

THE COLONIAL



Official Journal of the
Canberra Antique & Classic Motor Club Incorporated

Annual Subscription
Colonial \$25

1928 Austin 7
Harry Crawford

Vol. 44
May 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; Update on Alec's Lagonda restoration; Michael Toole's take on NRMA Motorfest; Tora Bennett's MGB; Barbara Phillips' Anglia "Harriet" story is coming. Thank you to these members.

Week Day Social Lunches

Friday 4 May 12 noon and every first Friday: Sandwich lunch at the Southern Cross Club, Woden.

Friday 18 May 12 noon lunch at the Calwell Club, 1 Were Street, Calwell. Please sign the sheet as you enter the club. Any queries to Alec McKernan 6286 1046. All members welcome. Happy birthday to Alec for the 13th.



Get Well

Advise Secretary Gerry Walker if you know of anyone who could use a cheer-up card, especially if they are in hospital. Best wishes to Anne McKernan and Ellen Waite who have had "limb repairs". Jack Houston has been in hospital so hope he is now home and on the improve.

Things to remember

Fill in the survey—if you are satisfied with the running of the Club, we do need your input too.

Thank you

It was done at the April meeting, but can I also say thank you to the Events Committee and all who helped with Wheels and the April run. The one place where drip trays should have been used was in the betting ring. Daniel and Dave had to get cleaner and rags to clean up where one old car has dropped oil.

I am finishing this issue just the day before Anzac Day. I wonder if any of our members are transporting elderly veterans in the parade, whether you could send me a picture. Lest we forget.

Happy Mothers Day to all the mothers in our club. Hope you are thoroughly spoiled on the day.

See you Tuesday
Cheers ... Helen

CANBERRA ANTIQUE AND CLASSIC MOTOR CLUB

DRAFT MINUTES GENERAL MEETING

TUESDAY 14 APRIL 2012

Members: 46
 Apologies: 6
 Visitors: 1

Welcome

President David Wyatt welcomed members to the April meeting and invited club member Jim Clough to make a presentation on Prostate Cancer. The visual display and talk were well received and Jim was thanked for his presentation.

Visitor Greg Munro. 1972 Volvo 164L

President's Report

Ron Cooper has left some magazines for members to take home.
 Club survey – require more completed club survey forms.
 Wheels change of venue to Thoroughbred Park well received and race course people very pleased and are preparing a business plan for the 2013 event.

Minutes of March 2012 meeting

As printed in the Colonial - Proposed acceptance of the March 2012 Minutes—Waine Summerfield, Seconded Graham Bigg. Carried

Correspondence – Gerry Walker

Corro In
 Newsletters x 11
 Cowra club vehicle display 29 April
 Cootamundra Father's Day swap
 Payment for trailer hire
 Info/cards re Chrome World Fyshwick
 Ulladulla Harbour Classic
 Survey forms
 Notice of remittance
 Goulburn Historic Waterworks
 National Museum
 Dandenong Valley Historic Car Club
 Landcare for singles

Corro Out
 Nil

Moved acceptance of correspondence Gerry Walker, Seconded Ray Gallagher Carried

Vice president –Graham Waite

May meeting guest speaker Shane Keir Radiator maintenance

June Fuel technology

Lucky badge draw #29 Bob Garrett

Last run #5 John Liston

Treasurer's Report

In the absence of Bob Judd, Gerry Walker presented the Treasurers report. Current balance \$8999:10 of which is \$1700 is held pending deposit payments for the October Great Lakes Tour. Proposed acceptance of the Treasurers report - Gerry Walker, Seconded Vin Liston. Carried

Editor Helen Phillips

May edition OK. June need car story and photo for cover or Helen will put flowers on it.

Events Director Jan Wyatt

April run to Alan Martin's farm at Yass meeting up with Yass and Goulburn car club members. Meet at 10:30 at the Hall lay-by.

May 20 National Motoring Heritage Day Meet Bunning's Tuggeranong car park depart 10:00am

June trying to arrange inspection of Mitchell repository of National Museum of Australia, then to Gungahlin Lakes Club for lunch.

July Weekend away Nerriga Pub lunch on Saturday for those only wanting one day, Nowra Saturday night, Sunday Dapto Motor Museum.

August Presentation buffet dinner Burns Club Kambah Friday 17 August must have final numbers not later than July meeting.

Raffle Draw # 9 Greg Beck

Supper coordinator Clive Glover - All OK

Registrar Bob Alexander

Twenty three cars inspected since the last meeting

Car trailer on way to Adelaide.

Librarian Joe Micallef

Books and manuals for sale

Membership Joe Vavra

Not present.

Shop Manager Norm Brennan
Cloth badges and car banners for sale

Information Officer Mark Butterfield
"For sales" on the board
29 April Cowra vintage caravan display

Council delegate Roger Amos
Council meeting 15 March 2012

Centenary Event 2013 – The vehicle part of the event on Saturday will be held at the Totalcare facility on Canberra Ave. It is a display of visual arts, clothes and cars will be needed as part of the artistic presentation. Bruce Perry is in charge of arranging the vehicles and will need assistance of Clubs when more details are known. Sunday will be the Rally with a large number of vehicles expected to start from Jervis Bay.

Other Council business

Pie Cart – The Pie Cart will be housed in the Fire Brigade Museum and the American Car Club will provide the administration.

Ethanol – An overview of what is happening around Australia

NSW rescinded legislation to replace all 91 unleaded fuel with E10 as it would force 30 per cent of vehicles into more expensive 95 and 98 fuel. Federal policy has an objective to move to 10 per cent grain based fuel by 2010

QLD, Vic, and WA wanted a 5 per cent target by 2010

ACT supports national approach

SA and NT have no policy

Tas has a low figure not yet quantified

AHMF is preparing a policy (WA working on it)

Diesel availability - concern about the lack of action by fuel companies on provision of diesel availability. The increase in diesel vehicles is not matched by the provision of fuel pumps at stations and maybe it is time for the Council to get involved in the issue.

Roger Amos also mentioned the Bush Council's Easter Rally with 200 vehicles on display at Millthorpe and tour to Canowindra on Easter Sunday.

David Wignall's Monaro on sale on eBay for \$148 500.

Publishing Committee Phil Donoghoe
Printer initially short changed printing run by 90 copies of The Colonial April edition.

Fire Brigade Historic Society Forrest station open days 21/ 22 April
gold coin donation.

General Business

Chris Berry thanked all the club marshals for their work at Wheels.

Gerry Walker will be overseas from 25 May and back before August meeting - need volunteer to act as secretary

Bob Garrett— There will be a Hudson rally in Canberra from 13 October 2012 for a week.

Graham Bigg has two Wheels badges left for sale \$10 each

Joe Micallef has a Blackwood's catalogue to give away free.

Roger Amos picked up Over 50's travel brochures for travel overseas at the Senior's Day EXPO. Please take one home and recycle when you have finished with it.

Waine Summerfield will be in Canada in May.

Graham Gittins

Wheels 30th anniversary dinner great success with 64 people attending \$700 raised from the charity auction and surplus from dinner of \$300 means one ShelterBox can be purchased. The amount collected at Wheels still to be advised.

Bob Alexander conducts Road Ready driver training course and had an applicant aged in his 40s who although he had been driving for 25 years had never held a licence.

Meeting closed at 9.25pm

Graham Gittins

Minute Secretary.

CLUB SURVEY

Included in members' Colonials for March was a survey which the committee would like you to fill in and return.

Your input will help us with targeting services and events so please take the time to have your say.

Lost your form: get another one at the next meeting.

**SPRING TOUR OCTOBER 2012
Forster and Port Macquarie
14-24 October 2012**

Approval has been given for the running of the above tour under the auspices of CACMC.

By word of mouth the tour has quickly filled and there are only two spaces left.

Contacts:

Graham Gittins 0419 249 109

Ray Gallagher 6241 9823

DANDENONG VALLEY HISTORIC CAR CLUB

The above car club will be here Tuesday 16th and Wednesday 17th October staying at Crestview Caravan Park, Queanbeyan. Around 20 people. They are interested in getting together for dinner one night, preferably in Queanbeyan.

As a lot of the committee will be away on a rally, Phil Donoghoe has kindly agreed to organise this event.

It is interesting to note that the person who sent the email was Sue Pater. Those who went on the Vic Rally in 1990 will remember she was our contact when we met with the Dandenong club then. Waine and Betty, Dennis, Garry and Annette, Chris and Irene, Charlie, Keith and Lilly, Albert and myself were on that trip. Hope some of you can make the dinner. I only get back from overseas on the 17th so may not be fit.

The Colonial

Any errors/omissions let Helen know. I am gradually catching up on the material you good members so kindly provide. Contact me if I have forgotten something you gave me or forgotten to give you back a photo.

It is still possible to get your Colonial by email: just email Helen, so that she gets your details correct, cc Joe Vavra and Joe will take you off the labels list.

APRIL CLUB RUN TO ALAN MARTIN'S FAMILY PROPERTY SUNDAY 15 APRIL 2012

A trip to a country farm, combined with a warm autumn Sunday were two of the attractions that saw around 40 Canberra Antique and Classic Motor Club vehicles, 15 vehicles each from the Goulburn and Yass Clubs descend on Alan Martin's property *Drummoyne*, just out of Yass to enjoy a picnic lunch under the trees near the 1920s homestead.

The 1800 acre property has been in the Martin family since the early 1900s and is considered one of the best properties in the Yass district.

A great range of vehicles from the three clubs made the trip and included a Model T Ford truck and Chris Berry's Chrysler which has not been seen on club runs for some time. (*Also Harry Crawford's Citroen.*)

A Bren gun carrier attracted a lot of attention when the owner, a neighbour of Alan's, fired up the Cadillac V8 engine and did a couple laps around a grass area.

The tracked vehicle according to Vin Liston was a b*****d to drive. Vin should know, as he learnt to drive them in the latter stages of the World War II.

The Yass Machinery Club also bought an ex army field kitchen to cook their roast leg of lamb and vegetables lunch. According to Clive Castles the wood fired field kitchen was capable of preparing meals for 200 soldiers at a time.

Alan rescued a couple of unusual light stands from outside a local night club and positioned them around the picnic area and invited visitors to write their name and vehicle type on them as a keep sake of the day.

The only reported vehicle problem was Sue and Tony Roberts MGB which on the way home suffered ignition problems when the coil tested red hot and no spare at hand meant a slow trip stopping every two kilometres to allow the coil to cool down.

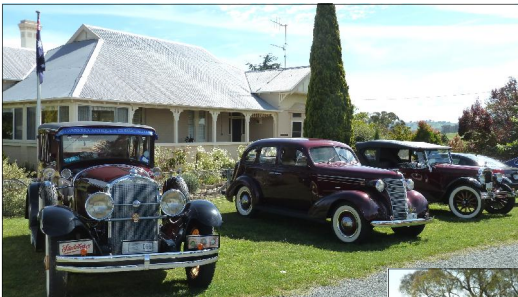
So impressed with the intermingling with the members of the three clubs was club president David Wyatt that he suggested to Alan that the event should be a regular happening on the three club's event calendar. Alan readily agreed to the idea. Graham Gittins

Thank you from Jan Wyatt

41 cars, 64 people from our club enjoyed a picnic/BBQ lunch and sat and chatted enjoying the lovely weather and surroundings. Vin Liston towed the BBQ trailer and had the billy boiling on our arrival. Thanks again Vin as many members utilised the BBQ to also cook their lunch.

Alan also invited members of the Yass Antique Motor Club to attend the joint social event and some members from the Goulburn club also attended along with some of Alan's friends and neighbours. Someone who did a count of all the vehicles in attendance reported 79 being present. This was an excellent result and gave our members a chance to catch up with the other clubs.

A special thanks to Alan and his family for making their property available to us. From all accounts, all present really enjoyed the outing. We appreciate the effort that Alan and family put into the day and thanks to our club members who supported the outing.



Drummoyne Homestead with Alan's three cars in front.



Heavy vehicles from Yass club



Selection of painted pots with Australian theme.

10th anniversary of the Three Mountains Challenge

Morris Owners Group convener's wife Wendy Noad made a special chocolate cake to celebrate the 10th anniversary of the conducting of the Three Mountains Challenge on 11 March 2012.

The Challenge takes in Mount Ainslie, Black Mountain and Red Hill and got its name from Wendy's father, the late Jim Bruce, who owned a Morris Bullnose Cowley which he said 'was always a challenge ascending and descending the mountains around Canberra because of its two wheel brakes'.

The 30 people in 15 vehicles mustered at the Australian War Memorial café for a cup of coffee or tea before attempting the Mount Ainslie challenge.

All vehicles including MG Old Number One driven by Jim's son Mark Bruce with his two children, Jenny and Garry Hadley's Morris Marina, Denis Harding's prewar Morris Minor, Graham and Heather Gittins MG Magnette, Morris Owner Group's convener Malcolm Noad with daughter Bronwyn at the wheel of a MGB, John De La Torre in his Morris Major Elite, John Liston in his MGA, Chris and Irene Berry Hillman Husky, Harry Crawford in his Austin 7, another Austin 7 driven by ??? CACMC president David and Jan Wyatt in their Fairlane and Joe Micallef in his Honda and a couple of other moderns which were made honorary Morrisies for the duration of the challenge.

Next was Black Mountain followed by Red Hill lookout. No major 'fail to proceed' was recorded, making the BBQ lunch prepared by master chefs Vin Liston and Malcolm Noad, at La Trobe Park, all that more enjoyable, before tucking into Wendy's delicious cake.

Each entrant received a special 10 year commemorative medallion and the Jim Bruce trophy was awarded to Gerry Walker.

The Three Mountains Challenge is held each year on the Sunday of the Canberra Day long weekend.

For details of the Morris Owners Group activities contact Denis Harding on 6281 4497.

Graham Gittins



Participants on top of Mt Ainslie

Heather and Irene take a break in the Berry's Hillman Husky.



The chocolate cake to celebrate the 10th anniversary.

Graham Gittins presented Gerry Walker with the Jim Bruce Memorial trophy.



Whitney, 1928 Austin 7 and life long car with CACMC

Helen, our illustrious Editor, to whom we should all be very grateful, happened to mention that she was out of My Car stories and was going to switch over to flowers on the cover so she could pursue her big love. I thought, 'this is not good enough, could I do a story on my old Morris Commercial truck that helped build Commonwealth bridge, or maybe the Dodge panel van that was the Narrabundah milk truck?'

At the inaugural meeting of this club in 1968 there was an over-riding determination to have a non-exclusive club that catered to whatever vehicle you loved. Hence, my 10 quid pile of bits bought in 1964 that had been a much used Austin 7, was welcome and is now the subject of this story.

I think it might have graced the cover back in 1992 when my son and I finally got it on the road but many things have changed since then. Not that anyone looks any older to me but the cars the club stalwarts drive at events have definitely changed. A lot of the vintage tin has been replaced by cars built after the formation of the CACMC - they are much less disruptive to the increased pace of this millennium's traffic. Chris Berry's Chrysler, Charlie Adam's Nash that was on the iconic 88 Rock Rally and Graham Moore's wonderful Fraser Nash all are remembered from the 90s when I first started going on runs. I then remembered Geoff Tyrell's A7 special and so there is definitely something about the staying power of Austins. I know there are many cars in the club that have been with their owners for 40 odd years but they are rarely seen treats. One such for me was riding with Rod Smart in the 1928 Moon that has been in his family since new. Alec McKernan's Bean was with him 45 yrs till just recently and Brian McKay's Chev that, like the A7 often goes topless, is still seen after 40 years. I am informed on good authority that the Bean and Chris's Husky have an unbroken attendance record at Wheels (1982 on).

So, that little cutie in the photo among the vines at the Little Bridge Winery is a 1928 Austin 7 that has been attending several events a year for exactly 20 years. Most of these Austin 7s were 4 seat family cars but this is a 2 seater originally made for tradesman use (because tools etc could be locked behind a folding bench seat into its cute little tail). However, the factory and others made very fast 2 seat sports models including one that won the first Australian grand prix at Phillip Island. A few prior owners, all young lads like me, had this sort of picture in mind as they modified and campaigned this little car. The chassis ended up going to the tip!

My guiding aim in restoring Whitney was 'a car that maximised my pleasure and that of others. Hence its red and yellow colour scheme that was quite controversial amongst the purists in 1992. However, colours have brightened up considerably over the last 20 years as all cars, old and modern, become more an expression or extension of an individual's tastes and character.

When I was putting it on the road I had huge attention on being able to stop the little Austin. Even in the 30s their brakes were noted for poor performance and when I drove one as my first car as a student in the 60s we had some memorable incidents that old friends still remember! I can still put cars through gaps that seem impossible! In the 50s many of these cars were modified into specials and many people came up with many schemes to improve the anchors. The only successful one seemed to be a full blown engineering job of grafting on hydraulics from a Morris Minor to replace the cable set up. I did not have the time or resources for this.

One night I was reading a book on the development of the motor car and it pointed out that up to the late 20s there was no servo action allowed in the brake shoe pivoting systems inside the drum. I had a eureka moment when I realised that a little modification to the Austin's leading brake shoe would allow it to float and thus allow the revolving drum to drag the shoe a bit and thus jam it on harder. After an hour with a hack saw I had self-servo action in the back brakes (not to be confused with the very visible external-servo vacuum on master cylinders). This did the trick very nicely and allowed spirited driving without worry.

However, the gearbox was jumping out of second and I gave a chap in Melbourne a couple of the boxes I had from my extensive collection of bits stashed under my parent's house. He rang me back to say 'did you know one of those boxes has close ratio gears from an Ulster (a factory racer) in it?'

This led to the car getting a close ratio box that gave it better acceleration and much better hill climbing ability. We also put on a more modern SU carburetor.

The Austin 7s are well made little cars that saved the fortunes of Austin. Many car firms trace their history back to making them under license or building special versions including BMW and Jaguar. And out here in Australia we have probably the world's best specialist 7 club in the Victorian outfit. I have belonged to them for 40 years.

They organise re-manufacture of lots of bits, run Historic racing at Winton and have a big mud trial component in the club. A couple of years ago I purchased an extractor system from them designed and made by Rick Perry (Perry Exhausts). Replacing the crude vintage era manifold with this tuned system gave the car what felt like a 20% power increase and boy oh boy, could we fly! However, the 80 year old inch and a quarter crankshaft objected eventually and so it was on the phone to the Vic club for a new bigger crankshaft, 30 thou over pistons, etc etc. I have just about got this rebuilt motor bedded down but already it has taken the top speed over 100kmph (previously 88) and severely shown up the road behaviour.

I built up the front axle as an impecunious ANU student in the 60s using the least worn of all the bits I had been able to acquire (very easy back then as these cars ceased being used as everyday runabouts at the end of the 50s). Since then I have not looked at that axle !

So another call to the Vic Club for kingpins, wheel bearings, brake springs etc and this is the current work in progress. Talking to a few club members recently with pre-war cars has revealed the huge improvement that radial tyres can make to the road manners of a car. Unfortunately I don't think that I have that option on my 400 x 19 inch sidecar tyres and so I am hoping that new steering bits and wheel bearings will handle it.

One of the advantages of these small Austins is that they fit between the bollards designed to keep cars out of Canberra parks. This small size is also why these cars rather than T models were first to Cape York, up Table Mountain in South Africa and first into Tibet. Mind you their performance is also a cut above the Ts designed in the veteran era.

And so earlier this year when a gentleman politely praised the car at the club run to Little Bridge winery, I offered him a ride and we sneaked between the rows and picked grapes. So that's the Argentinian ambassador and myself in the photo (courtesy of Roger Phillips).

I hope these words and the garden flavour of the photo save the magazine cover for us car nuts for maybe another 20 years.

Harry Crawford

Post Script: Other cars that have been pedaled regularly over the last 20 years in the area by members (give or take a few years since we are not getting younger) are:

Albert Neuss's 1936 Chrysler Imperial
 Dean Benadetti's Pontiac
 Ron and Anne Scattergood's Hudson
 Barry and Graham Boyce's Buick collection
 Waine Sumerfield's 26 Buick
 Gary Scorgie's 35 Buick
 Alan Boate's Jeep (the original Jeep was modeled on an A7 army vehicle)
 The Carswell's Oldsmobile with unique paint job
 Mike Catanzariti's Dodge
 Phil's bright Durant now driving like a modern on radials
 Malcolm Noad's Bullnose
 Vin Liston's Morris Minor

The last time I did a dummy spit about not having car stories, Dick Stubbs was round on his motor bike next day with a story. This time I have one from Harry to save you from flowers on the cover. He's putting pressure on the above people!! Dennis suggested going back to old Colonials and re-running some of the stories. I have back to 2005 saved on disk. I was going to use Tora Bennett's MGB this issue but needed another picture for the cover and their internet wouldn't work at Gunning. So that will be next month. Helen



CACMC EVENTS CALENDAR 2012

DATE	CONTACT	DETAILS
May 20	Chris Berry 6257 7145 Vin Liston 6241 1645	National Motoring Heritage Day. Please meet in Tuggeranong Bunnings carpark at 9.30 am to leave at 10.00 am . Our event for the day will consist of a drive through some of the Canberra streets, the aim being to make the cars visible to the public. The BBQ trailer will be at the end point for tea/coffee and cooking if members wish. All the instructions for the drive will be given out before departure. Other clubs are most welcome to join us for the day.
Jun 17	Jan Wyatt 62861782 or any Event Committee member	A visit to the National Film and Sound Archives, McCoy Circuit, Acton, then lunch at the Gungahlin Lakes Golf Club, Gundaroo Drive, Gungahlin. Meet at the National film and Sound Archives at 10am and then attend one of their regular presentations at 11am taking you through Australia's screen and sound history. Before the 11am presentation members can look through the exhibitions themselves, or enjoy a coffee at the café. We may also be able to arrange for a short film (car related) to watch prior to the 11am presentation if there is enough interest. Presentation takes 45min, we will then leave for Gungahlin and arrive there about 12.30 for lunch. We will reserve some tables so numbers for that would be appreciated.
Jul 14-15	Jan Wyatt 62861782 Chris Berry 6257 7145	Proposed weekend trip with overnight at Nowra. We will first go to the Nerriga Pub for lunch on Saturday 14th July so that any members who wish to do a short run can join us and for lunch then return home. We will travel on the road through Tarago as this road to Nerriga only has about 3 km of dirt. For those continuing on to Nowra, we intend visiting the Air Museum at Nowra and the Australian Motorlife Museum at Kembla Grange, then home after lunch on Sunday. Expressions of interest at the May and June meetings so we can discuss accommodation options, or by phone to Jan or Chris Berry. More details in June Colonial.

CACMC EVENTS CALENDAR 2012

DATE	CONTACT	DETAILS
Fri Aug 17	Jan Wyatt 6286 1782 Chris Berry 6254 7145	Annual Presentation Dinner. Please note this is a Friday night. It will be held at the Burns Club, Kett Street, Kambah, 6.30 for 7pm. It will be a buffet dinner, cost \$25 per head (our club is subsidising the cost of the meal). Names will be taken at the May, June and July meetings by Chris Berry or by phone to Chris or Jan. Tickets available at May, June and July meetings. Names can only be accepted and tickets paid for until 6th August as we have to pay the club in advance.
Aug 19		President's run.

EXTRA RUNS AND SWAP MEETS

DATE	CONTACT	DETAILS
May 20	John 0428 643090 Darren 0402 911592 Harvey 0408 971 884	6th Annual EH EH Holden car show 2012 All pre 80 Holden vehicles welcome. The Park opposite Bunnings, Anketell Street, Tuggeranong. 7.30 am for 9.00 am start—trophy presentation at 2 pm. Entry \$35—I entrant per car. If entering on the day the cost will be \$45.00
May 26-27	Noel Hiscock 03 5428 2689	Winton Historic racing, the annual event of racing historic cars and bikes, near Benalla.
Jun 8-11	Brian Hanson 02 6922 3316	Wagga Wagga Veteran & Vintage Motor Club rally. Book accommodation early.
Jul 15	Colin 4729 0482	Liverpool Super Swap, Fairfield City
Jul 28-29	Garry 4454 4701 Tom 4455 3669	Milton Ulladulla Vintage & Classic Car Club Ulladulla Harbour Biennial Classic. Book by 1 July. Jan has entry form.
Aug 5		Canowindra Swap Meet
Aug 11-12		Newcastle Swap Meet
Aug 19		Eastern Creek Classic

More on page 32



It is possible to mix flowers and cars. This was taken at the 2010 Melbourne International Flower Show. Will be best seen by those getting their Colonial by email.

GET READY FOR WINTER.

This is something which came via Jim Hill. Article by Tom Bryson. From Pelican Papers Fall 2011. Be glad you live in Canberra!

1. Start the car and run for five minutes.
2. Add to or change anti-freeze or drain radiator and block.
3. Add Sta-Bil or fuel stabilizer.
4. Depress clutch pedal to floor with a board.
5. Disconnect supply side battery terminal.
6. Put a couple of drops of oil onto terminal.
7. Jack up car—put on jack stands to get weight off tires.
8. Open door just a bit. Trunk lid too.
9. Cover car with cloth sheet or cover.
10. If outside or using a plastic tarp—use spacers to keep tarp off cloth or metal—prevents rust and allows air flow.
11. Use an air freshener—(moth balls work well but smell bad even if you are a moth.)
12. Add top oil to gas tank.
13. Put a few drops in each cylinder; leave plug loose.
14. Try to start car at least once per month and let run for at least ten minutes.
15. Pray for an early spring.

HAPPY MOTHER'S DAY TO OUR CLUB MUMS

Things that my mother taught me:

Appreciate a job well done. "If you are going to kill each other, do it outside, I just finished cleaning."

Religion. ""You better pray that will come out of the carpet."

Logic. "Because I said so, what's why."

More logic. "If you fall out of that swing and break your neck, you are not going to the shops with me."

Foresight. "Make sure you wear clean underwear in case you're in an accident."

Irony. "Keep crying and I'll give you something to cry about."

Osmosis. "Shut your mouth and eat your supper."

Contortionists. "Will you look at that dirt on the back of your neck?"

Stamina. "You'll sit there until all that spinach is gone."

Weather. "This room of yours looks as if a tornado went through it."

Behaviour modification. "Stop acting like your father!"

Anticipation. "Just wait until we get home."

Receiving. "You are going to get it when we get home."

Humour. "When that lawn mower cuts off your toes, don't come running to me."

How to become an adult. "If you don't eat your vegetables, you'll never grow up."

Roots. Shut that door behind you. Do you think you were born in a tent?"

From magazine of Central Coast Antique Motor Club magazine Feb 12.

FORBES WEEKEND IN A TEAR DROP.

Ken and Judy invited Anne and I to join them at a tear drop caravan weekend in Forbes over Easter, and Anne and I thought that a weekend away in the Mercedes with the teardrop caravan would be nice.

We packed up the van and hooked up the Mercedes after work on Thursday and headed to Yass.

The 4 cylinder Mercedes pulled the van easily on the flat bits of road but slowed more than you would expect on the hills so my assumption was that the timing was out.

Therefore, when the car's engine started to miss this side of Yass I assumed that the points were starting to play up. And since I knew a bit about cars, having restored 3 and built a hot rod, then I knew that the points were starting to collapse when the missing became worse.

We did a quick u-turn the other side of Yass and headed home as it was getting dark and I did not want to get stuck somewhere between Yass and Forbes at night. By the time we got home the car was running on three cylinders.

In the driveway I lifted the bonnet and noticed straight away that the vacuum tube between the carburettor and the distributor had slipped and was making contact with a spark plug, and thus shorting out the plug, causing the problem. I lifted the tube backed into its correct position and made sure it was clipped correctly and the car sat there humming.

If I had not known as much about cars, and had "known" that it was the points I would have pulled up outside Yass, lifted the bonnet and seen the solution immediately. And we could have continued on to our destination.

Anne was still hesitant to use the Mercedes as my diagnosis and solution was untested so we transferred the van and all the stuff in the Mercedes into the hot-rod and headed North, again. It was now two hours later than expected for departure, but with 5 litres of V8 we made up lost time, while keeping within the speed limit. Hills did not slow us down.

Good Friday we woke late and drove out to my cousin's place for morning tea. It is on the outskirts of Forbes. After a leisurely catch-up-coffee we all drove back into Forbes to the race course where the Forbes Camel Races were being held.

This is not one of the things you should have on your bucket list, but if you have an opportunity to see a camel race then don't miss it. It's different.



We stayed for two races and then departed. We drove up to the Forbes Cemetery and saw Ben Hall's Grave. I also visited the graves of my grandparents who were there as well.



We then wandered back to the Caravan Park for a late lunch, and then a leisurely afternoon. My Cousin's wife joined us late afternoon and we settled down for a leisurely evening meal. After tea the other tear-droppers joined us for a chat around the campfire (without campfire). A late evening followed.

Saturday Ken and Judy joined us in a trip to Grenfell where Anne and Judy spent an hour in a craft shop, while Ken and I sat in the men's alcove out the back. I had been here before in winter and they had a fire going to keep the men warm so I knew where to sit like a good husband does. The arm chairs were just as comfortable.

After the shopping was done we drove around Grenfell and checked out the beautiful old places and then headed back to Forbes and the Caravan Park.

Ken was keen to begin preparations for the evening meal as there was a competition amongst the men as to who could cook the best meal. Apparently it gives you bragging rites for the next 12 months.

It was also general practice that the men cook the evening meal so I whipped a quick pasta dish and then relaxed while the rest of the male tear drop campers worried over a number of stoves all afternoon.

The evening meal approached and there was concern amongst the men as one of the jokers in the group suggested that one of the newbies was a chef and he had started work on his dish early this morning. Panic was afoot.

The meal was held and all dishes were rated as exceptional, even my pasta but the bragging rights for the next 12 months went to Ken.

Sunday morning Anne and I headed to Church and then followed the rest of the group out to Canowindra where there was a car rally. We parked in one of the back streets and walked the length of the Canowindra main street where there were over 150 cars on display. It was the Bush Council's Easter run. We sat ourselves in the pub for a leisurely lunch, then headed back to Forbes well fed.

Sunday evening Ken and Judy joined us at my cousin's place for a lamb roast and a latish evening.

Monday morning we rose late, packed up our vans and fuelled up before heading home. (The fuel was 146 cents on Sunday and 151 cents on Monday at the same garage – and the fuel companies keep telling us that it's a natural cycle. If the politicians of this country had to pay for their own fuel it would be a different story).

We stopped for a pie at Boorowa and then continued on home. We unpacked and had everything stored away for the next trip by 3:00.

The caravan park in Forbes was good, the facilities were Ok, but the showers were a bit dodgy, not always hot. You could see the flood lines on the side of the cabins where the recent floods had left their mark.

Forbes Trivia. In the movie "The Dish" which is about the Parkes Telescope, the building they used for the Town Hall scene is actually the Forbes Town hall. It's a better looking Town Hall than the one in Parkes so they used it in the movie.

Michael Toole



WHY THE CARBY DOESN'T ALWAYS WORK

I have a delightful book that I bought with my first pay back in 1963 entitled 'Horseless Carriage Days'

The writer, Hiram Percy Maxim was son of the Maxim who made machine guns and thus had considerable resources at his disposal to pursue his dream of a horseless carriage to impress a certain young lady who lived nearby in Massachusetts.

Here are his fuel worries 115 years ago in his own words:

"I hungered day and night for the open road. The frost was out of the ground and, while the streets of Hartford were mostly liquid mud, they had a hard bottom and a self-propelled vehicle could navigate. I began by running around the city streets, finding weak spots in the machine every trip and correcting them.

There was one which defeated me. The machine would stall every time I ventured to cross through City Hall Square on Main Street. It would function properly all the way down Capitol Avenue to Trinity Street, and down the latter to Pearl Street; but when it discovered itself the center of all eyes on Main Street, it would "lie down." What on earth could City Hall Square have about it that would invariably stall a gasoline-engine?

If there was one place where I wanted that engine to perform, it was City Hall Square. To stall in the middle of it, day after day, and confuse the traffic and attract unfavorable comment was infuriating. The trouble absolutely beset me and in desperation I had to accept Lobdell's advice and ingloriously avoid City Hall Square.

It was long afterward that I deduced the trouble. My gasoline-tank was my carburettor. Air was sucked in at one end, was passed over the gasoline, and came out the rear end and went to the engine. That was the way I had things on the Crawford. All the streets from the factory on Laurel Street to Main Street, including Pearl Street, were rough and full of chuck holes. Main Street had recently been asphalted from the South Green to the Tunnel at the North End. It was all the asphalt pavement we had in Hartford, if I remember correctly. My mixture valve was set for the rough roads. When I ran on to the smooth asphalt on Main Street the bumping ceased and the splashing of the gasoline in my tank ceased, whereupon my mixture went thin at once and the engine stalled!"

Harry Crawford

Campaign launched to save the home of Morris car founder

The National Trust UK recently launched a campaign to save the 'time capsule' home of William Morris (later Lord Nuffield) the founder of the Morris Motor Company.

The house at Nuffield Place, Oxford, contains an extraordinary collection and innumerable memorabilia and gifts from all around the world, still displayed as Lord and Lady Nuffield set them out, and remains furnished and equipped precisely as it was on the death of Morris in 1963.

The house is a rare survivor of a complete, upper middle class home of the 1930s. It is a treasure chest for children and all people interested in the life and times of their parents and grandparents. It has several thousand fully catalogued items which are a significant historical resource, which include diaries, notes from the Royal family, accounts, books and contemporary household equipment.

One of the unusual items is an iron lung constructed in the car makers workshop and provided free to UK and empire hospitals between 1938 and 1944.

Nuffield Place was left to Oxford College in 1963 as part of Lord Nuffield's will. While the College make little use of the house it has been well maintained and open to the public several times a year. Oxford College has advised that the house will be sold on the open market to raise funds for the college.

The National Trust needs 600 000 pounds to ensure the house is maintained, the contents not dispersed and the house remain open to the public.

The Morris Motor Company was established in 1910 when bicycle manufacturer William Morris turned his attention to cars. At one stage every second vehicle sold in Britain was a Morris. Lord Nuffield gave more than thirty million pounds away to charitable institutions many of them involved in medical research.

Despite his wealth he and his wife Lady Elizabeth lived a fairly modest life and today Nuffield Place still exhibits the friendly, lived-in feel of his home and gives a unique insight not only into the Nuffields, but also into domestic life in general at the time.

Thanks to Graham Gittins

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 FB Holden Special Sedan , white with red flash – Fully restored to original condition. Includes almost all of the genuine NASCO accessories available at the time; a real collectable. Has been part of the family for over 30 years and kept in immaculate condition. Was voted GMH car of the day at the 1991 All Holden Day, Wilberforce NSW. At the request of GMH, participated in a 12 car display for the Motor Show for Australian Motoring Press coinciding with the launch of the new VP Commodore (1991) at the Regent Hotel, Sydney. Originally an ACT Aerial Taxi, coms radio and meter still installed. Currently on ACT historic registration, a real head turner on and off the road, asking a very reasonable price \$17,500, genuine offers may be considered. Contact: a1960fb@bigpond.com for additional information or to arrange a viewing. Mobile 0419614570



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1972 series two model Alfa Romeo spider duetto (yellow). Registered and in fair condition, suitable for restoration. 1962cc, 4 cylinder, twin carburettors, disk brakes. Asking price \$10,000
Contact John on 02 62815381



1971 Morris Nomad Sedan in going order with car registration expired last year. Motor has been rebuilt with some modifications and has a heavy duty roof rack fitted. This vehicle is stored in Kevin's Fraser home back yard and there is easy vehicle access to this yard. This vehicle is offered at no cost and contacts are Kevin McKay as the owner on phone number 62590265 or Alan Martin on mobile number 0406 377 258



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

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SHANNONS AUCTIONS

Sydney Autumn Classic 7 May, 65 Reserve Road, St. Leonards.
Melbourne Winter Classic 4 June, 321 Warrigal Road, Cheltenham

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1975 VJ Valiant Wagon, 103,001 kms only, manual. The car is original, has a couple of scratches but not much rust at all. Tail gate is in excellent condition. Heaps of extras such as: windscreen, drivers door shades, two barrel manifold, 2 x two barrel carbs, badges, door handle (but left rear needs replacing). Recent repairs to the car include a new clutch, brake master cylinder and carpeting. This is a lovely car to drive and the standard 245 pulls very well. There are no over the top modifications. \$5,600
Please contact Andrew Denny on 0406 750 546.



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Inquiries to Trish on 6227 5799.

EXTRA RUNS AND SWAP MEETS 2012-13

DATE	CONTACT	DETAILS
Sep 2	6942 1282	Cootamundra Father's Day Swap Meet
Sep 9		Shepparton Swap Meet
Oct 12-14	Brian Calder	MG Car Club Canberra will host an MG TYme 2012 event in Canberra. MG TYme is a non-competitive, socially oriented event designed as a particular celebration of the iconic MG T and Y Types. Check website for more details. Details and event registration information will be progressively added. www.mgccc Canberra.org.au
Nov 3 -4		Classic Yass and Open gardens & arts trail
Nov 18		Marques in the Park
Nov 9-25	Paul Ballard 02 6942 4694 0419 973 822	Cootamundra Antique Motor Club invitation to participate in their next Grand Tour visiting Eastern Victoria and the Snowy Mountains. Email: westkinlocj@drag.net.com.au
Dec 2		Terribly British Day
Dec 1 and 2	Ph: 0427 267 927 Ph: 0400 394 645 www.qbnswap.net	Queanbeyan Swap Meet All Ford/All GM Day Sat 1st American Car Nationals Sun 2nd
Dec 28-31		21st Australian Early Holden Federation Nationals at Bathurst
2013 Mar 2	Sharon Thearle 02 4832 1988	Crookwell Potato Festival www.crookwellpotatofestival.com.au
Mar 17	Harvey Miles EJ/EH Club	Shannons Wheels 2013
Apr 19-22	John Inshaw 0403 076 175	Morris 100 National Rally, Canberra. Morris Register of NSW
Sep 14-21		National Veteran Tour, Shepparton Vic. Email: dwright@bigpond.com
Oct 18-20		Spin rally to Canberra run by National Trust and Council of ACT Motor Clubs

SHANNONS WHEELS 2012 DISPLAY DAY



Thanks to Roger for these two which he titled "What Men do at Wheels".

Top Alan Boate

Bottom: Michael Toole

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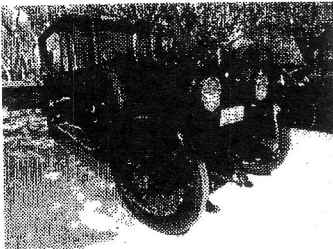


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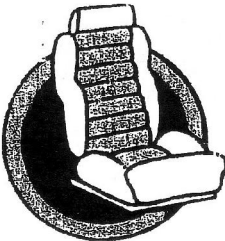
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