

THE COLONIAL



Official Journal of the
Canberra Antique & Classic Motor Club Incorporated

Annual Subscription
Colonial \$25

1928 Cadillac V8 Town Sedan
Story next month

Vol. 48
August 2015



EDITOR'S PAGE

THANK YOU to those who provided articles and photos for this month's Colonial. I have yet to publish one on "Under your Car—hoist options" - it will make you green with envy.

Please remind me if I have missed printing something of yours. Have asked a couple of members for car stories so await those with anticipation (luckily not holding my breath or I would be in trouble!).

Week Day Social Lunches

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



Friday 21 August at noon car run lunch is booked at the Raiders Club in Weston, Liardet Street, near Cooleman Court for noon. Retreads takes in those Club members who are retired but all members are welcome. As an official run you are invited to bring old cars. Phone enquiries to Alec McKernan on 6286 1046.

Get Well

Please advise Grahame 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.

Our best wishes to Eddie Abrahams who is battling ill health.

Committee for 2015-16

David indicated at the last committee meeting that he would like to step down as President. Is there someone willing to put up their hand? And of course I have been trying to step down as Editor for years.

Please speak to one of the Committee (see page 2) if you would like to be involved in helping with the running of your Club.

No car story this month—John Howard's story is concluded. So I have put a random picture on the front. I know a lot of you clever people will know just what it is, but for others I will run the story next month.

Just as well I can't transmit germs down the line with the magazine. Last month it was a cold when I was doing the mag, this month it is a sore throat and cough. Time I headed north for a while.

See you Tuesday, Cheers, Helen

DRAFT MINUTES OF GENERAL MEETING 14 JULY 2015

Attendance

Members: 47

Apologies: 6

Welcome

President David Wyatt welcomed members and visitors to the July meeting and for coming out on such a cold evening – He and Jan have just returned from the Queensland coast.

Guest speaker

Minute secretary Graham Gittins introduced guest speaker Kevin Kirk who gave a presentation on his visit to Gallipoli to celebrate the centenary of the ANZAC landing on 25 April 1915.

Confirmation of the Minutes

The June Minutes were confirmed without amendments. Moved: Tony Roberts Seconded: Graham Waite **Carried**

Correspondence: Helen Phillips detailed the correspondence received and sent during the month

IN

38 membership renewals

CBA credit card reject; CBA notification; CBA Statement for cheque account; CBA Merchant Account; CBA Term Deposit interest

Australia Post asking for ABN

Invoice from Bridge Club

14 magazines from other clubs

Letter from Office of Regulatory Services to Public Officer

Shannons Auctions brochure

Advertising from:

Bee Dee Bags - airtight bubbles for bikes and car cave for cars

TAS Vacations - great Tassie Tour 5-12 October 2015

Dubbo Antique Auto Club 2016 Autumn Classic Rally 6-8 May for pre-1931 vehicles

Request from member asking for price of car badge posted

OUT

Reply to member re car badge saying Norm will be in touch

Sympathy card to Mary Carson on death of Gerry

2 Get well cards to Grahame Crocket

Moved: Helen Phillips Seconded: Bob Judd **Carried**

Grahame Crocket thanked the club for the two get well cards he received while he was in hospital and thanked Helen for looking after the correspondence while he was incapacitated.

Treasurer Bob Judd

Current account Balance \$146627.50

Moved Bob Judd Seconded Helen Phillips **Carried**

Printed report on front table.

President's Report

Spent a month in sunny Queensland. No new members in period.

Vice president Graham Waite

Guest speaker for August will be Terry Rouse from Queanbeyan Industrial Motors

Badge Draw: Claude Favretto

Last Run: ticket #24 Helen Phillips

Editor Helen Phillips

All is well

Events Director Jan Wyatt

Run to Bungendore Lake George Hotel was very well attended.

July is the Weekend Away to Parkes and Forbes

Chris Berry: Meet at Hall layby 8am departure

Dinner at motel 6. for 6.30 \$37 ahead

Cooked breakfast \$20 a head

Chris Berry still has one or two places for any latecomers

Jan: 22 August Presentation Dinner Irish Club Weston See Bob Garrett for tickets \$30 per head

23 August Presidents Run

Sept Run to Yass via back roads

October Run to Riversdale Goulburn historic home.

Raffle Ticket Blue A 23 Dean Benedetti

Supper Coordinator Clive Glover

All is well.

Registrar Bob Alexander

Fourteen vehicles inspected during the month

No trailer bookings received.

Librarian Joe Micallef

Has 200 Wheels magazines for members.

Membership Secretary Joe Vavra - No Report

Shop Manager Norm Brennan

Usual regalia for sale – shirts, jackets, badges and banner

Information officer Graham Bigg

For sales on board

Nine vehicles going for auction in Toowoomba Queensland

List of swap meets almost every week from now until November.

Council Delegate - No Report

Publishing Committee Dave Byers all good.

Web Master Phillip Smith - All is well

General business

Alan Martin - Thanked Waine Summerfield for his welding expertise in repairing a chain saw he recently purchased.

The 1956 Chrysler New Yorker has been sold and gone to Euchca Victoria.

Bob Judd

Advised that Eddie Abrahams is not well and is selling some of his vehicle fleet.

Dave Byers—Has a box of magazines mainly English for members to take home.

Joe Micallef - Went with member Chennupati Jagadish to purchase an Armstrong Siddeley.

Waine Summerfield - Advised that his caravan was stolen from his home was recovered nine days later by using social media. Lost around \$3500 from inside fittings and around \$400 damage to the van. Waine recommended that caravan owners purchase and fit a coupling lock to prevent vans being stolen.

Bob Alexander - Received two telephone calls one offering a EK Holden grey engine anyone interested see Bob.

And the second call from a new arrival in Canberra looking for work as a car restorer.

Norm Brennan - Please send a get well card to Eddie Abrahams

Graham Bigg

Members should keep an eye on vehicle registration expiry dates as he did not receive a reminder from Road Services and registration on one of his vehicles is due next week

Rob Swain - Attended Bentley Driver Club in the Southern Highlands and burnt out the starter motor.

While in Southern Highlands visited a private collection of around 500 vehicles and motor cycles. And another collection of around 20 vehicles including buses and Mustangs was viewed.

Bob Garrett Reminded members that it was not too late to attend the presentation dinner on Saturday 22 August at the Irish Club Weston. He still has tickets available.

Graham Gittins - Advised members that newsletters were on the table for the Rock Rally Mark2 run in 2017 and reminded them that a meeting will be held at the Raiders Club Weston on 27 July 2015. Dinner 6.30 Meeting at 7.30pm

Also newsletter for those attending Motorclassica in Melbourne in October was also on the table.

Meeting closed at 9.40pm.

Graham Gittins, Minute secretary



Guest speaker at July meeting Kevin Kirk with President David Wyatt

Shannons Canberra Cars n Coffee - August 15th You're invited!

On Saturday the 15th August Shannons Canberra will be hosting our next Cars, Bikes n Coffee meet at our exciting new venue!

To accommodate the growing number of people coming along to our Cars, Bikes n Coffee events we have hired out 'The Hangar' which is an old government warehouse that dates back to the 1940's! It's an awesome, huge indoor venue with plenty of space to grow.

To celebrate this big step forward we have booked the Shannons Super Rig to come along and we will also have a number of passes to the Big Boys Toys Expo the following weekend that will be raffled off with all proceeds donated to charity.

Like our previous days, this isn't a car show, you can come and go as you please. It's a great opportunity to have a social catch up with other members of the car and bike community. We hope to see everyone there!

Feel free to share around and invite any like minded enthusiasts to come along!

What: Shannons Canberra Cars 'n' Coffee

When: Saturday 15th August, 9am to 2pm

Where: The Hangar @ The TAMS Depot

255 Canberra Ave, Fyshwick, ACT, 2609

(Corner of Canberra Ave & Lithgow Street)

Web: <https://www.facebook.com/groups/CanberraCarsnCoffee/>

If you have any questions please don't hesitate to ask! Steven Farmer
6124 4353

Utes in the
Paddock

See next
page for
story



JULY MONTHLY RUN—WEEKEND AWAY 18-19 JULY 2015

The club's weekend away on 18-19 July took in the central west of New South Wales including Cowra, Parkes, Condobolin and Forbes with an overnight stay at Parkes. All in all we travelled around 700 kilometres over the two days.

Starting at the Hall lay-by at 8am we travelled through fog until Cowra for morning tea the rest of the day was sunny fine and cool.

The Parkes Antique Motor Club put on a splendid BBQ sausage and steak with four different salads for lunch, followed by a selection of cakes and slices that would have done The CWA Branch proud, also a cup of home made pumpkin soup on our arrival. We are extremely grateful to the Parkes club for the hospitality they showed to us. We have issued an invitation to them to come to Canberra sometime and we hope they will take up our offer.

Phil Dickson a member of the Parkes Club invited us to his property on the fringe of Cowra to view some of his collection of Trucks, mainly Albions, of which he is an acknowledged authority in Australia.

The collection includes a Albion truck which was used to carry racing legend Phar Lap when he raced in Sydney. Other vehicles in the collection included two fire engines and two vehicles (Albions) from the Sydney Bus and Truck Museum.

A rest before dinner at Bent restaurant adjacent to the Court Street Motel our accommodation for the night. The two course meal was more than most members could eat, beautifully presented and served.

We woke next morning to a bright sunny day with some members travelling to the Parkes Telescope known as the Dish, after the film of the same name, about 20 kilometres from Parkes and others travelled to see the Utes in Paddock outdoor display. This unusual display features a range of Utility vehicles from early Holden's to around 1984 models in various positions some standing on their rear or front on their bonnet all painted in a theme.

From there it was onto Condobolin for morning tea and then to Forbes for lunch and a tour of the McFeeters Motor Museum, before heading for home.

Only Ray and Anne Gallagher failed to proceed when their Austin Three litre suddenly stopped, no splutter, it just stopped with a rotor button failure between Cowra and Boorowa. A tow truck was organised and the

vehicle towed to Boorowa. Next day Ray and Anne travelled back to Boorowa with a replacement rotor button. Keith and Lily had to call on their son to change a flat tyre before they left home on Saturday morning, but caught up to us in time for dinner on Saturday evening.

Our thanks to Club events member Chris Berry for organising the weekend, which will go down as one of the highlights of the club year. Club members who entered the event were:

David and Jan Wyatt
Chris and Irene Berry
George and Aileen Sturgess
Tony and Chris Stone
Grahame Crocket and Susan
Graham Bigg and Dulce
Joe and Liz Micallef
Ray and Anne Gallagher
Bob and Dana Garrett
Keith and Lily Carswell
Graham and Heather Gittins



Above: Elvis Presley lives at the King's Museum, Parkes



Garford fire engine and Truck part of Phil Dickson's vehicle collection.



Shifting Gear

Design innovation and the Australian Car

This exhibition, staged by the National Gallery of Victoria, looks at some of Australia's iconic Automotive designs, back to our most memorable automotive contributions and forward to our future on the international scene.

We had seen small advertisements in various newspapers since late last year mentioning the exhibition and it was pencilled in as an excuse to visit Melbourne. Rapidly it seemed, we saw that the exhibition was due to conclude in July so we cobbled together a week away to take advantage of the exhibition and to fit in a few other exhibitions available at the same time.

The trip down was a pleasantly quiet journey via Cann River to Lakes Entrance and then on to Melbourne. Other than an hour or so in the grip of the Cooma fog, the journey was uneventful.

Melbourne was as usual, pleasant. The weather was good and after surviving the Heritage Restaurant Tram on Monday, Tuesday dawned colder and with rain threatening as we headed into Federation Square. Entry into the exhibition not only got us out of the weather but also into a visually stunning display of Australian automotive ingenuity.

Before reaching the cashier, our senses were bombarded by the Holden EFIJY, a concept car coupe from 2005. For those whose automotive life is primarily driven by post production experiences, a glimpse at the concept cars is quite something.

On entering the exhibition, we were struck by the presentation, no doubt due to the participation of the National Gallery and their artistic flair. It certainly made the day and raised the bar no end for future shows.

For people of a certain age, the excitement of the 50's, 60's and 70's is well remembered and it all came flooding back with the core elements of the exhibition being very familiar to all of us from that era.

Display cars included a Bolwell Nagari, Purvis Eureka, Hartnett, XA Ford GT, Holden GTS, Chrysler E49 Charger, a barn find Ford coupe utility 302 from 1933, Molina Monza special, Elfin and many, many more.

A Brabham F1 engine, the Holden Hurricane and the Holden GTR-X were amongst those rare items that we had never seen in the flesh before.

I think that we finally left with mixed emotions. The exotica of the day was highly desirable and yet the performance envelope was just being opened in earnest with multiple World Records like the 4 door sedan highest top speed (Falcon GT), fastest accelerating five seat production car (Charger E49) and so on. Comparing these milestone cars with those available 45 years later, it is no small revelation that Automotive design, and with it light-year improvements in braking, vehicle dynamics and occupant safety are a testament to ever ongoing design innovation. There is a lot of respect due to those who drove those cars hard.

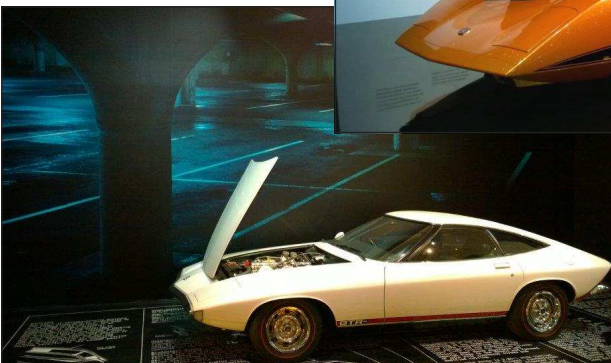
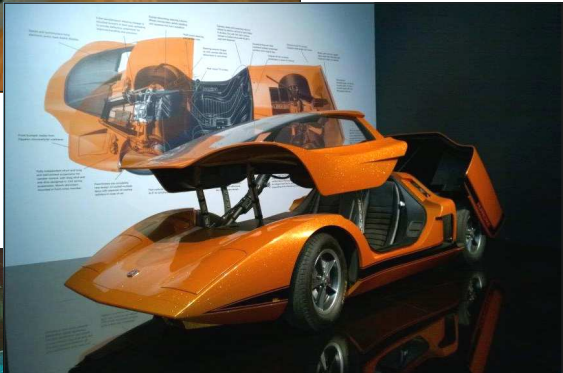
As an aside, on leaving this exhibition, we found another NGV exhibition of Posters from the wars on another floor. Amongst all the hype of the centenary of the Great War, this was a completely different take on the subject that was well worth seeing. By contrast, the Imperial War Museum collection on exhibition at the Melbourne Museum that afternoon was less well attended on the day.

Thanks to Tony Stone



Valiant Charger E49

Holden Hurricane concept car



Holden GTR-X Torana

MARK WEBBER—BOOK SIGNING

On occasions, Dymocks book shop in the Westfield shopping centre Belconnen invite authors to sign their latest book.

Such was the event on Friday 10 July 2015 when the book shop invited former Formula 1 racing driver, Mark Webber to sign his new book *Aussie Grit*, billed as his autobiography.

Not having anything better to do, I duly went along and joined the queue of several hundred people at the Toys are Us area and stood in line with motoring racing enthusiast's moms, dads and little children on holiday. I must say the line moved along at a reasonable pace with members of the Westfield Security team making sure that other shoppers were not inconvenienced by the long line.

About half way to the signing table a man behind me asked out loud "What are we lining up for?" We thought he must have been a pom who is used to queuing up. Other would be patron's conjectured that by the time we got the signing table Mark would have been tired of signing the book and took a brake (*sic*) (he didn't). As we approached the signing table Dymocks staff took our books and opened them for Mark to sign. No greeting words were allowed - the number of people waiting made it almost impossible for him to write a message other than his signature in the book.

I did manage to get a quick image of him signing my book. It was all over in about 55 minutes I have no idea how many books Dymocks sold but my guess is several hundred and at \$30 a pop not a bad nights work and I hope Mark's signing hand recovers.

*Thanks
Graham Gittins*



ANNUAL GENERAL MEETING

**The Annual General Meeting
of the Canberra Antique & Classic Motor Club Inc
will be held on Tuesday 8th September 2015
immediately following the General Meeting.**

**All positions will be declared vacant.
Nomination form is on inside of front wrapper.**

MEMBERSHIP RENEWAL

Members with vehicles on the CRS through the Club need to renew before the 30 June to ensure compliance with the CRS guidelines. If you failed to renew by that time **don't** drive your CRS vehicle until you have renewed your membership. If you do, it is **your** responsibility and it may have insurance and registration implications.

Guidelines for the use of ACT Concessionally Registered Vehicles

The By-Laws 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.

ANNUAL PRESENTATION DINNER 2015

Saturday 22nd August 2015

**Canberra Irish Club
6 Parkinson Street WESTON ACT
6.30 for 7pm**

**\$30 per person for members
non-members welcome \$35 per person**

Please support your club by joining us at the Annual Presentation of Trophies Dinner this year. 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 Buffet dinner containing the following choices of dishes (the Irish Club now uses the same caterers as were at the Burns Club):

- Gourmet Bread selection
- 3 salads
- 2 carvery meats
- Baby chat potatoes
- Steamed broccolini with almond butter and sesame glazed carrot batons
- 1 hot dish with rice
- Choice of 4 desserts

If anyone has special dietary requirements, please notify Chris or Jan when purchasing your tickets or by phone on numbers below.

Tea and coffee will be provided.

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

Tickets available from Chris Berry, 6254 7145, or Jan Wyatt, 6286 1782 until Wednesday 12 August 2015.

Run to Yass via Mountain Creek Rd 13 September 2015

Leave Weston Creek carpark (MacDonald's end) at 9.30 am

Travel to Uriarra Crossing - over crossing and veer right and up the hill to Mountain Creek Road - Wee Jasper Rd to Yass. There is 3 km of gravel road.

Visit Yass Railway Museum (open from 10 am Sunday) - admission Adult \$5.00, Pensioner \$3.00, Family \$10.00

Lunch at Yass Serviceman's Club Bistro 12.00 to 2.00 pm
or your choice of other eateries.

Leave Yass travel to Murrumbateman, turn left to MURRUMBATEMAN ROAD, then turn right to NANIMA Rd.

Visit Robyn Rowe Chocolates for afternoon tea.
Make your own way home.

Enquiries to Chris Berry 62547145 Jan Wyatt 62861782

Club Run to Goulburn - Sunday 18 October

Visit the fine colonial homestead of Riversdale on Sunday 18 October. Located at Twynam Drive close to Goulburn.

Riversdale is a National Trust property with 4 acres of beautiful 1918 gardens.

Morning tea : Devonshire tea or coffee at around \$5-6 head is available.

There will also be a monthly craft fair on at Riversdale this Sunday. We may arrange a further activity/visit in Goulburn afterwards; details to be provided closer to the date.

Assemble at the Dickson College car park at Phillip Avenue from 0850, leaving at 0915 to arrive Riversdale at 1030.

Cost \$4 head which includes a tour of the house.

Please contact Brett Goyne 0423 089 429 or 6241 5413 evenings to let committee know you are coming so we have an idea of numbers.

CA&CMC EVENTS CALENDAR—2015

DATE	CONTACT	DETAILS
22 Aug		Club Presentation Night at the Irish Club, Weston. Please support your club by coming to join us for a good night. The club subsidises the cost of tickets as a way to show their appreciation of members' support. Details on page 18. Tickets are available from Chris Berry or Jan Wyatt until Aug 12th, as we then have to give final numbers.
23 Aug	David Wyatt 6286 1782 Mob: 0417 262 209	Presidents Run. Please come and join us, it will just be a short run around Canberra. Meet in the carpark next to the Weston Park Miniature Railway to leave at 10.30am, directions for the run will be given out before we leave. The Kiosk is open from 9.30am for those who would like to have a coffee/ something to eat or even enjoy a train ride before we leave! The President has advised that a Sausage Sizzle will be provided at the end point.
13 Sep	Chris Berry 6254 7145	Please join us for a drive along the back road to Yass. Good road. Have lunch at either the Soldier's Club or one of the cafes in Yass. Meet in the Coleman Court carpark (near McDonalds) at 9 am to leave at 9.30 am. See page 19.
Oct 18	Brett Goyne	A trip to the historic Riversdale Homestead at Goulburn has been organized. See page 19 for all the details. Meet in the carpark at Dickson College (off Phillip Avenue) at 8.50 am to leave at 9.15 am.
8 Nov	Nick Arnott 0400470100	Marques in the Park, John Knight Memorial Park, Belconnen

CAR TRIVIA

Q: True or False? The 1953 Corvette came in white, red and black.

A: False. The 1953 'Vetted' were available in one colour, Polo White.



EXTRA RUNS AND SWAP MEETS—2015

DATE	CONTACT	DETAILS
8-9 August		Newcastle Swap Meet at Cessnock
12-16 Aug	Robert 02 66219682 0427 257190	Northern Rivers Vintage & Veteran Car Club 55th anniversary rally based in Lismore EM: rallysecretary@nrvvcc.com.au
15 August		Shannons Canberra Cars'n'Coffee 255 Canberra Avenue. See page 11.
16 August		Council of Motor Clubs present the Shannons Sydney Classic, gates open to public 10 am, general admission \$20
22-23 Aug	Google Big Boys Toys	Big Boys Toys Canberra at Exhibition Park in Canberra. Shannons are bringing their Super Rig interactive display and a number of their other vehicles; recreational vehicles, boats, all terrain vehicles, 4WD and caravan accessories, vinyl vehicle wraps.
29 & 30 Aug	Susie Robson 0401 531534	Coffs Harbour Centenary of Rail Steam train, historic ships, vintage aircraft, model train display, motorfest at the jetty foreshores Email: centenarymotorfest@gmail.com
5 Sept	Mal Chaplin 02 6942 4406	All British Display, Cootamundra Airport
6 Sept	Ken & Betsy Harrison	Cootamundra Father's Day Swap Meet. 6942 2309 or 0408 603364
20 Sept	0474 456 164	ACT Holden Day, West Lawns, King Edward Terrace, Canberra. Entries close 14 August. Judged entry fee \$50; non-judged \$40. www.actholdenday.com
25-27 Sept	Martin 03 5727 6090	Veteran, Vintage & Classic Vehicle Cub of Wangaratta 45th Annual Spring Rally.
26-28 Sept		39th National Chevrolet Rally in Mudgee
2-5 Oct	0427 953 399	Model T Rally at Condoblin. Calling all Model T Ford owners especially 1915 models.

OUR CAR - 1974 Toyota Crown

Written by John Howard and checked by Patricia.

Continued from July 2015 Colonial

Summer holiday

For our summer holiday, we headed for the island of Hokkaido in the north, that haven for skiers in winter, which in summer was a picture of mountains, volcanoes, boiling mud and beauty. The car ferry left Tsuruga on the Sea of Japan to the north. So, to the north we drove. Many forms had to be completed before departure and once the vehicle was driven on, we had to find somewhere to park our bodies for three nights and two days.

We travelled “cattle class,” which meant we had to find floor-space large enough for our family of five. We found one of many small fenced areas that accommodated eighteen bodies. Eventually our area squeezed in twenty-four. It was rather “cosy.” We did not get much sleep, sleeping on the floor. We must have been the only foreigners travelling this way, so were the subject of many photographs, especially fair-haired foreigners. In the dining room we displayed our dexterity with chopsticks while everybody stared.

Hokkaido at last! Here was clean, cool air with space between buildings and cars. We discovered the Ainu, *hairy folk*, the indigenous of Japan, who had been pushed to the coldest extremity of the country. The men could grow decent beards so were envied by the Japanese. The race received “recognition” in 2008.

The Crown purred along on the open roads of Hokkaido. We had splurged on a few 4-track, continuous, stereo cartridges. One that we played often was a Japanese sound-alike Elvis tape. The soloist’s rendition of *You’re in my diary*, lost a bit in pronunciation and sounded more like *You’re in my diarrohea*. But hang on a moment. How would we go at pronouncing *byooiin* or *biyooiin*? You would finish up being in a hospital or a beauty parlour depending on your pronunciation or your wont.

A brush with the law:

One day we were driving on a lovely, straight stretch of road and I couldn’t resist the opportunity to open her up to about 130 kph,

when previously I had been unable to pass 100. I was just decelerating when in the distance a small figure appeared in the middle of the road waving a large flag – a radar trap! There was total confusion as a foreign family in a large car pulled into the farm-yard off the road. Many miscreants were herded into the back of an enclosed truck for their “lecture” but where was I to go? I put it to the family not to give any inkling of our knowledge of the language [play dumb]. The constable was perspiring by now and put out a call on his two-way, “Who can talk *Australian?*” In time a police officer came out of the truck and courteously took me around to look at the radar screen. 115 kph! I must have begun to slow down! As his junior began to hand me a ticket, the officer took it out of his hand, screwed it up and said, “Speed ‘ober. Durivoo’ slowly.” Off we went, to hear later from one of my students, that a Japanese driver would have lost his license for about three months, attended many lectures and copped a hefty fine. Phew!

Coming home:

Another Aussie brought a Crown home the year before. There were frightening stories of problems on our wharves, of cars being dropped some distance by crane to watch it bounce, of radios being removed in minutes. I began to remove the radio but gave up and settled with putting the hubcaps in the boot and hoping for the best. I had underneath steam-cleaned and put up with many weeks delay until the Japanese end was fairly certain that there wasn’t a strike on the wharves here and it was on its way. Pinched items? Weather damage? Well, no. It was one of the first shipments of cars in containers. Eventually, the car was in Sydney for me to fix ACT 751 number plates and drive home. Two things were a problem. One was a flat battery and Customs queried the feather duster that came with the car. I protested that the feathers must have been separated from the bird at least three years ago so I was allowed to bring it into Australia. In Canberra, I was asked to change the seat belts. Shipping and Registration added about \$900 to the purchase price so we had an \$11000 vehicle owned and on the road for about \$5000.

Just like many club members, any day I take the Crown out on the road it attracts attention and comment. I depend on places such as Flynn’s Wrecking Yard in Cooma to find such items as fuses or traffic-indicator parts and an original aircon was bought over the internet after years of stifling heat in a black car but with nearly half a million kilometres now on the clock, I cannot complain.

These days I rely heavily on Marko Body Repairs, Mitchell, Belconnen Transmission and Driveline Services and The Battery Terminal. Otherwise, I fear it could be a one-way trip to Flynn's to join the 4000 wrecks!!



A visit to Hokkaido—the main island to the north.

Why is there Ethanol in Petrol?

Continued from page 27.

Another big point to consider is that modern fuels have around a month long shelf life, after this time the volatile elements within it start to evaporate off and the fuel will start to degenerate. After a winter rest petrol will certainly not be in the same state as when you put it in there. I have spent the last month trying to salvage the carburettors from my 40 year old Kawasaki Z900 which have been ravaged by stale petrol. The green furry residue that remains is very difficult to remove and there are corrosion craters within the carburettor bodies too.

In summary:

1. Various companies sell fuel preservers and/or stabilisers as an additive, this can be quite expensive on a car that uses a lot of petrol , but for cars that cover low mileage and do intermittent journeys it would be a wise addition. Millers seem to be a good choice for these additives.
2. If you have cause to replace your rubber fuel pipes make sure the replacements are ethanol tolerant, natural rubber can perish in under six months.
3. Shop wisely for your petrol and use Super Unleaded where you can due to its better octane rating.

This article was written by Neil Kidby from the Austin 3 Litre Owners Club. Thanks to Ray Gallagher for passing it on.

WHY IS THERE ETHANOL IN PETROL?

I am frequently asked about what petrol to use in older vehicles and the effect that ethanol in fuel has on our cars, hopefully this article will answer these questions. It may at times appear grim reading for older cars but it isn't really, we just need to think a little and in some cases shop around for fuel. The addition of an additive will be of benefit as well as you will see later.

The addition of ethanol in fuels has been controversial within the classic vehicle movement to say the least; it is seen as a "green" alternative to fossil fuels and to make us less reliant on them too. Sadly it is not without its drawbacks when used in vehicles that were not designed to use this type of fuel. Namely our older vehicles. In 2009 all EU member states signed up to the Renewable Energy Directive, which requires 10% of road transport energy to be from renewable sources by 2020. The current UK minimum required by the Renewable Transport Fuels Obligation is 4.75%. There are no current plans to mandate the 10% level

Ethanol is a form of alcohol that has been modified so it can be used as a fuel, it can be made from starch or sugar crops such as sugar cane, sugar beet, wheat or other grains, pretty much any fruit or vegetable matter can be distilled into ethanol. It generally has a lower energy level which means less mpg. Ethanol is not a modern fuel; the original Ford Model T Ford was actually designed to run on it until 1908. Henry Ford said it was the "Fuel of the future." Was he ahead of his time?

The original idea of adding Tetra-Ethyl Lead to petrol significantly improved its octane rating which meant it could be used in higher compression engines without detonation. (Pinking) This addition saw ethanol being almost ignored as a possible fuel source for cars for many years. Pure Ethanol has an octane rating of 113 which means it has a far higher resistance to pinking than conventional fossil fuels. This is why methanol (another alcohol fuel) has been used in dragsters and some racing cars. Pinking (or detonation) is caused when the whole fuel charge burns too quickly, lead makes it burn in a much slower and more controlled way.

The EEC announced that from 2013 fuel companies are obliged to include 3.5% of bio fuel in all their petrol and diesel sales, there are financial rewards given to them for doing so. The idea was that this would increase to around 15% by 2015; this has proved unworkable due to various problems. There is no specific mandate as to the percentage for each individual type of fuel though. The fuel companies mainly concentrated on diesel fuel as a way of meeting their quota. Due to bio diesel being quite easy to manufacture and having few (if any) detrimental effects on the vehicles using it.

By contrast this is certainly the case for older vehicles but more modern diesel engines are not very well suited to bio diesel. This is because the engine management system monitors the exhaust gases, bio fuel by its nature can have a high nitrogen content, when bio diesel is burnt this can create higher Nitrous Oxide levels in the exhaust gases than conventional fossil fuels. One of the main reasons for exhaust gas recirculation systems (EGR) on modern diesel engines is to reduce the nitrous oxide levels. The amount of bio fuel that has to be included in fuel sales increases by a small percentage each year so the fuel companies now have to have a renewable element to their petrol to meet their targets. Note; pure ethanol has no nitrogen; its chemical make-up is C_2H_5OH (1). Ethanol is a renewable energy source and is a good source of fuel in an engine that is designed to run on it, but unfortunately it does have a corrosive nature.

This is partly due to its acidic nature and also the high oxygen content within the fuel. Metals corrode and rubber components can also be attacked. Natural rubber is particularly vulnerable to the effects of ethanol. Steel fuel tanks can corrode due to ethanol being hygroscopic. (Absorbs moisture from the atmosphere) Fuel pipes and rubber parts in fuel pumps can also suffer as can rubber petrol pipes. Carburettors and the jets inside them and even cork gaskets can also be corroded by ethanol. It has been reported that only older vehicles are likely to suffer reactions to ethanol in fuel, other research has discovered that some engines produced as late as 2007 have materials in their fuel systems that could be damaged by ethanol. Fuel pumps are particularly vulnerable.

Another corrosive reaction to be taken into consideration is electrolysis. This is found where two electronically dissimilar metals react with each other. Ethanol magnifies this effect, adding corrosion inhibitors to the fuel will help this situation.

Ethanol is only added when the fuel is in the delivery tanker, ready to be delivered. This is because if it was added sooner than this, the ethanol would attack the storage tanks in the fuel depot! Ethanol can't be transferred along pipelines either with the rest of the fuel, it will attack them too. Because ethanol contains 35% Oxygen, it needs less air to burn, those with knowledge of fuel/air ratios will know an ideal air/fuel mixture for conventional petrol is 14.5 to 1. Pure ethanol only needs a 9 to 1 ratio. This means the cars mixture needs to be adjusted accordingly because even low levels of ethanol added will effectively make for a weaker mixture. Modern cars do this adjustment automatically this via information collected from sensors in the exhaust system.

In hot conditions the fuel can vaporise too, this also leads to a weaker mixture. Even modern engines can suffer from this but the engine management system overcomes it so we don't normally notice it.

Another issue that has occurred in certain conditions is carburettor icing; due to our under-bonnet temperatures this is unlikely to be an issue. (Air temperature needs to be under -3 Celsius too.) One slight oddity is that aviation fuel uses alcohol to reduce carburettor icing issues, tests conducted in Australia and in the USA concluded that the opposite was more likely to occur.

Ethanol has a higher volatility than petrol and therefore it vaporises more readily. A hot engine that is switched off will pass heat into fuel and can cause starting problems if the engine is restarted whilst still hot, this is the result of vapour lock caused by the heat. Some vehicles can suffer from vapour lock whilst running, especially on hot days or long periods in traffic where under-bonnet temperatures become high, leading to uneven running and even cutting out.

Since March 2013, a revised British Standard for petrol (EN228) has allowed oil companies to supply petrol containing up to 10% ethanol, no company has yet added that level across its range, it's probable that E5 will be the norm until 2017. To give some clarity to the fuel and its intended vehicles, you may have seen "E5" or "E10" on the garages pumps; the number refers to the percentage of ethanol included in the petrol. In the UK there is no legal requirement to display the content of ethanol in petrol though, so much of the time you don't know what you are buying.

Most volume vehicle manufacturers are now making cars with a ten year/125,000 mile expected life cycle, factor in a five year good luck factor and they expect most of what they build today to be recycled within a maximum of 15 years! The changing fuel regulations mean car manufacturers will have time to react without having to be overly concerned about what they built only a few years previously.

The EEC have also noted that; "Consideration should be given to maintaining a specification for E0 fuel for historic and vintage vehicles." This will no doubt come at a price but at least they have noted that historic vehicles are a part of our culture.

I guess this leads us to the point of what we can do to help our cars run on modern fuels without having to wonder what it is doing to our fuel systems and/or engines. Fuel companies have different approaches to how they add ethanol; however generally speaking super unleaded fuel is much less likely to have an ethanol content added compared to normal unleaded, and is also likely to be a much lower percentage if it is there. The main reason is that it is more difficult to obtain the fuel quality required for super unleaded if ethanol is added. But this will almost certainly change as regulations force the fuel companies to increase the amount of bio fuel they sell.

Continued on page 24



MOTORCLASSICA

The Australian International Concours d'Elegance & Classic Motor Show

23-25 OCTOBER > 2015 ROYAL EXHIBITION BUILDING MELBOURNE



Leaving Canberra 20 October, returning 27 October, staying in Ballarat and taking the train to Melbourne.

Twenty-four members have signed up for this tour. Graham has put out a newsletter but owing to lack of space, I cannot print it in the Colonial. I'm sure all of you interested have received it. Arrangements are well advanced so any other members interested need to say so quickly..

Contact Ray Gallagher email: raynanne@bigpond.net.au

Graham Gittins email: gittins@iinet.net.au

ROCK RALLY Mark 2 2017

Twenty one expressions of interest have been received for the club's Rock Rally Tour 2017. To get things under way a meeting was held on Monday 27 July at the Raiders Club Weston.

Contact is Graham Gittins on 0419 1249 109 or email : gittins@iinet.net.au

CAR TRIVIA

Q: What was Ford's answer to the Chevy Corvette, and other legal street racers of the 1960's?

A: Carroll Shelby's Mustang GT350



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 DX Vauxhall

Engine Number 482244, Chassis Number 2578556, Body Number 675. A complete car with most parts restored. New tyres, wheels sandblasted and painted, chassis sandblasted and painted (best one in Australia) hubs honed, all new bonded brake linings, lights all restored, badges restored and complete, diff restored with new bearings and oil seals, four spare doors with all original internal fittings, plus much more.

Bargain Price - \$5,000.00

Contact Roger Amos 6254 2546 Email: amos@grapevine.com.au



1929 De Soto Tourer, complete car, 6 cylinder, 4 wheel hydraulic brakes, new brake linings, wheel cyl and master cyl sleeved, original paint and trim, straight and rust free. Headlights, cowl lights rechromed. Spare engine, diffs. Very rare in this condition. Amazing body. \$9.500 ono. Phone Peter 0402 211 733 or 6259 6605.

Baroma Breeza 400 pop top 14ft caravan.

Excellent condition, little use. Kept in lock-up garage. Double bed, 3 way fridge, microwave, gas cook top. Heaps of storage, 12v battery and charger. Porta potty, roll out awning and full annex. Electric brakes, easy towing, weight 1,080 kg. Stabilisers included. Will be sold with 12



months ACT rego. Price reduced to \$13,500 ono. Rego No T0531D Please phone Peter 02 6259 6605.

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.)

1962 VW deluxe Beetle - full body off restoration – all panels removed & hand finished to better than new condition. Tray has been grit blasted & powder coated black. Body & all panels stripped to bare metal & finished in Dulux 2 pack Porsche Guards red paint. Every bolt & nut has been refurbished by grit blasting & powder coated black or replaced with new item where necessary.



The interior of the car has been professionally reupholstered. The roof lining & door panels are black – fully carpeted in dark grey including the front luggage compartment – seats are a lighter grey. The car is exact as made in 1962 except for conversion to 12 volt. Asking price \$24,000 or near offer. Located in Wollongong. For enquiries please contact our member Clive Glover on 0415 155290 Or Brian on 0438 713192.

1970 Mercedes-Benz 280S Saloon, automatic, was on ACT club rego until a month ago, needs cylinder head gasket replaced. A sound club car for a mechanically minded member. Please contact Juan de la Torre on 0427 480 671. Asking \$1,200 ono.



1956 Austin A30 Countryman, Briggs body, only 1,500 miles on completely reconditioned motor (4/11), 2 pack original dark green body colour, new upholstery and head lining. Original 803cc, o/s rings, brand new crankshaft, gear box ok, new clutch, new radiator and hoses (11/14), steering box resealed, power assisted brakes, new brake shoe springs, Timken type front wheel bearings, reconditioned wiper motor and rack. Very good radials all round, NO RUST, has to be seen to be believed. Workshop manual, some spare parts, some minor trim to finish (have material). Current NSW Club registration (not transferable). Member of Aust. Austin A30 Club and Austin Motor Vehicle Club NSW. \$7,000 ono *See picture opposite on p31.*

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

COMMANDER TYRES AND TUBES, WHITE WALL

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5 x Tubes, \$15 each

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1949 HUMBER SUPER SNIPE MK 2,

Chassis No 8810065 rolling. Was driveable before being stripped for sandblasting. No rust.

Trailer load of parts and panels. Unable to continue restoration due to failing eyesight.

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Terry Byrne 02 6290 0360 terryb@homemail.com.au

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Albert Neuss 6297-6225

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Geoff Pritchard phone 6247 8741.

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



Contact Allan (Sydney) on 02 9522 8184 or 0408 960 063
Or
hoggallanjudy@bigpond.com.

EXTRA RUNS AND SWAP MEETS 2015-16

DATE	CONTACT	DETAILS
4 Oct	4261 4100 0408 211 844	6th Annual Motoring Expo, Australian Motorlife Museum, Darkes Rd, Kembla Grange www.motorlifemuseum.com
10 Oct	Scott 0411 251 710	Gundaroo Music Festival. \$!5 entry to display your vehicle.
18 Oct		Parkes Swap Meet
25 Oct		Crookwell Swap Meet
25 October	President@ FalconGTClub ACT.com.au	5th Annual Canberra 2 Crookwell Charity Cruise. Meet Dickson College car park, Phillip Avenue, Dickson from 7.30 am. \$10 per car. Briefing 8 am. Depart 8.10. Arrive Crookwell approx 10 am. Crookwell Rotary Clubs will try to park in club groups.
1 Nov		Canberra Swap Meet—flyer on back of Colonial.
1 Nov	Alec McKernan	Stuart Saunders owner of the Binalong Motor Museum has invited our club to the next “Open Day” of the Museum. No entry fee for that day. Come along at 10 am to mid-afternoon.
1-6 Nov 2015	Roger Gottlob 6241 3169 (AH) 0418 962 312	2015 Shannons National All Veteran Tour. Headquarters Goulburn Workers Arena. Entries are going well and a number of overseas entrants will be part of the tour without their vehicles and are looking to “hitch a ride”. canberrarally2015@gmail.com
7 Nov	6227 1111	Classic Yass
8 Nov	6386 7237	Galong Swap Meet and Craft Fair
30 Oct—7 Nov	Laurie 0411 372 619	Triumph National Rally at Bathurst 2015triumphnationals@gmail.com
21-22 Nov		Queanbeyan Swap Meet
28 Nov		Braidwood Quilt and Car Show

EXTRA RUNS AND SWAP MEETS 2015-2016

DATE	CONTACT	DETAILS
6 Dec	Paul Sutton 0401 756 445	Terribly British Day, Patrick White Lawns
26 Jan 2016		CARNivale in Sydney—probably in a new location
6 Mar		Wheels display day
Mar 25-26		Bush Council Easter Rally at Temora

RETIRING GENTLEMAN INSTRUCTS SALE OF VINTAGE & CLASSIC CAR AUCTION

SATURDAY 26TH September 2015 at 10 am, spare parts and tools sale following sale of cars, Berghofer Pavilion, Toowoomba, Qld. Viewing Friday 2-4 pm, viewing with cars running Saturday 8-9 am. For vehicle history, contact Brian Coughran 0417 350 078

elderstoowoomba.com.au

These are the vehicles pictures of which Graham Bigg put up on the board at the last meeting. 1946 Jaguar; 1926 Hupmobile Sportster; 1925 Hupmobile; 1923 Buick Tourer; 1913 Hupmobile; 1933 Hupmobile; 1939 Dodge Sedan; 1934 Nash; 1933 Hupmobile.

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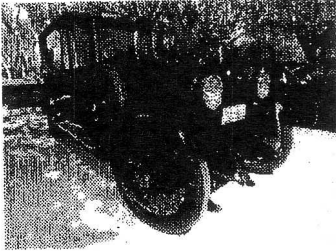
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These two new advertisements are for member Gerry Carson's son-in-law.



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THE 28th GREAT ANNUAL CANBERRA SWAP MEET 1st NOVEMBER 2015



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The 28th GREAT ANNUAL CANBERRA SWAP MEET

will be held on
Sunday, 1st November 2015
from 7am to 3pm

WHERE:

Exhibition Park In Canberra (EPIC),
Northbourne Avenue entrance,
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- in the Fitzroy & Mallee Pavilions.

ADMISSION:

Adults **\$4.00**
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or 6.00am Sunday 1st November 2015

(Setup is strictly Saturday and Sunday only.)

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and additional information:

Phone: **0428 697 105** (ah)

Email: **2015swapmeet@vvcmmc.org**

or write to:

The Swap Meet Organiser
VVCMMC
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Manuka ACT 2603

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