

# THE COLONIAL



Official Journal of the  
Canberra Antique & Classic Motor Club Incorporated

Annual Subscription  
Colonial \$25

1975 Citroen  
Harry Crawford

Vol. 45  
August 2012



## EDITOR'S PAGE

Thank you to those who have provided items for this month's Colonial. I had four promises of stories after last month's meeting, so look forward to receiving those.

### Week Day Social Lunches

Friday 3 August 12 noon and every first Friday: Sandwich lunch at the Southern Cross Club, Woden.

Friday 17 August at noon lunch at Murrumbateman Inn. For those interested meet at the truck stop on the Yass Road opposite Hall at about 11.15 am. I have booked a heated room next to the one we usually have (which is booked out by a bus load). Any queries 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.

**Thank You** to Roger Amos for filling while Secretary Gerry was away. Welcome home Gerry.

### Nominations for committee

There is a pro forma inside the front cover.

### Membership Renewals

Keep those renewals coming in (or else).

### I'm happy

Bob Judd has offered to finish off the October Colonial so I can get away on my overseas trip on 17 September. What happens after that we'll see.

Sorry about last month's mess-up. Sometimes things just converge for a number of clubs I am involved with and mistakes are made.

I'm off to Qld in the morning, hoping for a bit of warm weather but one sister tells me it is warm and another is saying it is so cold up here.

See you Tuesday, Cheers ... Helen

*Look who's been busy restoring another vehicle.*



## **CANBERRA ANTIQUE AND CLASSIC MOTOR CLUB GENERAL MEETING 10 JULY 2012— DRAFT MINUTES**

Attendees: 60  
Visitors 2  
Apologies 5

### **Welcome**

President David Wyatt welcomed members, visitors and guests to the July general meeting of the Canberra Antique and Classic Motor Club

### **Guest Speaker**

Vice president Graham Waite introduced guest speakers – David Hallam and Heidi Bock from the National Museum of Australia.

David's address 'Conservation of the Moving Collection' was well received by members, particularly the information about the restoration of the Royal Daimler vehicle - conservation of the vehicle is estimated to cost \$300 000.

### **Confirmation of Minutes of the June meeting**

The June meeting Minutes were confirmed with out amendment.

Moved: Alec McKernan Seconded Jim Clough **Carried**

### **Correspondence Roger Amos**

#### **Correspondence In**

27 Magazines

Flyer from Snowy Mountains Touring Classic 10-11 November 2012

Thank you letter and receipt from TADACT

Bridge Club invoice

Cheque from Lions club for \$500 (Wheels donation)

19 membership renewals

One resignation—sold car

Bay to Bermagui 2013 flyer

Three expressions of interest for PVCT

Two return to sender

Two CBA letters re credit cards

Home Help Service invoice for *Colonial* printing

Two survey forms

Email thank you from Beege and Cham Givens with photograph of baby

ShelterBox Thank you and receipt

ShelterBox Newsletter

Moruya Jazz Festival

Orange Canobolas Country Rally 29 September -1 October 2012

Invoice for June *Colonial* printing  
CBA Merchant Statement

### **Correspondence out**

Post Vintage Capital Tour information to Victorian Sunbeam Club  
Email on PVCT to Victorian Singer Club executive  
Sympathy card to Hedley Rowe's Family

Moved correspondence be received Roger Amos. Seconded Dave Rogers. **Carried**

### **President's Report**

Thanked members for attending the meeting on such a miserable night

### **Vice President Graham Waite**

August guest speaker will be a presentation arranged by Paul Flint COTA on the 'Positive Outcomes Program'  
Lucky Badge Draw # 19 Bob Judd  
Last run #13 Jan Wyatt

### **Treasurer's report Bob Judd**

Finished 2011-12 year with a balance of \$10 626:09 in the bank.

#### **Family membership**

Bob pointed out that there were some club members in the family membership category whose children were now adults but still paying at the family membership rate.

He referred to the By-Law covering Family membership and quoted the section of By-Law: 1.Classes of membership

1.2 A Family membership consists of a person and the partner of that person and their children up to their 18<sup>th</sup> birthday. The purpose of this classification is to encourage the participation of the partner of the member by providing that partner with an additional vote at any meeting. Children on attaining the age of 18 years are still welcome at functions but are encouraged to take out their own membership.'

Bob also spoke about the new member applications and quoted the rules covering the handling of new member applications covered in the Club's Constitution as follows:

#### **5. Membership**

##### **5.1 Eligibility**

Any person (or persons) owning or interested in antique and classic vehicles and in sympathy with the Aims and Objectives of the association shall be eligible for membership.

## 5.2 Classes of Membership

The classes of membership shall be as specified in the by-laws.

## 5.3 Application for membership

5.3.1 Persons wishing to become members shall complete such application forms and comply with such conditions as are specified in the By-Laws in force at the time.

5.3.2 Every applicant for membership must have a proposer and seconder, both of whom should be members. The acceptance for membership shall be dealt with by the Committee at least two weeks after publication of their application in 'The Colonial.'

5.3.3 Any member who objects to any applicant becoming a member should appear before the Committee and/or state in writing their reasons for so objecting. In the latter case, the letter should be in the hands of the Secretary at least three days prior to the meeting.

5.3.4 Any applicant approved by the Committee may become a member of the Association on payment of a nomination fee and the annual subscription or lesser subscription as determined by the committee from time to time.

Treasurers Report be accepted: Moved Bob Judd. Seconded Waine Summerfield. **Carried**

### **Editor Helen Phillips**

Short on members' cars articles, otherwise all is well

### **Events director Jan Wyatt**

13-14 July Weekend Away to Nowra. Meet at Spotlight 9.00am for 9.15am depart

Morning tea (BYO) Tarago. Lunch Nerriga pub.

Friday 17 August Presentation Dinner Tickets must be paid for by 5 August. See Chris Berry

19 August President's Run

A tour around some of Canberra's street artworks followed by a provided sausage sizzle

16 September

Alan Martin has arranged to visit a property in Murrumbateman which contains a number of vehicles and farm equipment, followed by tour of Chocolate making factory also at Murrumbateman - numbers to

Alan Martin.

30 September Optional Run—Running of the Sheep Boorowa - Need names to Jan Wyatt

Raffle # 53 Bob Garrett

**Registrar**

In the absence of Bob Alexander, Alec McKernan advised that 20 vehicles had been inspected in the month. Alec has done 82 in the last 12 months. Received acclamation for his effort.

**Librarian Joe Micallef**

All is well

**Membership Secretary Joe Vavra**

No report

**Shop Manager Norm Brennan**

Invited new members to view the range of regalia for sale

**Information Manager Mark Butterfield**

All Good - "for sales" on board

**Floor Member Mark Butterfield**

All Good

**Council of ACT Motor Clubs delegate Roger Amos**

EJ/EH Holden Club have withdrawn from organising 2013 Wheels. Council now looking for another club to take it on.

Import on parts for cars over 30 years old attracts a duty of 5% from 1 July 2012. Bob Judd advised that for goods valued \$1000 or less, arriving by mail through Australia Post, will be exempt from the new tariff

Australian Historic Motoring Federation - call for agenda items for the Annual General Meeting.

Special Interest Vehicle Scheme - implementation still up in the air. Council seeking a meeting with the Minister.

Council is involved with the organisation of the National Trust Centenary of Canberra Rally from Jervis Bay to Canberra 19-20 October 2013.

**Publishing committee Phil Donoghoe**

Printer was late getting copies to the Committee for posting [*Helen's fault*].

Roger Amos and Ray Gallagher will be organising distribution for the August edition of the *Colonial*

## **General Business**

### **Phil Donoghoe**

Helen wishes to have a break from editing the *Colonial* and Phil asked for the members to consider do we need the journal every month, and would members consider bi-monthly or quarterly publication?  
For discussion at next committee meeting

Looking for images of the late Ross Everett's Pontiac cars any one who has images see Phil

### **Ken Walker**

Great crop of Grapefruits on table – please help your self.

### **Bob Judd**

Club name badges available for collection

A question was asked what is the legal age for children to travel in classic cars without seat belts?

After some discussion it was agreed that children must be over seven years of age.

A question was asked whether it was possible for timing of Marques in the Park be moved, as it clashes with the Bendigo Swap meet?

### **Wes McCulloch**

Asked what year do cars need to have seat belts fitted? After discussion it was agreed that if the vehicles comes off the manufacturing line with seat belts it must continue to have seat belts fitted.

Question was asked would bright orange paint underneath the vehicle have been its original colour? No definitive answer provided.

Vin Liston Donated a bound copy of, the 38<sup>th</sup> edition of the *Colonial* and wished it recorded that the colour copies were courtesy of Paul Flint. Thanked by acclamation.

Bob Douglas Advised he had now registered his vehicle in Victoria and had CRS plate HIS 075 being handed in and available for any one who wanted it .

Meeting closed at 9.25pm

Graham Gittins, Minute secretary

## ANNUAL GENERAL MEETING

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

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## 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 and will probably ask for a show of hands at the next meeting. If you can't be at that meeting, but can go along to meet the car club members from Dandenong area, give Phil a call on 6258 4608. Details of the get-together will be printed soon.

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.

## 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.

## 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



## VISIT TO THE NATIONAL FILM AND SOUND ARCHIVE

What was Australia's most successful TV program?

How did Birtie the Aeroplane Jelly Spitfire help the war effort?

What were the lady wood choppers advised to do after they finished a demonstration woodchop at Sydney's Luna Park?

These and many other snippets of Australia's Film, TV and radio history were revealed at the club's visit to the National Film and Sound Archive on Sunday 24 June.

Members were given a screening of two rally films from the 1950 and 1960s.

One of the best lines from the Scottish Highland Rally was a young fellow who considered entering me the rally as his holiday which cost him one hundred and fifty pounds - when he said "well what better way of wasting time than crashing cars"?

The gallery at the Archives is divided into to small cubicles showing Australian Films, *Jedda*, *Sunday too far Away*, *the Castle*, and the walls covered with film posters and photographs of film stars.

Answers to the questions:

Skippy the bush kangaroo was sold to 120 countries around the world  
Birtie the Aeroplane Jelly plane was decorated in RAF decals, and advertised aeroplane jelly as quick simple and easy to make just add water.

Go home and cook dinner - chops.

From the archive to the Lakes Golf Course at Nichols for lunch and a chat with members.

Club members who attended included:

Chris and Irene Berry, David and Jan Wyatt, Vin and Eileen Liston, Wes and Pat McCulloch, Graham and Ellen Waite, Daniel and Petra Wyatt. John de la Torre, Helen Phillips, Graham Bigg, Jim Clough, Michael and Anne Toole, Tony and Sue Roberts, Paul and Vicki Bray, Charlie Adams, Harry Crawford, Graham and Heather Gittins, Keith and Lilly Carswell, Dennis Morris, Lee Gaynor, Allan Martin. Phil Donoghoe.

*Thanks to Graham Gittins*

## Trains, Planes and Motor cars

Trains, planes and motor cars, in that order, is the best way to sum up the Canberra Antique and Classic Motor Club's weekend away to Nowra on 14-15 July 2012.

The weekend started with the morning tea stop at the Tarago railway station. The XPT to Canberra arrived and departed while we enjoyed a cuppa and something to eat. Then it was off to the Nerriga Pub for lunch, where we joined a group of motorcycle club members—who were also enjoying lunch—before they headed off to a rally at Bungendore or Braidwood.

After lunch, it was the steady climb up Mount Sassafras and down the other side to HMAS Albatross to inspect the display at the Navy Fleet Air Arm Museum. A good hour-and-half was spent looking at the many helicopters and fixed wing navy aircraft from World War 1, World War 2 and Vietnam that were on display.

Chris Berry had a go in the helicopter simulator and managed to fly it upside-down and backwards, while Daniel Wyatt—after nearly crashing a couple of times—managed to fly the helicopter under the Sydney Harbour Bridge.

The museum was originally established in 1974, from a small collection of naval aviation relics and five obsolete RAN aircraft. It has now grown and contains more than 25 aircraft and numerous aviation artefacts, and is considered to be one of the most important regional aviation museums. It is a great asset to both the Navy and to Australia. After arriving at the Anchor Bay motel at Greenwell Point for our overnight stay, we had an enjoyable happy hour before boarding the courtesy bus that took us to the Greenwell Point Bowling and Sporting Club for a delicious Chinese banquet. Then back in the bus to the motel for a comfortable night's sleep.

On Sunday morning, some of the group ventured to the Riverside markets—located across the road from the motel—before departing for the Australian Motor Life Museum at Kembla Grange.

At the museum, we were met by the honorary curator Wendy Muddell, who was primarily responsible for establishing the museum and obtaining the necessary funding to build its new housing, which is nine times as large as the old museum building. Cars, commercial vehicles, motor bikes, caravans, old petrol pumps, model cars, and other memorabilia are all on display.

The museum also houses a 40 metre by 12 metre restoration workshop and an 8000-volume library.

By consensus it was agreed that we head back home through the Macquarie Pass, before stopping for lunch at the Robertson Pie Shop and having afternoon tea at the Paragon Café in Goulburn.

That is, all except Keith and Lily Carswell, who took a wrong turn after leaving the museum and ended up near Picton before realising their mistake. They decided to head straight back along the Hume Highway to home.

A most enjoyable weekend, thanks to Jan and David Wyatt with help from Daniel who suggested the accommodation option and provided help with directions as he and Petra are very familiar with the area.

Members who attended the whole weekend were:

Jan and David Wyatt  
Daniel and Petra Wyatt  
Keith and Lily Carswell  
Chris and Irene Berry  
Clive and Marilyn Castles  
Val Bland and friend Hilary  
Ken and Jeanette Walker  
Graham and Heather Gittins

Members who joined the group for lunch at the Nerriga Pub were:

Ray and Anne Gallagher  
Helen Phillips  
Ken and Judy Herne  
Lee Gaynor

*Thanks to  
Graham Gittins*

Members at Navy  
Fleet Air Arm  
Museum



## 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.** This is required by Motor Registry.

If you have missed our on your renewal notice, please contact the Membership Secretary as listed on page 2.

**PLEASE RETURN COMPLETE RENEWAL FORM NOT JUST PART OF IT!!**

The Treasurer will keep his part and the remainder goes to the Membership Secretary to update the membership base.

Not much time left to renew your membership before your concessional registration becomes invalid. Also your Colonial will be cut off.

Presenters at July meeting:  
David Hallam and Heidi Bock



The "foot ladies"  
Ellen Waite and Anne  
McKernan in recovery mode.

# THE TWENTYFIFTH GREAT CANBERRA SWAP MEET

## SUNDAY 4 NOVEMBER 2012

7am to 3pm

<b>WHAT</b>	Parts and accessories for old & new cars, motorbikes & engines, automobilia, books, tools, models, antiques & collectables, toys and crafts etc. Spring clean the garage and set up a stall, be early for the bargains or just bring along the family for a day out. Club and trade displays welcome.
<b>WHERE</b>	Exhibition Park (EPIC), Northbourne Ave, Canberra (In Buildings F & M at north entrance, behind servo site)
<b>SITES</b>	150 indoor sites 3M x 3M (some with power). \$17 per site (includes entry for 1) - bookings essential. 200+ outdoor sites 5M x 5M, \$12 per site (includes entry for 1) - no bookings. Set up from 12.00pm to 8.00pm Saturday 3 November or 6am Sunday 4 November. (Fitzroy Pavilion not available for set-up till 4pm Sat.)
<b>ADMISSION</b>	Adults \$3, children U12 free
<b>PARKING</b>	Ample free parking available
<b>FOOD</b>	Hot food and refreshments available all day on site.
<b>BOOKINGS</b>	For bookings and additional information Email: <a href="mailto:2012swapmeet@vvcmmc.org">2012swapmeet@vvcmmc.org</a> Phone 0428 915713 (ah) Or write to: The Swap Meet Organiser VV&CMCC ACT Inc PO Box 3127 Manuka ACT 2603

**ORGANISED BY** The Veteran Vintage and Classic Motorcycle Club ACT Inc

## **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.

As final numbers are required by the Burns Club before the August meeting, tickets are now only available by phoning Chris Berry, 62547145 or Jan Wyatt, 62861782.

## **MONTHLY RUN 16 September**

CACMC planned visit and inspection of a Museum of restored large industrial and farm machines, petrol bowsters, oil company enamel signs and various antique associated garage items at 11am Sunday 16 September this year.

During a recent meeting of the Events Committee it occurred to me that many of our club members would be interested to visit and inspect this collection of restored machines and associated antique items. I have known the owners of this museum for many years and after I inspected the museum collection earlier this year, the owners have agreed to a visit by the CACMC members.

The date has been set as 16 September which is two weeks after Fathers Day. As listed in the July Colonial all members interested in this inspection should meeting at the Hall Truck Stop at 10am for a 10.30am departure to the Museum.

The Museum location is around 6ks this side of Murrumbateman, just past the Gooda Creek road intersection which is on the right hand side. The museum is located on the right hand side of the Barton Highway and is visible from the Highway about 250 metres along the driveway entrance. The museum sheds are behind the house and also visible from the Highway. There is a brick entrance driveway and access off the Highway requires care especially on this busy highway although the Sunday traffic volumes should be low.

The owners will release the electronic gate operation for smooth and safe access during our visit and I propose to place direction signs either side of the entrance driveway to warn passing traffic of vehicle access/exiting.

I understand that a number of car clubs including Forbes and Queanbeyan Antique Car Clubs have visited this Museum this year and combined with this event will be a visit to the Chocolate D'Or shop in Murrumbateman. I hope the above directions are of assistance.

Cheers, Alan Martin

## CACMC EVENTS CALENDAR 2012

DATE	CONTACT	DETAILS
Fri day Aug 17	Jan Wyatt 6286 1782  Chris Berry 6254 7145  See also page 18.	Please come and join us for the Annual Presentation of Trophies 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). Non members most welcome, \$30 per head. Phone to Chris or Jan by 6th August to arrange tickets. Please advise of any special dietary requirements.
Aug 19	David Wyatt 0417 262 209	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 (funny or otherwise) on the various bits of art would be appreciated. The BBQ trailer will be at the end point. Sausages, onions, bread etc provided for lunch. BYO salad if required.
Sep 16	Alan Martin 6258 6841 0406 377 258 Chris Berry 6254 7145  See also page 19	Meet at the Hall lay-by about 10 am to leave at 10.30 am. Alan Martin has organized a visit to Ron Hartshorn's "shed of restored machinery". Ron's property is just near Murrumbateman. The BBQ trailer will be there for those wanting to cook some lunch and have tea and coffee. Otherwise bring your own picnic lunch. After lunch for those interested, visit Chocolat D'Or, Nanima Rd, Murrumbateman where we can view chocolates being made. The chocolates, as well as mugs of hot chocolate and coffee, are available for purchase.
Oct 14		Being arranged—will be in September issue.
Nov 18		Marques in the Park 10th anniversary.

### EXTRA RUNS AND SWAP MEETS

Aug 11-12		Newcastle Swap Meet
Aug 19		Eastern Creek Classic



## EXTRA RUNS AND SWAP MEETS 2012

DATE	CONTACT	DETAILS
Sep 2	6942 1282	Cootamundra Father's Day Swap Meet
Sep 9		Shepparton Swap Meet
Sep 30	Jan Wyatt 6286 1782 0417 262 209	Running of the Sheep Festival in Boorowa Interested? Meet at Hall lay-by at 9 am. Participate in Grand Parade then park in allocated place. Let Jan know if you want to go.
Sep 30		Bay to Birdwood <a href="http://www.baytobirdwood.com.au">www.baytobirdwood.com.au</a>
Sep 30	Ian Bart 0412 859 444	Forbes Motor Show at South Circle Park Email: <a href="mailto:bart@midpro.com.au">bart@midpro.com.au</a>
Sep29-Oct 1	Kevin Penson 6364 5202	Orange District Antique Motor Club Canololas Country Rally
Oct 6	Norman 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 and event registration. <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
Oct 28	4861 1488	Chevalier College and the Southern Highlands Morris Minor Car Club present Highlands Motorfest Chevalier Fete, 566 Moss Vale Rd, Burradoo. \$10 per vehicle. \$5 per bike
Sat Nov 3		French Car Day 3 pm - 7 pm Telopea Park School
Nov 3 -4		Classic Yass and Open gardens & arts
Nov 4	0428 697105 (AH)	Canberra Swap Meet at EPIC NOTE CHANGE OF DATE TO NOV 4.
Nov 10-11	Rogan Corbett 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

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## MY CITROEN

I have always been mad about old cars – I think I must have owned quite a fleet last life time and have been trying to recover it ever since. I remember as a 10 year old reading an early Wheels magazine in 1955 with an article on what cars would look like in 1975, very rocket-like with glass-bubble tops as I remember. The writer of the article should have look at the DS model Citroen released in '55. With only one slight change in the mid 60s the design was still modern in '75 (according to your taste in style) and certainly was still mechanically radical as well as very distinctive.

As a kid I read the tester's reports and they always seemed to be captivated by the DS (ds pronounced in French sounds like their word for Goddess and hence this very appropriate name). My first encounter with a Goddess that impacted on me was when I was registering my first car, a 1928 Austin 7 Chummy in the mid 60s. In those days the motor registry had moved from its original Canberra location where the Museum is now, to a special building in Mort Street. It had a narrow pit that the Austin could fit over with about an inch to spare and then you went to the brake test area. This consisted of four metal plates connected to hydraulics that shot red fluid up glass columns to show the amount of movement generated by each wheel in its plate when the anchors were thrown out. The Austin only weighed as much as all this metal and so it was expecting a lot to get its primitive cable system to have much effect. So the compulsory annual test was a bit of a nightmare in my student years. Anyway one year when I had got through the test I saw a Valiant come through after me. With a lot of noise and the Valiant standing on its nose, the front columns went up to some 90 odd and the rears 20 something (I presume 20% of 1 g). Much better than the Austin which I think they would let through on about 25%. But then the next car was a Goddess. The driver braked, the car stayed perfectly level, no noise and all four columns over 80!

This very quiet display of competence impressed me, the only odd point being that the car squatted down as the pressurised suspension fluid was diverted by the brake button to the huge inboard discs at the front and the rear drums. I later found the delights of this brake button being lower than the accelerator. To apply the brakes you did not have to lift your leg, you just pivoted your foot on the heel so that the ball came over the brake valve button.

Understandably then my second car was a '62 model Goddess. This I enjoyed enormously on many runs between Melbourne and Canberra.

However, I wondered what the road testers were raving about when I first drove it around town. But one day I got into a tight spot on the Hume Highway when overtaking and I sure found out. At 70 mph the car came alive and effortlessly went to 90 mph whilst remaining absolutely rock steady on the road. After a time driving a Citroen you realise that there is no need to avoid potholes or slow down for speed humps – they just do not affect the car, even in tight corners.

The suspension system is a metal sphere for each wheel with pressurised nitrogen gas sealed in the top half by a rubber diaphragm, which has suspension fluid on the other side that connects the actual spring mechanism (helium) to the road wheels. No shock absorbers or to use that more accurate term, dampers are needed. The fluid is pressurised by an engine driven pump. After the car has been standing a while this fluid gradually loses its pressure and the car sinks. Starting the engine pressurises the system again and up she comes! The driver can use a lever to divert extra fluid into the system and so obtain extra ground clearance or to raise the car 5" for jacking. When jacking, a stand is put under the raised car and then the lever pushed down below normal setting and all the wheels are then withdrawn up into the guards. Quite unnerving to watch!!

When released in '55 this pressurised suspension fluid also operated clutch, steering assistance and gear change but this level of complexity was gradually dropped. It is front wheel drive with the inline engine intruding slightly into the cabin and with its gearbox mounted up in the nose ahead of the wheels. This was the pattern of the earlier Traction Avant, which I think was copied from the '20s Miller Specials in the USA. In the '60s Citroen redesigned the 4-cyl 1900cc engine and made the body even more aerodynamic by reshaping the panel below the front bumper to give better airflow around the front wheels and under the completely flat floor and lower engine enclosure. The headlights were also enclosed behind perspex with the inner ones mechanically linked to the steering so that you can see around corners! Like lots of French cars with their long travel suspension systems there is self-leveling of the headlights also. Talk about complex!

My car is one of the last models and is a '75 Pallas model with 2300cc carburetor engine, 5spd manual, power steering and the swiveling headlights. It is painted jet black. I saw it at a repair shop near my Sydney residence. They specialise in Citroen and this one had come in for hail damage but the lady owner then bought another car. I bought it from her for somewhat less than the repair bill, which had included a complete respray. I did the deal over the phone whilst walking in to

see the diving at the Olympics and I picked the car up from the repair shop when I returned home from an overseas trip. I have not yet met the previous owner!

I have done upholstery repairs and am getting little details like clock, petrol gauge and boot struts sorted out. I figured when I saw it that it was a lot cheaper and quicker to buy this car than to repair all the little dints and respray one I bought 10 years ago and that is not this sought after model. Most panels are aluminium and the rear guards come off in about 30 secs by undoing one chrome external bolt with the wheel brace. The front guards also come off with about 5 min work but that is about the end of the easy stuff.

Another nice little feature of this design is that with the high dash and low rear window, the mirror is mounted on the dash! This puts it where your eyes are looking at the road. However, the real delight of these cars is their ride on poor surfaces. The suspension is the key to this but is also helped by the large 15" wheels and a very long wheelbase. The original '55 design also incorporated radial tyres and this one has the asymmetrical Michelins XASs. Ettore Bugatti is quoted as saying that 'Andre Citroen makes the fastest lorries around'. That about summarises this car compared to current models. I am currently enjoying the car as my everyday transport for highway work and enjoy flashing past moderns on the rough secondary roads where you can relax a little about police presence. In a few years when my black shark qualifies I will put it on Club rego but I have taken this opportunity to write this as providing background on these rather unique goddesses that we have not seen in the club till now.

Harry Crawford, Foundation Member CACMC.  
*Republished from August 2001 issue of The Colonial.*

## POSTSCRIPT 2012

My Cit is now on club rego now and my apologies that you don't see it more often. I had a bonnet fly up in my face going around City Hill one day. My fault, only one latch secured but I still have to rectify the damage and I have only had time to get the little red and yellow Austin 7 up to scratch. Various members keep asking after the Cit. However, many repair tasks are extremely difficult. I still have a couple of specially modified spanners I used once and often I feel that these cars need a blind mechanic who knows how to work by feel alone in hidden spaces. The unparalleled ride does make it worthwhile though. A good illustration of this was provided when they **averaged** 150kmph across the unsealed Nullabor in the 1968 London to Sydney.

## A BIT OF HISTORY - from August 2001 Colonial

Due to a lack of restoration stories, I am revisiting stories from years ago, but not so far back that I have to retype them. I have been moaning recently about still being Editor but have a look at some of the members who also have a right to moan:

President Joe Vavra

Vice President Roger Amos

Treasurer Gerry Walker

Secretary Dave Rogers

Events Ken Herne and Mark Butterfield was a member of the events committee

Editor Helen Phillips; Vin Liston and Ray Gallagher, Publishing

Librarian Jack Houston

Information Officer Norm Brennan

Shop Manager Bob Garrett

Registrar Bob Alexander

Examiners were Tony James, Waine Summerfield, Dean Benedetti, Charlie Adams, Albert Neuss and Alec McKernan.

Public Officer Bob Judd

Council Rep Graham Gittins

Look around the room at a future meeting and you will still see most of those faces. Well, not perhaps Joe as he has had a knee replacement, but he is still in the background working as Membership Secretary.

Two life memberships were awarded: Bob Alexander and Waine Summerfield.

And at Presentation Night that year, Maureen Vavra received a special award "Gastronomy Par Excellence" for standard of suppers at meetings (for the year when Joe was President).

Michael Toole won the Events Shield, Most Travelled & Stirrer's Spoon. Colonial Award Harry Crawford.

Our August run was to the Canberra Railway Museum.

Our July run had been to Screensound Australia and Charlie Adams' 1937 Nash was in the footage of the official opening of the building.

Also that year:

March 2001 the McKernans inherited a 1962 Volvo.

Roger Phillips bought a Fiat Bambino for his wife in February 2001.

Tony Fry won an Encouragement Award in 2000 to encourage him to get on with his 1935 Dodge which he took as a restoration in progress to Wheels in 2001.

A Winery Weekend in October at the Culcairn Hotel was organised by Anne McKernan and Verna Marsh. And a good time we had too!

I'll get back in my box now.....Helen

## Citroen Museum - Castellane, France

I have just returned from a European sojourn that took in France, England and Ireland. A particular highlight for me was a visit to a private collection of post-war Citroen cars at Casetllane in the south of France. Castellane is the southern gateway to a most scenic drive through the Gorge du Verdon.

The philosophy behind this collection has been to gather original-condition examples of Citroens in good condition with low mileage. Only one of the cars has been the subject of any restoration. I was amazed at the immaculate condition of the 50 or so cars with recorded mileages from a few hundred kilometres up to 50,000kms. The average mileage per car for the collection is around 26,000kms. Even the higher mileage examples have an interesting story to tell. For example an early model DS "Goddess" was owned by a man who used the car solely for his annual holidays when he drove 1,000kms to Spain and back again mostly on the motorway. After 20 years of these trips, at 2,000 kms per annum, the car's mileage is now 42,000 kms.

All of the cars have a story of purchase by meticulous owners who, for a variety of reasons, made very little use of the car, or put them aside after a few years light useage. Most were stored in warm dry conditions for 20 or 30 years until discovered by the Museum. In one case, an elderly woman bought a 1972 Citroen Ami 8 with a view to learning to drive. She took eight driving lessons (the receipt/logbook was acquired with the car). At this stage she failed her driving test and lost interest in the idea. The car was set aside in the garage, covered and never used again. The car's mileage when bought by the museum was 644kms.

Each car is displayed with a brief description of the model and a biography of how the car came into the museum's possession. Here is the story of a more "late" model 1990 2CV Charleston (built 06/90): mileage 726kms:

"MODEL: Based on the 2CV6 Special, the Charleston was first shown at the Paris Salon in October 1980 as a limited edition of 8000 cars. Produced to mark the end of production, it was so successful that the decision to continue production was taken. The last 2CV left the factory at Mangualde in Portugal on 27 July

1990. Total production of the 2 CV from 1948 to 1990: 5,114,961.

"HISTORY: This 2CV was brought to my attention by a Citroen fan. On arriving at the place, I found two new 2CV's side by side. When the announcement of the end of production was made, 2 brothers with a transportation company decided to each buy a 2CV. The mileage was made in the first six months, as demonstrated by the two "vignettes" (tax discs), in order to get the free six month manufacturers service. As a result of being garaged for 20 years in a company garage, the only repair needed was to the fuel line. As to the 2CV owned by the other brother, that one had only covered the 21 kms from the Citroen agent to the owner's premises, but is not for sale."

This is a fascinating little collection and well worth a visit if you are in the south of France. The collection covers the period of production from post war up until Citroen merged with Peugeot. The oldest car is a 1938 Traction Avant. Check out the website and a brief video made by the museum's owner at <http://www.citromuseum.com>



Peter Brooker  
Member no. 696

Line-up in the Museum

Two early CVs.

*Thanks Peter  
This fitted in nicely when I  
was re-running the story of  
Harry's Citroen. Ed.*



## LAGONDA PROGRESS REPORT

In December 2009 we bought a 1951 2.6 litre twin cam 6 cylinder Lagonda sedan from a Bowral deceased estate the owner of which had commenced taking the car apart to restore. All doors, mudguards, seats and body panels had been removed and the engine, gear box etc were left intact and stored in a shed some years before he died.

With help of Bob Douglas, Ron Cooper and Graham Bigg we brought the lot home where I commenced planning and then restoration. Lagonda and Aston Martin were bought by David Brown Industries in the UK just after WW2. Lagonda and Aston Martin were expensive cars whose makers could not survive any longer following the many years between WW1 and WW2 of financial turmoil.

In 1947 W.O.Bentley having sold his failing firm to Rolls Royce was engaged by David Brown to design a new car with a modern performance engine to suit, as they had been a tractor and machinery manufacturer only for many years.

It is interesting to note that in 1952 the Lagonda in Australia cost 3800 pounds when the popular Jaguar XK120 here cost just 1900 pounds. Half the price ! 510 Lagonda 2.6 litre cars were made in all, half of which were Tickford 2 door bodied convertibles. 55 Lagondas cars came to Australia from 1949 to 1953. In 1954 the car was upgraded with a new body shape and a 3 litre version of the earlier engine. In addition, the 2.6 engine with higher compression ratio of 10 to 1 was used in the new Aston Martin DB2 model sports car, capable of about 125 mph. The sedan has an aluminium body as steel post-war was in short supply.

After the death of the previous owner his widow advertised the car amongst the local Bowral motoring fraternity only to find that potential buyers were put off by the car being in pieces and thus having suspicions of whether it was complete. On completion of the sale having done a check of all parts I said to the widow that buying a car in pieces gave one an opportunity to check all parts for rust etc. where a complete car 60 years old could conceal rust, "bog" and damaged parts.

The widow having decided to sell her house to move into a retirement village, the car had to be sold soon.

Currently I have the car partly assembled having done some engine work, to a point where I have been driving it up and down the driveway.



Last winter I unbolted the body off the chassis and winched it up to the garage ceiling and was then able to roll the chassis out into the sun to sand it and apply paint, and to inspect the differential which is fixed, and check the swing axles. The rear brakes are mounted in board on the diff and inspection was thus easier. Torsion bars are used on the rear suspension which are adjustable to vary the ride height. The four speed gear box is the same as the Aston Martin unit being also easy to get to.

I am about to apply etch primer and then primer surfacer to the body and panels and in the Spring I hope to be able to apply the colour which will be Jaguar Racing Green, the colour I used on the second Bean. All being well I hope to have the car on Club rego early in 2013.

I know Lagondas are uncommon but recently a guy asked me, "the Lagonda is a product of Italy isn't it"? The first Lagonda a simple 3 wheeler was made in England in 1907 by 2 Canadian brothers who started up in the UK.

Alec & Anne McKernan



*Thanks Alec. This was written a few months ago, so you will be gearing up for Spring progress now. Ed.*

## 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.



Was voted GMH car of the day at the 1991 All Holden Day, Wilberforce NSW. Originally an ACT Aerial Taxi, coms radio and meter still installed. Currently on ACT historic registration, asking a very reasonable price \$17,500, genuine offers may be considered. Contact: [a1960fb@bigpond.com](mailto:a1960fb@bigpond.com) for additional information or to arrange a viewing. Mobile 0419614570

## FOR SALE – OTHER CLUBS PLEASE COPY

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

**1959 Austin Healey Sprite ‘Frogeye’.** Sydney built, older restoration, ribbed gearbox, goes well, ideal for Sprng! ACT Club registration. Contact phone 6156 2316 or mobile 0412 228 241.

**1967 HR Holden Premier,** 186 auto. Full restored, spotless paint, chrome and interior. Original 116,600 miles. Stored covered in Ainslie garage for 14 years. Holley carb, extractors and sports steering wheel only non-std items (original steering wheel supplied). Phone Damiano or Joyce on 02 6247 9963.

**1992 Ford Courier twin cab ute** with canopy, goes well. Good first tradies ute. Has ACT rego . \$2,200 Call Mark Butterfield on 02 6291 0908 (AH)

**FREE** 4 6.00 x 16 tyres. Good to make rolling chassis. Contact Mark 02 6291 0908 (AH).

### WANTED

Information as to the whereabouts of 3 1936 Buicks from Mittagong area recently sold on eBay. Contact Mark 02 6291 0908 (AH).

**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



**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.**

## EXTRA RUNS AND SWAP MEETS 2012-13

DATE	CONTACT	DETAILS
Nov 17-18		Bendigo Swap Meet
Nov 18	Bruce Perry	Marques in the Park 10th anniversary marques@actmotorclubs.org.au
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@dragnet.com.au
Dec 1	Michael Lindfield 6286 4747	Tuggeranong Festival in the Town Park. gmlindfield@bigpond.com
Dec 2		Terribly British Day
Dec 1 and 2	Ph: 0427 267 927 Ph: 0400 394 645 www.qbnsnwap.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 Jan 20		Mudgee Swap
Feb 10		Wangaratta Swap
Feb 9-10	Peter 4677 1265	Berrima Rally 2013 Coaches to Cruisers
Mar 2	Sharon Thearle 02 4832 1988	Crookwell Potato Festival www.crookwellpotatofestival.com.au
Mar 17		Shannons Wheels 2013
Mar 28-Apr 1	Charles 6495 2441	Bush Council Easter Rally at Merimbula
Apr 19-22	John Inshaw 0403 076 175	Morris 100 National Rally, Canberra. Morris Register of NSW
Jul 12-14	Roger Pearson 4471 2778 0428 267 846	Bay to Bermagui entry forms out late January. Romar49@bigpond.net.au www.cvmce.org.au Benefit: Southcare
Sep 14-21		National Veteran Tour, Shepparton Vic. Email: dwright@bigpond.com
Oct 18-20	Bill Lewis/ Bruce Perry	Spin rally to Canberra run by National Trust and Council of ACT Motor Clubs

## **CLEARING SALE AT DRUMMOYNE, 305 COOLALIE RD, YASS**

Clearing sale of personal items at Alan Martin's Drummoyne grazing property at Number 305 Coolalie Road via Yass commencing at 11am Saturday 6 October this year. The location of this auction is the same location of the joint car clubs social function in April this year, which is around 6ks from the Yass Post Office. The auctioneer will be Andrew Mitchell of [sales@boorowa-real-estate.com](mailto:sales@boorowa-real-estate.com). CACMC members are invited to attend and to submit outside entries to this auction by 4 October and the contact will be Alan Martin on tel 6258 6841, Mob. 0406 377 258 or email [Alan1@grapevine.com.au](mailto:Alan1@grapevine.com.au)

This auction should run for just under 2 hours, a food and drink stand will be provided. Toilets available.

There are too many items to list for the Colonial but will include: Auto garage door opener, Chain Saws, Compressor, camping generators, antique iron wheels, milk cans, Welder, security doors, wooden doors, Antique dresser, Ex Parliament House drafting table, metal gates, antique suit cases, Framed prints, wall/floor tiles, cast iron pots and kettles, second hand building materials and pavers, new garden shed, stainless steel handrails, new plastic round table and chairs, fold down seats for vehicles, new fold up shower seats, roofing iron, camper beds, new Postie bike tyres, single furrow plough. As mentioned there are too many items to list in this add and attendance is recommended.

There will be three vehicles included in this auction as follows: 1970 Series 2A Land Rover (not registered) with operating winch, 1998 Subaru All Wheel Drive currently for sale (registered) and if not sold by the auction date, and a 1968 Triumph sedan (not registered) This advertisement is submitted by the owner Alan Martin with the above telephone and email contacts.

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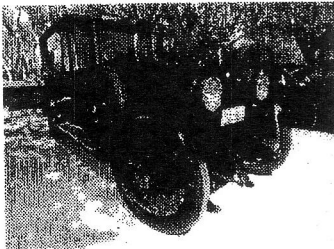


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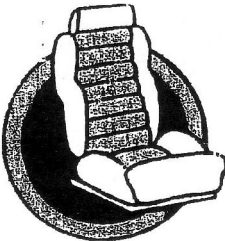
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