

# THE COLONIAL



Official Journal of the  
Canberra Antique & Classic Motor Club Incorporated

Annual Subscription  
Colonial \$25

1972 Volvo 164E Sedan  
Greg Munro and Madeline Makeham

Vol. 45  
July 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; Update on Alec's Lagonda restoration; Barbara Phillips' Anglia "Harriet" story is coming. Thank you to these members.

### Week Day Social Lunches

Friday 6 July 12 noon and every first Friday: Sandwich lunch at the Southern Cross Club, Woden.

Friday 20 July at noon lunch at the Vikings Club at Erindale. Any queries to Alec McKernan 6286 1046. All members welcome.



### Get Well

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

**Thank You** email from Beege and Charmaine Givens for the baby congratulations. Mum and baby Liliana Grace are doing well. Mia is happy to have a little sister.

### Sympathy

Sorry to hear Carole Douglas lost her mother recently, aged 89. Thanks for letting us know Bob.

### Things to remember

Things to remember over the next two months: pay your subs, buy your ticket for Presentation Night, nominate a member for an award, write a car story for Helen.

### Membership Renewals

Did you notice there was a space on the renewal form for you to write the colour of your vehicle? I must admit I had to be prompted. If you've been good and already done your renewal, perhaps you can email this detail through to Joe Vavra if you missed it.

The problem of a replacement Editor has not gone away. I will be away mid-September to mid-October so the crisis is looming. I can have the October Colonial at least half done before I go away so it would be a matter of finishing off and sending out.

See you Tuesday, Cheers ... Helen

# **CANBERRA ANTIQUE AND CLASSIC MOTOR CLUB GENERAL MEETING 12 JUNE 2012 DRAFT MINUTES**

## **Welcome**

President David Wyatt welcomed members, and visitors to the June General Meeting.

## **Presentation**

David Wyatt presented a cheque in the amount of \$1000 being the proceeds of the 30<sup>th</sup> Anniversary Wheels Anniversary dinner and the auction held on the night, to the Rotary Club of Woden Daybreak President Adam de Totth.

## **Guest speaker**

Vice President Graham Waite introduced fuel technologist Peter Smith who gave a presentation on fuel for older vehicles.

## **Minutes of May meeting**

The Minutes of the May general meeting were confirmed with one correction in the Council of ACT Motor Clubs delegates report by Graham Biggs, to change the word imitation to invitation.

The correction was agreed to and the amended Minutes were moved acceptance.

Moved: Graham Bigg, Seconded by Vin Liston. Carried

## **Correspondence**

Roger Amos standing in for Gerry Walker provided the correspondence report for the month

Correspondence in

Newsletters x 22

Email re image footage for Spin event – Adam Lynch

Returned Colonial from Rover club

Request for membership application form

Email membership application form

Snowy Hydro Care flight for support

Shannons Auction 04 June 2012

Cootamundra Club – Fathers Day Swap meet 02 Sept 2012

Mercedes Benz Car Club Newcastle invitation to All German Day 25 November 2012 in Newcastle

Membership renewal David Bennett

Google re map listing

Castles payment for Great Lakes Tour

Invoices of affiliation fees from Council of ACT Motor Clubs

Office of Regulatory Services to Public Officer

Invoice from Home Help for printing  
CBA Merchant Statement  
22 membership renewals

### **Correspondence out**

Email to Adam Lynch advising him the club have footage and will provide contacts  
Membership application form to Keith and Helen Hunt  
Baby Card - Beege and Charmaine Givens  
Get Well Card - Mary Houston  
Moved acceptance Roger Amos  
Seconded Jim Clough  
Carried

### **Presidents Report David Wyatt**

The President appealed to members to complete and return the club survey forms to enable the committee to obtain a better balance and understanding of what members want from the club.

### **Vice President Graham Waite**

July guest speakers will be from the National Museum of Australia to speak on vehicle restoration, including their Royal Daimler project.

### **Lucky badge** draw ticket #1 - Alan Martin

Last run #3 Phillip and Margaret Smith

Graham thanked Joe Vavra for preparing the club Membership Register which is now on sale for \$2 per copy.

### **Treasurer Bob Judd**

Current balance \$7278:46

Moved acceptance of Treasurer report Bob Judd, Seconded Ken Walker  
**Carried**

### **Editor Helen Phillips**

All is well

### **Events Director Jan Wyatt**

Thanked those who attended the National Motoring Heritage Day run in May.

### **Coming Events**

17 June - Battle of Waterloo

24 June National Film and Sound Archive followed by lunch at Gungahlin Lakes Golf Club

14/15 July Weekend away to Nowra

17 August (Friday) Presentation night at Burns Club Kambah - Tickets \$25 per head available from Chris Berry  
 19 August President's run  
 September to be advised

**Raffle** draw #63 Jim Crane

**Supper Coordinator Clive Glover**  
 All is well

**Registrar Bob Alexander**  
 Total of 21 inspections for month

**Librarian Joe Micallef**  
 Several manuals for sale. What are not sold tonight will go onto eBay

**Membership Secretary Joe Vavra**  
 Thanked members for paying annual fees so quickly and reminded members that it is a requirement that the colour of their vehicles be entered on the renewal form.

**Shop Manager Norm Brennan**  
 Have T shirts and club badges for sale.

**Information Officer Mark Butterfield**  
 Has some information on great stuff for sale from various sources.

**Council Delegate Graham Bigg**  
 Still no resolution to the Special Interest Vehicle Scheme (SIVS) - Council trying to arrange meeting with Minister.

Council also heavily involved in the National Trust Centenary of Canberra Tour 18-19 October 2013 Tour will depart from Jervis Bay to Canberra.

**Publishing Committee Phil Donoghoe**  
 Posted 220 copies of The Colonial this month

**General Business**  
 Helen Phillips Thanked Joe Vavra for producing the individual Membership Renewal notices, and Phil Donoghoe and Roger Amos for inserting them in this month's Colonial.  
 Mark Butterfield—Appealed to members to complete and return the club's survey form.

Roger Amos advised planning is well under way for the Post Vintage Capital Tour in 2014. He pointed out that there are 100 vehicles on the club register which qualify for the run.

Roger also asked what is the Club going to do to celebrate the Centenary of Canberra?

John Senior Advised he will miss the next two meetings – heading up north.

Brian McKay—Will the club committee give consideration to making a donation to the National Museum of Australia to assist with the restoration of the royal Daimler? Committee to discuss.

Bob Judd has membership card for Bob Douglas, Alec McKernan said he would deliver to Bob.

Geoff Hall's video of the National Motoring Heritage Day run is on our website. [*Under past events*]

Jan Wyatt Would members who were awarded trophies last year, please return them so that they can be engraved with this year's winners?

Meeting closed a 9.25pm

Graham Gittins  
Minute Secretary

## **MEMBERSHIP FEES FOR 2012/13**

Your membership renewal form was issued in June. Please return it, after amending details as necessary, with your payment, at the July or August meeting. Or post to the club mailing address:  
P O Box 3427, MANUKA ACT 2603

PLEASE PUT IN THE RELEVANT SPACE ON THE FORM, THE COLOUR OF YOUR VEHICLE.

If you have missed our on your renewal notice, please contact the Membership Secretary. However Joe is having a knee replacement on 3 July so will be out of action for a little while.

PLEASE RETURN COMPLETE RENEWAL FORM NOT JUST PART OF IT!!  
The Treasurer will keep his part and the remainder goes to the Membership Secretary.

**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.

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. Watch out for details nearer the time.

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.

**PERPETUAL TROPHIES**

Sorry your time is up—a couple of trophies haven't been returned. Please return trophies to the Events Committee at the July meeting or make arrangements to drop off to your nearest Events committee member by 16 July. You keep the small plaque.

***The Colonial***

Any errors/omissions let Helen know.

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. Contact details are on page 2.

## **.Building Cars in Australia**

When club member Jim Crane showed me a copy of book titled *Building Cars in Australia*, I knew straight away that I had to have a copy for my ever growing collection of motoring books, which now number 1170.

The copy of *Building Cars in Australia* duly arrived courtesy of Jim and I eagerly read through it.

The limited edition book is the history of Morris, Austin, BMC and Leyland in Australia from 1950 until the plant closed in 1975 and has been produced by the BMC Leyland Australia Heritage Group.

William Morris, later Lord Nuffield, purchased the former Victoria Park raceway located in the Sydney suburb of Zetland in 1947 with the aim of assembling Morris cars there.

Starting with the assembly of Completely Knocked Down (CKD) packs of Morris Minors and Morris Oxfords in March 1950 the plant went onto manufacturing a range of vehicles for Australian car buyers including the first fully manufactured vehicle in the plant the Morris Major, Morris Marina and the P76. Along the way the plant also assembled MGs, Wolseley, Austins, commercial vehicles and tractors.

In all, during the 25 year life of the Zetland plant 120 cars and their derivatives, 15 commercial vehicle models and 11 tractor models rolled off the assembly line.

The book is full of interesting snippets of information, such as:

- The works canteen was run on two shifts (three during the P76 production) to align with the plant shifts. When run by Scott's Catering, its 24 hour a day kitchen prepared meals on the back shift for airlines; and
- The founding personnel manager was very far sighted, as well as providing migrants with assistance in learning English, introduced other advanced human relations initiatives. One was the anonymous employment of ex-prisoners who were on parole.

As the publicity officer with the Road Safety Council of New South Wales in the late 1960s, I had a great deal to do with BMC, who loaned the Council a number of Morris 1100s to conduct driver training courses for school students in school holidays.



It was a great pleasure to work with the plant's Public Relations Officer the late Evan Green and I well remember, while on a guided tour of the Zetland plant with Evan, being very impressed with the press shop, which housed 57 body presses, weighing between 5 and 50 tons each and then walking down the Austin 1800 assembly line. There are some great images in the book of both the press shop and various assembly lines.

The landscape style book is lavishly illustrated with diagrams, black and white and colour photographs some including Jim Crane who started at the Zetland plant as an apprentice in 1956 and stayed there until 1973.

The car years at Victoria Park may be compared with the Snowy Mountains Hydro-Electric Scheme. Both started and finished about the same time, both employed many migrants, both provided employment of about the same number of people of around 100 000.

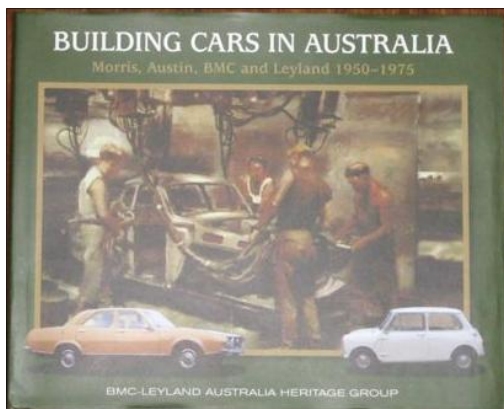
Victoria Park supplied cars that passed into motoring legend, the Morris Minor and Major, Morris Marina, Austin Freeway, the Mini and the P76. The plant was a significant contributor to the social and economic life of Sydney and Australia.

The book illustrates the story of the Nuffield BMC-Leyland operation, the plant's birth and development, the background behind all the major products and why it finally failed, all told by the people who worked through most of the life of the plant.

Published by Halstead Press, with generous support from the City of Sydney History publications support program and edited by Barry Anderson, for club members interested in the history of car manufacturing in Australia, and BMC Leyland vehicles in particular, *Building Cars in Australia* is highly recommended.

Copies of the book at around \$50 each can be ordered through Jim Crane 6291 4209.

Graham Gittins



## Let's make the Royal Daimler fit for a queen again

*'A shout went up: "Here she comes." Within seconds, a storm of cheering swept through the crowd. Then round the bend swung the Royal Daimler ... The cheering exploded into a shrieking roar, so loud it seemed there had been no sound before'. For one small boy at least, the magnificence of the car entirely eclipsed that of its occupant: when asked what he thought of the royal progress, he replied 'Thank goodness Dad, I've seen a Daimler at last.' The Herald (Brisbane 1954)*

This Daimler landaulette is an iconic symbol of the 1954 Royal Tour and reminds us of a period when royalty were far more accessible to the public. Not only visually impressive, it has strong relevance to broad areas of Australian history.

In time for the 60<sup>th</sup> Anniversary of the royal tour in 2014, conservators at the National Museum hope to be able to give the 1948 DE 36hp Daimler the royal treatment she deserves — to have her operational and fit for display.

Despite the faded paintwork, dents, mud and rust, the car's high quality construction is evident in every centimetre of its six-metre length. Importantly, it remains in almost entirely original condition, allowing conservators to scrutinize the original 1940's workmanship.

Restoration of a vintage car is an expensive exercise, especially when it comes to Royalty. To that end, the National Museum recently launched the Royal Daimler Project. The fundraising campaign aims to raise \$60,000 by the 60<sup>th</sup> Anniversary of the first royal tour in 2014 to support the restoration of the car.

To make a donation online, to find out more about the history of the Royal Daimler and to track the progress of the National Museum's conservators visit [www.nma.gov.au/support\\_us](http://www.nma.gov.au/support_us)

We welcome Senior Conservator, David Hallam and Assistant Manager Development, Heidi Bock from the National Museum of Australia to our July meeting to update us on the progress of the project so far.

### Contact

Email: [RoyalDaimlerProject@nma.gov.au](mailto:RoyalDaimlerProject@nma.gov.au)

Phone: 02 6208 5141



The Colonial

July 2012

## British win Battle of Waterloo - Again

In 1815 the Duke of Wellington defeated Emperor Napoleon at the Battle of Waterloo. On the one hundred and ninety sixth anniversary, the battle was fought again in, Canberra, when the French and British cars faced-off, the winner being the side with the greatest number of vehicles on display.

The 2012 winner, for the third year in a row, was the British with 61 against 41 French vehicles on display.

It was unfortunate that the display is held in the middle of Canberra's winter which made it very unpleasant for the vehicle owners.

Among the 61 British vehicles displayed were a good collection Austin's including Austin 7s a three litre Austin and Austin 1300 GT both rare in Australia, Morris Minors, Jaguars, Armstrong Siddley's, Rolls Royce, Vauxhall, and MGs with an early model Ford Prefect and Ford Anglia rounding out the British collection.

On the French side there were Peugeots, Renaults and Citroens - mainly of the more modern variety.

The battle is held in good spirits, with owners of British and French cars swapping tales of their experiences of owning various marques. Some exhibitors have both British and French vehicles in their garages. The display is organised by the three French car clubs and bottles of 'Arrogant Frog' red wine were given as raffle prizes.

Despite the weather, one thing is for sure - the British and French cars owners will be back again next year for the Battle of Waterloo.

Canberra antique and Classic Motor club members who attended the display included:

Roger Amos  
Paul and Vicki Bray  
Jim Clough  
Vin Liston  
Roger and Barbara Phillips  
Chris Berry  
Charlie Adams  
David and Jan Wyatt  
Geoff Tyrrell  
Graham Bigg  
*Thanks to Graham Gittins*

Joe Micallef  
Wayne and Sandra Smith  
Harry Crawford  
John Liston  
Grahame Crocket  
Col Gardner  
John de la Torre  
Ray Gallagher  
Ken Walker  
Graham Gittins



The Austins of Jim Clough, Harry Crawford and Ken Walker.

Joe Micallef, John Liston and Jim Clough braving the cold. Oh, and Maddie.



Barbara and Roger Phillips had an English car to show this year. The Anglia "Harriet".

Club member Col Gardner for many years has joined the French side at the annual Battle of Waterloo display but this year he joined the British side by bringing his Leyland P76 - but old habits are not easy to forget, Col parked with the French vehicles.





## **ANNUAL PRESENTATION DINNER 2012**

**Friday 17<sup>th</sup> August 2012**  
**Burns Club**  
**8 Kett Street KAMBAH ACT**  
**6.30 for 7pm**

\$25 per person for members  
non-members \$30 per person

The menu will be a Carvery Buffet dinner containing the following choices of dishes:

3 salads  
2 carvery meats  
1 hot dish with rice  
Choice of 4 desserts  
Tea and coffee will be provided.

Orange juice and water will be provided on the tables. All other drinks will be at your own expense.

Please, anyone with special dietary requirements, notify Chris or Jan on phone numbers below.

Tickets available at the July meeting only (as final numbers are required by the Burns Club before the August meeting) or from Chris Berry, 62547145 or Jan Wyatt, 62861782.

## JUNE MONTHLY RUN—24 June 2012

### National Film and Sound Archives

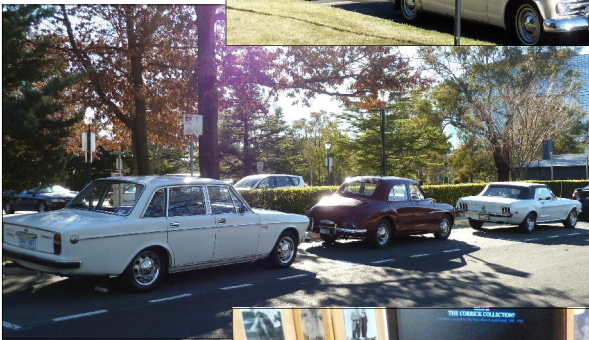
### Lunch at Gungahlin Lakes Golf Club

What a beautiful day it turned out to be and what a good idea for a winter event. Only trouble the theatre at the NFSA was very cold. So I watched part of the racing film from years ago on dirt roads, then had coffee, then went back for the presentation of what they have recovered of the first film ever made in Australia and a series of shorts and ads which gave us all a good laugh. Oh, and lunch was good too.

39 members and 28 cars came along.

Thanks to Jan and Chris for organising.

Look at that blue winter's sky.



Greg Hall made another video on the day so watch out for that on the website in due course.

Five members having coffee at a table called "Getting Square Table 4". Irene, Jan, David, Daniel and Chris.



## CACMC EVENTS CALENDAR 2012

| DATE              | CONTACT  | DETAILS  |
|-------------------|--|--|
| Jul 14-15         | <p>Jan Wyatt<br/>6286 1782</p> <p>Chris Berry<br/>6257 7145</p>                              | <p>Day/weekend trip with overnight at Nowra. Meet in the Spotlight Queanbeyan carpark at 9 am on Saturday 14 July to leave at 9.15 am for so that 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. We will stop at Tarago for a break, please bring a Thermos for tea/coffee (no cafes at Tarago). For those continuing on to Nowra, we intend visiting the Air Museum at Nowra after we arrive there on Saturday. Then visit the Australian Motorlife Museum at Kembla Grange on Sunday, then home after lunch. Expressions of interest at the July meeting so we can discuss accommodation options, or by phone to Jan or Chris Berry. Modern cars welcome.</p> |
| Fri day<br>Aug 17 | <p>Jan Wyatt<br/>6286 1782</p> <p>Chris Berry<br/>6254 7145</p> <p>See also<br/>page 18.</p> | <p>Annual Presentation Dinner. It will be held at the Burns Club, Kett Street, Kambah, 6.30 for 7pm. Buffet dinner, cost \$25 per head (our club is subsidising the cost of the meal). Names will be taken at the July meeting by Chris Berry or by phone to Chris or Jan. Tickets available at July meeting. Please pay for tickets by 6<sup>th</sup> August as we have to pay the club in advance.</p>   |
| Aug 19            | <p>David Wyatt<br/>0417 262 209</p>  | <p>President's run. Meet in the Treasury carpark, Langton Cres, Parkes at 10 am to leave at 10.30 am. This year the run will be to look at some of Canberra's Public Art. Opinions and comments on the various bits of art would be appreciated. The BBQ trailer will be at the end point. Sausages, onions, bread etc provided.</p>   |
| Sep 16            | <p>Alan Martin<br/>6258 6841<br/>0406 377 258<br/>Chris Berry<br/>6254 7145</p>              | <p>Meet at the Hall lay-by about 10 am to leave at 10.30 am to visit a 'shed of restored machinery' near Murrumbateman. The BBQ trailer will be there. BYO to cook or bring a picnic lunch. Tea/coffee available. After visit Chocolat D'Or.</p>   |



## EXTRA RUNS AND SWAP MEETS 2012

| DATE      | CONTACT                           | DETAILS  |
|-----------|-----------------------------------|--|
| Jul 15    | Colin<br>4729 0482                | Liverpool Super Swap, Fairfield City Showground, Smithfield Rd, Prairiewood  |
| Jul 28-29 | Garry<br>4454 4701<br>Tom 4553669 | 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  |
| Sep 2     | 6942 1282                         | Cootamundra Father's Day Swap Meet   |
| Sep 9     |                                   | Shepparton Swap Meet   |
| Sep 30    |                                   | Running of the Sheep Festival in Boorowa   |
| Sep 30    |                                   | Bay to Birdwood<br><a href="http://www.baytobirdwood.com.au">www.baytobirdwood.com.au</a>  |
| Sep 30    | Ian Bart<br>0412 859 444          | Forbes Motor Show at South Circle Park<br>Email: <a href="mailto:bart@midpro.com.au">bart@midpro.com.au</a>  |
| Oct 6     | Norman<br>0427 535490             | 1912 re-enactment Motor Show, Bendigo Showgrounds.   |
| 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.<br><a href="http://www.mgccc Canberra.org.au">www.mgccc Canberra.org.au</a> |
| Oct 14    |                                   | Albury/Wodonga Twin City Swap, Jindera   |
| Oct 21    | Bill 0428480632                   | Rotary Club Swap Meet, Crookwell   |
| Nov 4     | 0428 697105<br>(AH)               | Canberra Swap Meet at EPIC<br>NOTE CHANGE OF DATE TO NOV 4.  |

CONTINUED ON PAGE 32-33

## **My Volvo story (don't roll your eyes!) and how I got to own my 164E**

I recall my first contact with Volvo was back in the early 70's. My father brought one home on a test drive, we were in the market for a new car and dad tried out a Volvo 144, a Toyota Crown and a Valiant Ranger Wagon. He knew what he wanted but couldn't afford either the Volvo or the Toyota so we got stuck with the Valiant, which of course broke down regularly and started rusting away at 3 months of age. There's nothing like Valiant quality when you're washing the car and the water pressure from the hose goes through the tailgate! I distinctly remember my dad writing to Chrysler on just about a weekly basis, needless to say we never bought a Valiant again. Dad changed to Toyota and that's where he stayed. I never forgot the Volvo and particularly the electric antenna and that little flashing seat belt light!

I was so impressed at that early age by the build and safety of the Volvo. So much so that I sought out and began an apprenticeship as a Motor Mechanic at an Esso service station that specialised in European cars. And you guessed it Volvo's were a common feature of my training. This is when I first started driving and I got to drive many prestige and beautiful cars, Jaguar, Mercedes, Porsche, Saab, Pug's, Alfa's and of course Volvo's to name a few. When I went to TAFE I was the odd one out as all my fellow students were working on Fords, Holden's and Japanese Cars. Little did I know that the experience I was gaining was years ahead of my peers as they worked on the older technology (bar a few Japanese units) and I worked with progressive European Engineering.

I still remember my boss letting me take his XJ6 into a workshop day and during a test drive we'd go over a rail crossing, the Jag didn't skip or even feel the bumps. The same crossing tossed, jerked and clunked a Ford or Holden, and my peers were stunned!

At the completion of my apprenticeship I moved to Cairns in Far North Queensland where I gained a job straight away working on a fleet of 75 Mini Mokes aka Morris/Leyland Mini's. This is where I learned 'Anger Management'! I changed jobs (Mechanics do this a lot) and worked for Alfa Romeo for several years, gaining an insight through factory training into the skills and demeanour required to work on factory stuff. They had me work side by side with an Italian Mechanic; luckily he spoke some English, as my Italian was restricted to Pizza! Alfa was a good experience where I had the chance to consolidate my skills while meeting some motoring personalities such as Colin Bond

(racing Alfa's in Bathurst at the time) and Peter Wherrett (host of ABC Torque Program). The Alfa Workshop was positioned directly under the Cairns Airport flightpath and so my interest in Aircraft was gained.

This resulted in a change of career when I joined the RAAF. There I specialised in the Gas Turbine engines of the F111 Fighter Bombers. I got married and started a family and this is when I bought my first Volvo, the safety factor influenced my decision and I bought an 82 Model 245GL Wagon with 50k. I was transferred to Amberley in Southern Queensland where also I operated a little workshop on the side, fixing cars for friends and dabbling in the odd collectible, such as a HT Holden, 65 Cortina and VW Beetle.

From the Wagon I moved to a 1980 265GLE Californian sedan (which let me down due to it's Renault V6 engine), then a 1979 244GL Sedan, onto a 1987 760GLE (More V6 problems...damn Renault!) then onto a 1982 244GL Sedan. You may have guessed by now that V6's didn't impress me and the European Union engine exchange program dulled my impression of Renault. But every 4 Cylinder Volvo engine was and is a gem, along with the car a masterpiece of engineering.

Another change of career beckoned when the RAAF consolidated its maintenance and my job was sold off to a civilian company. I accepted an offer from the Queensland Police and soon found myself back in Far North Queensland working with remote communities in the Gulf of Carpentaria. I did 14 years service with some experience riding Police Motorcycles (escorting Bill Clinton) and working Highway Patrol. It's this experience where I got a very good appreciation of what is safe and what isn't as far as motor vehicles go. The old EH while a tough car, isn't very flexible when crashed and occupants aren't wearing seat belts...but I won't go there in this story. Suffice to say that my confidence around anything European was reinforced.

One of my bosses soon discovered my mechanical aptitude and alas I found myself performing the duties of a Transport Inspector and Superintendent of Traffic. Testing of Bush Mechanics for driver licences and inspecting their vehicles for rego. At this point I had gained qualifications as an A Grade Mechanic and full membership of the IAME (Institute of Automotive Mechanical Engineers). The funny part about this experience is that when the REAL Transport Inspectors came to town I would be inundated with locals registering their vehicles (for only 3 months) and turning up to get their licences renewed (mostly expired) while the Travelling Enforcement Circus (as I called it) was in town. Why didn't I enforce? Rule Number 1: Bush Police Officers live and work in the community and you don't make

enemies of the locals, it's part of community policing. You only bring out the 'Big Stick' when it's needed.

But, lets get back to the Volvo. Sticking to my 4 cylinder criteria I progressed to a 240GL 7 Seat Wagon with 4 Speed overdrive and then 1971-144S Manual De-Luxe Sedan (a project car for my son who soon rejected it when he got his licence for a Nissan 4WD). When promotion beckoned I transferred to Southern Queensland Toowoomba and I joined the Queensland Volvo Club and started to make friends in Volvo circles, I enjoyed the field days, working on our cars and the camaraderie of sharing knowledge and experience. This proved to be financially beneficial too as a good network of Volvo parts suppliers was utilised to keep the cars in tiptop condition.

My Volvo 4-cylinder commitment was tested when a fellow club member who was also a mad Jaguar fan decided to rationalise his collection. I had sold the 144S and now only had my daily driver, the 240GL Wagon. We got to discuss his cars and so I was invited around to his home to inspect what was on offer, particularly his Volvo collection (he had several). When I pulled up in the drive I stopped behind a White 164E Sedan.

I was immediately taken by this car and looked it over thoroughly, admiring its originality. The fellow Volvo club member then went into the history of the car, how it was originally from Melbourne but he bought from a Victorian Volvo Club member and drove it up from Melbourne. How it been a relatively unreliable car costing him a lot of money, immediately pulling out a folder full of history and receipts for every conceivable maintenance item. I looked over all the problems and noted that some of them were very minor or were due to misdiagnosis, an example was the constant tune ups they had carried out, I inspected some of the fuel injection wiring and noted that corrosion and deterioration of the connectors (common due to poor insulation plastics I suspect were Italian or French). The car only had 105 thousand miles, so had little mileage for its age. It was the first model fuel injected Volvo brought into Australia and is top of the range with leather, auto, air conditioning, four wheel disc brakes, seat belts all round, power steering and the list goes on.

Alas he was fed up with it, so I saw this as a good opportunity to buy within my budget. I asked the price and for \$1000 we exchanged signatures. I also got a boot load of new and used parts. Now \$1000 may sound a lot for a 60's shaped Volvo but the locking fuel cap it had was worth at least \$100 (I had sold one previously on Ebay) so I

figured that worst case scenario I could strip it and sell it off if it got too much.

This hasn't happened and I have rebuilt the brakes, and fixed the tuning with a full replacement of the injection wiring, connectors and serviced fuel injectors. I also ensure that the fuel is regularly replaced or used up, requiring a weekly or sometimes twice weekly run in my garage (good time to sit in my car, have a beer and listen to the footy live on ABC!). The car runs smooth as silk and the engine is pure Volvo, yes it's a 6cyl but the same 6cyl fitted to the Penta Marine Range so a proven unit. In Europe these engines are turbo'd without having to reinforce too much and a visit to You Tube will demonstrate how tough this engine is (touch the fake wood dash). The car was waiting for registration when my wife and I moved our family to Canberra. Another career change for both of us! And my only concern with the move? What transport company could move my car without damaging it! How relieved I was when it arrived in one piece. Thus my Queensland affiliation has ceased and now I begin to continue the story in the Canberra.

My research soon discovered that no Volvo Club could be found in Canberra (apparently closed several years ago and absorbed by the NSW club). However with luck I found the CACMC website and fired off an email to discover that this club had some six Volvo members. No other club in Canberra could boast that number so my choice of club was clear.

Now I'm a CACMC member and looking forward to gaining and sharing my knowledge and experience with other like-minded motoring enthusiasts. Eventually I could be persuaded to upgrade my 164E to a 122 Amazon Estate or Sedan and that could be another story.

Cheers.  
Greg Munro  
Member No: 707



## NRMA MOTORFEST 2012

I was lucky to get a late application in for the 2012 NRMA Motorfest and Anne and I decided to join Dennis Morris, (and his son Neal), and Ken and Judy Herne for the 2012 event.

We all met outside Canberra on Wednesday afternoon and headed North to Sydney. We stopped at McDonalds for afternoon tea and as we left the rain settled in. This was not an issue until we hit the M5 tunnel. When we were entering the tunnel, on the downhill part, all the cars in the front suddenly stopped. The Buick, not known for quick stops was even more determined not to stop as it slid along the nice newly watered, smooth concrete towards a Subaru. Luckily for all involved the Subaru started forward again as traffic began to move. I think the truck behind me that had all 18 wheels locked up was also pleased.

We travelled through the tunnel to North Sydney Rydges in North Sydney and after parking in the underground car park settled in for Happy Hour. We discovered that Roger and Barbara Phillips were also staying at the Motel.

We decided to find a place to eat and were told that the pub down the road did a nice meal. We found, however, that the place was booked out for a private function so decided to try the wine bar across the road. We told the waitress that we wanted a feed and she said grab a table and I'll bring the menu. The menu was not that informative so I asked what the heading meant. I pointed to one and she said something about three types of meat. I said that seems fine. Two others followed suite.

Ken suggested we try one of the boutique beers on display in the fridge and when it was served I found that it was similar to the worst-beer-in-the-world that I had in England – Bath Ale. This was rubbish like the pommy beer, only colder.

The meals arrived and to our surprise the meal mentioned above did indeed contain three types of meat. Imagine if you would walking into deli at the supermarket with a large ice-cream scoop, scoop up a handful of ham slices and dump it on a plate, repeat with two more types of ham, add a small dash of sauce and deliver to the table with three slices of stale bread. That's what we got. A meat overload. Lesson learnt – If a place looks like Dan Murphys go there for the wine, not the beer or the food.

The next day we rose early, tucked into the excellent breakfast and headed across the bridge in the rain to the NRMA Motorfest gathering point at the Domain Car Park. Only trouble was that the GPS system

wanted to take us through Macquarie Street which was blocked off for the show.

We eventually arrived, then soon departed in convoy and was parked in Macquarie street. We were joined by Brian Mackay at the parking station so he joined our group of CACMC cars on display. I also saw Roger Amos and Phil Donoghoe with his Durant. Anne and I wandered up and down the street checking out other cars – as you do – and then just before lunch discovered the NRMA courtesy lounge. Apparently it's mentioned in the NRMA covering letter but I had never read those. It provided comfortable chairs, cheap and excellent coffee and meals, clean toilets and a background singer singing Jazz songs. Anne and I also wandered down town and through the shops and then when it was time to head home we headed across the bridge back to the Motel.

That night it was agreed that fish and chips were in order so we asked where a good fish and chip show was and was told the (name removed to protect the innocent) restaurant near north Sydney pool, was an excellent restaurant. I have always said that if a restaurant provides a good meal at a reasonable price then it's a usually a good night. As a group we got two taxis down to the restaurant and when we viewed the menu we thought, what the heck we travelled all the way here we may as well dine. The barramundi was excellent, the sauce divine all displayed fashionably small on large plates but the surprise was in the prices – and not in a good way. I now know how the other half dine. If you wanted an after dinner quality scotch - \$68.00. We decided not to do desert, paid our bills and caught taxis back to the motel.

Next morning Dennis and Neil headed home but Ken had to see a friend about some tyres for his Buick. We duly collected the spares and then Ken drove us up to Palm Beach for fish and chips. After a late departure we headed back to the motel, had a quick snooze and then found a delightful Thai restaurant around the corner. The \$30 Banquet was so filling then we had to leave some on our plates.

Saturday morning we rose late, had a slow breakfast, paid the bill and headed south across the bridge to home. We stopped at Collector to see Norm and Dianne, and a quick schooner and then arrived home safe and sound.

The Rydges North Sydney was reasonably priced, had off the street secure parking and is just 5 minutes from the Bridge. It provided easy access to the City, as well as northern beaches. Would recommend it to anybody. Happy hour prices are reasonable.

*Thanks Michael. I'm late publishing this but it may be useful information for those going to Motorfest another year.*

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Information Denis Harding 62814497



Who remembers Sydney trams? A couple of Holdens coming along the road, about 1958 models? All those overhead wires were an ugly sight weren't they?

See bottom of next page for proof the trams were in Sydney.

*Thanks to Dick.*



## **SNOWY MOUNTAINS CLASSIC - 10-11 November 2012**

The bi-annual Snowy Mountains Classic Surf to Summit rally will be held on Saturday 10 and Sunday 11 November 2012.

This great rally takes in some of the best views and roads in the Snowy Mountains area of New South Wales.

Starting from Cooma the rally will take an interesting run to the south coast, stopping on the way at a small country public school for morning tea and then on to a south coast surf club for lunch.

After lunch entrants can make their own way back to Cooma ready for the rally dinner at the Cooma Monaro Automobile Club's own club rooms.

Sunday, participants muster at the club rooms for the start of the summit section of the rally to the Chalet at Charlotte Pass for a BBQ lunch before heading for home.

This is a rally not to be missed and attracts members of car clubs from Victoria and New South Wales.

All travel is on sealed roads.

Final details have been finalised and a block booking of accommodation at the Sovereign Motel in Cooma for Friday night 9 and Saturday night 10 November has been made at \$100 room only per double per night.

Entries close 12 October 2012, but it is recommend that you should not leave it until the last minute to book a place.

Expressions of Interest to Graham Gittins [gittins@iinet.net.au](mailto:gittins@iinet.net.au).



## FOR SALE – OTHER CLUBS PLEASE COPY

*(N.B. To enable vehicle for sale notices to be copied by clubs in other states, rego or chassis numbers may need to be included.)*

**1938 Chevrolet Master De Luxe** sedan on concessional registration, Historic 693. This car is in good restored and operating condition and is coloured Maroon with whitewall tyres in good condition. Present owner for over 5 years and the car has been displayed at various CACMC car displays and club car run events in and around Canberra during this time. Enquiries to Alan Martin on telephone 62586841 (h) or mobile 0406 377 258.



**1956 English Mk 2 Ford Zephyr** imported by the present owner. The car was last run in 1990 and has been "stabled" on blocks in a garage since then. The car has numerous extras and it comes with many spares and manuals. Asking price \$6,000. Please contact Ian on (02)6251 3083 after lunch or in the evening to arrange to view.



**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. One family for over 30 years and kept in immaculate condition.



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*(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.)*

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

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## EXTRA RUNS AND SWAP MEETS 2012-13

| DATE            | CONTACT  | DETAILS   |
|-----------------|--|---|
| Sat Nov 3       |  | French Car Day 3 pm - 7 pm Telopea Park School  |
| Nov 3 -4        |  | Classic Yass and Open gardens & arts  |
| Nov 10-11       | Rogan Corbett<br>0412 722 505  | Snowy Mountains Touring Classic Surf to Summit <a href="http://www.coomacarclub.com.au">www.coomacarclub.com.au</a>   |
| Nov 17-18       |  | Bendigo Swap Meet   |
| Nov 18          | Bruce Perry  | Marques in the Park 10th anniversary<br><a href="mailto:marques@actmotorclubs.org.au">marques@actmotorclubs.org.au</a>  |
| Nov 9-25        | Paul Ballard<br>02 6942 4694<br>0419 973 822   | Cootamundra Antique Motor Club invitation to participate in their next Grand Tour visiting Eastern Victoria and the Snowy Mountains.<br>Email: <a href="mailto:westkinlocj@dragnet.com.au">westkinlocj@dragnet.com.au</a> |
| Dec 1           | Michael Lindfield<br>6286 4747   | Tuggeranong Festival in the Town Park.<br><a href="mailto:gmlindfield@bigpond.com">gmlindfield@bigpond.com</a>  |
| Dec 2           |  | Terribly British Day  |
| Dec 1 and 2     | Ph: 0427 267 927<br>Ph: 0400 394 645<br><a href="http://www.qbnswap.net">www.qbnswap.net</a> | Queanbeyan Swap Meet<br>All Ford/All GM Day Sat 1st<br>American Car Nationals Sun 2nd   |
| Dec 28-31       |  | 21st Australian Early Holden Federation Nationals at Bathurst   |
| 2013 Jan 20     |  | Mudgee Swap   |
| Feb 10          |  | Wangaratta Swap   |
| <b>Feb 9-10</b> | <b>Peter 4677 1265</b>   | Berrima Rally 2013 Coaches to Cruisers  |
| <b>Mar 2</b>    | Sharon Thearle<br>02 4832 1988   | Crookwell Potato Festival<br><a href="http://www.crookwellpotatofestival.com.au">www.crookwellpotatofestival.com.au</a>   |
| <b>Mar 17</b>   |  | Shannons Wheels 2013  |
| Apr 19-22       | John Inshaw<br>0403 076 175  | Morris 100 National Rally, Canberra.<br>Morris Register of NSW  |
| Sep 14-21       |  | National Veteran Tour, Shepparton Vic.<br>Email: <a href="mailto:dwright@bigpond.com">dwright@bigpond.com</a>   |

## EXTRA RUNS AND SWAP MEETS 2013

| DATE      | CONTACT                    | DETAILS   |
|-----------|----------------------------|---|
| Oct 18-20 | Bill Lewis/<br>Bruce Perry | Spin rally to Canberra run by National Trust and Council of ACT Motor Clubs |



Rotary Club of Woden Daybreak President Adam de Tott accepting cheque for \$1,000, proceeds from Wheels, which is enough to buy one more ShelterBox

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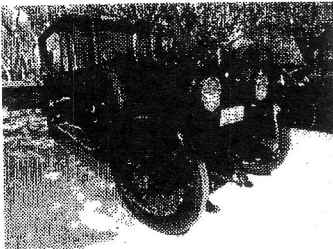


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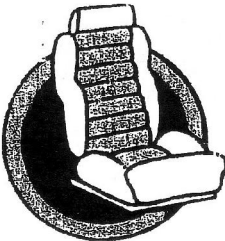
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