

# THE COLONIAL



Official Journal of the  
Canberra Antique & Classic Motor Club Incorporated

Annual Subscription  
Colonial \$25

1968 Humber Super Snipe  
Annette Scattergood

Vol. 47  
November 2014



## EDITOR'S PAGE

Thank you to those who provided items for this month's Colonial. Thank you to Ron for doing a story quickly for me. Gave Dave more time to do his for the next month. My little nest egg of stories is running down so feel free to write something for me.

### Week Day Social Lunches

Friday 7 November 12 noon and every first Friday: Sandwich lunch at the Southern Cross Club, Woden. All CACMC members welcome.



Friday 21 November Retreads car run lunch is to Namadgi National Park Visitors Centre, several kms south of Tharwa. BYO eats and drinks.

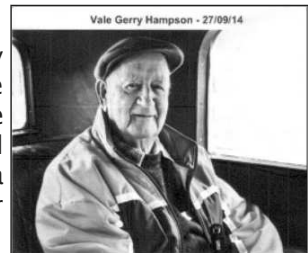
Enquiries to Alec McKernan on 6286 1046. All members welcome.

### 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.

### Sympathy

Our late member Gerry Hampson passed away on Saturday 27th September at Jindalee Nursing Home. Gerry hadn't been active in the car club for some time but this photo will rekindle his memory for you. He had a passion for old bikes as well as cars. Our sympathy to his family.



Saturday 4 October saw the passing of Robert Penn Bradly from a heart attack. He was the author of many books on Armstrong Siddeley and contributor to Restored Cars. He was a tireless supporter of the vintage and historic car movement. Our sympathy to his family.

### Reminder

Remember to put your name down or phone Jan if you wish to attend the December BBQ or the January chicken and bubbly. AND then remember to turn up on the day.

There is no January Colonial so get your notices in early for the December issue for things happening in January.

See you Tuesday,  
Cheers, Helen

# CANBERRA ANTIQUE AND CLASSIC MOTOR CLUB

## GENERAL MEETING 14 OCTOBER 2014

### DRAFT MINUTES

#### Attendance

Members 46

Apologies 6

Victors: 1—Ken Grime who has applied for membership has 1960 Sunbeam Alpine.

#### Welcome

President David Wyatt welcomed members and visitors to the October meeting and advised the passing of club member Gerry Hampson.

David acknowledged Ollie Walker being present and congratulated him on being awarded life membership. David had left his badge at home so would get it to Ollie.

#### Guest speaker

in the absence of Vice President, Graham Waite, David introduced ACT Business Development Manager for Shannon's Insurance Mr Steve Farmer who gave a run down on the insurance services offered by Shannon's Insurance.

#### Confirmation of Minute

The Minutes of the September 2014 Minutes were confirmed without amendment. Moved Phil Donoghoe. Seconded Ken Walker. Carried

#### Correspondence Grahame Crocket

##### In

Club Liability Insurance

Canberra Bridge Club room hire

Letter from OAMPS Insurance Broker enclosing certificates and tax invoice for Public and Products Liability, Management liability and voluntary workers

Commonwealth Bank Merchant statements

Chrysler Restorer Club of Australia

Grantley Perry cheque for advertising in the Colonial

Michael Deane advertising cheque

Five membership fees renewals

19 Magazines

One Sales brochure

##### Out

Sympathy Card to Boyd Jonas on death of his father, Lew.

Letter to OAMPS insurance brokers with cheque for public Liability

cover.

Moved acceptance Grahame Crocket. Seconded Graham Moore  
Carried

### **President's Report**

Two new memberships were approved by the committee.

Robert and Dale Pegg

Jack and Carol Press

David and Jan attended the Battle of Waterloo event in which the French won 39 to 28

Lucky door prize winner #23 Clive Castles

Last Run #2 Clive Glover

### **Treasurer's Report** Acting Treasurer Roger Amos

Current Bank balance \$13 669:08 Printed report on table.

Moved Roger Amos. Seconded Dave Rogers. **Carried.**

### **Editor** Helen Phillips

Need car story for November edition.

David Wyatt promised to get one to her.

### **Events Director** Jan Wyatt

September run to Hall school museum very successful thanks to the work by Chris Berry.

October 18 run to Googong Foreshore Reserve

Meet at Hume service Station 10.30 for 11.00am departure

BBQ trailer will be in attendance.

November 9 Marques in the Park John Knight Park Belconnen vehicles in place by 9.30am BBQ trailer will be in attendance. Drip trays required

December 9 No General meeting - traditional BBQ by the Lake near YMCA Sailing Club.

January 2015 Chicken and bubbly twilight run to Black Mountain Peninsula.

February 22 Run to Wakefield Park Goulburn to watch historic racing

Other events

November 1 Classic Yass

November 2 Canberra Swap Meet

November 8/9 Surf to Summit

December 7 Terribly British Day Patrick White lawns - Drip trays required

### **Raffle #** Green 10 Dave Rogers

**Supper Coordinator** Clive Glover  
Still some spaces to be filled for 2015

**Registrar** Bob Alexander  
Eleven inspections for month  
Car Trailer gone to Dodge Rally in Forbes

**Librarian** Joe Micallef  
Read duty statement of librarian contained in the club's by-laws and discovered that one of his duties was to chase up members who had borrowed books from the library for more than three months. He appealed to members who had books out longer than three months to please return them next meeting.  
Thanks to Dave Rogers for donation of a book.

**Membership Secretary** Joe Vavra  
Require following details for all CRS vehicles - registration number and colour to bring the Register of members up to date. If you join with a vehicle on full registration, please advise the Membership Secretary of the CRS number when it is changed to concessional rego.

**Shop Manager** Norm Brendan—absent.

**Information officer** Graham Bigg  
Some nice vehicles for sale and other for sales in the magazines from other clubs.

**Council Delegate** Roger Amos  
Council has made representation to RTA to have the recently imposed levy of \$34 waived for CRS vehicles. Awaiting response.  
Club member Graham Bigg stood down as Council Treasurer, new Treasurer is Nick Arnot. All other committee positions remained the same. Only entry to Marques in the Park is through the College Basketball courts.

**Publishing committee** Dave Byers  
All is well.  
At this point the President presented Dave Byers with the small plaque as joint winner of the Henri le Grande Club Participation Award. The large trophy is shared with Michael Toole.

**General Business**  
**Graham Bigg**

Expecting 60 to 70 Triumphs on display at Triumph Rally Date??  
His TR2 turned 60 years old on Monday 13 October 2014

**Peter Herbert**

Suggested that a speaker from Prostate Cancer organisation and one other?? be invited to address the club in 2015.

**Bob Garrett**

Had a tappet cover from a Chevrolet left at last meeting. Alan Martin said he would deliver to the owner??

**Brian McKay**

Had selection of magazines and a number plate free to good home. He and some other convertible vehicle owners assembled on the lawns of Old Parliament House to display their vehicles, but discovered the event was actually being held in Hobart, Tasmania. Guest speaker Steve Farmer advised that due to "Hobart" being left off the advertising caused some confusion. He hoped to have the event in 2015 in both Hobart and Canberra simultaneously.

**Graham Moore**

Advised that the British Frazer-Nash club is planning a raid on Australia in 2016 expecting 20-30 vehicles to attend.

**Bob Alexander**

Advised that the RTA will only allow clubs a maximum of six inspectors CACMC has seven. Committee will discuss at next meeting. Bob has offered his site at the Canberra Swap to the club for free. Volunteers needed to attend the stand in two hour shifts.

Meeting closed at 9.20 pm  
Graham Gittins, Minute Secretary

**UNFINANCIAL MEMBERS**

Members are reminded that memberships were 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 a 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 that you have made the payment. Bank details are: Commonwealth Bank, BSB: 062 900 Account: 2802 2621 If you are unfinancial and we have missed contacting you, please do not drive your vehicle on concessional registration.



Speaker at October meeting, Steve Farmer from Shannons Insurance

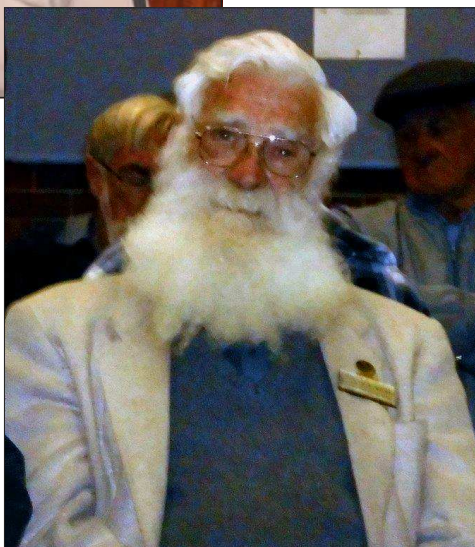
To join the Shannons Club go to [Shannons.com.au/club](http://Shannons.com.au/club)



Dave Byers receiving his small plaque as joint winner of Henri Le Grand Club Participation Award. Switch over of main trophy will be February, Dave.



Foundation member, now newest life member, Ollie Walker.



## **Ahhhb the Joys of owning an old car!!!!**

On the trip to Wagga Wagga to attend the Gathering of the Faithful meeting in MariGold, a 1955 ZA Magnette, we struck trouble at the Gundagai Shell service station.

Having refuelled and went to start, all I heard was a whirring noise but no engagement of the engine.

We were stuck at the pump with people queuing up behind us. No one offered to help push the nearly two tons of vehicle out of the pump area. It was left to one of the lady console operators to give me a hand to clear the forecourt.

A quick call to the NRMA brought a patrol within the hour but he got nobbled by a couple of truckies who said they thought the bendex spring or shaft had bent. On that advice the patrol said we could try push starting it, to which I agreed.

After a short downhill push away she went, and off to Wagga Wagga we continued, arrived at the Motel booked in and took our baggage into the room with the engine still running, before heading to a BBQ with other Magnette owners.

I told them my story and apologised for being 30 minutes late.

Then it was time to return to our motel and I asked for some help to push start the car, willing hands came from everywhere, but first they wanted to have a look under the bonnet.

The problem was soon located - a nut had come loose at the end of the starter motor, a quick tighten up and MariGold fired first time and gave no further trouble until Sunday morning.

It was quite cold in Wagga Wagga and MariGold did not want to start, the operation was made more difficult when the choke nob separated from the cable. However, with Brian Calder's help and another MG owner from Victoria, who sprayed some 'Start you Bastard' an ether based spray concoction down the air cleaner, MariGold fired up and gave no further trouble on the way home.

Arrh the joys of old cars.

G2



## Is 17 year old Molly Clarke-Kelly the youngest car club president?

The MG Car Club of Wagga Wagga have elected 17 year old Molly Clarke-Kelly as club president for 2014-15.

Miss Clarke-Kelly has been interested in classic cars, particularly cars of the 1950s and 60s, since she can remember.

"I always wanted to own one from when I was a small girl," Miss Clarke-Kelly said.

"I finally got a 1961 Hillman Estate car late in 2013 and although I am still on my 'P' plates, I enjoy driving it around the town.

"My main challenge, while occupying the clubs president's chair, is to encourage as many young people—people of my own age - to get involved in the car club movement.



"The Wagga Wagga club is very social - we have coffee meetings every month, runs to other towns and cities and organising the annual Gathering of the Faithful now in its 19<sup>th</sup> year, is a big job.

"The club has around 50 members, most of whom are active in some way in the club," Miss Clarke-Kelly said.

Miss Clarke-Kelly is studying nursing and hopes to specialise in either paediatrics or midwifery when she graduates.

*Thanks Graham*

## **DODGE BROTHERS CLUB AUSTRALASIA INC. “100 YEARS OF DODGE” NATIONAL RALLY**

The above rally held on 12-18 October in Forbes, NSW, has been run and won. And what a triumphant win it was. The organisers should pride themselves and walk tall for their outstanding dedication and success.

On Saturday 11 October I left for the 300 km journey towing the Dodge on the club trailer. Vanda, the wife, would join me on Monday following her volunteering stint at Mt Panorama for the Supercheap Auto Bathurst 1000.

My bedroom window neighbours at the Country Club Caravan Park where I was staying were three poddy calves born one and two weeks earlier. These were bottle fed twice daily with formulated milk until their release into the herd. Other Dodge owners from Victoria were my side neighbours. Registration was on Sunday at the Town Hall where each run, except Wednesday, would start from. Familiar faces, including our fellow club members Russell and Kathy Denning from the Cowra Antique Vehicle Club, were gradually re-appearing. Geoff and Chris Knapman, who were part of the organising team and who had spent the last eighteen months co-ordinating the rally, were run off their feet serving the line-up of rally entrants.

The organisers were hopeful of receiving 100 entries to equal 100 years of Dodge cars in production. They were ecstatic when entry number 102 was received.

Monday morning's weather was wet and cold. That, combined with the decision not to use the Dodge on longish runs, I used the towing vehicle. Also, Dodge Four braking systems and water do not mix. At the starting point the closed-off car park was almost full of all types of Veteran and Vintage Dodge Fours with a small handful of Historics. The celebration was also open to Graham Bros. vehicles but not one surfaced.

The first run was to Grenfell a round-trip distance of 131 kms to the disused railway station. On the way is a long stretch of road which can only be described as nothing more than a sealed goat track. The organisers had warned everyone to be careful and to drive on the far left side of the road when approaching blind crests. Failing to do this would almost guarantee a head-on with oncoming traffic. Fortunately we encountered only one car travelling in the opposite direction who kindly stopped off the road to let us through - obviously an extremely patient driver. Naturally there were the breakdowns and stopped up ahead was the first casualty. I offered my assistance but shortly after the driver had the spark less Fast Four back to life. There were others stopped along the way and as help was at hand I kept going. Not long after arrival the rain once again let loose. Some owners were over protective with their cars while

others either did not care, did not matter or were oblivious to the rain. Having seen whatever there was to be seen I left for the very wet drive back to the caravan park and to reunite with Vanda.

That evening was an introductory meet'n'greet at the Town Hall where the Mayor of the Shire, Mr Ron Penny, provided finger food, soft drinks, beer and wine. In his address he thanked whole heartedly the organisers for having chosen Forbes to host the event.

The run on Tuesday was to Condobolin a round-trip distance of 207 kms and once again the towing vehicle was used. We arrived long before the others so we killed time by firstly browsing through the small shops then locating the venue, the Wiradjuri Centre. This is an aboriginal conference facility housing a variety of artefacts and souvenirs. It also has immaculately designed and shaped furniture items made from red river gum salvaged from river banks and estuaries and finished in a gleaming smooth clear lacquer. The aboriginal sculptor "could not be bothered" passing on his skills to others as "it takes too long". An assortment of food and drinks was provided to those who had previously chosen to have lunch there. For the record Condobolin is situated seven kms from the state's centre-most point.

That evening was dinner at the Forbes Inn Hotel/Motel - a magnificent old building maintained to the utmost condition. We lounged around on our own in the seemingly over-sized and over-staffed room allocated to the group. Within thirty minutes the place went berserk with standing room only remaining. The food was great, the service unbeatable with the waitresses and bar tenders coping very well with the influx of guests.

Wednesday was a static car display and car judging at the McFeeters Car Museum. This is a family owned and maintained business. All cars were grouped in order for individual photos and display starting with the Veterans. The museum houses a large selection of cars and motorbikes of all ages ranging from a 1914 Minerva to the current model Falcon. One which turned my head was a Veteran T Model "Kampa Kar" campervan complete with annexe and a fold out table on one side and an outward sliding and folding platform on the other which housed sleeping quarters. On the outside verandah was an Irish version of a half-restored 1934 Singer Sedan. The driver's side was in perfect restored condition while the other was untouched. As normal the museum had heaps of souvenirs and kids toys for sale. Lunch and nibbles were also served for those who chose beforehand. Russell and I were engrossed in locating the source of the Dodge's persistent back-firing and fuel starvation. Typically all one has to do is raise the bonnet and a swarm of advisors and helpers engulf to offer assistance. A bloke from Qld knew exactly where to look and within minutes the car was firing on all fours sounding noticeably better. The problem was the vacuum tank breather pipe collar had collapsed allowing

raw fuel to feed into the vacuum line. This explained the plumes of black smoke and spluttering at random intervals. On the way to the unit following the completion of the day's festivities the car ran faultlessly until I decided to test it further by doing more laps. The car came to a stop. The vacuum tank was totally dry - no suction. From then on I persevered by manually filling it giving enough travel to get to and from the Town Hall.

Thursday was out to Canowindra 66 kms away, a country town I have not been to since 1997. With time to spare we visited the community-owned farm machinery museum. If your passion is antique kitchen ware, dress wear, beds, cooking utensils, blacksmithing and generally old stuff, this is the place to visit. We also visited the Holden Museum. A first glance does not do it justice, however, the collection of cars in the huge defunct workshop-come-display area is unbelievable and the veteran fragile owner, Charlie, was an interesting person to talk to. Among his collection is a black 48/215 Holden (better known as the FX) build number 46. Apart from a re-spray the car is as it came from the GMH factory in November 1948. According to him this was the last car that Peter Brock drove (in a parade lap) at Bathurst in 2004 prior to Sunday's race. Brock did not race that year due to his co-driver's accident early in the race. Nothing is for sale but Charlie would consider selling the FX for offers above \$1.2 million. He has an array of Holdens including two HD Sedans - one a Premier the other a Special and both are in untouched, immaculate almost showroom floor condition as is a HK Kingswood Sedan. In all three you could eat your dinner from any part of the car. They are that neat and clean. He also has a HK GTS Monaro which could be improved on with some elbow grease and a screwdriver.

Friday morning was a photo shoot from a cherry picker in the Town Hall car park (compliments of Mr Penny) followed by a leisurely drive to Parkes 33 kms from Forbes. The photo shoot was more complicated than expected. Cars arriving randomly had to be placed in chronological order in front, among and behind the cars already parked there. Furthermore the cherry picker photographer had to make sure that every car was captured in colour rather than showing a blank shot of black rag tops. This is demonstrated by the varying gaps between cars. Having done that I refuelled the vacuum tank for the short trip back to the van park. Putting the tank problem aside the Dodge now runs continually at it's best.

In a normal modern every day car the drive to Parkes is an eye blink away. However, waiting in line at the road works lollipop man seemed longer than the trip itself coping him in both directions. The venue was the Parkes Car and Farm Machinery Museum and the Elvis (Presley) Display. Cars displayed were mostly 1940's and 1950's American brands with the odd outcast model thrown in. The highlight (for me) was the farm machinery. Name it and there it was. The line-up was humongous and included steam rollers, steam engines, ploughs, harvesters and a 1926

Caterpillar bulldozer no bigger in shape and size than a bale of hay weighing three tons. A modern day Caterpillar bulldozer weighs 30 tonnes.

Not having seen the innards of the Forbes shopping centre we strolled in. Nothing like Canberra of course but still quite enjoyable. The bushranger Ben Hall's grave was the next place to visit at the Forbes cemetery. His headstone inscription reads "Ben Hall shot in 1865 aged 27". No beating about the bush here - just straight to the point. Metres away from Hall's grave lies Ned Kelly's sister Kate Foster. Sad to see that most graves are severely neglected, particularly the older ones.

Friday night was the dinner and trophy presentation at the local RSL where the club's AGM was held earlier in the week. Walking into the room was an unexpected delight with overhead flashing lights and meticulously adorned dining tables finished with the club's logo emblem etched on a piece of lit glass and mounted on a wooden frame. Speculation had that it each one would be auctioned during the night. This was not to be. We shared the table with the Dennings and five others including a 79 year old (to the day) who was staying three units down from us. He also owned a 1924 Tourer minus the side curtains (what's a bit of rain). His attitude was that "performance" not "beauty" comes first. If an Ingenuity Trophy was on line he would most surely be the winner. He had hoses diverting hot water heat to the carburettor and copper piping hugging the rest of it, a ten litre fuel container mounted on the running board with an external gauge to monitor fuel economy and huge wind deflectors made at the expense of the spring-loaded windscreen post plates. In the back seat area he had a large toolbox full of bric-a-brac. Hose clamps covered in muffler putty substituted exhaust manifold seals. The late bush adventurer Malcolm Douglas would have been proud of his resourcefulness.

Trophies in nine categories were to be presented ranging from Factory Original to Restored, Veteran to Vintage, Passenger to Commercial and Car of the Show. The ones which took my particular interest were a 1924 Ute, a 1924 Tourer and a 1916 Roadster all three in a good, unrestored (totally original) condition. The Tourer was the Authentic winner. My choice would have been the Ute but only by the smallest margin. An interesting talk was given by a club member who in July transversed China in his 1916 Dodge Tourer accompanied by a friend in a Whippet. The locals were thrilled by the wheels as they had never seen wooden spokes before.

The culmination of the night was sharing the birthday cake and buying wine glasses with the Dodge logo etched on the side. Each table had a lucky chair and if you were the occupant you had the first refusal in buying the table centrepiece. That rotten ratbag Russell had the lucky seat and capitalised on it for \$75. Good on you Russell.

Saturday Morning I headed to the farewell breakfast at the Big 4 Caravan Park. Vanda left for the drive home. However I was thong less and not wishing to mimic a misplaced hobo I continued on my journey home bound.

The next Dodge rally is being held in October 2016 in Warwick, Qld. Something to think about. Who knows what lies around the corner - maybe, perhaps, see what happens..

MICHAEL CATANZARITI

Catanzariti 1924 Dodge  
Tourer

Dodge cars in Forbes Town  
Hall car park.





## VANGUARDS, THE LAST WORD

I don't actually think Vanguards were at any time the last word in cars. I had experience of three of them in the 60s. One belonged to the sleazy priest who used to pick Sally up from school on Friday afternoons, another belonged to my Physics teacher who often had to lift the bonnet to jiggle the gear linkages before it would proceed. Canberra traffic was such that there was not much drama in this. The third I drove when I pumped petrol at BP in Lonsdale St. I turned into Alinga Street a little vigorously and ended up sliding across the leather seat and it was only the steering wheel that prevented this rather green pilot becoming a statistic.

This story though is about my confusion on the word itself. My train travel had taught me that the guard's van is at the back of the outfit and so that is what I dubbed in as the meaning of vanguard. Maybe some of the Colonial's readers had the same confusion as I when they read tales of heroism by 'the van' that lead the charge or the heroes 'in the van'.

So I looked it up in the dictionary and found it is derived from the French 'Avantgarde' and means 'the foremost part of an army or fleet ready to advance' or 'a position at the forefront of developments or ideas'.

Now I apologise to any owners of these stodgy old English machines, but I certainly do not see them as avantgarde. However, I do look forward to seeing one in our club. The CACMC serves a valuable function in preserving our motoring heritage in Canberra.

The Vanguard faded rapidly with the rise of Holden. What I find interesting in the sales figures of the 50s is that both Holdens and Vanguards did poorly in the Redex trials compared to say the Peugeots. Those Peugeots could really handle Australian horror roads. But I guess war connotations of the Vanguard helped sales even if boys like me thought they were at the rear of ideas!

Harry Crawford

This came by email on 18 October via Harry's wife Kim: "Am stuck in the Caribbean (Aruba) waiting for a flight home. It is actually just lovely as I am with my wife for a change and am catching up on things whilst staying in a delightful little beach house."

I sent back that I thought he was a very strange man, thinking about car club things while there and Kim agreed! Ed.

## **Marques in the Park | Sunday 9 November 2014** **John Knight Memorial Park |** **Lake Ginninderra, Belconnen ACT**

**Marques in the Park** is Canberra's spring time motoring display run by the Council of ACT Motor Clubs. The event has grown from 200 cars in 2003 to now over 800.

Marques in the Park is for everyone:

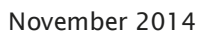
- Young and Old · People and Cars
- Street Cars to Street Machines
- Rusty to Restored
- Street hacks to Show Cars
- Push bikes to Drag cars
- Bog stock to Hot Rod
- Primers to Candies
- Vintage Caravans to transporters.
- Event Details:

The display commences at 10.00 am and runs until 3.00 pm

- John Knight Memorial Park beside Lake Ginninderra, Belconnen - entry from 8 am
- Access is from Aikman Drive, 150m north of Emu Bank
- Entry is FREE for participants and spectators
- Hundreds of exhibits
- Vehicles from every continent and motoring nation
- Most ACT motoring clubs will be in attendance
- Food and drink stalls
- Trade stalls for motoring enthusiasts
- Event sponsor: Shannons Insurance

Entry is through the carpark of the University of Canberra Lake Ginninderra College. Exit may be made onto Aikman Street, but please don't turn right.

We are in the same area but if you haven't been before, see the plan on page 21.



## CA&CMC EVENTS CALENDAR—2014-15

DATE	CONTACT	DETAILS
Nov 9		Marques in the Park at John Knight Memorial Park, Belconnen. One entry – through the Lake Ginninderra University of Canberra College car park. Please have cars in place by 9.30 am. Our BBQ trailer will be there for the use of club members. You may depart via Aikman Street but only turn left. See p20, 21 & flyer on back cover.
Dec 9	Jan Wyatt 6286 1782  or  Any Events Committee member	A barbecue next to the YMCA Sailing Club, Alexandrina Drive, Yarralumla will replace the usual monthly meeting. Sausages, onions, bread, tea and coffee will be provided. Bring anything else you require such as plates, chairs, lights and Aeroguard. Food will be ready by 6 pm. BBQ trailer will be there from about 5.15 pm for those who wish to come earlier to have a chat. Raffle tickets for a Christmas hamper will be on sale. <b>Numbers would be appreciated for catering purposes</b> and names will be taken at the November meeting or by phone to any committee member by Friday 5th December please.
Jan 18 2015	Jan Wyatt 6286 1782  or  Any Events Committee member	Twilight Run—Chicken and Bubbly. Meet at the end of Black Mountain Peninsula, turn off Lady Denman Drive on to Garryowen Drive and follow to the last picnic area. Chicken, bubbly and orange juice will be provided by the club, please bring anything else you wish to eat/drink, plus tables and chairs and Aerogard. BBQ trailer will be there for tea/coffee. Raffle tickets will be on sale. Chicken and drinks will be served at about 6pm. <b>NAMES ARE REQUIRED FOR CATERING PURPOSES.</b> Visitors welcome \$5 per head. Names at November meeting or phone any committee member by Wednesday 14 January please.
22 Feb		Please note this is a week later than the usual date for our club run. We will go to Wakefield Park to watch the historic car races. More details to come.
8 March		Wheels 2015 display day at Kings Park.

## EXTRA RUNS AND SWAP MEETS—2014-15

DATE	CONTACT	DETAILS
8 November		Woden Valley Festival, Edison Park..
8 and 9 November	Graham Gittins 0419 259 109	Cooma Surf to Summit Classic. Cooma Monaro Historic Motor Club
9 November	Nick Arnott 0400 470 100	Marques in the Park, John Knight Memorial Park, Belconnen See page 20, 21 and back cover.
15 and 16 November		Bendigo Swap Meet, Prince of Wales Showgrounds, Holmes Rd.
Sat 22 Nov	0400 394645	The Big 3 Car Show open to ALL makes and models of Ford, GM and Chrysler vehicles. Owners are invited to display their cars in a friendly and relaxed manner. Car entry \$5. American Car Nationals Swap meet Sat & Sun. Sites \$20 All at Queanbeyan Showground.
Sun 23 Nov		
Sat & Sun 23	0427 267927	
6 December	Gary Cooper 02 6382 6488	Autopro Young Cherry Festival car show. Gates open 7 am, presentation at 2 pm, after which welcome to join in 65th annual Cherry Festival Parade.
7 December	Graham Gittins 0419 249 109	Terribly British Day at Patrick White Lawns. Entrants \$5 per vehicle. 10 am to 3 pm open to public. See inside front cover.
<b>2015</b> 4 January		Summernats Classic & Vintage Show & Shine, EPIC, Canberra
22 February		Mustang Gathering
1 March	Dave Connolly: 0437 500 757	Capital All Ford Day, East Lawns of Old Parliament House
1 March		Wellington Vintage Fair and Swap Meet
8 March	Richard Jackson	Wheels 2015 Exhibition, Kings Park 0429 140 746

## **1968 HUMBER SUPER SNIPE 5A**

### **OWNER: ANNETTE SCATTERGOOD**

There were four makes of cars that Anne and I wished to own. Hudson and Studebaker had been in the family for almost 50 years. The two remaining were a Humber Super Snipe and a Leyland P76. The chance to get a quality Super Snipe was jumped at. (The P76 has since arrived too.)

We answered the advert for the Humber. It was located in Narrandera, owned by a Mr Tom Burton who had lost interest in the car following the death of his wife.

The Burtons were formerly moteliers. They owned the Fig Tree Motel and the Super Snipe spent all 14 years with the Burtons shut away in the motel garage. For around 10 of those years, the car only made an annual trip out for a rego check.

We were asked what time we could be at Tom's home in Narrandera. Took a guess we could be there between 1 pm and 1.30 pm the next day. Weren't told another buyer was booked in at 1.30 pm, in case we weren't coming. A flat tyre would have cost us the car! We made it with 15 minutes to spare.

A quick trip around the back streets of Narrandera confirmed the quality of the car and we returned to Tom's house to pay him. While sitting at the table counting out the readies, the gent from Shepparton arrived, on the off chance we had not turned up. Not a happy camper!

We were happy with the price asked. Just as well, negotiating would have been hard with another buyer leaning on the bonnet!

Apart from knowing the car was sold new in Victoria, we know nothing of its early history. Around 1985 the car was traded in to a used car lot in Wagga Wagga. The proprietor then used the car for bringing in his stock on a car trailer.

The one major trip made under Tom's ownership was from Narrandera to Adelaide, made as part of a group from an MIA club that Tom had joined.

Apart from a new radiator fitted early in Tom's ownership, the Super Snipe is totally original. When purchased the car had about 54,000 miles up, we have added another 12,000 to that score.



Two thousand five hundred of that was a trip to Broken Hill via the Murray River and returning via White Cliffs, Cobar, Lake Cargellico, West Wyalong and home to Queanbeyan. Petrol costs averaged around \$65-\$70 per day on the 11 day trip. Economical? Depends on your point of view!

The car was on full NSW rego when we bought it. We have kept it that way. To justify this, we use it (along with the P76) as a second car. It can regularly be seen out as a shopping car as well as a club car. Handy not having to worry telling anyone its on the road. (Also, how could you hand in those beautiful "Lest We Forget" number plates?)

The series 5 and 5A Super Snipe were the revamped models put out by Chrysler after their takeover of the Rootes Group. They feature the higher roof line enabling a larger windscreen and rear window and the Borg Warner gearbox is generally looked upon as an improvement over its predecessor.

A great car, a great purchase and boy, are we pleased we didn't have a flat on the way to Narrandera!

Ron Scattergood.



The Colonial

November 2014

## BATTLEFIELDS OF FRANCE AND BELGIUM PLUS MORE

Our trip all started when our friends Bob and Carole from Wangaratta phoned us one day and said "Have you seen the new South of France River trips". Let's go for our 70<sup>th</sup> birthdays. I did not want to go to France again without a visit to the area where my grandfather was killed in 1914, 100 years ago this year. Quite a few months of planning went in to this trip. We arrived in Paris on Wednesday 16<sup>th</sup> July. We stayed at a Citadines Hotel in the Marais district, the Jewish Quarter. It was on Rue Richard Lenoir right near the Bastille. The 14<sup>th</sup> July Bastille Day celebrations had finished but the flags were still flying.

Our five days in Paris were busy and fun. We visited the Marais Markets near our hotel. The summer fruits were there and the apricots and nectarines were yummy. We took the Metro and had lunch in the Eiffel Tower and a cruise down the Seine River. A gift from our children for my birthday. We did a self guided walking tour and visited the Maison Victor Hugo. A full day in Le Louvre where I was blown away by the apartments of Napoleon 111. A visit to Pere LaChaise Cemetery. While standing in front of the headstones of George Bizet and Fredrick Chopin, which are very small by comparison to the others I realised that their music is their monument. Some of the Rothchild family, Edith Piaf, Victor Hugo and many more well known people are buried in the cemetery. We walked back to the hotel and got very lost. We visited the Opera House and then my brother Ian and his partner Dianne arrived to go on the four day war graves tour.

I had done a lot of research through the research room at the Flanders Fields Museum. They were very helpful and were able to tell me more about my grandfather than a paid person in England. I also organised the private tour with Salient Tours, run by Steve Douglas in Ypres Belgium. A friend introduced me via email to a friend of hers in England. Judy knew Steve. After a lot of emails we sent a list of the places we wanted to visit and Steve worked out an itinerary. We caught the fast train to Lille and were met by Mo, Steve's driver. Steve had recommended Menin Gate House for our accommodation. This is approximately 100 metres from Menin Gate. It has accommodation for six people and was wonderful for us. We attended the Last Post at Menin Gate the two nights we were there.

We visited all the Cemeteries on our list plus other places. We purchased some flowers and put them in a field as close as we could to the place where my father's father was killed. He was killed in the first Battle of Ypres three miles down the Menin Road on November 1914. My father was 6 and his brother 8. We had put a lot of planning in to this and as we stood by this field I was not quite sure what to do, so my

brother and I just put the flowers down and we all got back in to the mini bus in silence and left. Our grandfather's body was never found and his name is on a memorial wall in Le Touret in France. We visited the memorial and this is where I shed my tears.

We visited the grave of Alec's great uncle Alexander, called Alec. My Alec was named after him. He was an ambulance driver and had volunteered to deliver a message and never returned. This was 1917 and only a few miles from where my grandfather was killed. His body and that of his horse were found the next day. He is buried in Potijze Chateau Cemetery.

We went to Hooze Crater and Museum, Polygon Wood, the Memorial to the 5<sup>th</sup> Australian Division, Passchendaele, a German Cemetery. We went to a church where Hitler had had his wounds dressed during the WW1. Hitler visited the church during WW2 and the Janitor turned his back on him and would not speak. Outside the church there is a map of New Zealand in honour of all the Kiwi soldiers who lost their lives defending the village. We passed Hill 60. We saw a bunker that Hitler had used in the second world war and the funny story about that bunker is that the English had sold cement to the Dutch and they had sold it on to the Germans, who then built the bunker with the cement and they were shooting at the English from that bunker.

There are many farms in this area that still have tunnels under the fields but no one is quite sure where they are. Steve took us to some digs where a group of people go for one week a year. They found a body and had the tooth tested. The test was able to show an area in Australia on the north east coast where the person had come from. There were two soldiers from that area and when DNA was done on the families one was a match. We did not know that you could do a test on a tooth and find this information. Steve pointed out the Christmas Truce field where the German and British troops had the Christmas Truce Football Match.

We saw the grave of John McCrae, who wrote the poem In Flanders Fields the Poppies Blow. The five new graves of the soldiers whose bodies were found last year. Also the empty grave of the unknown soldier who now lies in the tomb at the War Memorial. We stayed at Arras for the night and saw many bike riders who were following the Tour de France. Our first stop the next day was Martinpuich Cemetery and there on the fence was a live hand grenade. If a farmer picks these up they place them on a fence and phone the authorities to come and collect them.

Next stop Villiers Brettoneau, being the largest cemetery we visited. The museum in the town was worth going to and the school was next

door. It was school holidays in Europe but at least we saw the school. Our lunch was in a café with all Australian signs, kangaroos etched on the glass doors and Australia mentioned on the menus.

As you drive along the road in France and Belgium there are small cemeteries in fields everywhere. They are beautifully kept by the Commonwealth War Graves Commission. This was a very moving four days and we learned so much.

Back to Paris on the fast train and then to the hotel on the Metro. Next day we had a one day private tour of the Palace of Versailles and Monet's Garden. Our booking at the Palace was 9.30am and up to the front of the queue and straight in. At Monet's Garden we were taken up a lane and in the side gate. This was a great day and I love Monet's Garden, a second visit for Alec and I.

Our river trip was wonderful and took us through a very old part of the South of France. We visited Beaune Hospice for the poor and this Hospice was still being used in the 1970's. Djon, Tournon, Macon, Cluny. It was in Cluny that we phoned Malcolm in hospital. He had the bone replaced in his skull and as we sat in the square and spoke to him we had tears streaming down our faces.

We visited the Silk Factories in Lyon where there have been factories working there since 1536. We watched a young lady hand weave silk brocade. She was amazing. Viviers was really old and many people still living in the old buildings. Avignon was two days and fascinating.

The celebrations for the first day of WW1 were winding up and all the men went to look at the old cars. The bridge a great attraction and our ship sailed close for a good view for photos. The dinner in the Chateau de Pape (which was the Summer Palace of the Pope), with a string quartet to entertain us was a great finish to a lovely two days there.

Our next stop was Uzre and we stood on a 2000 year old Roman Aqueduct. We were amazed by the plumbing, the toilets and taps in the museum there. The historic town of Le Beaux was perhaps my favourite place. It had been a bauxite mine years ago and the village has been restored recently. It is on the side of a hill with views of a beautiful valley. On the river trip we visited wineries, olive farms, churches and historic sites.

We enjoyed three days in Nice at the end of our river cruise staying at a hotel on the Avenue Victor Hugo. The beach was full of 5 to 10cm pebbles. A visit to the Antique Markets found Alec buying a model car. A planned day trip to Monaco left us wondering what all the fuss is

about. We found it a bit “tacky”.

At the end of our trip the tour director told us that travel is the only thing you buy that makes you richer. Well it does buy lovely memories.

Anne McKernan.



Some of the entrants in the Motor Classica Tour to Melbourne taken at Williamsdale on 21 October 2014.  
Other members were joining at different locations.



The Colonial

November 2014

## BATTLE OF WATERLOO

It was third time lucky for the Canberra French Car Clubs at the annual Battle of Waterloo at Kings Park.

The 2014 Battle was cancelled twice due to bad weather but the Sunday of the Canberra long week was a glorious sunny day. The French car clubs won the Battle 39 to 28 with the number of cars on display and the majority of the raffle prizes were won by the French car club members.

However the British cars on display were of the older variety, compared to the French with the more modern vehicles.

Two Citroen light 15s, two Citroen Goddesses and two Peugeotts were among the French older cars on display..

On the British's side a number of pre-war MGs and 1950s, 60s and 70s cars were on display. A rare 1989 Rover Mini was a standout as was a 1931 MG. Two Jensens, an AC, a Hillman Husky, two Jaguars and Humber Vogue and a six Armstrong Siddeleys completed the British display.

The raffle prizes were all Arrogant Frog French red wine.

The Battle of Waterloo is annual face-off between the French and English cars with the largest number of cars on one side, or the other being declared the winner.

Canberra Antique and Classic Motor Club members spotted included: Peter Hoskin, David and Jan Wyatt, Chris Berry, Dave Rogers, Geoff Hall and Graham Gittins.

*Thanks Graham*

*Dave Rogers Triumph*





## **Morris Owners Group Canberra region**

### **Invite you to a Weekend Away to the Snowy Mountains**

**29/30 November 2014**

#### **ITINERARY**

##### **Saturday 29 November**

Assemble at Williamsdale, opposite the old service site 9.00am for 9.15 departure for Cooma morning tea either purchase from cafe or have in Centennial Park (BYO) before visit to Cooma Jail museum which highlight the history of incarceration from the first fleet to the present in NSW prisons.

Lunch in Cooma BYO or purchase from café before visiting the Snowy-Hydro discovery centre followed by journey about one hour, to Adaminaby for happy hour. Accommodation: Snowy Mountains Motel

Dinner at the Adaminaby Bowling Club

##### **Sunday 30 November**

10.00am short walk to the Adaminaby Snowy Scheme Collection Museum for tour of exhibition.

Following the tour we head back to Canberra stopping at the Bredbo Christmas Shop and lunch at the Bredbo Pub.

A block booking has been made at the Snowy Mountains Motel Adaminaby. Tariff \$130 per couple includes a continental breakfast

Admission to Snowy Museum:: Adults \$6 Concession \$5

Names to Graham Gittins 0419 249 109 [gittins@inet.net.au](mailto:gittins@inet.net.au)

## FOR SALE – OTHER CLUBS PLEASE COPY

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

**1928 Studebaker Regal Commander Sedan**, 6 wheel equipped, original condition, very complete, no rust, original lighting, engine fully reconditioned but not re-fitted. Many spares from an earlier Big 6 model. Easy restoration. \$20,000. Photo taken when running in 1957.



### **1924 French De Dion Roadster.**

Reasonably complete, engine actually runs and the car drives but needs a comprehensive restoration. Wooden framed body. Many spares. Asking price \$13,000 but will reduce without the spares.

Above two vehicles: contact Andrew Koufakas, 3 Cross Street, Enfield, SA 5085. Phone 0434 907 003  
Helen has more photos.

### **GARAGE SPACE AVAILABLE**

Brian Wells has to let a lock-up garage which would fit a medium size vehicle. Rent negotiable. Is in Ross Smith Cres, Scullin. Please phone 6156 2316.

### **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](mailto:terryb@homemail.com.au)

Windscreen in frame, \$300	Steering column inner tube with horn unit \$200
Rear window chrome surround, \$100	Steering box and column \$300
Sunroof panel, \$200	Bell housing \$100
Boot lid, \$300	Gearbox \$500
Bonnet, \$400	Three radiators \$300 each
Pair engine bay panels, \$300	Box of bits and pieces \$100
Two pairs inner guards, \$300 ea pair	Two starter motors \$300
Floor tray, \$200	Two generators \$100 each
Lower fire wall panels, \$200	Water pump, \$200
Fuel tank (has small hole), \$100	Alloy head, \$300
Three thermostat housings, \$100 ea	

## 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.)*

**1949 Triumph Roadster 2000** (2ltr). It is in immaculate condition throughout & currently on club rego. I have decided to sell as I am not using it much due to my age. I am asking \$53,000 or nearest offer. For enquiries please phone Ian on 6342 1699.



**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 and 12 months transferable NRMA road service from 1/8/2014. Other items are included. Price negotiable. Please contact: 0419 461 712.



### TYRES

1 new 4.50 x 19 Dunlop (Made in England) \$80

1 new 5.00 x 23 Excelsior \$120.

Please contact Murray McDonough on 0412 774 351.

### 1917 Ford Model T.

Phone Ollie Walker 02 6286 2479



**1975 Triumph Stag** - this would be a project car for an enthusiast. Well this Stag, in pieces, of Peter Linstead has indeed gone to an enthusiast. David Rouse in Bungendore.

## 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.)*



1929 Chevrolet Tourer, 2nd owner (since 1970), original, low miles, good tyres and motor. On CACMC club rego for 44 years. An honest solid vehicle. Price \$13,000. Please call Brian on 6260 8279.

**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



Reluctant Sale due to very limited vision of:

**1949 HUMBER SUPER SNIPE MK 2** (model with in-built fog lights).

Car was driveable before being stripped ready for sand-blasting.

Rust-free, rolling, brake system serviced by ACT Brakes.

Upholstery leather in good condition. Workshop and Parts manuals.

Dress rims and hub caps re-chromed. New wiring harness.

Instruments and timber panels professionally restored.

Included in the sale are all spares in the attached list.

Price for everything: \$14,000 negotiable.

For more detail, please contact:

Terry Byrne 02 6290 0360 [terryb@homemail.com.au](mailto:terryb@homemail.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

### WANTED

Water pump to suit 4 cylinder flat head motor of a 1948 Commer Q15 super poise. Please contact Geoff Barbour Mobile 0400 220 011 or email: [geoffry.barbour@defence.gov.au](mailto:geoffry.barbour@defence.gov.au)

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### 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
13 to 18 March	Warwick: 02 9841 8378 0414 490 722	Tour from Chryslers on the Murray to The Entrance.
14 to 22 March	Helen Taylor 6282 3777 0410 552 655	Seniors Week 2015 Expo on 19th will be at Thoroughbred Park. <a href="http://www.cotaact.org.au">www.cotaact.org.au</a>
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. <a href="http://www.1962valiantrally.com">www.1962valiantrally.com</a>
29 March	Peter Atkinson	Auto Italia lawns of old Parliament House <a href="http://www.autoitaliacanberra.com">www.autoitaliacanberra.com</a>
April 3-6		Council of Heritage Motor Clubs of Northern NSW Easter Rally in Armidale. "A Step back in Time".
April 10-13	Neil Sperring	Peugeot Easter Pageant, Yass
30-31 May	Matt 042827287 Ian 6882 8327	Claiming the date: Dubbo Antique Automobile Club 50th anniversary celebration
1-6 Nov 2015	Roger Gottlob 6241 3169 (AH) 0418 962 312	2015 Shannons National All Veteran Tour. Headquarters Goulburn Workers Arena. <a href="mailto:canberrarally2015@gmail.com">canberrarally2015@gmail.com</a>

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Wheels 2014, Rod  
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Rod, we need you to come  
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pick up your award. Let Jan  
and David know when you  
will be available please.





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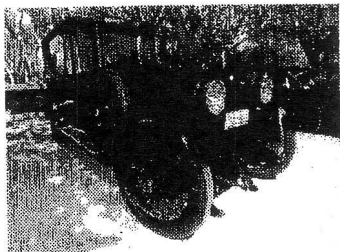
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These two new advertisements are for member Gerry Carson's son-in-law.



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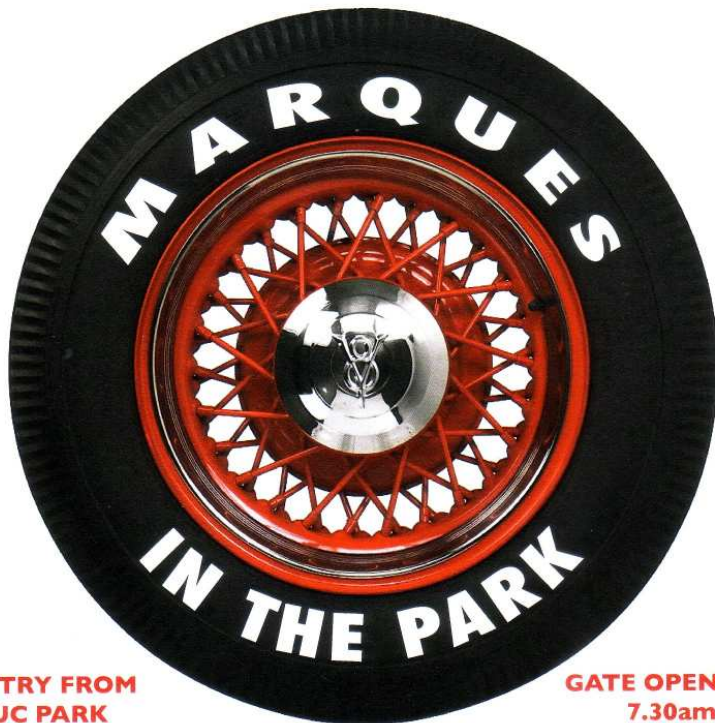
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# JOHN KNIGHT PARK

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