

THE COLONIAL



Official Journal of the
Canberra Antique & Classic Motor Club Incorporated

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Colonial \$25

Matthew Houston
Alvis 12/50 Super Sports Ducksback

Vol. 52
May 2020



EDITOR'S PAGE

Thank you to those who provided articles and photos for this month. Perhaps new members could send me a photo of their car(s) preferably with them in it as a way of getting known in the club. I like photos in Jpeg format. Or if you have been in the club a long time and never had your car featured—how about it now?

I hope to keep the monthly Colonial going with reduced pages, so please help me out by sending stories, jokes, pictures—just so we can keep in touch.

Week Day Social Lunches

1st and 3rd Fridays of the month
ALL WEEK DAY RUNS AND LUNCHES SUSPENDED UNTIL FURTHER NOTICE. Graham Bigg 6181 8982



A longer drive for lunch—last Thursday of the month
SUSPENDED UNTIL FURTHER NOTICE.
Grahame Crocket 0439 732 107.

Keep Well

To all those members battling ill health, please get well soon. Please contact the Secretary and let him know of any member not well, or having a special birthday or about the death of any member.

Let the Secretary know if any of you contract the dreaded coronavirus

Mother's Day

Wishing all the mothers in our club a happy day on 10th May. No big family gatherings but hopefully you will still be spoilt with flowers and chocolates or whatever takes your fancy.

Octogenarians

Two more 80 year olds in the club (that I know of) this month—Alec on the 12th and Helen on the 14th. Wish us a happy birthday.

COVID-19

Hope you are all keeping well and staying connected with family and friends, "maintaining a meaningful daily routine".

NBN—the NBN finally came to Monash on 17th April and I got connected up. My phone or internet address haven't changed. The phone was not working for incoming calls for a few days which I didn't realise. Thanks Roger for letting me know.
Cheers, Helen

MESSAGE FROM CLUB REGISTRATION OFFICER - Bob Alexander

CACMC members are advised that CRS-registered vehicles should generally not be on the road under the current COVID-19 related rules. Under current rules, Concessional Registration is **NOT** valid for "essential travel" such as shopping or attending appointments, and certainly not for warm-ups, "test drives" or club events. We hear that ACT police have been pulling over CRS-registered vehicles and issuing warnings.

With the case-by-case agreement of a club Registrar, it may be permissible to drive a CRS-registered vehicle to or from a place of professional repair or legally-required inspection, if this is deemed "essential". Ask if in doubt. We advise members to avoid such usage unless you are prepared to argue with the police that your drive is "essential".

We are awaiting advice from the Council of ACT Motor Clubs on how annual CRS renewals are to be managed, and we will update members when we know more.

Bob Alexander
Registration Officer, CACMC
email: registrar@cacmc.org.au
phone: 0417 880 064

MEMBERSHIP FEES FROM 1 JULY 2020

Single membership with Colonial by email	\$40
Single membership with printed Colonial	\$60
Family membership with Colonial by email	\$45
Family membership with printed Colonial	\$65
Non member subscription for Colonial	\$25

CACMC Membership Fees

The recommendation on next year's membership fees was presented to the CACMC General Meeting 10 March 2020, on behalf of the Management Committee, by Richard Thwaites (Membership Officer). It was also published in the April 2020 Colonial. Members were invited to study the detailed proposal and make any comments, with the intention that the changes would be voted upon at the April General Meeting.

All comments received from members were positive and agreed with the proposed changes. However, the April General Meeting, like all Club group activities, had to be cancelled due to government rules regarding the COVID-19 pandemic.

The Club Constitution authorises the Management Committee to suspend or alter By-Laws as necessary, and the Committee has decided, after discussion, to implement the proposed changes to By-laws, membership categories and membership fees for the new financial year.

Membership application and Membership Renewal forms will be altered to reflect the agreed changes. Members who wish to review the reasons for the changes can find the full proposal in the April Colonial or on the club website.

FEE SCHEDULE COMMENCING 1 July 2020

Single membership \$40 pa (reduced from \$45 pa)

Family membership \$45 pa (reduced from \$50 pa)

Additional charge to receive printed Colonial (Single and Family memberships) \$20 pa.

Colonial-only subscription for non-members \$25 pa (no change)

Note: All members are entitled to receive The Colonial in a form that they can read. Therefore the Committee may waive the Printed Colonial subscription fee, on a case by case basis, considering either the individual Member's needs or a decision that it is in the overall interest of the Club.

David Fox
Secretary CACMC.

Geoff Hall's Fiat

Story to come next month on
some of Geoff's cars



Two Fiats in their display at

Shannons Wheels
2020

The Cancellor 1939
Buick



The Colonial

May 2020



Brian and Margaret
Ely's 1972 Triumph
Spitfire

Helen Phillips' 1967
HR Holden Premier



Vin Liston's HR Holden



Congratulations to Rod Greschke



Michael Toole is well away on another vintage caravan. Look forward to the story one day.



The Colonial



Alan Martin beside his
1954 Chevrolet

Robert Mihalyka's Austin A30



Michael Carnovale's
1930 Buick

Restoration of the Year
Pre-45 and Mechanical
Excellence winner in
2008



Thanks to Graham Waite for this.

MEMBERSHIP RENEWAL

If you renew your membership online or go into the Commonwealth Bank to pay it, **MAKE SURE YOUR NAME IS ADDED TO THE TRANSACTION.** Please also return your membership renewal form.

We need this updated with any changes to your contact details and also importantly any changes to the vehicles you own which are on concessional registration. We especially need the colour and the registration number.

Cross out any you have disposed of and add any new ones in your collection.

We do not have credit card facilities any longer but cheques and money orders are acceptable posted to our PO Box 3427, MANUKA ACT 2603

Aftermarket accessories for Ford Model Ts

For many years the Ford Model T came equipped with the barest necessities – no speedometer, no starter motor, no temperature gauge, no bumpers, no dipstick, no spare tyre and no fuel gauge.

Over the nineteen years of its life, the Model T became the fertile ground for the accessory manufacturers who turned out some 5000 gadgets to dress up and cause to run ‘with the surest ease and invincible power’. Many of the items offered for sale through mail order catalogues were of dubious value. Sears-Roebuck devoted an entire catalogue of accessories to suit the Model T.

The enterprising Model T owner yearned to improve his car, make it special in some way, and add to the quality of its performance and appearance. Nothing was sacred, lights, cylinder heads, radiators, bodies, bumpers, tops, mud guards, windshields - all were manufactured especially for the Model T by independent firms. The accessory manufacturers did not confine themselves to superficial contributions to the Model T. They made new and different parts for the engine, and clutch systems, wheels and axles.

Ultimately some 5000 accessories appeared on the market, all by outside firms, never connected with the Ford Motor Company.

Dozens of accessory companies proclaimed in their ads that the Model T drove like a truck, and that for a small sum, the motorists could acquire extra comfort with so-and-sos vital life shock absorbers.

There were cowl ventilators, a ‘gasophone’ fuel gauge with a warning bell and a special fuel filler which allowed the fuel tank to be filled without lifting the passenger’s side seat cushion.

All kinds of quick-change transmission bands and new types of braking systems appeared on the market.

The T used internal expanding brake shoes, but some accessory makers invented a rig that added external contracting brakes for extra braking power. If the ignition system of the Model T went dead, or at least left something to be desired in the way of engine performance the accessory manufacturers filled in the gaps with supposedly non-fouling spark plugs and different timers.

Many types of magnetos were offered. One of the most popular ignition systems before the 1920s was the Atwater Kent system, which made its inventor a fortune.

The accessory makers built tyre carriers and luggage racks that attached to the running boards, to the rear or top of the car, or between the front fender and the hood.

Parking lights and rear-wheel grease retainers were also offered, along with bumper bars.

One of the unusual accessories for the Ford was a front-wheel-axle –and – differential assembly, to make a four-wheel-drive Model T.

Dozens of different types of anti-theft locks were marketed that could be mounted on the steering wheel. Others locked the front wheels to the axle or radius rod. One anti-theft device made of hinged iron that encircled the rim and tyre with a sharp spike protruding. If the thief tried to drive away, the spike would lift the wheel off the ground as it revolved.

Heaters for the driver and passengers appeared on the market in large numbers.

One mail order catalogue advertisement boasted that ‘60 miles on a gallon of gasoline could be obtained by the installing the Weeks Super Carburettor add-on.’ The advertisement advised that it also starts Ford instantly, eliminates oil pumping in the front cylinder and produces complete combustion – just how the device did all of this was never explained. Not to be out done Walter Critchlow of Chicago boasted that ‘Ford Car Goes 66 Miles on one gallon of gas using the wonderful vapour humidifier.

Numerous adverts offered to convert the Model T into ‘a fast, saucy, sports car’ appeared in the mail order catalogues of the 1920s. Advertisements appeared offering ‘sporting or speedster bodies, ready to be bolted or glued to the Model T.

‘Make your Ford a \$us3000 car’ boasted one advert from Laurel Motors Corporation featuring two Model Ts racers fitted with four-valve per cylinder heads.

‘Made as a body should be made’ advised the Remo Runabout Body. Perhaps the biggest flop of all the accessory companies was the Sky Car called by its designer as the flying counterpart of the Model T . Plans for actual production never developed, due to the depression.

Even though Henry Ford never officially recognised any of the early independently produced accessories, he ultimately began to make his own accessories for the Model T. Towards the end of the Model Ts life, in 1927, the company actually began selling Ford Approved items.

Most of the above was taken from *Ford Model T Catalog of Accessories* by Gordon Schindler.

Thanks to Graham Gittins

See also inside of front wrap.

MODEL T JOKES

First published by St John Herbert in the Colonial of September 1979

Truth is the Ford T is the best family car invented. It has a tank for father, a hood for mother and a rattle for baby.

The man who owns a Model T may not have a quarrelsome disposition, but he's always trying to start something.

"I've just named my Ford after my wife."

"Why?"

"After I got it, I found I couldn't control it."

A visitor was being shown round a mental hospital and visited a ward reserved for Model T owners.

"But the ward is empty", said the visitor.

"Oh, no" said Matron, "they're all under their beds fixing the springs!"

On his 50th birthday, Henry Ford was asked his formula for a successful marriage. He replied that it was the same formula that made his Model T successful "Stick to one model."

Time for us Girls - by Pam Ayres

Thanks Graham Gittins

I'm normally a social girl I love to meet my mates
 But lately with the virus here We can't go out the gates.
 You see, we are 'oldies' now We need to stay inside
 If they haven't seen us for a while They'll think we've upped and died!
 They'll never know the things we did Before we got this old
 There wasn't any Facebook So not everything was told.
 We may seem sweet old ladies Who would never be uncouth
 But we grew up in the 60s - If you only knew the truth!
 There was sex and drugs and rock'n' roll The pill and miniskirts.
 We smoked, we drank, we partied And were quite outrageous flirts.
 Then we settled down, got married And turned into someone's mum,
 Somebody's wife, then nana, Who on earth did we become?
 We didn't mind the change of pace Because our lives were full
 But to bury us before we're dead Is like a red rag to a bull!
 So here you find me stuck inside For 4 weeks, maybe more
 I finally found myself again Then I had to close the door!
 It didn't really bother me I'd while away the hour
 I'd bake for all the family But I've got no flaming flour!
 Now Netflix is just wonderful I like a gutsy thriller
 I'm swooning over Idris Or some random sexy killer.
 At least I've got a stash of booze For when I'm being idle
 There's wine and whiskey, even gin If I'm feeling suicidal!
 So let's all drink to lockdown To recovery and health
 And hope this awful virus Doesn't decimate our wealth.
 We'll all get through the crisis And be back to join our mates
 Just hoping I'm not far too wide To fit through the flaming gates!

CACMC EVENTS CALENDAR—2020

DATE	CONTACT	DETAILS

ALL CACMC EVENTS SUSPENDED UNTIL FURTHER NOTICE

Regretfully, the Events Committee has decided that we have no choice but to suspend all CACMC organized events until the virus situation is officially resolved. We had events in various stages of planning right through to October, and hope to revive some of those events once we are able to get on the road again.

In addition to our monthly runs, other suspensions or cancellations are:

- Maitland Steam Festival - Grahame Crocket—cancelled.
- Wheels of Wamboin - postponed to spring
- Rutherglen Winery Tour - Brian O'Donnell (deferred to a later date)
- Monthly Pizza run to Gundaroo - Grahame Crocket—suspended until further notice.

When events become possible again, we will inform members through The Colonial, the club website, and by email via the events distribution list.

In the mean time, members are welcome to post notices on the club website noticeboard.

Send notices by email to webmaster@cacmc.org.au.

Thank you to all who have contributed to developing the events programme so far.

Richard Thwaites (for Events Committee)

EXTRA RUNS AND SWAP MEETS—2020-21

DATE	CONTACT	DETAILS
CANCELLED		44th Historic Winton at the Winton Motor Raceway near Benalla run by the Austin 7 Club. www.historicwinton.org
POSTPONED	OR CANCELLED	Wagga Wagga Veteran & Vintage Motor Club June long weekend rally
16 August	????????????????	Eastern Creek
4-5 Sept		The Annual Conference of the Australian Historic Motoring Federation (AHMF) will be hosted by the Council of ACT Motor Clubs. Affiliated club members will be called on to assist in organising the meeting.
27 Sept		Pambula Motorfest
27 Sept		Bay to Birdwood for all decades of motoring history—40th anniversary. Event capacity 1750. 800 places to 1944; 800 places 1956-1980; 100 places 1980-1990; 50 places for special interest vehicles
14-15 Nov		Bendigo Swap Meet
11-15 Feb 2021		The Mansfield Classic Holden Nationals is open to all Holden models built from 1948 to 1980 including stock, unrestored originals and modified vehicles. Mansfield, Vic Www.mansfield.vic.gov.au/news/mansfield-host-classic-holden-nationals-in-2021

When we are travelling again, if you happen to be in the vicinity of Port Pirie SA, there are three museums you might like to visit at 196 Warnertown Road:
 Stories from the Road Museum
 AR Kent Heritage Garage Museum
 Lizzie's Collectable and Curio Museum

Hanrahan, the Houston Car

Alvis 12/50 Super Sports Ducksback

The first 12/50s were produced in late 1923 for the 1924 model year. The cars from this first year of production were designated SA and SB.

The SA had a 1496cc 4-cylinder overhead valve engine in a chassis with a wheelbase of 2,75 metres – the short chassis version. The engines of these early cars are carried in a sub-frame bolted to the relatively slender ladder-like chassis. This car has a Big Port head, which means it goes faster!

The SA usually carried two-seat bodywork, typically the Super Sports 2/3-seater nicknamed "duck's back" because of its pointed rear end, said to resemble that of a duck.

The SA and SB 12/50s were built with twin shoed brakes on the rear wheels only. All the 12/50s had a four speed non-synchromesh gearbox with right hand change. The clutch was a fabric-faced aluminium cone. The cars were right hand drive.

This is a 1923 Alvis SA 12/50, believed to be the one of oldest original Alvis 12/50 Ducksback in Australia, having been sold new in Sydney in 1924.

It left the factory in Coventry, England, on 5 December 1923, with the Ducksback body built by Carbodies, one of the two companies that Alvis chose to build their early bodies (the other being Cross and Ellis).

It had a significant racing history in NSW in the 1920s and 30s, when amateur motor racing was in its heyday, owned and raced by a fellow called Douglas Henty. He must have raced it fairly hard because later, when the car was only about 25 years old, as a 15 year old school boy, my father, Max Houston, bought the car in 1949 as a "basket case" and rebuilt it at that stage to be his every day driving car. He and the car were subsequently active members of the Alvis Car and Vintage Sports Car Clubs from the 1950s to 1980s, attending many rallies, endurance events, all-night trials, historic racing at Amaroo Park, and the like. He won so many all-night trials in the car (7 in total) that the Alvis Car Club just let him keep the trophy rather than have to hand it back.

In 1973 the car, under his driving with one co-driver (Bill Chappell, another 12/50 fanatic), undertook a successful "1000 miles in 24 hours" endurance trip (leaving Parramatta - via Wagga Wagga, Forbes, Dubbo, Corranbong and other places around rural NSW - and return to Parramatta) to commemorate 50 years of the 12/50 and 50 years since an Alvis 12/50 had won the International 24-hour Brooklands (England) 200 mile race at an average speed of 93 miles per hour.

He even drove the car on his honeymoon in 1955 towing a classic rounded plywood caravan of the day!

In 1956 he drove from Sydney to Melbourne to witness the Melbourne Olympic Games, which is when he bought the Olympic badge at the front of the car. It has stayed there ever since, except during the recent restoration process.

During the early 1970s and 1980s, the car was used in few period movies filmed in Sydney, most notably "Caddie" starring Jackie Weaver, Helen Morse and Jack Thompson and "Undercover", the rise of the Berlei Corset Company, starring Geneviève Picot, with the car being driven by Peter Phelps.

The car was driven regularly until 1988 when my father decided to do some preservation work on it, so stopped paying the full NSW registration and the car was taken off the road at that time. It sat in his garage, complete, but neglected until 2009 when we started to disassemble it for restoration.

I acquired the car in 2014 from my father, and he continued to oversee its restoration and return to use, currently with NSW historic registration, by Vintage Motor Garage in Central Mangrove.

In 2019 the car was invited to be shown both at Melbourne's MotorClassica (by the event organisers) and CMC Shannons Sydney Classic at Eastern Creek (by the Alvis Car Club of NSW in their official display area) in the Alvis marque's 100th anniversary year, as being 'one of the most significant vintage Alvises in Australia'.

The car is known as Hanrahan for the hare mascot that graces its radiator. A hare was the chosen mascot by Alvis for their 12/50 cars (the 1923 spare parts catalogue has them listed at 18 shillings and 9 pence) but the hare from this car is a later addition. It originally came from a similar car belonging to the Catholic priest at Narrandera called Father Patrick Hartigan, who drove his 12/50 all around the Parish in the 1920s. If myths are to be believed, sometime after Father Hartigan sold the car it was subsequently completely lost, except for its hare mascot. That mascot was bought by my father at the 1970 Alvis Interstate Rally held in Narrandera and remains a significant part of this car today. Before that, the car had a hare mascot, but it was a small "myxomatosis" reproduction version of inferior quality.

Oh, but why is the car named Hanrahan? Father Hartigan was also a bush poet known as John O'Brien, one of whose most famous poems is 'Said Hanrahan'. The poem describes the natural cycle of recurrent droughts, floods and bushfires in rural Australia as seen by Hanrahan, a pessimistic man of Irish descent.

"We'll all be rooned", said Hanrahan"—an adage extracted from the poem—has entered the Australian English lexicon.

Hanrahan's view is possibly held by many today, particularly after the summer of 2019-2020.

Hanrahan arrived, by design, on my birthday in early February – a pretty spectacular birthday present!

Since then, we have been out and about most weekends and, not surprisingly, Hanrahan creates quite a stir wherever he goes.

Hopefully the next 96 years for Hanrahan will be as fast, fun filled and exciting as his first 96 have been.

Matthew Houston, February 2020



The Colonial

May 2020



Matthew

I have that poem on a recording somewhere in the bottom of the wall unit.

Next time my grandson is over I will get him to pull everything out and see what can still be used and what can be thrown out.

Maybe Hanrahan can be put into a format I can listen to.

While I have been doing this issue I have been listening to Len Beadell's "Too Long in the Bush: The Shepparton Talk". A real good laugh.

Matthew Houston's Alvis 12/50 Continued



On page 25—for the vintage caravan enthusiasts in our club:

1935 Pontiac with caravan

1959 Chev El Camino with Shasta Travel Trailer

1955 Ford Customline with Shasta Trailer

Taken from the Cooma Car Club thanks to Graham Gittins.



FOR SALE – OTHER CLUBS PLEASE COPY

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

1937 Nash Ambassador, 6 cylinder duel ignition, 7 main bearing crank shaft, proven rally car. No rust, Bedford cord upholstery wool. Recent work, new clutch, pressure plate, Radiator, tyres, brakes. Trailer load spares \$25000 firm. Charlie 0402 087 754



Steel 6x4 trailer made by Village Trailers in Hall some years ago. It is in very good condition but hasn't been used for many years. It has always been garaged, has 3 light truck tyres and is registered until February 10, 2021. Asking \$250 or reasonable offer. Geoff Pritchard 0412227861.

Chrysler 65 Tourer (1929) \$18,000

Metastatically maintained

Pride and joy for over 20 years

May need work adjusting the fly wheel

Spare parts included.

Contact Anthony 0409 831 075

Retroautos April 2020 edition showcase the development of the VB-VL Commodore. The Commodore was the amalgamation of three earlier Holden projects—the VA Torana and the WA and WB sedans.

I had a call from David Doubtfire, the Editor of the magazine of the Southern Peninsula Classic and Historic Car Club, Dromana, Vic to see if they could use the story of David Fox's restoration of the P76. I said it was fine as long as he attributed it to the Colonial. I gave him David's number and asked him to speak to David as well which he did and they started printing it in their April edition of The Crankhandle.

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 675556 , Body Number 675 . A complete car with most parts restored. New tyres, wheels sandblasted and painted, chassis sandblasted and painted, hubs honed, all new bonded brake linings, lights and badges, diff restored with new bearings and oil seals, four spare doors with all original internal fittings, plus much more. Bargain Price - \$3,800.00



Phone Roger Amos 02 662542546 Car located in Millthorpe NSW.

Tyres x 2 Dunlop (6.00.19) Good tread, ideal for spares. \$40.00 the pair. Ring Roger—02 6254 2546

1964 Humber Vogue Estate - an unusual vehicle to own. It is a reliable club car and is ideal for the longer runs. It is fitted with a 1600 cc motor, manual gearbox, electronic ignition, tinted windows and is green in colour. Currently on club plates. The asking price of \$12,500 includes spares.

Please contact Chris on 0414 079 049 for more information.



1978 MGB Roadster, Midnight Blue, 3500 cc V8, 160 bhp at 5500 rpm. Ex left hand drive car originally fitted with the 4 cylinder 1800 cc engine. Now fitted with the following modifications: 3.5 litre fuel injected engine ex a 1986 Range Rover, Toyota Supra 5 speed gearbox, limited slip differential, telescopic shock absorbers, track rods and heavy duty sway bars, four spot front brake callipers, oversize wheels and tyres, plus much more. Please contact Helen Brown ACT on 0411 527 254



LOCAL ADVERTISEMENTS ARE RUN FOR THREE MONTHS UNLESS YOU NOTIFY THE EDITOR TO CEASE BECAUSE OF SALE, ETC. PLEASE ASK THE EDITOR IF YOU WANT TO CONTINUE LONGER.

EXTRA RUNS AND SWAP MEETS 2020

DATE	CONTACT	DETAILS

LET'S HAVE A LAUGH

Yesterday I was in Costco buying a large bag of dog food for my dog. I was in the check-out line when a woman asked me if I had a dog. What did she think I had, an elephant? On impulse I told her that no, I didn't have a dog, I was starting the dog food diet again. I added that perhaps I shouldn't because last time I ended up in hospital, in intensive care with tubes coming out of most orifices and IV's in both arms.

I told her that the food was nutritionally complete so it works well, so I was going to try it again. (I have to mention that by now the whole line was enthralled with my story.) Horrified, she asked if I ended up in intensive care, was it because the dog food had poisoned me? I said no, it was because I had stopped to pee on a lamp post and a car hit me! I thought the guy behind her was going to have a heart attack he was laughing so hard.

By the way, I'm not allowed to shop in Costco any more.

GROANERS

The patron saint of poverty is St. Nickel less.

What did the man say when the bridge fell on him? The suspension is killing me.

Do you have weight loss mantras? Fat chants!

My tailor is happy to make a new pair of pants for me. Or sew it seams.

What is a thesaurus's favourite dessert? Synonym buns.

A relief map shows where the restrooms are.

There was a big paddle sale at the boat store. It was quite an oar deal.

How do they figure out the price of hammers? Per pound?

Have you ever tried to eat a clock? It's very time consuming.

A man tried to assault me with milk, cream and butter. How dairy!

I'm reading a book about anti-gravity. I can't put it down.

If there was someone selling marijuana in our neighborhood, weed know about it.

Police were called to the day care centre. A 3-year old was resisting a rest.

The other day, I held the door open for a clown. I thought it was a nice jest-er.

Alternative facts are aversion of the truth.

Thanks to Dick Rowe

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 Registration Officer if you are going to use your vehicle for an event not advertised in the Colonial.

Bob Alexander phone 0417 880 064
or by email: rjacgs@hotmail.com

OR

Think ahead and get your event listed in the Colonial. Attendance at charity events is NOT exempt from the rules and you must get it listed in the Colonial. Remember this also applies if you are going to an event with a one make club you belong to, but your car is registered through CACMC.

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

See page 7 for current situation

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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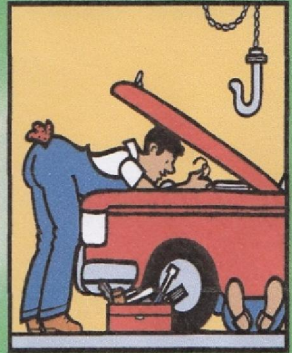
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QIM Engine Reconditioners

Established 1972

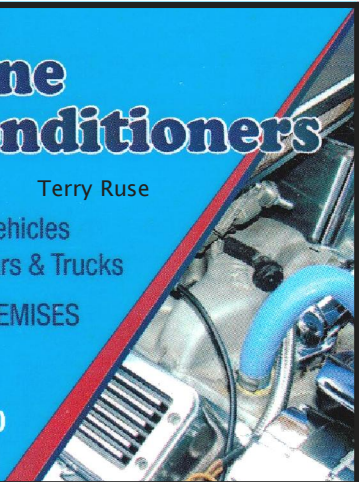
Terry Ruse

Engine Reconditioning Specialists - All Vehicles
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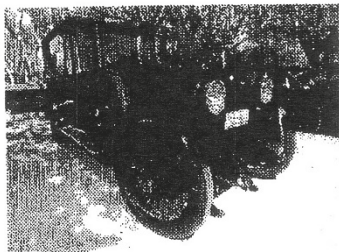
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