

THE COLONIAL



Official Journal of the
Canberra Antique & Classic Motor Club Incorporated

Annual Subscription
Colonial \$25

1956 ACaceca
Peter Hoskin

Vol. 44
Dec 2011-Jan 2012



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, Vic Hughes research of the Isuzu-Hillman; Tora Bennett's birthday surprise of MGB Roadster; replica of old Number One; founder of the Morris Motor Company, Barbara Phillips' Anglia "Harriet" at Yass. Thank you to these members. It's nice to have something in reserve

Week Day Social Lunches

Friday 2 December at 12 noon and each first Friday, Retreads sandwich lunch at the Southern Cross Club Bistro, Woden.

Friday 16 December lunch at noon in the shade by the Murrumbidgee River. With Christmas just round the corner, this is your last Retreads outing for 2011 so fire up your machines and head for Point Hut Crossing. If it starts raining we will all go to the Southern Cross Club at Woden for our Christmas get-together.



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

Friday 20 January picnic lunch at noon at Molonglo Reach, off Morshead Drive, opposite Duntroon gates. Happy New Year. Enquiries to Alec McKernan 6286 1046. All members welcome.

Get Well

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

Sympathy

Our sympathy to Roger Amos and family on the death of his mother.

Things to remember

Put your name down for the December BBQ by the lake "meeting"; book in for Chicken and Bubbly in January; register if you want to take your car to Summernats.

And have a wonderful Christmas and may 2012 be kind to you.

I am still here as Editor but I live in hope of someone taking over. Things will come to a head later in the year when I want to do some more travelling.

See you Tuesday
Cheers ... Helen

CANBERRA ANTIQUE AND CLASSIC MOTOR CLUB DRAFT MINUTES OF GENERAL MEETING TUESDAY 8 NOVEMBER 2011

Members	51
Apologies	8
Visitors	2

1. Welcome:

President David Wyatt welcomed members and visitors to the meeting

Special Presentations

President David Wyatt invited Graham Gittins to make a special presentation on behalf of the club to Mary Kirk Executive Director of the Canberra Mothercraft Society and Queen Elizabeth Hospital for Mothers of the money raised on the Silver City Tour.

Graham Gittins presented a cheque in the amount of \$410 and invited Anne McKernan and Heather Gittins to present five knee rugs to Ms Kirk.

Vice President Graham Waite introduced club member Peter Toet who made a presentation on his 50 plus vehicle and motor cycle collection. Some of his motor bikes are on display at the Canberra Museum and Gallery until 20 November 2011.

2. Confirmation of October 2011 Minutes

The Minutes of the October meeting were confirmed:

Moved Graham Bigg Seconded: Vin Liston Carried

3. Business Arising from the Minutes

There was no business arising from the Minutes

4. Correspondence Secretary Gerry Walker:

Correspondence In

CBA – Events Committee Statement

Membership Renewals x 6

St George Rally account

Invoice HHS Sept printing

CBA Merchant Statement

Newsletters x 12

Correspondence Out

Info re Oberon Steam Fair

24 Renewal letters

17 Advertisers invoices

Acceptance Moved: Gerry Walker Seconded: Graham Waite Carried

Reports

President David displayed the certificate received from Rotary providing details of the ShelterBox purchased by the Club following Wheels 2011.

Vice President - Graham Waite

No guest speaker in December 2011 (meeting by the lake) or January 2012 but will show a DVD on classic cars. We hope to have Peter Keir on radiator maintenance February 2012.

Badge Draw #32 Grahame Crocket but no badge, redraw #2 Anne McKernan.

Club Run #2 Ray and Anne Gallagher

Treasurer in the absence of Bob Judd, Gerry Walker presented the Treasurers report

Current bank balance stands at \$4693:08 Normal expenses and income for month. Name badges for collection including two to be paid for. Moved Gerry Walker Seconded Graham Bigg Carried

Editor Helen Phillips

To fill in the hole in last month's minutes, Helen asked who had won the lucky badge draw - Jan Wyatt

All is well for the next Colonial.

Events Jan Wyatt

November 12 Marques in the Park - John Knight Park Belconnen. Will take BBQ trailer for tea/coffee.

December 13 BBQ by Lake near YMCA Yacht Club from 5pm. Let Jan know by 7 December if going. List on table tonight.

Sunday 15 January 2012 Chicken and Champagne at Black Mountain Peninsula 5pm-5.30pm Chicken from about 6 pm. Need names by 11 January so can buy enough chicken but not a lot of waste.

Gerry Walker reminded single club members wishing to bring a partner that they will be charged \$5:00

Raffle: #71 Bruce Carswell

Super coordinator Clive Glover

All is well

Registrar Bob Alexander

19 cars inspected for month. Alec did 13.

Car trailer available for hire again.

Librarian Joe Micallef

Two new books added to the library. Thanks to Zel Hindley and Grahame Crocket.

Membership Joe Vavra

No report

Shop Manager Norm Brennan

Clothing, badges and banners for sale

Information officer Mark Butterfield

Cars for sale listed on back wall

Council Delegate Roger Amos

Reports were given from the Australian Historic Motoring Federation Annual General Meeting.

2013 two National Rallies in Canberra:

March – Council run event to coincide with Wheels

October – National Trust Event. Hub Rally converging on Canberra. All cars qualifying for Concessional Registration.

Date for Wheels 2012 – 25 March.

Special Interest Vehicles

Road policy OK except for the cost. Scheme is with ACT Treasury for costing and introduction could be some time away.

Council has given free membership to National Museum Australia, Australian War memorial, Bus Museum and Fire Brigade Museum

Drip trays—All Clubs are requested to have members use drip trays as a matter of course. Clubs to put 'Drip Trays required' on all notices for gathering on grass areas. CACMC to insist on drip trays at Wheels

Events Calender Update

Marques in the Park 13 November John Knight Park Belconnen

Terribly British Day 4 December Patrick White lawns

Council Constitution and By-Laws new version adopted, now on Council website.

Strategic plan 2012-2014 available for comment. Comments to Roger Amos or Gerry Walker.

Publishing Committee

All Good

Web Master

No report

General Business

Alec McKernan received a thank you card from the Legacy Laurel Club for taking them on a drive around Canberra and treating them to a BBQ.

John Senior - Taralga Heritage Rally on 19-20 November

Robyn Arndt - Went to Cooma Motorfest - 250 plus vehicles on display well worth the effort

Peter Hubert - Asked who he should send vehicle for sale notices to?
Helen Phillips advised to still send them to her.

Bob Garrett - Has a friend who is going to convert a Renault to an electric vehicle and is looking for garage space on the south side, offers to Bob Garrett.

Roger Amos - Spotted a 1929 Studebaker and 1930 Chrysler for sale, on All Homes All Classifieds web site

Phil Donoghoe - Has been elected Vice President of the ACT Fire Brigade Historic Society. Would love some more helpers. Arrangements have been made to store some of the fire appliances at Canberra Airport and Belconnen. Advised of a major emergency exercise in Canberra in May 2012, with fire brigade members from Sydney, Singapore and New Zealand taking part.

Graham Bigg - Attended the Binalong Motor museum open day and viewed three Bugattis and three Ferraris one with L plates
Attended Classic Yass on Saturday 5 November and took Gael next day to visit the Yass Open Gardens.

Meeting closed at 8.55pm

Graham Gittins
Minute secretary

WHAT'S IN THE LIBRARY

In October Bob and Carole Douglas donated 18 books to the library – Thank you Bob and Carole. Most of these books are of technical nature and would be useful to those who are studying automotive engineering.

Automatic Transmissions Simplified
 Compression Ignition Engines
 Ford Anti-Lock Brake System
 Automotive Electronic System
 Automotive Mechanics - Book 1
 Automotive Mechanics – Book 2
 SAE Handbook 1977 – Book 1
 SAE Handbook 1977 – Book 2
 Guide to Heavy Vehicle Suspension and Acceptable Axle Groups
 Toyota Celica 1978 to 1979 workshop Manual
 Car Electrics for Everyone
 Load Restraint Guide
 Truck Loading Code
 Electricity For Motor Mechanics
 Complete Brake Systems
 Complete Brake Systems
 Mechanics Of Vehicles
 Repco Engine Service Manual

The library also had two other books donated to it.

These are 'How to Restore Your Collector Car' donated by Zel Hindley and 'Veteran & Vintage Cars' donated by Grahame Crocket. Thank you all.

Joe Micallef, Librarian

Colin Robertson lifted the bonnet of his Wolseley at Marques in the Park - and the usual happened!!



NOVEMBER CLUB RUN - 13 NOVEMBER MARQUES IN THE PARK 2011

Well done to the Custom and Rod Club for organising great weather and a well conducted event for the Council of ACT Motor Clubs. Bruce Perry as Events Director for the Council should take a bow. There were a large number of Clubs participating and the vehicles ranged from the V Racers to the more sedate vehicles such as the vintage cars of the Canberra Antique and Classic.

I was with the Morris Minor Club for most of the day, funny I couldn't drive two car so the Vauxhall stayed at home and the Morris came out for a run. I wonder how do Barry and Graham Boyce manage with their large fleet. Alec McKernan also had the same problem as he brought out the Pie Cart with (I was reliably informed) Graham Bigg following in his TR3 to pick up the bits that fall off. The Pie Cart was parked close to Shannons Insurance display very apt as they were a major sponsor in it's rebuilding as they were of Marques 2011.

About 40 cars (*actually 39 cars, 1 motor cycle and 44 members*) attended from the Club a number only exceeded by Wheels and possibly the chicken and champagne twilight run in January. That should serve as a reminder for members to give the events committee names if they are going to attend the twilight run. A reminder also that if you have single membership you will need to pay \$5 each for your guests even if it is your partner.

The Club had one of the bigger displays of the day with a wide range of vehicles from Joe's Japanese Rover to Barbara's lovely 105E Anglia. Dave Rogers TR5 had to be my favourite but everyone knows I can't tell one American car from another so I'm not likely to pick the left hand drive immaculate Cadillac am I?

Thanks Jan, David and Vin (and anyone else who helped) for bringing and keeping the hot water flowing on our barbecue trailer, the coffee fix kept me going through the day. Great to see you all on the day even though the comments flowed on my Morris Minor Club gear.

The trip home in the Minor was uneventful but I do have to mention the car stranded by the side of the road. Unfortunately Graham Waite's Chevrolet had problems with fuel supply. Typical of the camaraderie that goes with our Club and the historic vehicle movement there were three cars stopped ready to help. With Bob Garrett, Graham Bigg and David Wyatt assisting to remove and repair the faulty carburettor the operation was successfully completed.

Graham then proceeded to return home with the Chev showing its paces (30mph – I was impressed I had trouble keeping up in the Morris) up the Tuggeranong Parkway with only a stutter or two (according to Graham). I had to include the photo – sorry Graham.

Gerry

Looks more like “supervisory” help to me!



SILVER CITY TOUR 2011 Part 2 - Adelaide to Home Alec & Anne McKernan

On leaving Adelaide we travelled to historic Burra where copper in large quantities was once mined from the largest copper mine in Australia. A row of nicely restored miners cottages was there on display. Car troubles had not left us as David and Jan found. On coming into Burra a stone was thrown up which put a hole in the bottom of David's radiator but he was able to get to a local garage to have it repaired. He was impressed by the quick and very cheap service, done by a competent mechanic who was happy to help.

Above: Heather, Elizabeth, Anne and Dana at Burra



Joe, Graham & John at Peterborough

Next came Peterborough which was a fascinating place with plenty of history.

This town had the junction of three different rail gauges, which in more recent times was converted to standard gauge. In the magnificent town hall was a very large wall hanging of a quilt made for the bicentennial which features the story and history of the town. At dinner a local historian spoke about the early days of the town and the importance of Peterborough to the rail lines.



From there we left for "Silver City" the name used for Broken Hill where silver, lead and zinc are still mined, along with some gold and copper.

In Broken Hill the Veteran and Vintage Car Club as per an earlier offer, put on a BBQ dinner in a hall owned by the main mine in Broken Hill, the Perilya Mine. Don Prunsinski the car club president supervised the nice meal we had.

The next day Don took us sight seeing to the winding cable sheds and workshops at the Perilya mine. Broken Hill has changed a lot since I worked there as junior engineer 48 years ago. We visited Jack

Absolams opal collection and art gallery, which was a great display. Pro Hart's gallery also was great to see, as was the city museum. We went out to Silverton built before Broken Hill. This was the location for the making of the Mad Max films. In the village was a truly great museum which used the now unused gaol, jammed packed with very good displays.



Above: Alec outside what used to be the single men's quarters.

On leaving Broken Hill we headed south past Coombah with only a couple of buildings left. The main one was a petrol station which had run out of supplies of the 160 cents per litre fuel. So, some of our group had to travel more slowly to the next town of Wentworth some 300 Kms away to conserve petrol.

In Wentworth we gazed at the junction of two mighty rivers, the Darling and the Murray, then on to Mildura where we stayed for two days. The first day there we all went on a paddle steamer cruise for several hours including the use of a deep river loch.



Bob and Carole on the cruise

We then went to Lake Boga near Swan Hill to see the World War 2 Catalina Flying boat museum by the lake which during the war the Catalina took off from to go to many strategic locations around the country. It was also used by the Americans and the Dutch with their water based planes during the War.



The tour group at the Catalina museum

From there we went to Kerang to stay a night before travelling on to Echuca to look at the Holden museum and many places of interest in the town. *go to page 18*

SUMMERNATS Classic Vehicle Display Sunday 8 January 2012

The Council of ACT Motor Clubs will again be hosting the Summernats Sunday classic car display.

Details

- Meet at Dickson College car park between 8.00 am and 8.45 am
Cnr Antill Street and Phillip Avenue
- Arm bands and window stickers will be provided.
- Travel to EPIC, entrance is via gate 7 which is on old Wells Station Road (about 100 metres north of the old Shell Service Station)
- Display will be as per previous years on the main arena.

What you need to do

Individuals: send Bruce Perry an email, advising what vehicle you will be bringing

1. Owners Name
2. Vehicle type and year
3. Vehicle Rego
4. Number of people attending, Adults and Children
5. Email address
6. Name of Club

All vehicles must be registered or on valid permit.

Bruce Perry
Event Co-ordinator
Council of ACT Motor Clubs
Phone: 0408 652 107
Email: marques@actmotorclubs.org.au
Email: bruce_perry@three.com.au

The Colonial

Any errors/omissions let Helen know. I am gradually catching up on the material you good members so kindly provide.
It is still possible to get your copy by email: just email Helen so that she gets your details correct and Joe will take you off the labels list.



Merry Christmas Happy New Year

Safe Motoring

'Twas the night before Christmas and out on the ranch
 The pond was froze over and so was the branch.
 The snow was piled up belly-deep to a mule.
 The kids were all home on vacation from school,
 And happier young folks you never did see -
 Just all sprawled around a-watchin' TV.
 Then suddenly, some time around 8 o'clock,
 There came a surprise that gave them a shock!
 The power went off, the TV went dead!
 When Grandpa came in from out in the shed
 With an armload of wood, the house was all dark,
 "Just what I expected," they heard him remark.
 "Them power line wires must be down from the snow,
 Seems sorta like times on the ranch long ago."
 "I'll hunt up some candles," said Mom, "With their light,
 And the fireplace, I reckon we'll make out all right."
 The teenagers all seemed enveloped in gloom.
 Then Grandpa came back from a trip to his room,
 Uncased his old fiddle and started to play
 That old Christmas song about bells on a sleigh.
 Mom started to sing, and the first thing they knew
 Both Pop and the kids were all singing it to.
 They sang Christmas carols, they sang "Holy Night,"
 Their eyes all a-shine in the ruddy firelight.
 They played some charades Mom recalled from her youth,
 And Pop read a passage from God's Book of Truth.
 They stayed up till midnight—and would you believe,
 The youngsters agreed 'twas a fine Christmas Eve.
 Grandpa rose early, some time before dawn;
 And when the kids wakened, the power was on..
 "The power company sure got the line repaired quick,"
 Said Grandpa—and no one suspected his trick.
 Last night, for the sake of some old-fashioned fun,
 He had pulled the main switch—the old Son-of-Gun!

Thank to Jim Hill—and Merry Christmas to our northern hemisphere friends.

The next night was spent in Shepparton as Echuca was booked out by thousands attending the Elmore Field Days. In Shepparton we went to the Ardmona-SPC seconds store to stock up on cans of fruit and vegies most of which had scratches and dents which prevented normal sales outlets.



Cows at Shepparton

Then came our final day which was Beechworth which is a town full of history. Next to our motel was Hotel Nicholas where we had our "windup" dinner where speeches were made and awards presented. A great time was had by all. The next morning we all headed for home.

Anne and I would like to thank all the members of the tour for their help and assistance, with particular thanks going to Graham and Heather for Graham's photos, paperwork and for arranging for the supply of goods for the raffles. etc, and to David and Verna Marsh for the prizes donated for the quiz nights. Thanks also to Ray and Anne, Bob and Carole for their help in the planning stages.

Before the tour we chose the charity to support along the way. This was the Mothercraft Association at QE2 home for mothers and babies in Curtin. The monies raised will go to nurses scholarship fund.

Our thanks to the ladies for the knitting of squares they did whilst we were motoring along which will be sewn into rugs and be presented to the Mothercraft Association at the November club meeting. \$410 was raised from raffles of items donated as well as from "misdemeanour" fines for such things as being later for dinner or happy hour, or as one lady found being fined for leaving her handbag in the last town, getting lost or for exceeding the speed limit. Thank you all for embracing this charity so generously. They tell me that SEX is a misdemeanour, the more you miss the meaner you get !

Alec and Anne

From last months report—David, Joe and Verna having lunch at Maggie Beer's



The Colonial

December 2011-January 2012



Happy hour at Beechworth



Graham presented Joe Micallef with the spanner award for helping with repairs



David congratulating Alec and Anne for the organisation of the tour.



Above: The tour group ladies sewing up rugs.

Graham Gittins presenting cheque to Mothercraft Society

Anne and Heather presenting rugs To Mothercraft Society

The Colonial



December 2011-January 2012

FEBRUARY MONTHLY RUN

A visit to Little Bridge Winery at Bywong is planned for Sunday 19 February. To get to the winery cellar door head down the Federal Highway for around 20kms from Dickson then turn right at Bungendore Road, follow this for 1.6km then turn right at Brooks Road, follow for 1km and then you are there.

Little Bridge Wines is a partnership of four. One of the partners is John Jeffery who has taken over as our webmaster and done a great job revamping the club website. John will give a talk about how the vineyard and cellar door started. There will be free tastings along with some specials for members on the day.

At the cellar door there are BBQ and picnic facilities, toilets, hot water, plenty of tables, chairs and places to park your car. Just bring your lunch / BBQ food with you. Meet in the Dickson Woolworths carpark to leave at 11am. Those attending may wish to have a coffee or breakfast at one of the cafes at the Dickson shops beforehand.

Note: For the person who correctly can guess how the Little Bridge was made which crosses Brooks Creek there is a prize.

If you want more info refer to their website

www.littlebridgewines.com.au



The Carvalho Family from Portugal wishes all CACMC members
a Merry Christmas and a Happy New 2012.
Alexandre, Manuela, Little Alex and Ana.

Expression of Interest

Calling all owners of vehicles built or sold between 1 January 1931 and 31 December 1949 to attend a new event in Canberra in 2014.

The Canberra Antique and Classic Motor Club is hosting a Post Vintage Capital Tour in March 2014.

The event promises to be a friendly tour of Canberra, allowing some free time as well as visits to various places of interest, a presentation dinner and display at Wheels 2014.

To show your interest in this new event please complete the Expression of Interest and send to:

Roger Amos
Post Vintage Capital Tour Coordinator
email: amosr@grapevine.com.au

Expression of Interest to attend the Canberra Antique and Classic Motor Club's Post Vintage Capital Tour

Yes, I am interested in attending the Post Vintage Capital Tour in March 2014

Name

Address

.....Post code.....

EmailTelephone.....

Vehicle details

MakeModel.....Year.....

Colour.....

Email to Roger Amos
amosr@grapevine.com.au

CACMC EVENTS CALENDAR 2011-12

DATE	CONTACT	DETAILS
Dec 13	<p>Jan Wyatt 6286 1782 0400 603 686</p> <p>Or any Event Committee member</p>	<p>Instead of our general meeting at the Bridge Club, gather under the trees near the YMCA Sailing Club, Alexandrina Drive, Yarralumla. Club will provide sausage sizzle plus bread, tea and coffee. Please bring everything else you wish to eat/drink, plus tables and chairs. Raffle tickets for sale. Don't forget the Aeroguard and a light if you wish to stay late. Trailer will be there between 5pm -5.15 pm, sausages will be ready about 6.00 pm onwards. Names to Jan please at the November meeting or by phone by 7 December would be appreciated.</p>
Jan 15	<p>Jan Wyatt 6286 1782 0400 603 686</p> <p>Or any Event Committee member</p>	<p>Twilight run, chicken and bubbly at Black Mountain Peninsula. Very last picnic area. Chicken and bubbly will be provided by the club but please bring everything else you wish to eat/drink, plus tables and chairs, and don't forget the Aeroguard! Raffle tickets will be on sale. Chicken and bubbly will be served about 6 pm. Names are required for ordering purposes. Names will be taken at the December BBQ and January meeting or by phone to Jan. Visitors \$5 per head.</p>
Feb 19	<p>Jan Wyatt 6286 1782 0400 603 686</p>	<p>A visit to Little Bridge Winery at Bywong. Winery is located 1.6 km down Bungendore Road from the Federal Highway, then turn right and travel 1 km along Brooks Road. Meet in Woolworths car park Dickson to leave at 11 am See also page 16.</p>
Mar 25	<p>Daniel Wyatt 6258 4590 0412 316 954</p>	<p>Shannons Wheels display day on lawns of Old Parliament House. Details in Feb Colonial for those with cars for judging for awards for 2012. CACMC is again hosting this event so strong turn-out is required please. DRIP TRAYS COMPULSORY</p>
Apr 15		Alan Martin's farm
May 20		National Motoring Heritage Day
Jun 17		TBA
Jul 15		TBA

EXTRA RUNS AND SWAP MEETS 2011-12

	CONTACT	DETAILS
Sat Dec 10	4822 2811	All American Muscle Day at Wakefield Park Goulburn www.wakefieldpark.com.au
Dec 18	Jamesina Mackintosh 6287 4290 Or 6298 5900 Need about 5 cars	LOVE Christmas LOVE Canberra request for antique car display. Community event 6-7 pm Festivities outside including rides, BBQ, face painting, pamper zone for the ladies and much more. 7-9 pm Christmas community production including C3 Monash band performing carols, local guest acts and dance schools. Location C3 Church Monassh, Clive Steele Avenue (near intersection with Isabella Drive). All profits on the night will go to charity.
Jan 8 2012		Summernats, Exhibition Park in Canberra. Details on Council website Entry form has to be in before Christmas.
Jan 22		Mudgee Swap Meet
Jan 26	02 8741 6583 John Flower	NRMA Motorfest. Australia Day, Macquarie Street, Sydney
Jan 29	03 9890 0524 (bh)	Seymour Swap Meet & Country Car Show, Kings Park, Tallarook Road.
Feb 5		Bathurst Swap Meet at Showground
Feb 11-12	info@gnooblas.com	Gnoo Blass Classic, Orange
Feb 11-12	Pauline 0412 819848	Berrima Rally entries close 3 Feb 2012 pmcfet@aol.com Helen has an entry form
Feb 11-12	Jim 6336 1934 David 6336 5331	Highlands Steam & Vintage Fair, Rally ground at Oberon Rugby Leagues Club. www.highlandsteam.org.au There are at least 5 CACMC cars going. See Graham Gittins
Feb 19		Sydney Super Swap Meet, Clarendon
Feb 26	02 4659 6064 EM: rcwnswapmeet@live.com	3rd Annual Wollondilly Swapmeet and Family Market Day, Oakdale Workers Club Football, Ground, 1605 Burragorang Rd. Oakdale

See also page 36

MY EXPERIENCE WITH AC CARS

by Peter Hoskin

In UK most schoolboys (and lots of grown men) made a Mecca of the annual British Motor Show held at Earls Court. I was one and made a visit in about 1955 and amongst the many stands visited I went to the AC Stand which had its current production of the 2 litre Saloon (never given a name), the Ace and the Aceca. The stand was being run by a Mr. Wright who was Sales, Marketing, Testing, Spares and general factotum at AC Cars Ltd. He recognised my drooling and invited me to visit the works at Thames Ditton. Next time I was in town I arranged for a visit and the same gentleman gave me a tour of production and also the maintenance area. There was a great atmosphere of business and also pride. The Ace and Aceca were taking up the full production capacity although the 2 Litre Saloon was still being produced, but only to order. Mr Wright then took me for a spin in the next car waiting test which was an Ace. I was too young for a licence but my cup was full to the brim!

Some years later during which time I had owned an MG PA, Aston Martin International, Swift and HRG and had completed my formal Navy training as an Engineer Officer I decided it was time to buy an ACE. In 1963 I found a well used AC engined example in London which I bought and took down to Portsmouth where my ship was under refit. The crew was living ashore and I was billeted at HMS Daedalus in Lee-on Solent, an excellent centre for motoring out to the many Hampshire pubs and also weekends in London. The ship was undergoing an unplanned rushed refit as it had been destined for scrap but problems at the Suez Canal meant the RN needed to have a fifth aircraft carrier in the system to make up for the time taken to go around the Cape of Good Hope to reach operations in the Far East. Thus the engineering staff was fully stretched overseeing the work and preparing for a year away. The ship was due to sail on the 23 December and sea trials showed a lot of work still to be done so everyone was busy but the Captain gave 4 days pre-embarkation leave to all, in two watches. Hence I had my own departmental work together with that of my friend who took first leave.

About a month prior I had taken the Ace to AC Motors for an overhaul of the engine and any other work found necessary. When my chum returned I was able to leave for Thames Ditton, pick up the car and drive towards Cornwall where I intended to put it into a state of preservation in readiness for my return in a years time. I did not reach home! I was running in at a strict 50mph as per instructions and

stopped for a bowl of soup on the Dorset/Somerset border. My next recollection was waking up covered in plaster and bandages in Taunton hospital 2 days later! It transpired that an approaching full cattle lorry had seen me approaching at a steady rate when suddenly I swerved to his side of the road and ended up under him. He and the cattle were unharmed but it took 2 hours to extract me. Luckily a passing nurse was able to stem the leaking blood until I was moved to hospital. I emerged 4 months later able to walk with crutches but the car was a write off, although the engine is still in use in a pre-war AC.

It was not for some years that I felt able to return to ACs. In the meantime I had married and we had two children. We were living in a service house in Scotland where I was overseeing the building of a new class of Royal Navy frigate. The nature of the job and not living in our own home meant I had a little more free time so I started a search and found an Aceca for sale in Wales in 1976. A lady had been given it by her husband as a pretty toy! She did not really take to it and was pleased to sell to me so I picked it up and drove back to Helensburgh on the Clyde. An interesting journey as the car had done little miles in the previous 10 years but had experienced a hard life prior to that. I changed the engine oil enroute and also reset the brakes, the water pump was leaking so frequent refreshment stops were needed. On arrival in Scotland my wife had arranged a surprise welcome party which was a very brave act of faith as communications were not so easy then! I used the car in Scotland and did some work like brake system, king pins, electrics etc. Just before completion of the ship the family moved down to our operating base at Plymouth and I had to go into digs in Glasgow with the AC as my only transport. As it was winter and no garage the AC was exposed to the ice and snow and the salt used to keep the roads open. The weekend prior to the ship departing the shipyard I drove the AC down to Plymouth and immediately caught the return night train to Glasgow. When I caught up with the car three weeks later the engine area, chassis and the interior were festooned with a white fern like growth, the result of salt allowing electrolytic action between the aluminium and steel!

My next appointment was to Canberra to work with the Royal Australian Navy and the AC stayed, in a state of preservation, at our home near Bath. In 1983 I left the RN and joined the RAN and returned to UK to sell our house, settle our affairs and plan our move to Australia. I was undecided about the Aceca as I was considering the purchase of AC 's current production, the AC 3000ME - a very different fibreglass mid engined coupé. I again visited AC Cars where the same Mr Wright was delighted to demonstrate the latest off the production line. In fact the company was going through yet another financial

crisis and this might have been the final build. I found the car a little too small for motoring in Australia so opted to bring out the Aceca and I also brought a Bristol 411 with the intention of passing it on to finance a major rebuild of the AC. The sea trip out for both cars was dramatic as they were put into individual containers and boxed in to permit the rest of the space to be used for what I suspect was our furniture. Who ever did it did not understand sea movement nor car suspension as both arrived having been battered against the 4 by 4 frame of the platform. The Bristol had in fact caused a total collapse of the furniture onto the car!

The Aceca was rather worn and not likely to pass the ACT pit inspection and we all had a new life to learn and I a new job to manage so the car was put onto blocks. I contemplated handing the car to some one more experienced in car restoration but decided not to as an open cheque book was not an option and besides, I am a professional engineer and my naval education included 450 hours of craft training!

When I retired I rolled up my sleeves and started to dismantle the car. We were running our house as a Bed & Breakfast at that time but as we had both been working the B&B operation had had to take a back seat. In retirement, I took it on as a full time task and built up the marketing etc. to increase 'bums in beds'. The garden had been rather neglected so needed to be resurrected to match our B & B image. All this, plus other commitments gave little time for my restoration project and progress was slow. I did not set myself a target which was just as well. I had decided I wanted to concentrate on originality and refurbish the existing items wherever possible. As an example I had the leather cleaned and reworked rather than renewed.

I won't try to give a detailed blow by blow description of the rebuild but will concentrate on one or two major challenges.

Crud removal. Everything I touched required removal of masses of crud. I had been required to pay for steam clean at exit from UK and again at entry to Australia but it soon became clear neither operation had taken place. There were pockets in various chassis areas totally topped up with hard grease/crud. The car has many grease points and they had been used liberally. Perhaps this is why the chassis was in better state than I expected.

Body removal. My plan was to take the bare chassis to be shot blasted and the body to be glass bead cleaned. However the shot blaster would not do the chassis with the body still attached and was not

happy to touch the very soft aluminium. The body is wrapped around the outriggers and I would have had to cut it in at least two places plus the unwrapping. Friends in the Owners Club have restored Acecas with and without removal of the body with the consensus being in favour of the former. However I had little storage place for a separated body and was concerned it might become distorted so I resolved to do all the paint stripping of body and chassis myself.

Crankshaft. The crankshaft main journals were 30 thou. under standard and scored so I took it down to 'cranky' in Melbourne to have it built up to standard as I had brought a new set of shell bearings from UK. Before starting he had it crack tested which showed a 11/2 inch crack in one web! Not good news and he left me to find the solution. Perhaps the crack had been present all its life? Could it be repaired? Can I get a replacement? Should I have one made? Leaving it was not an option and I started to search for a replacement. The engine is rare so hens teeth come to mind. I found four crankshafts, three in Australia but they were all from a previous mark of the engine, and unsuitable. The fourth was in USA and almost of standard size, we agreed a price subject to a satisfactory crack test which the seller was happy to have done. Regretfully he rang the very next day to say sale was off as he was also selling a complete engine and its purchaser would not take the engine without the spare crankshaft! Back to the drawing board. I had located a person who carries out laser welding of crankshafts and was confident he could repair the crack as well as build up the journals. He does a lot of work for dragsters. His order of cost made it an expensive operation and would I have confidence in the result? I decided against it. I would have to have one made and had three sources. One from a UK supplier, one from 'cranky' who machines special crankshafts for the Ford V8 Supercars and finally a cast shaft from a team in Adelaide who had previously cast a shaft for this engine and still had the pattern. UK source was the most expensive plus the transport and import costs, but the other two were on a par. I decided upon the machined unit, especially as it would be sized to accept modern shells for both main and big ends (the big-ends were white metal). The crankcase was line bored and the final assembly balanced so I am now confident I have a very durable 'bottom end'.

Wiring. I had brought a new loom from UK in 1983. I labelled all the terminals of the old loom and removed it plus a few extra wires that had been fitted over the life of the car. I stretched the two looms alongside each other and matched the terminals and labelled accordingly. Comparison with the wiring diagram showed discrepancies in the cable colouring and also the diagram missed out

items like the overdrive unit, interior light, radio etc. There were also things I did not like for instance some users like the fuel pump did not come off a fused supply. These were easy to overcome and the installation was straight forward. I fitted extra relays where necessary and also LED reversing light and extra brake light. The original car had a single speed windscreen wiper but later models had two speed units and I had asked for the loom to be for the two speed version. I obtained a two speed wiper ex Armstrong-Siddeley and a switch. The switch has 13 terminals and the wiper 5 with 5 cables so it was an interesting exercise to work out which terminal to use; understanding the self parking circuit was a challenge.

Colour. The original factory records showed this car as green but the word was crossed out and blue added. The car was a very pretty light blue but still had green upholstery which did not seem correct. I suspect the original purchaser had the colour changed to blue during production, I found evidence of green when stripping. I liked the blue, also favoured the light green of a friend's Aceca but then saw another friend's Aceca in dark green which I liked even more and so used a Jaguar dark BRG.

Modifications. I have said that I wished to maintain originality but did fit seat belts. Also, the original prototype Ace as designed by John Tojeiro had rack and pinion steering but BMC (or was it Leyland by then) would not sell the Morris rack to AC. Instead they offered the company old stock of a Bishops Cam box – perfectly good in an A55 or whatever but the layout in the AC incorporated many ball joints and was sometimes criticised. An owner recently talked to John Tojeiro and he upgraded his original drawings to accommodate a modern rack and pinion box and these were accredited by the Owners Club as being an update of the original fit and not a modification. The owner sold kits for the Ace and Aceca according to which engine is fitted. I decided to do this. Both modifications were assessed by a Transport Accredited Engineer and were not difficult to fit. I also upgraded the clutch to a diaphragm type with a ball race based thrust block. Nearly my undoing as the new unit required a different length of throw. A friend was assembling the engine in Mittagong and I had the gearbox here. I took measurements from the bell housing face and he from the crankcase face and fitted an adaptor to suit. When we fitted the engine it went in very smoothly and all seemed well but when it came to test it was a different story. The engine started on first push of the starter and I felt very proud but when it came to move the vehicle the clutch would not disengage to allow engagement of any gear! When I had finished swearing I went through the system (hydraulic actuation) and adjusted what I could to increase the throw – I understand the

diaphragm clutch requires very small movement – and I managed to get it to disengage and did a road test but found that as soon as it was warm I could only engage a gear by stopping the engine, engaging the gear and starting the engine with clutch depressed, and then moving off. The movement required was very small but I was not happy so out came the engine again and I and good friend far more experienced in automotive engineering re-made the measurements and calculations and agreed it needed a further 3.5 mm length on the adaptor. I did this and we re-installed the engine and this time tried it with the rear wheels off the deck before completing the fit out. It worked fine, but of course it was cold. I re-assembled everything and a test run proved our work to be successful. Another friend machined a fitting to go onto the clutch pushrod to give a better fit with the clutch lever to further improve its operation.

People often ask where I get spares from. Apart from crankshafts this has not been too difficult as the AC Owners Club has one member who ran the factory spares and when AC left Thames Ditton he offered to use his experience to supply Members. Also the Members are only too happy to share their experiences. In addition, local friends provided a good knowledge of Australian suppliers. I also made use of Holden and Europa that supply the classic car industry. I used e-bay on a couple of occasions.

None of this great project would have been possible without the help and encouragement from friends, both locally and from the AC Owners Club. I have deliberately not named anyone as over a ten year period I would be sure to leave out someone. But I thank them all. I was particularly gratified when the Club honoured our achievement by awarding three annual awards at the recent Club Dinner.

Congratulations Peter on your awards and a great story. Ed.



GERMAN AUTOFEST BEST YET

All the German vehicle manufacturers: Porsche, Mercedes-Benz, Audi, VW, BMW cars and motor cycles, were represented at the German Autofest held in Canberra on 18 September 2011.

In one of the biggest 'country of origin' events in the National Capital, more than 300 vehicles were displayed, including more than 75 Mercedes Benz.

Two unusual vehicles were a pair of early VW Kombi split screen panel vans one which had been restored the other in original condition.

A full range of VWs were on display from the VW Beetle through the latest Golfs with examples of Passat, Karmann Ghia and commercial vehicles also present.

Two Mercedes standouts were the Mercedes-Benz 320 CE Cabriolet and a 1964 230 SL. The Mercedes Benz Club display also included the 2011 Mercedes-Benz G Class G55 AMG SUV 5 litre V8 off-road vehicle.

A 1958 BMW Isetta 300 in beautiful condition was a real crowd pleaser, with many people commenting that it was just like the one Gina drives in the British *Heartbeat* Television program.

The BMW car club display featured the full range of BMWs, as did Porsche with a good line up of Porsche 911s and 956s.

The display day supported the Prostate Cancer Support Foundation.

Vehicle owners enjoyed beautiful spring weather of around 24 degrees C on the Patrick White Lawns set located between the National library of Australia and Lake Burley Griffin.

Graham Gittins

The only Karmann Ghia at the show





Above: Restored and unrestored Kombis



VW Beetles

Just some of the Porsche



*The crowd pleaser
1958 BMW Isetta 300*



CLASSIC YASS— SATURDAY 5 NOVEMBER 2011

As a Yass Antique Motor Club member I thought it would be useful to give a brief report and some photos for those CACMC members who could not attend this event.

It was a lovely Spring day with around 140 cars and 20 motor bikes on display. There was a live band of 7 musicians called the "HIPS" from Sydney who have played at the YASS CLASSIC for the past few years, playing all the golden oldies and they attracted a great audience for four hours under the shade of the park trees. It was a great opportunity to meet up with car club members from a number of clubs including Yass, Canberra, Young, Cowra, Cootamundra, Young and Goulburn. The CACMC Club was well represented with around 14 members showing their cars including the following members with partners : Clive Glover, Charlie Adams, Chris Berry, Graham Bigg, Ken Walker, Vin Liston, John Liston, Roger Phillips, Barbara Phillips, Daniel Wyatt, David Wyatt, Petra Wyatt, Janice Wyatt, Michael Toole, John de la Torre and Alan Martin.

The hospitality from the Yass Club was good and a free morning tea of cream/jam scone, cake, tea and coffee was provide for all entrants. The marketing and administration of this event by the Yass club was first class with a vast array of other events such as billy cart races, working antique small farm machinery and tractors on display, working model trains, the fantastic music from the "Hips" live band, many food stalls and BBQ's.

One interesting item I discovered was talking to an elderly entrant from Cowra displaying an A model Ford and who has recently driven this vehicle to Perth and back with his wife as a passenger by themselves with no punctures or major mechanical breakdowns other than the starter motor becoming unserviceable and this did not cause a problem as the car could easily be cranked.

Alan Martin

*I believe you won a prize with your Studebaker, Alan.
Seen here at Wheels 2011*



The Colonial

December 2011-January 2012



Charlie Adams' 1950 Studebaker

Chev bread van from Milton



Morris and matching tear drop caravan.

Barbara Phillips and her 1963 Ford Anglia "Harriet" won Best Ladies Entry



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.)

2 manual **Mk1 Austin 1800 utes** with chassis numbers within a few hundreds of each other. Engines in both non original and from saloons. Both have original 13" wheels but 14" bolt on for better highway revs and cruising. Both require complete restoration but neither require any panel replacement only minor panel beating before surface prep prior to spraying. I would like to sell both as a package.

Available are new, that's right, NOS hydrolastic displacers and genuine front and rear lenses, NOS hub caps (only used on utes), NOS gearchange cable sets. Too many other NOS and used parts to mention.

Both utes \$1,500

Parts individually sold by negotiation unless a package deal is agreed upon. Dave Bennett 0407 584 606

4 Triumph Saloons

1 x 1978 Mk II 2500 S (extremely healthy engine with J type O/D gearbox). Also fitted with power steering and factory integrated aircon from new. Red body rust bucket but great for mechanical parts.

1 x early '70s Mk II 2500 TC saloon with 2000 engine and 4 speed manual box (no O/D). Was originally 2500 with 3 speed B/W 35 auto. Air con, power steering. Baby poo colour.

1 x early 70s Mk II 2500 TC saloon. No power steering, no air con. Same colour as above.

1 x early 70s Mk II 2000 saloon. No air con, no power steering. Same colour as above.

Happy to sell as package deal and also have NOS and used parts.

Saloons \$1,200 (for all four) and parts by individual negotiation unless package agreed upon.

Help me as I need the space for Mini and other projects.

Dave Bennett Phone 0407 584 606

Email: dbennett@ta.netspeed.com.au

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.

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.)

1960 Mk2 Zephyr Wagon, 49,000 original miles, new radiator, water pump and hoses, extractors, 14" wheels, tow bar. 4 months full ACT rego. Price \$6,800 or near offer. Contact Bruce Perry, phone 62545059 or mobile 0408 652 107



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. \$5,000 ono. For more information contact Leigh on 02 6296 2595 (H) or mobile 0411 088 629.



1969 XW Ford Fairmont. 351 Cleveland motor in excellent condition. Extremely good paintwork, colour Silverfox. Needs reupholstering. Car is in Wollongong. \$20,000. Contact Larry on 0411 314 825.



1967 Humber Super Snipe series VA several years on Club rego, white, major engine overhaul and rear springs replaced 23,000 miles ago, new tyres, new shockers, new water pump. Asking around \$6,000. Phone Kim on 02 62518308



EXTRA RUNS AND SWAP MEETS 2012

DATE	CONTACT	DETAILS
Mar 3	Sharon Thearle 4832 1988	Crookwell Potato Festival static display on Crookwell Memorial Oval www.upperlachlantourism.com We need to give an approximate number going so names to David or Jan please.
Mar 17-18		Chryslers on the Murray
Apr 2		Goulburn Swap
Easter Saturday April 7	6846 9414	Man from Ironbark Festival, Stuart Town (between Orange and Wellington)
Easter 2012		Bush Council Rally in Orange
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
Apr 16		Wangaratta Swap
May 6	0418 424 748 www.woi.org.au	Wings over Illawarra Air Show. Car and bike clubs are invited to attend. Go to website to register and obtain free car registration sticker. Email: mhough5@gmail.com
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
Sep29-Oct 2		2012 Motor Exhibition, Bendigo Showground celebrating 100 years since 1st Victorian Motor Exhibition. Starting in Ballarat on 29 Sep travel to Bendigo arriving Friday 2 Oct. http://www.federation.asn.au/Newsletters/FedNews74.pdf
2013		Austins over Australia in Bendigo.

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.)

1951 Riley 2 1/2 litre Saloon, colour burgundy, Engine No 6975, Full NSW rego ACX 55F till 3/9/2012. Reason for sale—moving and lack of garage space. Car is well maintained, runs well and cruises comfortably at highway speeds. Parts are readily available from the Riley Club. Some spares, driver's instruction book and workshop manual are included.



Car was first sold to Bert McDonald of Reid Act in 1951. Is now in Goulburn. \$16,000. Please contact Don Sanders on 02 4840 2095.

1 cylinder head gasket to suit early Dodge \$100

1 metal trunk, good condition \$65

Size L 880mm x W480mm x D330mm

Phone Clive on 0404 208 333

WANTED Tyres (2) 20" x 5 to suit moving a chassis around during restoration. Ring Graham 0412 627 437.

Dyke's Automobile and Gasoline Engine Encyclopedia

Published 1930 Fifth Edition in good Condition Price \$50 ono

Contact Joe Micallef, phone 6290 1930 (H)

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.

Copyright: Copyright for material published in this Journal is vested in the Canberra Antique and Classic Motor Club. Material may be reproduced in similar Journals in whole or in part, with attribution to "The Colonial".



Battery World™

Power for anything...anytime!

Need a Battery . . .

FREE
in-store
battery testing at:
95 Grenville Court, Phillip
(Behind Goodyear Tyres)



Quality, Value & Service

13 17 60

Batteries for:

- Automotive
- Trucks
- Marine
- Deep Cycle Applications
- Cellular Phones
- Hobby & Toys
- Photographic
- Computers
- Medical Equipment
- Anything that needs a portable power source

Other Products:

- Inverters
- Solar Products
- DC Appliances
- Low Voltage Lighting

Accessories:

- Cables
- Terminals
- Chargers
- Battery Testers



Special insurance for motoring enthusiasts by motoring enthusiasts.

Talk to an enthusiast at Shannons.
Our very competitively priced
insurance includes features like
agreed value, choice of repairer,
lifetime maximum no claim bonus,
lifetime guarantee on all repairs,
no blame - no excess and
pay by the month
premiums.

SHARE THE PASSION

This insurance product is issued by Australian Alliance Insurance Company Limited ABN 11 006 471 709. AFS Licence No 235011. You can get a Product Disclosure Statement by phoning 13 46 46 or from any of our offices. You should consider the Product Disclosure Statement in deciding to buy or hold this insurance product. Shannons Limited ABN 91 099 692 636 Authorised Representative No 239594

FOR A SPECIAL QUOTE CALL 13 46 46
WWW.SHANNONS.COM.AU

CANBERRA AUTO PARTS

- Full range of parts and accessories
- Moulded Car Carpets Specialists
- New Body Panels & Lamps

Andrew Garrard
DICKSON 0407 491 065

9 BADHAM ST DICKSON ACT 2602 Ph 02 62472122

Belconnen & Dickson **RADIATOR REPAIRS**

Car Heater Repair Specialists

• CARS • TRUCKS • INDUSTRIAL EQUIPMENT

- New Radiators - All Makes of Cars
- Cleaning & Exchange Service
- Historic or Classic Radiators a Specialty



**Keir's Belconnen & Dickson Radiator Service
& Mechanical Repairs**

6247 8707

DOWN THE LANE, 25 BADHAM ST., DICKSON

ACT Motor Vehicle
Registry
AUTHORISED
INSPECTOR
ON DUTY



Professional Service

with the Latest Tilt Trays at the Lowest Possible Price!

\$80*

Anywhere in Canberra

(During Working Hours)

Paul Keir

Dickson

* Subject to variation

0412 486 757

A.H. Diversion
to Residence

TYREZONE
THE ONE STOP TYRE SHOP

UNIT 4 13-15 KEMBLE CRT. MITCHELL 2911

(Vehicle entrance from Grimwade Street)

For Premium Quality TYRES

Goodyear
Regular Performance, All-Season Plus.

Continental

Bavum

- Ultimate precision 4-wheel alignment including historic and classic vehicles
- Optimised computer wheel balancing for most wheels including 3-stud & blind centre.

Please phone for appointment
6241 1823 or 0417 401 126

DEANE FENCING

JAMISON ACT 2614

Phone: 6230 3088 Mobile 0414 525 525

Email: deane.fencing@hotmail.com

Specialises in Road, Bridge, Carpark Safety Barriers and Fencing

- Guard rail
- Wire rope (flex fence) barriers
- Isolator concrete barrier
- Thriebeam guardrail
- Work zone barriers
- Pedestrian barriers

PHONE: (02) 6297 0535

FAX: (02) 6297 0534

ELECTROPLATING TECHNOLOGY

CHROME PLATING SPECIALISTS

GOLD, SILVER

COPPER, NICKEL, CHROME

ZINC, TIN

CHROME PLATING

UNIT 2/67 THURRALILY STREET
QUEANBEYAN NSW 2620



Call for immediate
friendly & personal service

6297 6100

46 Silva Ave Queanbeyan

HARDCORE BRAKES

Longlife at discount prices

Stainless steel cylinder reconditioning

Huge range of reconditioned brake and clutch units in stock

Now reconditioning and testing vacuum boosters

Master-vacs and hydro-vacs on the shelf

Speedy remanufacturing service available

Exchange calipers or kits

Brake pipes made to order

Disc/Drum machining

Australian Brake Sleeving

**CACMC Member Terry Byrne
Trading as**

FEDERAL STEEL BUILDINGS

**Kit Homes Garages Patios Carports
Rural Buildings Garden Sheds**

**Tel: 02 6290 0360 Fax: 02 6290 0366
Email: terryb@hotmail.com.au**

TROPHY | LINK

Your link to quality

Robert & Annette Smith

Shop 8
93 Mawson Place
Mawson ACT 2607

Ph: 02 6239 3939
Fax: 02 6239 3940
Em: trophylink@trophy.net.au
Web: www.trophy.net.au

Classic Framing
Gallery and Gifts

*Robert & Annette
Smith*

Southlands Shopping Centre
Unit 7, 93 Mawson Place
MAWSON ACT 2607

Phone: 02 6290 1127
Fax: 02 6290 2480
Mob: 0418 622 474
E-mail: bob@classicframing.com.au
Web: www.classicframing.com.au



A new wave in paint removal and in depth cleaning

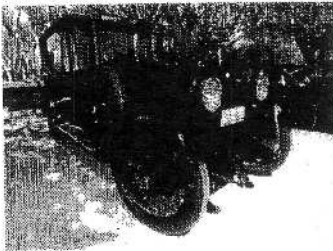


- Gentle auto paint removal
- Plant/machinery cleaning for restoration
- Concrete cleaning/paint removal
- Brick/masonry paint removal prior to rendering
- Graffiti removal
- Car parks/roads line removal
- Marine antifoul removal
- Aviation equipment cleaning/paint removal
- Food industry equipment cleaning

0417 411 377

www.sodablastact.com.au

Grantley Perry & Sons
FUNERAL DIRECTORS



Our Family
Serving Your Family

12 Stanford St, Mitchell, ACT 2911
6241 4101

SEIFFERT AUTOS

8 ENDURANCE AVENUE, QUEANBEYAN
ALBERT AND ANDREW NEUSS, Proprietors

Phone: 6297 6225

AUTHORISED INSPECTION STATION—NSW

Fuel injection specialist—using latest diagnostic equipment
All mechanical repairs including automatic transmissions, wheel alignment and balancing



RING FOR FREE QUOTE



This space available for an advertiser
\$40 per annum
Contact Helen Phillips or Bob Judd



**CUSTOM MOTOR
TRIMMING** & UPHOLSTERY
PTY. LTD.

John Soustal

- | | |
|-------------------|------------------|
| • Moulded carpets | • Cloth inserts |
| • Seat repairs | • Hood linings |
| • Sunroofs | • Tonneau covers |

6280 6319

16 Kembla St
Fyshwick A.C.T.