

# THE COLONIAL



Official Journal of the  
Canberra Antique & Classic Motor Club Incorporated

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Colonial \$25

1938 Austin 7 Roadster  
Geoff and Jessica Hall

Vol. 53  
June 2020



## ANOTHER OLD TIMER FROM HARRY WHICH ARTICLE HE CALLED TOPLESS CARS



This is a photo taken in the service laneway of the old Sydney building in Civic. It comes to me from a friend, now gone, who had a flat looking over East Row! My father said it showed his Rugby, maybe that is the far car. My dad was good on details but not on cars so who knows now. The Buick with its loose tyres roped to the windscreen pillar was typical of war time according to Vin. The number plate 1820 fits this period also.

## GROANERS

The meaning of opaque is unclear.

I wasn't going to get a brain transplant, but then I changed my mind.

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 neighbourhood, weed know about it.

It's a lengthy article about ancient Japanese sword fighters, but I can summarize the Samurais for you.

So what if I don't know the meaning of the word "apocalypse"? It's not like it's the end of the world!

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 jester.

Need an ark to save two of every animal? I Noah guy.

*Time I found some new ones I think!!*

## 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 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. If you have been cleaning out and have things for sale, please send me an ad for in the Colonial.

### 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

### Our sympathy

Our sympathy to Dean Benedetti on the death of his brother.

Our sympathy to Jim Woods on the death of his wife Joyce. I believe you are recovering from an operation too, Jim. Speedy recovery.

### COVID-19

The advice on page 7 was emailed out to those members on the broadcast email system. It is included here for members who have not seen it. Issued 13 May 2020.

### Thank you

Thank you to those of you who sent me birthday greetings. Instead of the celebration planned in Hervey Bay, I had a two hour Zoom session with my Qld family members.

Won't be long now and we'll be able to get back to meetings and outings.

See you Tuesday whenever.... Cheers, Helen

## Updated advice on CRS vehicle usage during COVID19 Restrictions

Members have been asking whether they can drive their CRS-registered vehicles under the latest level of government restrictions on social isolation. No specific advice on this matter has been issued by the ACT Government nor by the Council of ACT Motor Clubs. The Federal Government's "3 Step Framework for a COVIDSAFE Australia" Stage 1 includes "Allow local and regional travel for recreation", but this is subject to state-by-state regulations.

We have reviewed both ACT and NSW government implementation statements on Stage 1, and we conclude that:

**CRS-registered vehicles may now be driven in accordance with the normal rules applying to the CRS schemes in each jurisdiction, but only while observing the current general rules about maintaining physical isolation from other people.**

Under the heading of "Test Runs", the normal ACT CRS guidelines include some private purposes:

- A) Mechanical -where you use your vehicle specifically to test its mechanical state or in order to have work done on the vehicle, and
- B) Private-where as part of your program of keeping your vehicle roadworthy you use the vehicle for some private purpose such as a recreational outing and or to visit friends.

**The relevant parts of current COVID19 rules say:**

### ACT

"TRAVEL: There are no restrictions on travel within the ACT. For travel outside the ACT, observe rules of the relevant state."

### NSW

"Travel is permitted for

- work (where you can't work remotely)
- shop for food or other goods and services
- exercise.

You may leave home with a reasonable excuse, including to

- visit another household,
- undertake legal obligations."

We consider that "legal obligations" would reasonably include attending inspections and repair services that are required in order to attain or renew vehicle registration. However, given the general warnings about social distancing, we don't consider using CRS vehicles for private runs to visit friends would be appropriate at this stage. Club outings and meetings are still suspended.

IF WE GET ANY BETTER ADVICE, WE WILL LET MEMBERS KNOW.

Bob Alexander, Registration Officer, CACMC



This photo from the Archives interested me because of the mid 1920s Austin 7. It is standing outside the first administration buildings in Canberra. This shot is taken looking NW from what is now the car park for the National Museum and this Austin had probably just passed its rego test. This was Canberra's first test station till Mort Street opened about 1960. It is also topless and so probably war time again. Given the terrible brakes of these cars and the rust repairs under the doors, I am not surprised the owner celebrated with a photo. The brakes were tested by the tester riding in the car with a Tapley meter. Yes, I remember accompanying my dad there in the early 50s in a Ford Anglia. Note the smoke from a fire silhouetted against Black Mtn ridge

*Thanks to Harry Crawford*

## **SOME MORE GROANERS**

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?

*Thanks to Dick Rowe*



## Autotalia 2020

Geoff Hall

With the official Autotalia cancelled, a lone Fiat 1500 ventured to the former location - the lawns of Old Parliament House, for a quick photo session.

Fiat 1500 'Autotalia' 2020 extreme social distance.



### 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

## Austin 7

You may have noticed my Austin 7 has not been out and about for nearly a year. Just before I moved house, In Jan 2019, I let my nephew have a drive up and down our long driveway. Unfortunately on one take off with high revs he dropped the clutch.

Turns out an axle key broke. We didn't realise at the time as there must have been enough tension on the tapered joint to get drive on low gradients.

April last year I tried to back out of the step driveway at my new house and there was a horrible grinding sound. I rolled the car into the garage and set about thinking about the problem, and in the meantime got the Fiat 500 finished.

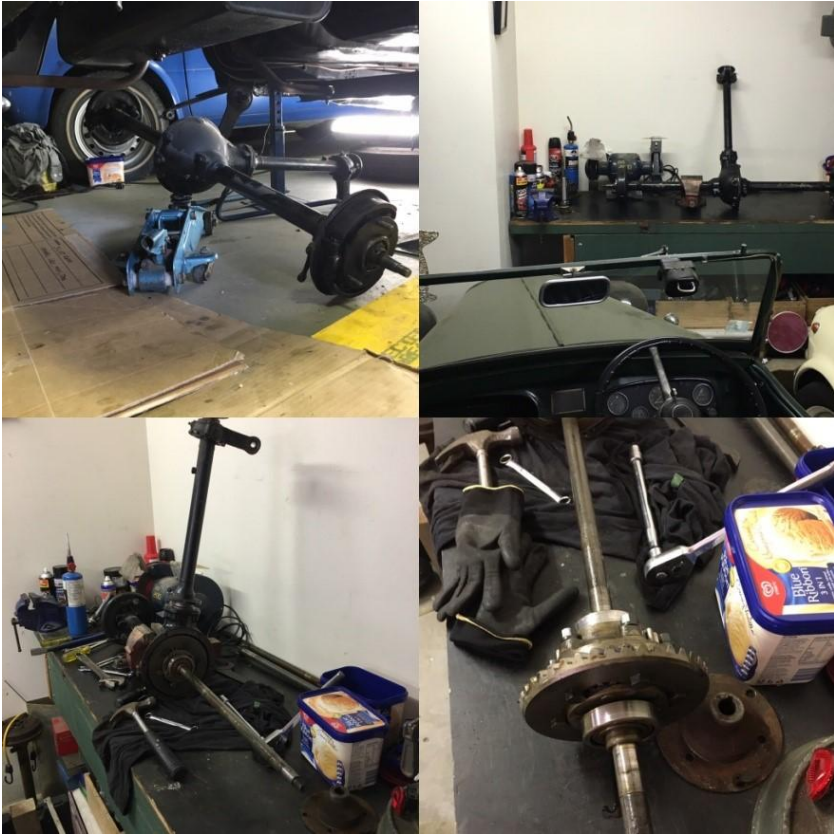
When I popped into the Chicken and Champagne picnic I was chatting to Harry Crawford and he agreed it could be an axle key.

I pulled the hubs apart and found the destroyed key melded onto the left axle and hub. I scrounged through some spare parts my dad has kept since the 60s, and that I didn't throw out when I moved house, and found what I needed. A spare axle in an old diff housing.

It was not easy to separate the two halves but a bit of heat and the use of a puller as a pusher helped free the parts. I have removed the diff from the car and started the axle replacement. Stay tuned...

Getting spare axle out of old differential





Removing diff and axles

I also have an article on his Fiat 500 when I sort out with Geoff Hall which words go with which pictures. *Thanks Geoff.*

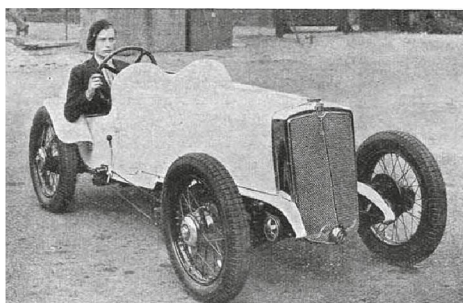
### MEMBERSHIP FEES FROM 1 JULY 2020

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



## Barbara Skinner (my Grandmother) and White Super-charged Morris Minor

*This is an article from Rob Swain which I have had for nearly two years. I published an article about his grandfather, John Bolster in December 2018*



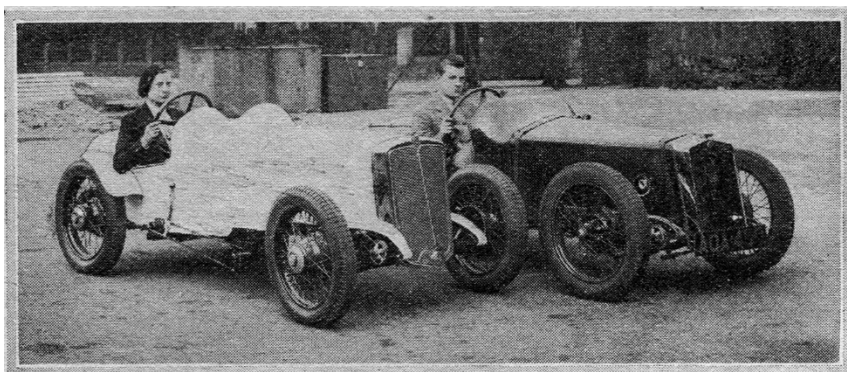
Following the much trumpeted launch of the £100 Side Valve Minor over Christmas 1930, combined sales throughout 1931 of both the OHC and Side Valve Minors were well down on those of 1930. Some changes were introduced late in the 1931 season in an attempt to correct the situation and further, more radical changes were made for 1932. For the '32 season Morris Motors dropped the OHC range completely with the exception of the newly launched, long wheel-base Family Eight and Sports Coupe Minors.

As a result of this downturn and to further boost publicity for the model, Morris Motors developed and built a supercharged single seat special based upon a side valve Minor chassis. This car, in the capable hands of 'Bill' Van de Becke achieved 100 mph at Brooklands in August 1931 and later, after a de-tuning exercise had taken place, covered over 100 miles on a gallon of fuel.



Morris sadly made little capital from this 100 MPH/100 MPG/ £100 Car publicity stunt and two years later passed the vehicle onto Carl Skinner, the Managing Director of S.U. (Skinner's Union) Carburettor Co. Ltd. He in turn constructed a lightweight body for the car and replaced the original Powerplus supercharger with a Zoller unit. His son Peter then set the world of motor sport 'buzzing' when he beat all-comers in his class at the September 1933 Shelsley Walsh meeting when aged just 19. This Morris car/driver combination beat the highly fancied Austins and M.G.'s and attained a time of 46.4 second just 1.4 seconds slower than the eventual winner of the larger capacity 1100 cc class.

Later in the decade Peter replaced the original Minor engine with a much larger Hudson Straight Eight power unit and continued to compete successfully. After the war the car was acquired by Ted Lloyd-Jones before going to ground in the Channel Islands for a while. The *Triangle Skinner Special* thankfully has survived and is currently in the custody of Burlen Fuel Systems Ltd. who now own the S.U. Carburettor trade mark, the car being purchased from VSCC competitor Andrew Harding in May 2011.



*Two "blown" Morris Minors which will compete at Shelsley Walsh to-morrow. They are entered by Miss Barbara (left) and Peter (right), daughter and son of Mr. T. C. Skinner, managing director of the S.U. Carburettor Co. Peter Skinner's car is the one which broke the Shelsley record for its class last year.*

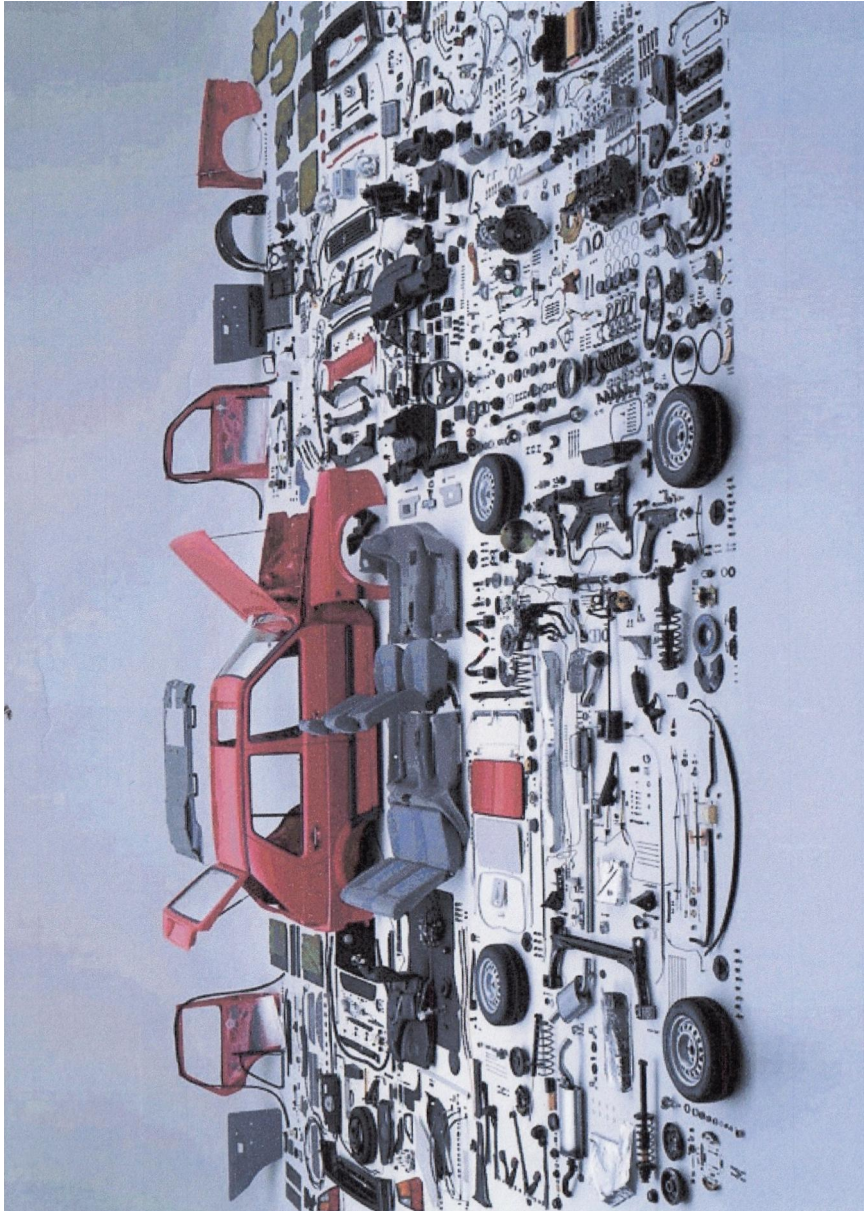
Barbara, the elder of the two offspring was also developing a talent for competition driving around this period. She competed initially in a Morris Cowley Special (YF 15) but this eventually proved to be uncompetitive. In February 1934 her Father built her the White Minor after first obtaining, on loan, a side valve Minor chassis from Morris Motors, together with the use of the remaining spare engines and parts from the Van de Becke '100 mph' Brooklands car. The car differed from the Red Minor in having the engine located further back in the chassis in an attempt to improve the handling. That they succeeded is apparent by the numerous class victories Barbara achieved between 1934 and 1937 including the prestigious Ladies Championship Cup won on her first time out in the car in June 1934 at Shelsley, repeating the feat at the September meeting later the same year. Not content with class wins, Barbara achieved an outright win at the May 1937 Dancer's End event which probably turned out to be the highlight of her competitive career.

Barbara married John Bolster in October 1936 and Sir William Morris gave the couple the previously loaned White Minor's chassis as a wedding present. Barbara continued to compete in the White Minor until the middle of 1937. She later gave birth to a daughter Annabelle (now Swain) in April 1940 but Barbara was tragically killed in a motoring accident in 1942. The car remained in the Bolster family until 1955 when it was eventually sold on. Currently in the ownership of David Baldock the car was last seen on public display at the July 2014 Pre-war Prescott meeting where it was re-united once again with the Triangle Skinner Special.

*Special thanks to Mike Harvey, author of the article 'Barbara's White Minor' and also to the Automobile magazine for permitting its use here.*



## IKEA to sell cars



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Some of us are going to be in deep trouble!



## 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](mailto: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
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
4-11 Nov		Alfisti Spring Tour 2000 Ballarat to Adelaide
7-13 Nov	John Hamilton	2020 Tasmania Classic jchamilton@tassienet.au
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 <a href="http://www.mansfield.vic.gov.au/news/mansfield-host-classic-holden-nationals-in-2021">www.mansfield.vic.gov.au/news/mansfield-host-classic-holden-nationals-in-2021</a>

## Vale Sir Stirling Moss OBE

British motor racing legend, Sir Stirling Moss, aged 90, died over Easter 2020.

Moss died of a chest infection he caught in Singapore just before Christmas 2016 – there is no indication it was due to corona virus.

Moss was born in London, his father an amateur motor racing driver and well-off dentist, his mother, Aileen, and younger sister, Pat, were also involved in motor sport. His mother entered hill climbs at the wheel of a Singer Nine, while his sister, Pat, became a successful rally driver.

Apart from being a very well-known motor racing driver, Moss was an author, broadcaster, raconteur, man-about-town, womaniser, much married and a British motor racing legend.

From 1952 to 1961 Moss dominated the British Formula 1 motor racing scene, although, he never won the F1 Championship, coming close to Mike Hawthorn, whom he spoke up for when Hawthorn was threatened with disqualification, when he was found reversing along the Portuguese Grand Prix race track and responsible for Mike winning the championship by one point in 1958.

He suffered a horrendous crash at Goodwood UK, during the 1961 British Grand Prix, when he careered into an embankment at 160km/h without a seatbelt and was in a coma for more than a month. His nose was broken, his left cheekbone crushed, one eye socket displaced, an arm broken, a leg fractured at the knee and ankle, his muscles torn, and his brain so badly battered that he was paralysed down his left side for more than six months.

It was as a result of the crash and the injuries he suffered that forced him to give up F1 racing. His Formula 1 career was over at age 32. But he survived the most dangerous era of motorsport, between the end of the Second World War and Mosses retirement 17 years later some 180 men died in motor racing competition, about 50 of whom he knew personally.

He did however, still participate in other motor sport activities, for instance, he partnered his friend and fellow competitor, Jack Brabham, at the Bathurst 1000 race in 1976.

He is quoted as saying that “I hope I’ll continue to be described as the greatest driver who never won the world championship.”

Moss made a good living out of his exploits and continued to trade- off highly marketable legend as “Mr Motor Racing”. In demand as a broadcaster for the American Broadcasting Company’s Wide World of Sports, F1 and NASCAR coverage a position he held into the 1980s and as an after dinner speaker,



Moss was always immaculately dressed, usually in grey flannels and never in jeans, and was just as busy after Formula 1 racing as before.

He took time to write or co-author fourteen books including two autobiographies.

He was knighted by Prince Charles in the British New Year's Honours list in 2000 for his service the motor sport.

He was a well-known womaniser and visitors to his London home were often shown two albums, the green one recording his motor racing activities and the black one recording his, as he called it his 'crumpet conquests'. Married three times, first to Kate Molson 1957-1959, second to Elaine Barbano 1964-1968 who bore him a daughter Alison and in 1980 to Susie Moss and they had a son Elliot.

His marriage to Lady Susie (formerly Paine) lasted for 40 years and she was at his bedside when he died at their Mayfair home.

Surely one of the greatest tributes to Moss is that no policemen ever asked a driver caught at breakneck speed 'Who do you think you are?' -Jack Brabham, Graham Hill, Jim Clark, Fangio et al, Is was and still is and always will be Stirling Moss.

He is survived by his wife Susie and his two children Alison and Elliot.

My own contact with him was at Albert Park the year before Melbourne held the Australian Grand Prix, I was covering the event for *Australian Classic Car* magazine and followed both Sir Jack Brabham and Sir Stirling Moss around the park taking photographs of them, during the walk around I asked them which one was going to win the race that day and they both replied "We don't know yet, we haven't been told!"

Graham Gittins





## IT'S A SMALL WORLD!

Helen,

Some trivia that you may like to include in a forthcoming magazine.  
How curiously we are all connected in some way.

On Page 21 of the May Colonial there is reference to Father Hartigan of Narrandera, also known as the bush poet John O'Brien. In Father Hartigan's early years he was the parish priest of Albury where in 1903 at the St. Patricks church in Smollett St. Albury he married my Great Grandparents, Josiah Millard from Eskdale in Victoria and Mary Ellen Stanton, from Howlong in NSW. The funeral service of their granddaughter, Margaret, and later her husband, Keith, were held in the same St. Patricks church in 2018. Keith and Margaret were married in Bondi Junction in Sydney at the same church that my wife's parents were married in.

More information about father HARTIGAN

On one of our travels we stopped at Narrandera. This is where the bush poet known as John O'Brien (real name Father Hartigan) lived and worked as a priest for about 27 years. The presbytery is still in use today, and half of it is preserved as a museum. In the museum there is a lot of information about the priest as well as some anecdotes. When working as a priest in Albury, he was called to give the last rites to a man who lived in a lonely shack up in the foothills of the Snowy Mountains. After finding his way there in his car and then on foot, (he evidently was one of the few priests with a car – he had a passion for them) he was told by his guides that he had just given the last rites to Banjo Paterson.

Father Hartigan's love of motor cars is evident in the following story: Father Hartigan was writing at his desk in his study when, after a timid knock, the Curate entered with a casual attitude of offering to do a good deed for a friend, he said "Father, I'd be happy to put the car in the garage for you, if you have the keys there". What he really meant was of course "I'm just busting to drive your new car if only you would give me the keys" Father Hartigan slowly took the keys and handed them to him. He continued to sit at the desk and listen. The motor started and the car was moving then CRASH. After due time the Curate came to the office again,. Father Hartigan rose to meet him. Handing over the keys the Curate mumbled "Sorry there has been an accident". Father Hartigan slowly and deliberately replied "If it wasn't Friday I'd eat you".

This interlude is now marked by two solid blocks of cement on the garage floor standing like Biblical sentinels, making it impossible for any motorcar to enter the garage and exit through the back wall.

One of his most famous and well known poems is of course

SAID HANRAHAN , the stanza being

"We'll all be rooned," said Hanrahan,  
In accents most forlorn,  
Outside the church, ere Mass began,  
One frosty Sunday morn.

The key refrain in the poem is "We'll all be rooned" ("rooned" is a transcription of an Irish Australian pronunciation of "ruined") which has entered the Australian lexicon as a dismissive response to predictions of disasters or hard times, especially those out of the control of the speakers.

In Narrandera they have the John O'Brien bush festival every year that celebrates bush poetry and local history.

Michael.

*Thanks to Michael Toole*

## **Never underestimate the elderly!** **Your smile for today!!**

The old lady handed her bank card to a bank teller and said, "I would like to withdraw \$500."

The female teller told her, "For withdrawals less than \$5,000, please use the ATM."

The old lady then asked, "Why?"

The teller irritably told her, "These are rules. Please leave if there is no other matter. There is a queue behind you."

She then returned the card to the old lady.

The old lady remained silent... but then she returned the card to the teller and said, "Please help me withdraw all the money I have."

The teller was astonished when she checked the account balance. She nodded her head, leaned down and said to the old lady, "My apologies Granny, you have \$3.5 million in your account and our bank does not have so much cash currently. Could you make an appointment and come again tomorrow?"

The old lady then asked, "How much am I able to withdraw now?"

The teller told her, "Any amount up to \$300,000"

The old lady then told the teller that she wanted to withdraw \$300,000 from her account.

The teller did so quickly and handed it to the old lady respectfully.

The old lady kept \$500 in her bag and asked the teller to deposit the balance of \$299,500 back into her account.

## 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 May 2020 edition Pat 2 of the VB-VL Commodore journey.

## 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



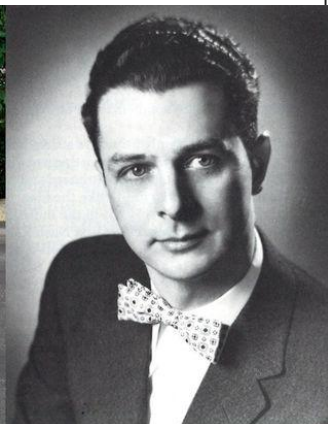
**LOCAL ADVERTISEMENTS ARE RUN FOR THREE MONTHS UNLESS YOU NOTIFY THE EDITOR TO CEASE BECAUSE OF SALE, ETC. PLEASE ASK THE EDITOR IF YOU WANT TO CONTINUE LONGER.**



## EXTRA RUNS AND SWAP MEETS 2020

DATE	CONTACT	DETAILS
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Ford Skyliner retractable hardtop engineer  
Ben J. Smith dies at 97



Though best known for designing the complicated but functional retractable hardtop system that went into the Ford Skyliner, engineer Ben J. Smith, who died late last month at the age of 97, made a career out of innovation and taking chances while at Ford and other automakers

"He's the last of those guys who really made an impact on the auto industry," Smith's son, David, said. "Very few guys did what he did, and I don't know if you can really find people like that again."

*From Hemmings News of 21 May 2020*

*Thought you might be interested Brian O'Donnell*

### RUDI'S RESTORATION TIPS

- When you take something off the car, bag it, label it and store it safely
- If you have to replace it, keep the original as a pattern
- Take lots of photos (before, during and after)
- Have a plan and try to stick to it
- Never be afraid to ask
- Never be afraid to try

### AND MOST IMPORTANTLY

- Always keep the spouse/partner happy!

## 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](mailto: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*

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