

THE COLONIAL



Official Journal of the
Canberra Antique & Classic Motor Club Incorporated

Annual Subscription
Colonial \$25

Bolwell Mark 7
Graham Waite

Vol. 47
July 2014





EDITOR'S PAGE

Thank you to those who provided items for this month's Colonial. I'm chasing a De Soto restoration story for next month but putting a call out for other members who have not had the story of their car told to please tell us about it. Doesn't need to be a book and photos help.

Week Day Social Lunches

Friday 4 July 12 noon and every first Friday: Sandwich lunch at the Southern Cross Club, Woden. All CACMC members welcome.



Friday 18 July Retreads car lunch run is to the Magpies Club in Kippax at noon. Enquiries to Graham Gittins on 6251 5645.

Get Well

Please advise the Secretary if you know of anyone who could use a cheer-up card, especially if they are in hospital. Also let us know about any special anniversaries or the death of a member.

It is wonderful to report progress towards good health of Jan Wyatt, Malcolm McKernan (Alec and Anne's son) and Ray Gallagher. Remember if you have motoring books to spare bring them along for Mary and Jack Houston. Jim Clough had another trip to hospital. Keep your spirits up Jim. Chris Mack is starting radiation therapy soon but good to see him at lunch at the Calwell Club. Charlie Adams is two-eyed again after a bleed in his right eye. One more needle to go he hopes! We hope Ollie Walker's burns have healed by now. Don't play with fire Ollie!

Dick Stubbs advised of the passing of Dennis Potts from Yorkshire in the UK who came on the Ayers Rock Rally with the group, accompanying his sister Gwen from Melbourne. Gwen was the nurse doing tests for diabetes in the towns along the way. See page 16.

June weekend away

I hear the weekend went well but they had to rescue someone in the river when on their fish and chips run. Look forward to hearing about it.

Get your tickets for presentation night at the next meeting. If you still have a trophy from last year, please return asap. You get to keep the small plaque.

BIG THANKS TO BOB JUDD FOR DOING THE LAST COLONIAL.
Cheers, Helen

DRAFT MINUTES OF GENERAL MEETING 10 June 2014

Attendance

Members: Number will be advised at July meeting

Visitors 2

Apologies: Number will be advised at July meeting

Welcome

In the absence of the President, Vice President Graham Waite took the chair and welcomed visitors and members to the meeting.

Guest speaker

He then introduced Amanda Plowright Executive Director Self Help Organisation United Together (SHOUT) who provided an insight into the operation of the organisation. It is an umbrella organisation which assists lots of self-help organisations with a phone answering service, postal address, meeting rooms, photocopying, and knowledge of how to access information to help their organisation.

Vice President's Report

President Dave Wyatt is an apology, but wished to advise the meeting that he will store the 2 BMW 520 series cars donated by Brian Bush whilst the Club decides their future. Graham advised that the guest speaker for July will be Chris Major from One Engineering who will discuss vehicle modifications and certification.

Lucky Badge draws #23 Colin ?

Last run #10 John Liston collected by Vin.

Correspondence Alan Martin

Newsletters x 21

Letter from Brian Bush re disposal of two BMW motor vehicles

Shannons Auction 26 May 2014

CBA Cheque book

Flyer Benalla Cruise and Shine 26 October 2014

Bathurst Swap meet and bike show 16 November

Milton Ulladulla Vintage and Classic Car Club invitation 26-27 July

Harbour Classic – entry form (Helen has the copy)

Letter Canberra Bridge Club re rent rise and cupboard allocation

Canberra Bridge Club invoice

Email from Council re affiliation fees

Thank you card from Grahame Crocket

Email from Joe Vavra attaching forms from Council requiring completion by end of July 2014

Thank you letter from Veteran Vintage and Classic Club Bendigo for BBQ lunch on 20 May 2014

Australian National Museum Flyer screening of film "When the Queen came to Australia" on 12 June 2.00pm to 3.30pm Tickets \$25 per person

Correspondence Out

Payment Canberra Bridge Club

Get well cards sent to:

Ray Gallagher

Jan Wyatt

Ollie Walker

Pauline Campbell

Acceptance of Correspondence report, moved Alan Martin, seconded Gerry Walker. Carried

Treasurer Gerry Walker

Balance in current account \$8800:01. Total interest to date this Financial Year \$883.27. Time to pay membership fees.

Acceptance of report, moved Gerry Walker, seconded John De la Torre. Carried

Editor Helen Phillips

All OK, including printing and posting done by Dave Byers early as he was going away. Some members did not receive the May Colonial via Email. If so please see Helen.

Events Chris Berry

21/22 June Sail Away weekend to Bateman's Bay

18 July Bushranger Hotel Collector lunch. 10.30am for 11.00am departure Dickson car park.

23 August Presentation Dinner Burns Club Kambah tickets \$30 per person.

Last year's trophy winners please return perpetual trophies to Events Committee.

Lucky ticket #02 - Bob Alexander

Supper coordinator Clive Glover

Vacant spots for September and October

Registrar Bob Alexander

Twenty two vehicles inspected for the month.

Received a request from Council for CRS vehicle details.
Car trailer has been quiet during the month.

Librarian Joe Micallef

All Good

Membership Secretary Joe Vavra

No report

Shop Manager Norm Brennan

Usual merchandise for sale

Council delegate Roger Amos

Council Technical Advisory Committee now set-up - Dave Rogers is chair.

Purpose of the committee is to help members who have a problem obtaining CRS for their vehicle(s).

Battle of Waterloo. Due to a break down in communications, not everyone was aware that the Battle of Waterloo – English vs French vehicle display is on Sunday 15 June at Kings Park – same location as Wheels 2014. Arrive 9.30am for 10.00 am start.

Marques in the Park 9 November 2014 John Knight Park Belconnen.

Wheels date for 2015 is 8 March - Sunday of the Canberra Day long weekend.

General Business

Alan Martin has about 50 free trailer loads of dry sheep compost at Yass underneath the shearing shed. Please advise Alan if you are interested.

Dave Rogers advised that Clubs have to submit vehicle details with owners name to Council for passing on to RTA. Also details of Registrar and signature.

Gerry Walker advised that Membership renewal forms will be available in the July Colonial. Suggested that members not wait for the form - pay fees now.

Tim Dawson was looking for an organisation who can silver leaf a plastic strip from a Holden dash. Members advised that there was not such an organisation in Canberra.

Keith Carswell appealed to people using the microphone to move it away from their mouth and to speak up.

Meeting closed at 8.50pm

Graham Gittins

Minute Secretary

MEMBERSHIP RENEWALS

Members are reminded that memberships are due for renewal on 30 June. This is particularly important for those members with cars on the Concessional Registration Scheme (CRS) with the Club.

Family renewal is still \$50 per annum and single \$45 per annum. Payment can be made at the July meeting or by posting your renewal to PO Box 3427, Manuka ACT 2603.

Payment can also be made by direct debit but be sure to include your name and Membership Number in the Bank transfer and notify the Treasurer at cpawag@hotmail.com that you have made the payment.

Bank details are:

Commonwealth Bank,
London Circuit & Ainslie Avenue,
Canberra ACT
BSB: 062 900
Account: 2802 2621

Thanks Gerry Walker
Treasurer

What's going on here?

The Winton story will be revealed next month.



Colonel Gittins of the Royal Indian Hussars and Mr Walker (aka The Ghost Who Walks or the Phantom).



The ideal accessory for British vehicle owners attending the Battle of Waterloo and Terribly British Day events

These Queensland made quality pith helmets come in white (any color you like so long as it is white) and in two sizes, large and medium, both of which have adjustable straps.

Numbers are limited so order your pith helmet early for just \$25 each from Andrew Mclean telephone: 6241 5213.

The Battle of Waterloo was postponed due to a forecast of cold and wet weather. As soon as I know the new date, probably in August, I will advise you. Ed.

REMINDER

Just a reminder to those whose cars were judged at Wheels for an award, according to the By Laws of the Club you must have used your car on three club outings in the 12 months before presentation night.

MAY MONTHLY RUN - NATIONAL MOTORING HERITAGE DAY 18 MAY 2014

A group of enthusiasts met at the War Memorial for morning tea or breakfast, then headed out for an enjoyable drive to show off our cars.

Thirty cars left the War Memorial for a pleasant drive through Queanbeyan and suburbs of Canberra finishing at Lake Burley Griffin for lunch. Joining us on this outing were members of Fiat, Morris Minor and Mercedes Car Clubs.

A big thank you to Vin Liston for having the BBQ trailer at the finish all set up with the urn for hot water for a cuppa for the arriving drivers and passengers.

Lunch was taken under the trees or in the sun whichever was preferred and finished off a perfect day.

Chris Berry.

Sorry nobody seems to have taken a camera this day.

MAY 2014 MEETING Query about age of old number plate

In the June issue of the Colonial, page 9, mention was made about a new club member enquiring about the age of black and white number plate 92-544.

I am assuming the plate in question is the old white-on-navy-blue type. If this is the case I would like to offer the following.

By my calculation that plate was issued late 1967 or early 1968. This is the explanation. In June 1967 my sister-in-law's brother bought a new HR Holden (identical in colour and trim to Vin's). It's vehicle registration number was 86-323. The following year in July my brother bought a HK Holden. It's registration was 98-830.

Of course at the run-out of numerical plates in February/March 1969 the "Yuppies" series was released.

Michael Catanzariti

ANNUAL PRESENTATION DINNER 2014**SATURDAY 23 August 2014****Canberra Highland Society Burns Club
8 Kett Street
KAMBAH ACT****6:30 for 7:00 pm**

**Members: \$30 per person for
Non members welcome: \$35 per person.**

**Please support your club by joining us at the
annual presentation of trophies.**

**The club is subsidising the cost of dinner tickets.
There will be a lucky door prize and other prizes on the night.**

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

- * 3 salads**
- * 2 carvery meats**
- * Baby chat potatoes**
- * Steamed baby beans and carrots with herb butter**
- * 1 hot dish with rice**
- * Choice of 4 desserts**

**If anyone has special dietary requirements, please notify
Chris when purchasing your tickets or by phone 6254 7145.**

Tea and coffee will be provided.

**Soft drink/Orange juice (alternate tables) and water will be
provided on the tables. All other drinks at your own expense.**

**Tickets available at the July and August meetings or from
Chris Berry on 6254 7145 until Wednesday 13 August.**

EXTRA RUN FOR JUNE—SUNDAY 1 JUNE TO GUNNING

Notwithstanding the wet, cold and miserable weather on the first day of winter, club members enjoyed a day at David and Tora Bennett's country town retreat.

Their Gunning property, around 70 Kilometres from Canberra, has been owned by the Bennett's since 2000 and comprises a 1890s timber cottage in heritage green and cream livery and a big, very big, shed.

It was the quaint cottage that sold Tora and the big shed which sold David on the house and shed property, as a place for him to store his collection of Minis. The shed is big enough to hold his six Mini sedans and vans; most still under restoration. A Triumph Stag and a Humber Vogue Mk11 are also housed in the shed.

At one end of the shed is a spare parts storage area, which would rival the BMC Zetland plant in its heyday. In the centre of the building is a stove which provides heating for the large building.

The building was originally built by a sculptor, who sold it to move closer to Sydney.

David, known to the Gunning locals as 'Mr Mini' is very proud of his shed and has decorated the walls with parking signs and memorabilia. One of the signs reads '1 Hour Parking - Quick Shopping'.

After a lengthy inspection of the shed and its contents, the men of the group joined the ladies in the cottage to huddle around the open fires in the living room. The hallway of the cottage is full of memorabilia and die cast model vehicles.

Gunning is now a quiet, sleepy country town, which is a lot different to when it was on the Hume Highway main road, between Sydney and Melbourne. The town was by-passed in 1993.

Thank you David and Tora for sharing your cottage and shed with the following club members and guests:

Charlie Adams, Norm Brennan, Chris and Irene Berry, Graham Bigg, Graham Gittins, Dot Luckmann, Alan Martin, Helen Phillips and Ben, Tony and Sue Roberts, Wayne and Sandra Smith, John De la Torre, Michael Toole, David Wyatt.

Thanks Graham

Norm Brennan,
Dave Bennett
and Wayne
Smith
inspecting the
motor of the
Stag



Dave, Norm,
Charlie and
Alan.

Spare parts galore.



“A NON PLANNED “HOLIDAY”

We wish to thank all those in the CACMC who sent inquiries re son Malcolm's serious virus and the RPA hospitalisation.

On 17th April he had a bad headache and collapsed and was taken to the RPA hospital Intensive Care unit where he was for 3 weeks.

Lyndall, Malcolm's wife advised that doctors said he may not “make it through the night” so off we went to Sydney. Lyndall and we sat by his bed for days until he improved. Early indications were a brain tumor but not so. He was kept on life support and eventually came out of the induced coma.

The diagnosis was ADEM - Acute Disseminated Encephalomyelitis, caused by a virus. Not to be confused with encephalitis.

The swelling of the brain continued but after removal of a bone disc from his skull things improved. Slowly he became mobile and can now walk, the paralysis of his right side dispersed and because of the bone removal he now wears a crash helmet until the swelling disappears. He is now learning to read and write again.

He then went to Rehab hospital in Petersham where he is doing well. As soon as the bone is returned to his skull, Malcolm will be allowed home with continuing rehab visits.

Regards, Alec and Anne McKernan

PASSING OF ANOTHER ROCK RALLY PARTICIPANT

Since the Ayers Rock Rally, I've still kept in touch with Dennis Potts about 4 times a year, plus the usual Christmas Cards etc. We've just heard from Dennis' wife Norma, that he sadly passed away yesterday Sunday 1st June. For those club members who were on the Rock Rally, it would be nice if we could send a sympathy card to Norma on behalf of our car club, even though he wasn't a club member.

Maybe it would also be nice if we could put a small mention of his passing in the next Colonial, so that I could send Norma and his family a copy, I know they'd like that. It's an unusual request I know, but Dennis did fit in so well with all the members on the run as you well know, and he's never stopped talking about the experience since.

Dick Stubbs *All done, Dick. Thanks for letting us know. Helen*

SOUTHSIDE EXAMINER ON LEAVE

Hi Helen, Reference our chat yesterday re our absence overseas could publish the following please.

About now it is 100 years since Anne's grandad of the Scottish army died in battle in the first World War and also Alec's Grandfather's brother died as an Australian soldier about then also. Anne and I along with Bob and Carole Douglas, also Anne's brother and wife, are travelling as a group around various war cemeteries where the soldier relatives are interred, to pay respects on behalf of our families.

We will be absent from 14th July to 15th August during which time we will have a holiday break in France also.

So if you are one of the 100 car owners whose cars I inspect annually and yours is due then please see one of the other club inspectors.

Thank you Alec McKernan

Thank you Alec. You deserve a break after the worry you have had. I'm glad that Malcolm is recovering. Bon Voyage and I'll see you late August for an inspection. Helen.

SYMPATHY

Our sympathy is extended to Grahame Crocket on the death of his beloved wife, Dee.



CRS RENEWAL/REGISTRATION

Some months ago, the Council passed the names and signatures of all our CRS compliance inspectors and that of Bob Alexander, our Registrar, to the RTA, at their request. The reason being that the staff all the Shopfronts and the Dickson centre are now required to verify this data with that on the 'White' CRS form that must accompany the registration papers.

The system is now 'live' and being used at all rego renewal locations. Recently, a vehicle from another club, which had not submitted the information, was delayed until the information was provided. CACMC data has already been supplied.

So next time you renew your CRS rego, the staff will be completing the validation check. A similar system is used for rego changes by all used car dealers but the RTA assured the Council that we are held in somewhat higher regard!

Dave Rogers
Council Registrar

Morris Owners Group Canberra Region

**Winter Warmer
All Welcome**

Come for lunch
12 for 12.30
Where you will find
Good Food Good Prices Good Company

**Where
Calwell Club**
1 Were street Calwell

**When
Sunday 3rd of August 2014**

Enquiries to Denis Harding 62814497
Malcolm Noad 0408 441587

CA&CMC MEMBERS

Proposed 9 day tour

Melbourne Motor Classica 24-26 October 2014

200 of best concourse cars in Australia

Expressions of interest to Graham Gittins 0419 249 109
Length of tour to be decided by those interested in going.

Surf to Summit Classic

Dates announced: 8 and 9 November 2014

The bi-annual Surf to Summit tour hosted by the Cooma Monaro Historic and Antique Motor Club is scheduled to be held on Saturday 8 and Sunday 9 November 2014.

This is a classic rally which takes in a trip to the south coast of New South Wales stopping for morning tea usually at a small primary school and lunch at a surf club. Saturday evening is a gala dinner at the club's own premises followed on Sunday morning journey to the Chalet at Charlotte Pass for a BBQ lunch.

Travel is all on sealed roads and is easy driving.

For the entry form, go to:

<http://www.coomacarclub.com.au/wp-content/uploads/2014/05/RALLY-2014-ENTRY-FORM.pdf>

We normally book accommodation at the Sovereign Motel in Cooma arriving on Friday 7 November and departing on Sunday 9 November.

Friday night dinner is taken at a fine Chinese restaurant on the opposite side of the road to the motel and breakfast is taken at the McDonalds Restaurant a very short walk from the motel.

If interested in securing a motel room see Graham Gittins 0419 259 109 email: gittins@inet.net.au

CA&CMC EVENTS CALENDAR—2014

| DATE | CONTACT | DETAILS |
|-----------|---|---|
| 13 July | Bob Garrett: 6286 3168 | Previous plans for this date are not now going ahead as both venues turned out to be too expensive. We will now go to the Bushranger Hotel at Collector. Meet at the parking area at the service station at the Eaglehawk Resort on the Federal Highway, go left off the Highway, over the overpass, then left into the parking area at Eaglehawk at 10:30 for 11:00 am departure. |
| 23 August | Jan Wyatt 6286 1782 Chris Berry 6254 7145 or Any committee member | Please keep this date free for our Annual Presentation Night Dinner. Please support your club for this event. It will be held at the Burns Club, Kambah again as they are giving us the best deal by far. Sorry northsiders! Tickets can be purchased at the July and August meetings. |
| Aug 24 | David Wyatt 6286 1782 0417 262 209 | President's run. Please join us for this run. |
| Sep 14 | | TBA |

EXTRA RUNS AND SWAP MEETS—2014

| | | |
|------------|--|---|
| 6 July | Chrissie: 0438 081 492 Stuart: 0409 728 974 | Henry's Winter Wander. Meet at Mount Ainslie at 10:00 am for a cruise followed by gold coin sausage sizzle, tea and coffee. Chev Bowtie Club |
| 20 July | Colin Murphy: 02 4729 0482 | Chrysler Restorers Club of Aust Liverpool Super Swap Meet, Fairfield City Showground, Smithfield Rd, Prairewood. Email: swap@chryslerclub.org.au |
| 20-21 July | | CHACA Swap Meet Wagga Wagga |
| 3 August | | Canowindra Swap Meet at showground |
| August ?? | Barry McAdie: 0415 907 614 | Battle of Waterloo, Rond Terrace. Renault Owners Club |

EXTRA RUNS AND SWAP MEETS—2014

| DATE | CONTACT | DETAILS |
|----------------------|--|--|
| 26 August to 20 Sept | | Buick Nationals WA. Meet and greet South Australia 26-28 August. Drive to Perth via Kalgoorlie. National meet in Perth 4-8 September. Post National Tour 9-20 September. Register by 31 March or late fee \$50 applies www.westernbuicks.org |
| 7 September | Joan Collins: 02 6942 1496 John Collins: 0428 421 496 | 23rd Fathers Day Swap Meet, Cootamundra Showground, Pinkerton Road. Gates open 6:00 am. Entry \$5. Food and refreshments on sale by Riding for the Disabled. |
| 14 September | | Big things in store AWM Treloar Centre, Mitchell |
| 14 September | 0358 295432 | Shepparton Swap Meet at showground |
| 10 to 12 October | Brian Calder: 0434 307 742 | MG TYme in Canberra. An event for all MG enthusiasts. Saturday, 11 October a display event alongside Floriade. A run and lunch on Sunday. Full details will soon be on website: http://mgcccanberra.org.au/ |
| 12 to 18 October | Rally entrants contact: Geoff Knapman phone: (02) 48681252 | Dodge Bros Club Australasia Inc. 100 years of Dodge National Tour, Forbes, NSW, 12 - 18 October 2014. Open to all Dodge Brothers and Graham Brothers vehicles 1914 - 1938. Entrants must be financial members of the above club. Club membership contact John Young phone (08) 92997354. |
| 19 October | 02 6862 2880 | Parkes Swap Meet |
| 26 October | | Benalla Cruise 'n Shine www.cruiseandshine.com |
| 28 October | 0428 480 632 | Crookwell Rotary Swap Meet and Market Day, Crookwell Showground Email: ken_reedy@bigpond.com |
| 1 November | | Classic Yass |

THE STORY OF MY BOLWELL MARK 7

Graham Waite

I first became interested in Bolwells around about 1970. I went to the factory in Melbourne to have a look and collected price lists and advice. I was working in Lithgow NSW at the time so I also talked to the Sydney agent about the work involved in putting the car together. Strangely, he talked me out of it! He pointed out that even building up a simple version using components and sub assemblies available from Bolwell, it would take two or



three months of constant work to get a complete car on the road. So I traded in the Cooper S and bought a MGB Mk11 instead.

My interest in the Mk7 was reactivated a few years later when a friend in Melbourne bought one that had already been completed. It was great to drive (with the exception of the automatic transmission). From then on I kept a watch out for a used Mk 7. In March 1976 a Mk7 body and steel backbone chassis was advertised in the Canberra Times. A quick trip to Ainslie, passing of some money and it was mine!

A previous owner had started building the car with a MGA front end and back axle. These do not fit well so they were removed and I was able to start afresh. I decided on a Holden HR disc brake front end and back axle. A 3300cc engine from a wrecked Torana GTR provided the power, coupled up to Opel gearbox from an early Holden Monaro. The Torana dashboard and wiring loom provided a good starting point for modification to suit the Mk7. Many of the parts needed were sourced from the Caesar wrecking yard in Queanbeyan – he took an interest in the project and helped find difficult parts. Holden parts dominated (normal for a MK7) but Datsun, Ford and Leyland all made an appearance. Although most parts could be adapted or modified, there were some that had to be fabricated from scratch eg the pedal unit. Finding a heater was a bit of a challenge. There was not much space available, but by one of those happy coincidences the heat exchanger left over from a Datsun 2000 Sports previously bought for parts just slotted in.

Interior trim was a new challenge. I was able to buy a pair of high backed fiberglass seat shells from Bolwell and did the upholstery work. After that the vinyl dashboard covering and carpeting seemed easy.

In parallel with the mechanical work the fiberglass body and doors needed plenty of attention. When I bought the car there must have been a million pin holes in the surface which were progressively reduced to about 100 prior to painting. To have any chance of lasting the body needed strengthening in some areas – in particular the front guards, wheel arches, roof and rear window all needed aluminium “U” channel to be bonded in. I sprayed it with an electric spraygun but was never happy with the pale blue (Commonwealth Car fleet colour).

After two years of work the car was ready for a trip to the Dickson Motor Registry. Being a special, an appointment was needed. They had not seen a Bolwell before, and spent 90 minutes picking over the car! The next few months were spent working down the helpful list of corrections such as lowering the front suspension, realigning the steering mount brackets etc. The second visit to Dickson was successful and the car has been kept in registration (or registerable) ever since.

In the early 1980s I went along to a panel beating and spray painting courses at the CIT. In the final year I resprayed the car in its current Holden Marenello red colour. Plans for the future include fitting power windows, an air conditioner from a Honda Civic, a 5 speed gearbox from a Celica, changing the diff ratio, and some reupholstered seats. The question is, when ?

Some 350 Mk7s were produced and many are still on the road. The Mk7 was the largest volume car Bolwell produced, with the factory built Mk8 or Nagari (used Ford V8 and components) being the best known. A total of around 700 vehicles, including all models, had been produced by the time the high cost of complying with Australian Design Rules led to the Bolwell car division shutting down. They continued to make fiberglass products and a few years ago tried car making again but it appeared there was insufficient market interest.

There are active Bolwell car clubs in most States, and they have an annual get together each Easter. The photo shows some of the Bolwells which went to Tumut in 2014. Many of them have had major restorations/modifications – they all looked really good.

See this picture on inside of front cover. Ed

TRAILER DYNAMICS

It was interesting to hear of the little Austin 7 that dropped off its trailer coming back from Austin's over Australia and meandered driverless down the Hume. Mention was made that someone should investigate the tie-downs. My view is that you can't keep these cheeky A7s down anyway. Moreover, a neglected area is the aerodynamics of our tow rigs. Even a small car like the Austin has a large blunt surface (vertical windscreen) protruding into the stationary air above the air flowing off the roofline of the tow vehicle.

When I tow my Austin 7 I take its windscreen off through the simple undoing of 2 bolts that hold one of the windscreen pillars. Mine has no hood anyway and so in this state, the car on the trailer fits neatly into the slipstream of the tow vehicle. On the last long haul I used a HiAce van. I fancied that the normally turbulent flow off the very abrupt and square back of the van, could well have been smoothed out somewhat by the Austin on the trailer. However, research on the net indicates that it is not that straightforward. If you look at the big truck rigs you will see how small they try to make the gap between the prime mover and the trailers. Wind tunnel work reveals significant turbulence, and hence drag, caused by even these small gaps.

The aim is to have the air flow over a vehicle smoothly without having to change direction suddenly or get sucked into low pressure areas at the rear. Aeroplane wings are always pointed at the rear and even racing bicycle helmets are pointed at the back. A car or truck ideally should be pointed at the rear as well as the front and many vintage racers did have delightful pointed tails. The Kamm style where the sloping rear surfaces are truncated is more practical but not as efficient. The flat rear of a van, following the slab sides and roof is a low pressure area that sucks in the air flowing off the back and swirling vortices are formed that slam dust onto the back. In the 70s station wagons added deflectors at the rear to alleviate the dust problem.

However, dirty windows is only one aspect. The vortices cause drag and also, tend to move from one side to the other. I used to think that the twitchiness in the vans I drove to Sydney was due to the bursts in the cross-wind. Whilst this is a factor on the whole vehicle, the tail wagging is caused by the shifting from one side to another of the vortices swirling off and across the blunt backs. Designers of the tallest sky scrapers have to take this into account also.

What I did observe on my tow rig though was that the trailer wheels

and mudguards were sitting right outside the van's slipstream. Since I was towing to Barossa via Sydney I spent some time in Sydney streamlining the flow past the mudguards. For this I used core-flute courtesy Mr Hooker's signs. This consists of 2 sheets of plastic with separators and is very light, easy to work and has been remarkably robust. The air flow mods seemed to give a couple of kilometres extra easy cruising speed. I encountered horrendous winds going across the Hay plain and even though a passing B-double sucked the van's headlight surround right off, together with indicator and sidelight, the trailer stability and its mods were fine.

When towing a sedan on a trailer you cannot avoid that windscreen poking beyond the slipstream, but you could pay attention to your trailer wheel housings.

Researching on the internet I found some interesting bits of aerodynamics research that connect with our problem. 25% of the air resistance on a vehicle is associated with the wheels! Just adding 2 arched holes to take wheels to a basic box shape (like a bus), adds 18% to the drag. Then, putting spinning wheels into these arches increases the drag coefficient by a further 34% ! A large part of this is just the blunt frontal area presented by the tyre but there is also a lot of turbulent air movement within the arch. These figures were researched on simple bus like shapes and our tow trailers are much more complex. This brought to mind the Goddess Citroen which, when introduced in 1955 had a very low drag coefficient compared to any other road car. However, in 1966 they modified the shape further by putting the headlights behind sloping perspex fairings and then making the nose a bit blunter in front of the wheels. This resulted in more of the front tyres being protected. These cars also have a very smooth bottom! No axles, mufflers or springs protrude underneath.

I decided to look at how airflow is handled in the 21st century and wandered up to the BMW dealer in my street in Sydney. The Beemers all had frontal treatments coming well down in front of the tyres. Their SUVs also had an extra bit poking down into the air flowing past the inner edge of the tyre. However, their Toyota HiAce vans used for parts deliveries just had the whole bottom half of the tyre challenging the wind. Those utes you see with the bullock horns sticker, aerials and big mudflaps are horrendously inefficient.

Whilst on the subject I guess I first realised the importance of all this when bringing a heavily laden Toyota bus up the Hume. It was really struggling as we were being buffeted sideways and head on by extreme winds. I spotted a truck approaching slowly from behind and

as soon as he overtook I flicked in behind. I could not see much road but everything went nicely quiet and still and I had to lift my foot off the accelerator. We made good progress for the next 150km but I had total attention on keeping about a car length and a half behind his bumper!

We need to remember that nearly all vintage cars with canvas hoods were not designed for the speeds at which we can now tow them. Above 60kmph air resistance becomes greater than rolling resistance. Above 90kmph air resistance starts to become very significant. I have experienced a hood unclip (while driving a vintage car) and become a huge airbrake. Given it was an Austin 7 it was more effective braking than hitting the brake pedal! My current Austin 7 with its improvements can hit 100kmph. At this speed the wind drag is considerable and I have taken to raking the adjustable windscreen back a little for better airflow.

A neat trick to test flows is to attach little bits of wool to the surfaces and see if they sit straight for most of their length. If the whole bit is flapping around it indicates turbulent flow = drag. I am also going to experiment on the vans with a NASA developed device that you add along the edges at the back to improve airflow and reduce those turbulent vortices. This reduces drag and also all that wild spray you see behind big trucks in the rain. The truck drivers report better rear vision mirror visibility in the wet also. See www.airtab.com

Those of you with trucks, vans, 4WD or caravans may be interested in these stick on devices.

Harry Crawford *(this was written in October 2013)*

PS I have found out subsequently that the trailer that the little Austin jumped off did have a big metal fairing at the front that prevented mirror vision of the errant load.

Entrant in driver of the year awards.

Thanks Dick.



The Day the Queen Came to Town

To mark the completion of the chassis of the 1948 Royal Daimler, the National Museum of Australia held an advance screening of the yet to be released movie *The Day the Queen Came to Town*.

The completion of the chassis is a milestone in the restoration for the museum's modest 36 bhp, six metre long, and four tonne 1948 Royal Daimler Landauette. Purchased in 2009 from a South Australian owner the vehicle had passed through a number of hands and was in a dilapidated state but complete condition when the museum took possession of it.

The Royal Daimler Project restoration started in 2012 under the supervision of Canberra motor engineer, Ian Stewart, who started working first two days a week but this soon became a five day a week passion. Work has now started on the body.

Total cost of the restoration is \$300 000 and the museum is seeking a public contribution of \$60 000, of which they have raised \$45 000 and need the remaining \$15 000 by the end of July 2014.

The Daimler was one of a four vehicles purchased by the Australian Government for a planned visit by King George VI but he fell ill and the tour was cancelled.

The vehicles was not used until the newly crowned Queen Elizabeth II and her husband Prince Phillip, toured all the Commonwealth countries including Canada, Tonga, Fiji, New Zealand and Australia In 1954. The Australian section of the tour took in all state and territory capitals, 97 rural and regional centres. The Queen inspected coal mines, steel works, opened eight Parliaments and brought 100 dresses with her.

Around the same time as the restoration of the Daimler started a film production company found in a parcel of British Pathe Newsreels of the Royal Tour footage of the South Pacific shot in Technicolor. Naturally the Daimler featured quite frequently in the Australian section of the tour.

The film production company interviewed around 100 people from around the country who were present 60 years ago, when the queen visited their city/ town, and obtained, on camera their memories of the day. The film is due for release later in 2014.

The Museum is inviting people to get on board the Royal Daimler Project to help preserve this grand old car for future generations.

Visit nma.gov.au/Daimler doorknock to make a donation.

Graham Gittins

FOR SALE – OTHER CLUBS PLEASE COPY

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

1978 Corvette - white, fully machined and balanced motor, new gearbox—auto, new brakes, incl callipers, hoses, master cylinder, no cracks in body. LHD \$21,000.
On ACT club rego.
Phone 02 6259 6605



BADGES FOR SALE

2 x blue C A&C MC badges
1 x red, white and green CA&CMC 20 year badge
1 x red, green & black CA&CMC 25 year badge
1 x black & yellow Council of ACT Motor Clubs "2000" badge
1 x white & black CA&CMC 2002 Tasmania rally badge
1 x Antique & Classic Motor Club lapel badge. Might not be your Club badge.

All the badges are in good condition and I want \$50 the lot.

I also have a number of "Wheels" badges the earliest being 1982.

Please contact Nick Nowak on 6282 4090
or email: nowakn@netspeed.com.au

RESTORATION PROJECT?

Dodge truck at Stuarts Well in the NT. Actually I only took the picture because of the bougainvillea growing over it.



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.)

1937 Ford V8 four door sedan (Deluxe Touring).

This car is a basic rebuild with many original elements. The interior upholstery and trim, and dashboard instrumentation is all original. Mechanically very sound with a fully rebuilt 85hp engine by Mike Davidson in SA. This engine has run less than 500 miles since the rebuild. Currently



on concessional registration and used very occasionally on Club runs. Runs well with no oil loss, or over heating. Original cable operated drum brakes and original 6 volt electrics. Cruises comfortably at 80kph. Price is negotiable around \$15,000.

Call Peter on 0429 918510 or 02 6291 8510 at Gowrie in the A.C.T.

HUMBER SUPER SNIPE Mk 2/21/2 PARTS:

Surplus to restoration requirements—most items are in *good to very good* condition—\$5,000 the lot. For a complete sale, I will consider four (4x) 6.70x16 6 ply tyres (NOT white wall), *new or excellent* condition as part payment.

Please contact:

Terry Byrne, Queanbeyan NSW, terryb@homemail.com.au

Windscreen in frame, \$300
Rear window chrome surround, \$100
Sunroof panel, \$200
Boot lid, \$300
Bonnet, \$400
Pair engine bay panels, \$300
Two pairs inner guards, \$300 each pair
Floor tray, \$200
Lower fire wall panels, \$200
Fuel tank (has small hole), \$100

Steering column inner tube with horn unit, \$200
Steering box and column, \$300
Bell housing, \$100
Gearbox, \$500
Three radiators, \$300 each
Box of bits and pieces, \$100
Two starter motors, \$300 each
Two generators, \$100 each
Water pump, \$200
Alloy head, \$300
Three thermostat housings, \$100 each

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.)

1966 Mustang Coupe converted to right hand drive in August 2004 using parts from an Australian Falcon. 200ci 6 cylinder engine C4 auto transmission front disc brakes. Standard black interior with centre console and standard wheel trims. The wheels are Australian Falcon steel 14in x 6in wide. I have replaced the bumpers and other shiny stuff like the dash panel, rear view mirror, rear lights etc, starter motor, radiator, fuel tank sender and most suspension rubbers since I bought it in 2006. Everything works and the car has never let me down, \$15,000 including some spares and manuals.



Contact Graham Bigg

Phone 6181 8982 0407 199 019

1940 Chevrolet Ridemaster Sedan—\$9 500—registered for many years with CACMC— Rego HIS 020—reluctantly offered for sale due to ill health—please ring Tim Fishburn on 02 6255 1613



1935 Austin 10 fully restored, leather seats, new tyres, tinted glass and mechanically excellent. A great buy for somebody new to old cars. Reasonable offer around \$15,000 considered. Please contact: Charlie Adams on 0402 087 754 or email:

charliead193@grapevine.com.au



FOR SALE – OTHER CLUBS PLEASE COPY

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

Library book for sale: **FORD XD FALCON** Repair Manual, in very good condition. \$25. Joe Micallef, Librarian Phone: 6290 1930

1987 Holden Camira JE SLX – white sedan. Owned by one family and well looked after. Owner wants it to go to a car lover for preservation. Currently ACT registered. Price negotiable. Please contact: 0419 461 712.

Chris Berry wants to sell one or all of his three vehicles as he has bought a “younger” vehicle with modern conveniences, especially heating and air conditioning. Phone: 6254 7145

- 1930 Chrysler 66 Sedan
- 1956 Hillman Husky
- 1964 Humber Vogue

Mark, phone 0409 651 912 wants to sell for \$250 the lot

- 2 x 17” Ford wire wheels; and
- 2 x 16” Ford wire wheels

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

Guidelines for the use of ACT Concessionally Registered Vehicles were published in the March 2014 Colonial.

These are available on our club website for members to check if they are unsure of the rules.

Please, if your car is registered through our Club, advise the Registrar if you are going to use your vehicle for an event not advertised in the Colonial.

OR

Think ahead and get your event listed in the Colonial. Attendance at charity events is not exempt from the rules.

Carry your Colonial with you or at least the relevant pages.

EXTRA RUNS AND SWAP MEETS 2014-2015

| DATE | CONTACT | DETAILS |
|--------------------|--|---|
| 2 November | 0428 915 713 | Canberra Swap Meet, Exhibition Park, Northbourne Avenue, Canberra Vintage, Veteran & Classic Motor Cycle Club |
| 8 and 9 November | Graham Gittins: 0419 259 109 | Cooma Surf to Summit Classic. See p.19 |
| 9 November | | Marques in the Park, John Knight Park, Belconnen |
| 15 and 16 November | | Bendigo Swap Meet Prince of Wales Showgrounds, Holmes Rd |
| 7 December | | All British Day |
| 2015 4 January | | Summernats Classic & Vintage Show & Shine, EPIC, Canberra |
| 1 March | Dave Connolly: 0437 500 757 | Capital All Ford Day, East Lawns of Old Parliament House |
| 8 March | | Shannons Wheels Exhibition, Kings Park |
| 13 to 18 March | Warwick: 02 9841 8378 0414 490 722 | Tour from Chryslers on the Murray to The Entrance. |
| 19 to 22 March | Warwick: 02 9841 8378 0414 490 722 | 6th National Rally of "R" and "S" Series Valiant Car Club of NSW to be held on the Central Coast of NSW. www.1962valiantrally.com |

ELECTION OF NEW COMMITTEE IN SEPTEMBER

All positions will be declared vacant at the Annual General Meeting on 9 September. So please think about serving your club in some capacity in the coming year. We will have nomination forms available at the next couple of meetings but here is no need to be too formal, just speak to someone at the front table to offer your help.

FOR SALE

I have here three Dietz Union Driving Lamps with a last patent date of 1907. These have kerosene burners. I believe that they also ran on acetylene with different burners and Dietz also supplied an electrification kit later.

The bodies of these lamps are complete, though no two are quite alike. Two have curved front glasses, one of these is cracked. The third has a flat front glass. The carrying handle and the spring clips on the rear are present in all three. Two have red filters at the rear, one has none. One has two mounting screws the other two have none. These should be easy to replace. They have all been refinished in a black gloss epoxy.

One has a kerosene burner which I believe would be functional with a 3/8" wick, a second has a fuel fount that leaks but might be repairable and burner that may be repairable and the third has a burner that does not fit any of the three fuel founts. New replacement glasses are available from WT Kirkman in the USA for about \$25 US plus transport. I have no information on burners or founts

On the whole these are in far better condition than several recently offered for auction on-line. I should like to dispose of these to any interested person.

Ken England
Chifley
02 62814060

I have sent this email which came via the website, on to Nick Nowak of the Veteran & Vintage Car Club. Nick will visit Ken who lives near him and advise his fellow club members. Editor

Disclaimer: Opinions expressed in this Journal are not necessarily those of the Club or the Committee. Information supplied to the Editor for inclusion is published in good faith, therefore responsibility for its accuracy cannot be accepted. Materials are invited for inclusion in the Journal and should be forwarded to the Editor bearing the name and address of the writer. Materials submitted may be edited to improve clarity or for space purposes. Owners of items listed for sale are responsible for compliance with the laws of the ACT. CACMC accepts no liability for their condition or content.

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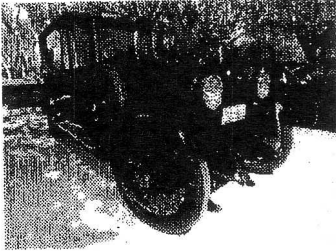
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These two new advertisements are for member Gerry Carson's son-in-law.



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