click on any links in emails received from scammers. You may be exposing yourself to spyware or phishing attempts.
- Forward any emails received to the abuse email address of the email – this enables the scammer email account to be disabled.
- If you receive a similar enquiry or would like more information please call our Trust & Safety Team, or reply to this email attaching any correspondence you may have received.

What we are doing to help eradicate this problem?

- We actively review user registrations and activity on the JUST websites.
- We have notified the Australian Federal Police and Government Bodies.

Thank you for your support. Online advertising remains to be a safe and effective way to sell vehicles. Unfortunately there are a handful of users who do the wrong thing."

Bob Douglas.

GRANDPARENT'S ANSWERING MACHINE

Good morning At present we are not at home but, please leave your message after you hear the beep. Beeeppppp.....

If you are one of our children, dial 1 and then select the option from 1 to 5 in order of "arrival" so we know who it is.

If you need us to stay with the children, press 2

If you want to borrow the car, press 3

If you want us to wash and iron your clothes, press 4

If you want the grandchildren to sleep here tonight, press 5

If you want us to pick up the kids at school, press 6

If you want us to prepare a meal for Sunday or to have it delivered to your home, press 8

If you need money, dial 9

If you are going to invite us to dinner, or take us to the theatre, start talking we are listening !!!

Thanks to Jim Crane

THE TWENTYFOURTH GREAT CANBERRA SWAP MEET

SUNDAY 30 OCTOBER 2011

7am to 3pm

WHAT

Parts and accessories for old & new cars, motorbikes & engines, automobilia, books, tools, models, antiques & collectables, toys and crafts etc. Spring clean the garage and set up a stall, be early for the bargains or just bring along the family for a day out. Club and trade displays welcome.

WHERE

Exhibition Park (EPIC), Northbourne Ave, Canberra
(In Buildings F & M at north entrance, behind servo site)

SITES

150 indoor sites 3M x 3M (some with power).
\$17 per site (includes entry for 1) - bookings essential.
200+ outdoor sites 5M x 5M, \$12 per site (includes entry for 1) - no bookings. Set up from 12.00pm to 8.00pm
Saturday 29 October or 6am Sunday 30 October.
(Fitzroy Pavilion not available for set-up till 4pm Sat.)

ADMISSION

Adults \$3, children U12 free

PARKING

Ample free parking available

FOOD

Hot food and refreshments available all day on site.

BOOKINGS

For bookings and additional information

Email: committee@vvcmmcc.org

Phone 0428 697105 (ah)

Or write to:

The Swap Meet Organiser

VV&CMCC ACT Inc

PO Box 3127 Manuka ACT 2603

ORGANISED BY The Veteran Vintage and Classic Motorcycle Club ACT Inc

Presentation Night 2011

Saturday 13 August 2011
Southern Cross Club (Wests) 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
Aug 13	David and Jan 6286 1782 0417 262 209 or Val 6288 9691 0419 461 712	Annual Presentation Night at the Southern Cross Club at Jamison. See details on page 19. Buy your tickets at the August meeting or contact David and Jan to arrange pickup/delivery. We would like to have as many members as possible attend and particularly welcome new members.
Aug 14	Daniel Wyatt 6258 4590 0412 316 954	President's Poker Run. Starting from top of Mt Ainslie 10 am for a 10.30 start. 3 check points along the way just around town. Finishing point JAX Tyres, 2 Egan Court, Belconnen for a sausage sizzle (supplied free by the Events Committee). As it was last year, members will have the opportunity to bribe the officials so that they might end up with a good hand. All donations will be directed back to the Club. Prizes for the best hand.
Sep 18	David & Jan Wyatt 6286 1782 0417 262 209	Cotter viewing platform then on to Uriarra Crossing for lunch. BBQ trailer will be in attendance but bring your own food please. Meet in the Cooleman Court carpark (Woolworths side) opposite McDonalds at 9.30 for 10 am departure.
Oct 16	David and Jan	Strathnairn Homestead Gallery and Café , Stockdill Drive, Holt near Belconnen Golf Course, for lunch. As Sunday is their Woodfired Pizza day an indication of numbers would be appreciated by the owners. More details next month.
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
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 2011-12

DATE	CONTACT	DETAILS
Aug 21		Shannons Eastern Creek Classic www.eastern-creek-raceway.com
Aug 27-28		South Coast Nationals, Moruya
Aug 28		Dubbo Swap Meet
Sep 4		Cootamundra Father's Day Swap Meet
Sep 9-12		Buick Car Club East Coast Meet, Hills of Gold Experience, Nundle NSW.
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 23-25		Wangaratta Annual Spring Rally
Sep 24-25		Queanbeyan Swap Meet, Showgrounds 24th All Ford Day 25th American Car Nationals
Oct 2		Irish Woolfest and Running of the Sheep, Boorowa
Oct 2	6852 3001	Forbes Motorshow. Bikes, cars, vintage machinery, trucks and tractors. 10 am—2 pm Email: leighbart@westnet.com.au or mcfeeters@motormuseum.com.au
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.

SEE ALSO PAGE 32

PURCHASING OUR 1956 BUICK SPECIAL



My wife Judy and I have owned a 1936 Chevrolet Roadster and a 1937 Chevrolet Master Sedan since 1994. We have toured around Eastern Australia in our cars and shown our girls Emily and Sarah many interesting places with old cars and club events having become part of our family life. As is normal, the girls grew and drifted away from touring with mum and dad and the 36 Roadster although a fun car seemed to spend too much time in the garage so was sold in 2004 leaving us with the 37 Chev Master which carried us afar and was a good touring car. I didn't really have any intention of selling the 37 Chevrolet but an

idle comment to a friend, Barry, who lives near Saskatoon, Saskatchewan Province, Canada changed things. Barry is an old car enthusiast that I came across on a 36 Chevrolet forum and have stayed in contact with over the years even though we no longer have a 36 Chev.

Late August 2009 I said to Barry that I really like the lines of the 57 Buicks so let me know if he happens across one for sale.....a bit of a joke but he took me seriously and a week later Barry had been to a car display in Saskatoon and found a nice 56 Special that looked OK and was for sale!!!!. Barry sent me photos and said 'what do you think of this 56??' including the owners contact details. The car seemed fine to me so I did the sums. If I sell the 37 Chevrolet then it should about pay for the Buick and free up some garage space so I put this scenario to Judy and didn't draw too much grief.

From here things moved fairly fast, I spoke to the owner a couple of times, Barry drove 300 miles to do a full inspection and didn't report any significant problems. Apparently the car had been restored in 2002, had the Dynaflo transmission rebuilt in 1976 as had the engine at some stage. There had been 4 owners with the current owner's family having it twice and the others being his neighbours.

With a known history all seemed good if I could sell the Chev which was listed on Ebay and sold in 4 days and gone in 6 days. Money in the bank and a Buick in Canada all seemed rather daunting to me but I paid for the car on 9 October 2009 then set about finding an importer.

For sale in the main street of Saskatoon, Canada



I asked around through the car clubs and was pointed to a guy that imports parts from Dewinton, near Calgary, and sometimes will bring cars in with his bits and pieces however he wouldn't be in Canada for a few weeks. OK, no rush but after a couple of weeks the former owner asked me to move the car as he needed the space for his new business. I had no previous experience with importing cars and found the following months a bit of a worry as you become so dependent on other people doing the right thing for you and so many things can cause delays.

Eventually the former owner put the car on a trailer and delivered it to a heated specialist car storage facility at Dewinton (532klm) for us where it was promptly snowed in for about two months because of blizzards and temperatures as low as minus 40 degrees.....at least it was in good company with all the Ferraris and Porsches in winter storage. During this trip the car moved sideways on the car trailer causing the trailer mudguards to damage the paint on two doors on the car. He was so distraught about this that he paid my storage fees and rang me to apologise.

Eventually the winter lifted and the car departed Canada and I received a telephone call advising that the car was in Melbourne and ready for collection on Friday 9th April 2010.

First look at the Buick.
Can I touch it now?



Always looking for a bit of adventure, Judy and I took a flight to Melbourne with the intention of checking the car over and after having a night in Melbourne we accepted the risk of driving an unknown 60 year old car home to Canberra on the Saturday. In Victoria you can pay for an unregistered vehicle permit over the phone and the \$48 for a week seemed reasonable to me. Apart from being dirty from the customs disinfection process and the smell of stale petrol the car looked OK and the 322 cubic inch engine started straight away and settled down to that that nice V8 burble. Nothing immediate seemed to need doing to the car so after purchasing a few breakdown tools, checking the fluids, pumping up the tyres and giving it a wash we hit the highway for home on Saturday morning.

I can say that the car cruised nicely and quietly up the highway and despite intending to take it easy the car just seemed comfortable at 110kph and the vacuum wipers even worked in the driving rain. The transmission took a little time to get used to as it is an early form of automatic and quite unique in that when in 'Drive' it has only one gear which it uses up to the reported top speed of 120mph (190kph). Gearing is varied by using a variable pitch torque convertor that adjusts itself depending on road speed and throttle position with its operation is similar to a variable pitch propeller on an aeroplane. There is a low range that is manually selected to assist with towing or starting on a hill but there is no automatic gear change, just smooth increase in speed.

I had in the back of my mind that the Buick Club of Australia were holding their national gathering at Wangaratta on this weekend so we decided to drop in unannounced to say g'day at the display in the park in the centre of town. We were well received and made most welcome and even invited to the presentation dinner where we were introduced

as the adventurous couple who had just picked up their car off the boat in Melbourne and were driving it home. It was here that I discovered that the brake lines to the back wheels had been damaged when the car had been chained down with the pipe to one wheel flattened and broken off at the wheel cylinder. Fortunately the flattened pipe had reduced the fluid leak to a weep so I just topped up the fluid and pressed on.....don't need brakes on the highway anyway.

We were met at Gundagai by some other Canberra Club members and escorted home; all we were missing was the arch of fire hoses as we came into Canberra.

Since then I have gone over the car pretty well and replaced the rusted front floors and fitted all new brakes plus a lot of time consuming tidying up and repainting bits and pieces. The car is now on full registration and quite popular for weddings, I guess people in Australia are not used to seeing such big cars with lashings of chrome.

Ken and Judy Herne



NOTES FROM A COACHBUILDERS WORKBOOK. BY PETER RHYS-DAVIES.

FIXINGS, FASTENERS, GLUES AND CUPS.

(Otherwise known as “Screwing It Up” - in the nicest possible way!)

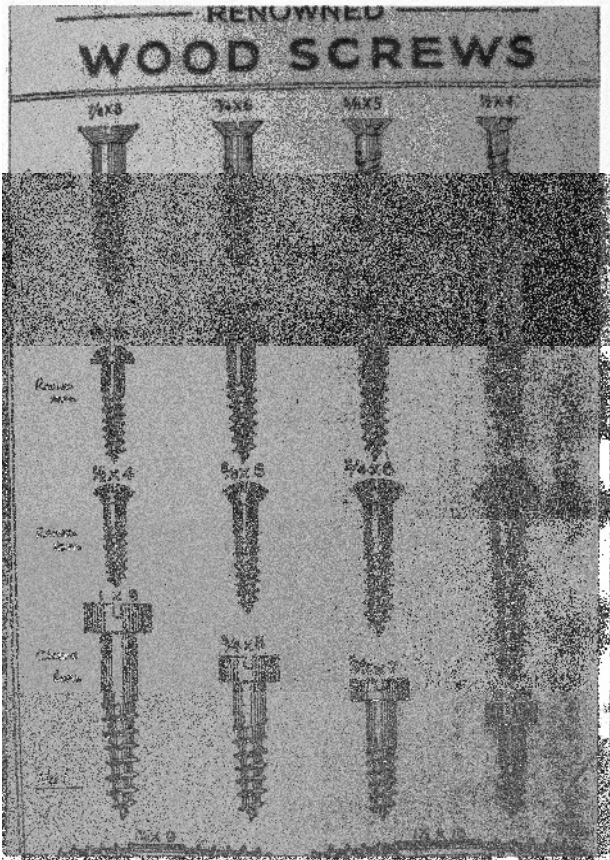
When our special classic, veteran and vintage motor cars were being built as brand new motor cars way back in the pre-war years, (pre Second World War, of course, and even pre First World War!), the choice and type of screws and other fixings for the wooden coachwork was rather limited. There were a few options regarding the shape of the screw head, and there was usually also a choice of either steel or brass – but they all had just a slot for the screwdriver in the head of the screw.

The modern cross, or Phillips, head screw was then many years in the future. One of the reasons – perhaps the main one – for their development was to make driving the screw into timber much easier, for a screwdriver can, and will, slip out of the slot head unless care is used. So in many regards the cross head screw needed to be developed, especially when electric power and cordless screwdrivers became available. It is possible to drive a slot head screw with an electric driver – but considerable care is needed. There used to be a special fitting available for this purpose, which was placed into the chuck of an electric screwdriver, with a sprung cover which fitted over the screw head. But these, sadly, have not been seen in captivity for at least a few decades now.

But to see Phillips head screws being used in a restored pre-war motor car bodywork is much the same as trying to use them to repair, say, a beautiful Regency Mahogany sideboard. It can be done – but it’s a hanging offence! Exactly like a piece of fine antique furniture, our cars have great character, deserving to be treated accordingly, and wherever possible the correct period parts, fastenings and fixtures should be utilised. With glues, though, it is a far different matter. The old Casein glues we used in the pre-war and early post years have no place in today’s world, for modern technology has far outstripped this basic old-fashioned type of glue. Using a Casein glue today would, I feel, be taking the ‘originality’ concept several steps too far. But no-one in their right mind would even consider fitting, say, a modern type AM/FM radio in something like a Silver Ghost – so try hard to keep the proper period in all aspects of restoration. I’m sure you’ll feel all the better for it, even if no-one can see these small details! You will know they are there!

Screws usually come in about four basic types – countersunk; raised head; round head; and cheese head. See Illustration 1. Each has its own

special purpose, with the common countersunk being the general 'workhorse', used for almost anything and everything. If ordinary steel screws are to be used, it is strongly recommended to stick the threads of each one into a container of thick, heavy grease just prior to screwing it in. This will have two positive advantages - the grease will not only help the screw to be driven into the wood; it will also help to protect it to a certain degree from moisture, delaying the rusting process. The raised head screw is more often seen in a decorative situation, perhaps holding a



cover molding in place, or as a brass item in a polished trim piece. Round head screws seem to have a more limited use in motor car coach building. They were once commonly used in 'real' coach building (ie: horse drawn vehicles), when they were the proper fixing for fastening the numerous metal plates, brackets etc to the timber framework. With their flat under head face and large dome top they are always highly visible, but do offer a slightly greater holding power than a similar countersunk screw. The cheese head type is almost never seen or used today.

There is one further type of screw which has actually had a bit of a resurgence. This is the type which has a small square 'hole' in the top of the screw head, and there are a number of drivers for these screws nowadays. The big advantage is that they can be driven with an electric screwdriver. As far as I am aware, their only use in the vintage and classic period was with the Canadian built Model A Fords of the 1930s. But I'm open to correction.

In the early post war years there was a screw for almost every possible requirement, covering every shape and size. Where I was an apprentice we had a large (locked) cupboard, (obviously we were not to be trusted!), containing everything from 1/2 inch No.2s, right up to 6 inch No. 18s, and everything in between, all with the common slot heads. Today, of course, they are no longer generally available here in Australia, and many sizes are getting harder and harder to find. Occasionally a box or two will turn up at a swap meet, or a small hoard might be found in a country antique shop, if your luck is in. But as far as I know slot head screws are not usually to be seen here, so it is necessary to go overseas, to England or the United States, to find supplies. But they do turn up now and again on Ebay, so it is well worth while looking.

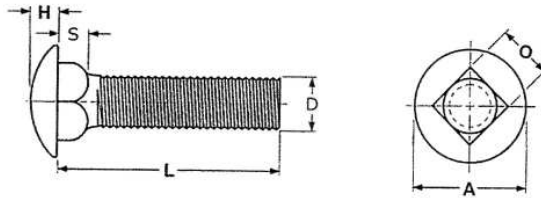
Today there are a variety of choices of material available in screws: Steel; Brass; Brass/Chrome plated; and Stainless Steel. I would suggest trying to stay clear of plated screws, where possible, as so often, it seems, the plating can lift after a short while, creating a nasty, cheap look. Most of this plating today seems to be done on steel screws, which creates the problem, but chrome plating on brass is usually pretty good. Plain steel is certainly fine in the majority of ordinary circumstances, while brass is certainly the material of choice for custom trims and similar, especially when polished.

However, for the small extra cost, I would strongly recommend using stainless steel screws almost everywhere – especially for door hinges, for these are always a source of problems. For a start, stainless steel is far stronger than plain steel, (as well as brass, of course), but being impervious to the elements, is a ‘fit and forget’ item. For all those ‘out-of-sight’ areas where rust might attack, stainless steel is almost a necessity. Similarly with bolts, and especially those used for fixing bodywork to the chassis. It does not take long for the nuts and threads of ordinary steel bolts to rust and seize up, and often the only way to remove these bolts when a restoration is under way is to cut the damn things off. I would never use anything but stainless steel for these situations.

The common type of bolt originally used was called, accurately, a ‘coach bolt’. Illustration No. 2. This had a slightly domed head, with a short square shank immediately underneath the head. The purpose of this shank was to prevent the bolt turning when the nut was being tightened, as it was driven into the timber. But over time this can be a drawback, as often the whole bolt will turn when attempting to undo the old (and usually rusted) nut. A better result can be obtained by using a standard hex. head bolt, but drilling a large enough hole in the top surface of the timber to not only take the head, but also allowing enough room to fit a socket over the head of the bolt. If originality is a very high requirement, then I would suggest cutting a slot in the head of the coach bolt, to enable a screwdriver to be used.



No. 2



Dimensions for Carriage Bolts

Bolt Diameter	Body Diameter --D--	Head Diameter --A--	Head Height --H--	Across Square --O--	Square Depth --S--
1/4	.237 - .260	.563 - .594	.125 - .145	.245 - .260	.125 - .156
5/16	.298 - .324	.688 - .719	.156 - .176	.307 - .324	.156 - .187
3/8	.360 - .388	.782 - .844	.188 - .208	.368 - .388	.188 - .219
7/16	.421 - .452	.907 - .969	.219 - .239	.431 - .452	.219 - .250
1/2	.483 - .515	1.032 - 1.094	.250 - .270	.492 - .515	.250 - .281
5/8	.605 - .642	1.219 - 1.344	.313 - .344	.616 - .642	.313 - .344
3/4	.729 - .768	1.469 - 1.594	.375 - .406	.741 - .768	.375 - .406

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To be Continued

NATIONAL MOTOR VEHICLE THEFT REDUCTION COUNCIL

June 2011 theft torque

Management of end of life vehicles needs overhaul.

A report commissioned in 2010 identified problems with the scrap metal industry recycling of vehicles. One is that there is presently no practical means for metal recyclers to verify the provenance or even record the identities of the cars they receive. It is estimated that around 3,500 cars per year are stolen in 'theft for scrap' rackets and a significant proportion of stolen and stripped cars also end up in metal shredders.

The report goes on to talk about possible means of addressing the current problems. Check the website: www.carsafe.com.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.

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

1971 HQ Holden Station Sedan, white, in good condition with some spare parts. On full rego, NSW BJ15PT to May 2012. Bought by owner in 1972. \$7,000. Contact Leicester Donoghoe, phone 02 6297 1889.

1966 Rover 2000 SC in good condition and comes with a trailer load of spares etc plus workshop and parts manuals. \$9,000 ono Contact Bob Campbell, phone 6251 2362 or mobile 0408 682 160.

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.

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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.)

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.



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New fenders, for instance, cost from \$3.50 to \$5.00 each, with a labor charge of \$1.00 to \$2.50. Tuning up the motor and replacing commutator case, brush and vibrator points costs only \$1.00, with a small charge for material. Brake shoes can be installed and emergency brakes equalized for a labor charge of only \$1.25. A labor charge of \$4.00 to \$5.00 will cover the overhauling of the front axle, rebushing springs and spring perches, and straightening, aligning and adjusting wheels.

The labor charge for overhauling the average rear axle runs from \$5.75 to \$7.00. Grinding valves and cleaning carbon can be done for \$3.00 to \$4.00.

A set of four new pistons and rings cost only \$7.00. For a labor charge of \$20.00 to \$25.00 you can have your motor and transmission completely overhauled. Parts are extra. Very truly yours, C R GLEASON CO.

Submitted by Keith Carswell from Gwen Livingstone.

EXTRA RUNS AND SWAP MEETS 2011-12

DATE	CONTACT	DETAILS
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 See page 18.
Oct 30		Chevalier College Motorfest, Burradoo NSW
Nov 5	Glenda 6227 1111	Yass AMC celebration of heritage motoring
Nov 5		Cooma Motorfest www.coomacarclub.com.au
Nov 12-13		Bendigo Swap Meet
Nov 13	Bruce Perry 6254 5059	Marques in the Park, John Knight Memorial Park, Lake Ginninderra, Belconnen
Dec 4		Terribly British Day
Jan 2012		Summernats, Exhibition Park in Canberra.
Feb 10-12	David McMurray 6336 5331	Oberon Highland Steam and Vintage Fair. david@highlandsteam.org.au
Mar 17-18		Chryslers on the Murray
Apr 6-9	Caravan Park Lyn or Frank 02 6851 1929	Easter Teardrop Caravan Gathering, Forbes. Book now so you don't miss out. Canberra contact Ken Herne (mob) 0404 468 560 www.apexriversidepark.com.au
Jun 9-11	Ken Ashford 07 4122 2111	Maryborough District Antique Motor Club, RACQ and Qld Historical Motor Council - Rally Queensland. Expressions of interest to MDAMC, PO Box 306, Maryborough Qld 4650
Easter 2012		Austins over Australia, Bendigo

NEW 'SPRAY-ON' CHROME PROCESS

Many of you will have heard of Jay Leno, the US talk show host and know that he is an avid car restorer and collector (he can afford to be both!). I recently saw reference to a new process developed in Germany to overcome the environmental problems in the chroming industry. Good shops are few and far between these days mainly due to the strict environmental laws in handling all the chemicals and fumes.

On the website below, Leno shows a new process which involves preparation, spraying and sealing, somewhat akin to the paint job on your car. The result is quite impressive and can be applied to any surface like plastics, metal, ceramics etc. One distinct advantage it seems to have is overcoming the pitting problems associated with accessories made from alloys and cast metal. I do not know whether it is out here in Australia yet but I guess it won't be long.

Check out this video and judge for yourself. It will really help with small components and interior bits and pieces of a restoration.

<http://www.jaylenosgarage.com/video/spray-on-chrome/1232328>

Thanks to Dave Rogers

Some "Groaners" from Jim Hill

To write with a broken pencil is pointless.
 When fish are in schools, they sometimes take debate.
 A thief who stole a calendar got 12 months.
 The dead batteries were given out free of charge.
 A dentist and manicurist fought tooth and nail.
 A lot of money is tainted: 'Taint yours and 'taint mine.

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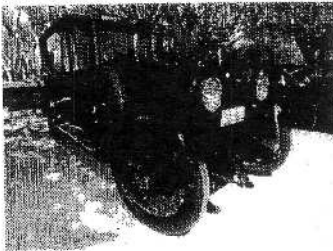


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