

# THE COLONIAL



Official Journal of the  
Canberra Antique & Classic Motor Club Incorporated

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**Annual Subscription**

**1948 Ford Pilot**

**Vol. 53**

**Colonial \$25**

**Mark & Sandy Butterfield**

**August 2020**

**Restoration of the Year 2001 and Best English Marque 2019**



## 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. Other members, 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



Graham has been in touch with several clubs but they do not want to take bookings for large numbers. Are keeping table sizes small. This should change soon.

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.

All the best to Alec McKernan who is having a knee op this month.

### Our sympathy

Our sympathy to the family of Bob Campbell who passed away on 15 July 2020. Bob was known in the Club for his interest in Rover cars.

### New Club Inspector

Note that new Vehicle Inspector Joe Micallef has started in Woden.

### Things may change

Please check our broadcast emails or the website in case changes have to be made to the August run. Those without email—do you have a friend who is a member who can let you know of any changes.

### Magazines from other car clubs

We get a number of magazines from other clubs in the region by email. If you are interested in getting a copy sent to you by email via me, let me know.

Keep well,

Cheers, Helen

## Financial Membership of CACMC

Members are reminded that if not renewed by the end of August, memberships may be deleted from the Club Register. If not a financial member of a car club affiliated with the Council of ACT Motor Clubs, any related CRS registrations will become invalid.

### 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

### 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 the renewal form 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

Bank details are: Commonwealth Bank  
BSB 062 900 Account 2802 2621

No cheque book or access to online banking: no worries. You do realise that Post Offices are agencies of the Commonwealth Bank. Take your Colonial in so you get the details of our account correct and pay your membership as per the correct figure relating to you. Make sure they put your name on the transaction.

**JULY 19th RUN - COFFEE STOP AT HALL**

We've been lucky with our June and July runs—it may have been cold but the sun was shining and a lot of members came out to enjoy the run. Here the groups are enjoying coffee and catching up at the Daughters of Hall.







Some went on to have lunch at Murrumbateman where we had to split between The Meadery and the Murrumbateman Inn to meet the NSW COVID-19 measures.



## MONTHLY RUN 19TH JULY 2020— LUNCH MURRUMBATEMAN INN

About 16 of us had lunch at the Inn.

Some members we don't see very often—Barbara and Roger Phillips and Chris Bunt and Lee-Ann Hodgins.

Very large meals.

There was a Ford Club there on the day too.



Behind Ellen in the mauve, there was a log fire.

*Thanks to Graham G for these pictures*





Elys, Gallaghers, O'Donnells and Graham family giving serious attention to their gourmet pizzas at Win's Creek Meadery.



Hall local Peter Toet drove two of his cars round the block. This is the second—1935 Packard Super 8.

## 21 July run to Murrumbateman via Hall

The run to Murrumbateman via Hall attracted 36 members overall. A majority assembled at the Cooleman Court carpark in Weston Creek, while others made the rendezvous at Hall, and some found their way directly to Murrumbateman.

Due to the NSW government restrictions, we divided ourselves into groups of not more than 10 per dining venue. Two groups were booked at the Murrumbateman Inn, one group at Win's Creek Meadery, and several others chose to bring their own or dine separately.

**Person(s) Total: 36 people**

**Vehicle Total: 25 cars**

Malcolm & Wendy Noad	modern
Graham & Heather Gittins	modern
Peter Castrission	1968 Ford Fairlane
Graham Bigg	1975 BMW 520
Geoff Hall	1937 Austin 7 Roadster
Ian Hooley	1982 Toyota Cressida
Helen Phillips	modern
Roger & Barbara Phillips	1971 Fiat 600 Bambino
Vin Liston	1962 Morris Major Elite
Chris Bunt & Leanne Hodgins	Chrysler Valiant
Graham & Ellen Waite	modern
Brian & Margaret Ely	1972 Triumph Spitfire
Brian & Wilma O'Donnell	1959 Ford Fairlane Skyliner
Ray & Anne Gallagher	1972 Austin 3Litre
Richard Thwaites	modern
David Brand	Ford Capri
Bronwyn Graham + 2	1964 Holden EH Sedan
John Liston	1968 Hillman Hunter
Joe & Liz Micallef	1980 Honda Prelude
Chris Berry	1983 Toyota Crown
Jack Press	1958 Holden FC Special
Peter Toet	1935 Packard Super 8
Charlie Adams	1950 Studebaker Champion
John de la Torre +1	1986 Mercedes 190E
Roger Amos	1969 MGB



## END OF AN ERA

At sixty-five, it's near the end  
of a lifetime rich and golden,  
of memories both bold and grand  
for the humble Aussie Holden.

It ruled the roads that stretched out wide  
from the Bridge out to the Rock,  
and fuelled our sheet-steel love affair  
with Bathurst and with Brock.

The greatest times for families,  
on holidays each year,  
was when Dad would stuff the Commodore  
with kids and fishing gear.

The Torana in the driveway  
the Monaro past the gate,  
the One-ton Ute in an outback town,  
it's Kingswood Country mate!

The FJ and the EK,  
the Premier and the Belmont,  
the Statesman and the Clubsport,  
is all a bloke could want!

But times have changed and rearranged  
from boom-time into bust,  
our national pride is set aside  
to languish and to rust.

The glory days have all but gone,  
our car into thin air,  
to history's page at this sad stage,  
advance Australia - where?

When locks have seized the factory door,  
and they've long switched off the light,  
you can hear the ghosts from Fisherman's  
Bend

where the Lion sleeps tonight.

*From the newsletter of the  
Ballarat & District Early Holden Car  
Club*

*Thanks to Jim Crane*



## NATIONAL MUSEUM OF AUSTRALIA

Heather and I paid a visit to the National Museum of Australia on the 30 June 2020 to see the Endeavour exhibition. While there we saw a number of the museum's vehicles in the main atrium entry to the museum.

This car is one of 12 Crossleys imported from England for the 1927 tour by the Duke and Duchess of York.



Delaunay Belleville 20hp tourer 1913. Manufactured by Delaunay Belleville Paris with coachwork by Cann and Co., London. This car was purchased by pastoralist James Osborne from import agents Dalgety and Co and was a familiar sight around the Gundaroo area. The car later belonged to collector George Green, who restyled and repainted the body during the late 1960s.





The Bean motor Car that Francis Birtles travelled from London to Melbourne in in the late 1920s.



Lightburn Zeta

A Holden FJ with caravan.





Thanks Ratko—that caused me to look twice!!



I love the caravan lifestyle. I started camping in the school cadets when I was about 14 and have been camping/caravanning ever since.

Attached is a pic of my first trailer -still got it- and the sides and cover Bill made for me in about 1971. This was an upgrade from the 12x12 tent. I used to work with Beryl

(sadly no longer with us) in the late 1960s and she put me onto Bill. The other pic is my current setup with all mod cons.

Thanks Tony.

Don't bother sending me temperature reports from Qld.





## CACMC EVENTS CALENDAR—2020

DATE	CONTACT	DETAILS
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### Sunday 16 August Yass via Mountain Creek Road

10:00am: **Gather in layby on URIARRA ROAD** just north of Hubert Opperman Drive, Wright. Get there from either Cotter Road or Belconnen, turning into Opperman Drive from John Gorton Drive (which used to be Coppin's Crossing Road).

Follow Uriarra Rd to cross the Murrumbidgee, then immediately turn **RIGHT into Fairlight Rd.**

At next T-junction, turn **RIGHT into Mountain Creek Rd, towards Yass.**

At Yass, we will be making a booking at the Soldiers Club. Due to COVID limits, we must give numbers. So if you want to eat with the group, be sure to **let us know by Monday 10 August.**

Otherwise, there are a range of smaller lunch venues available up and down the main street in Yass. Banjo Patterson Park is pleasant for picnics if the weather is fine.

The country along the road is in fine condition and we can expect a good display of wattle blossoms as we pass through.

**Contact:** Brian Ely 0420 534 631.

### September - Googong and Michelago

A visit to the majestic Googong Dam followed by a tour of the rustic charms of Michelago and environs.

[details to be confirmed]

Contact: Ian Hooley: 0438 466 539

## EXTRA RUNS AND SWAP MEETS—2020-21

DATE	CONTACT	DETAILS
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.
6 Sept	CANCELLED	Cootamundra Father's Day swap meet
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
17 Oct Sat	Provisional  Allen Curteis 6862 5848	Parkes Antique Motor Club 27th Annual Swap Meet, Pioneer Oval, Alexandrina Street. 6 am \$5 entry inconjunction with Central West Car Club ShowNShine
4-11 Nov		Alfisti Spring Tour 2000 Ballarat to Adelaide
7-13 Nov	John Hamilton	2020 Tasmania Classic jchamilton@tassienet.au
14-15 Nov	CANCELLED	Bendigo Swap Meet
15 Nov	TBC	Marques in the Park, John Knight Park, Belconnen.
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>
26 Sept 2021		Pambula Motorfest postponed from 2020 <a href="http://www.pambulamotorfest.com">www.pambulamotorfest.com</a>

## Expression of interest

The Gittins are planning a trip to the New South Wales Gold Fields centred on Bathurst and Forbes /Grenfell in March/April 2021 for around five to seven days and invite members to complete the following expression of interest.

It is envisaged that the tour will take in gold field's heritage sites, and bushranger activities during the trip.

Accommodation will be in the 3 to 3.5 star range and where possible will include breakfast.

Travel will be on all sealed roads.

We will stay in Bathurst for three days and Forbes/ Grenfell for two or three days. When completed an accurate as possible costing will be provided including accommodation costs and entry fees to museums and attractions.

Yes I/we are interested in joining the trip to the gold fields of NSW trip in March/ April 2021.

Name: .....

Email Address.....

Graham and Heather Gittins  
gittins@inet.net.au

*This article was written by club member Col Gardner who has since died and was published in the February 2002 Australian Classic Car edition, which has since ceased publication.*

## **Mark Butterfield's Ford Pilot Pompous Pilot**

It may look like a 1936 US-made Ford but the Ford Pilot was most assuredly produced in the UK, and 11 years later to boot. Col meets up with one of these Transatlantic classics.

The Pilot was just one of many I rehashed pre-war designs that found their way onto the market in the early post-World War Two years. In some ways the large and thirsty Pilot was an unusual choice to release into a world that was, at the time, hobbled by petrol shortages but Ford UK managed to make more than 22,000 of them between 1947 and 1951.

Despite its resemblance to the American '36 Ford V8 the Pilot shares very little in the way of body parts with its US ancestor, apart from a windscreen frame and side windows. It was based on the pre-war British Ford Model 62, which was in turn a shortened version of the US car that was fitted with a smaller version of Ford's traditional V8. After the war the Model 62 was tizzied up with a new grille and renamed the Pilot. In Australia the Pilot was sold in both fully imported and locally assembled forms. Official registration figures show that around 2,000 Pilots were sold here between 1949 and 1952.

There were no mechanical surprises in the Pilot. It was strictly traditional Ford all the way. The 3.6 litre V8 was coupled to a three-speed gearbox with a column shift. Drive to the rear wheels was through an enclosed torque tube, with front and rear suspension provided by transverse leaf springs. One of the few concessions to its British origins lay in the brakes. The Pilot used that hydraulic front and mechanical rear braking system so beloved by many UK manufacturers in the immediate post-war years.

### **Ford fancier**

Mark Butterfield is not a stranger to the pages of ACC. Regular readers may recall his collection of small British Fords that we featured back in July 1999. So what was it that prompted Mark to move from his beloved Prefect and Anglias to the much larger Pilot? He explains: "As a family we have had a lot of fun with the small Fords in the Canberra Antique and Classic Motor Club but we found that the runs were getting longer and the Fords slower as the kids grew up. The idea of a V8 had a lot of appeal and I had my eye on a '36 Ford but they were expensive. Someone suggested that the British Ford Pilot was much the same car at a more affordable price. I knew nothing about them but I had been told that they fell apart—'rattled themselves to death' was the actual expression used! But for someone like myself who likes to rebuild uncommon cars the Pilot was an obvious starter.



"I bought the car in going order and it seemed to be in reasonable condition. The paint and upholstery were quite good. But after we had driven it for 12 months we found out why they were generally regarded as unreliable. There were persistent problems with fuel vaporisation and also a lot of electrical woes. So I took it off the road with the idea of a full restoration and stored it in a shipping container. It sat there for four years before I got around to doing it."

But finally the Pilot's time came and it was subjected to a thorough restoration, although because its overall condition was fair Mark resisted the temptation to do a chassis-off refurbishment. One of the early quests was to find a genuine Pilot 3.6 litre motor. As acquired, the car came with a side valve Customline engine. "I swapped that motor with a hot rod for the Pilot unit," he recalls. "It needed a complete overhaul but it was worth the trouble because one of the most common questions that I'm asked is whether the car has an original Pilot motor."

The restoration took about eight months. Mark had some help from his friends, particularly Graham Gent, a retired panel beater. "Graham became very involved and he used to call around quite often, just to do a little more," Mark says. As is the case in most restorations, the usual 'horror' turned up once the paint was off. In this case the Pilot had had several hits to the rear which had been repaired (?) with the use of self tapping screws and a liberal coating of bog over the top. Mark and his friends pulled the body back into line with some creative use of a cable and turnbuckle.

The fuel vaporisation problems were put down to overheating and Mark has cut vents into the inner guards to improve the cooling. Although the US parent models were fitted with ventilation slats at the factory, these were deleted from the Pilot with obvious consequences in the Australian climate.

Dealing with the electrical problems required some patience - the wiring was in a mess and there were numerous instances of wires twisted together and covered with insulation tape. In the time honoured fashion of many restorations, some of the parts came from a wreck recovered from a creek near Adelong in southern NSW. The bumper bar on the wreck had to be cut out from a tree that had grown around it and Mark has the photos to prove it.

The final colour choice was down to Mark's wife, Sandy. "The original colours were all quite drab", she explains. "Black, dark green, khaki, and navy blue didn't do much for me. We know what the original paint colours were for the Pilot because the car had one door in each original colour when the top coats were stripped off! I thought that a pleasant mid-blue would suit the car and make it stand out from the crowd. We're both really pleased with the result."

## Behind the wheel

From behind the wheel the Pilot is definitely a big car and the driving height must be getting on towards that of a modern four wheel drive. The front seat is a single bench and there's good rear leg room. The original steering column gear shift on Mark's car has been converted to a floor change sometime in its life, although he has all the parts to return it to standard if need be. The steering wheel is large and fitted with one of those full circle horn rings that is easily operated accidentally and the resultant blast scares the living daylight out of innocent pedestrians. The driver is confronted by a long, thin, rectangular speedometer with a set of four additional instruments, two on either side. An unusual touch for the era is the fitment of a separate steering lock on the column. There is no key operated ignition, just an on-off switch beside the lock. The dashboard itself is one large single Bakelite pressing. It is reputed to be the largest Bakelite pressing ever made.

With ample torque from the V8, gear changing with the three speed 'box is more of a formality than a necessity in most cases. The extra weight and size over its companion small Fords of the early '50s shows in a couple of ways. The Pilot is more stable on corners without the terrifying lurch of the smaller cars and the ride is much improved. On the other hand the braking system of hydraulic front and mechanical rear is similar to the smaller cars and it doesn't engender a great deal of confidence as the car squirms slightly when it stops at traffic lights.

I wondered why Mark drove in bare feet but I soon discovered when I took the wheel. To get your right foot on the accelerator involves forcing it between the brake pedal and the side of the body. Even my modest size eights were a tight fit - goodness knows how people with larger feet ever managed to drive these cars in comfort! I guess that it is one of those quirks that set older cars apart from their modern counterparts.

Mark says that the Pilot is his last restoration. Then he pauses reflectively and adds "Unless, of course, something else unusual comes along ..."

*Update 2020: The family still has the pilot and enjoy driving it. Mark.*

*Taken at Wheels 2020*



From: [annaslavich5@gmail.com](mailto:annaslavich5@gmail.com)

Date: 14 July 2020 at 5:23:44 pm AEST

To: [annaslavich5@gmail.com](mailto:annaslavich5@gmail.com)

**Subject: FW: 2020 Superheroes ACT Classic Cruise supporting Camp Quality**

**WE ARE DOING IT AGAIN FOR THE KIDS!! AND WE KNOW YOU WANT TO TAKE YOUR GREAT CARS FOR A BIT OF A SPIN AFTER LOCK DOWN**

The 5<sup>th</sup> annual Superheroes ACT Classic Cruise supporting Camp Quality will be held on the 13<sup>th</sup> September 2019. This year has been a difficult one due to Covid 19 and we hope you are staying well. We are confident that the event will go ahead as scheduled we are just finalising a few details to ensure that we adhere to Covid safe procedures.

The start and end point will be revealed shortly but be assured it will be awesome!

To enter you need to raise a minimum of \$50 per car or \$25 for motorcycles the more you raise the more chance you have of being the lead car or bike for 2020!! Top 10 fundraisers will be recognized on the day.

Cars & buses over 20 years old, car clubs, any age motorcycles, exotic cars, unique and company vehicles are encouraged to enter.

The money raised goes to Camp Quality to support kids and their families who are impacted by cancer, this year has been very difficult for many of these families. So get your friends and family to support you in this great cause and lets raise much needed funds for these kids and their families.

To register click on the link below or the link on the Classic Cruise Flyer and follow the prompts or fill in the manual form and email to me:

<https://fundraise.campquality.org.au/event/2020-classic-cruise/home>

Register today and start your fundraising!!!

If you would like to sponsor the event or any part of the day let me know by return email.

Looking forward to seeing you on the day! Remember **'Laughter is the Best Medicine'**

Regards

Anna

## For Sale

These 3 cars were purchased with the intention to create a wedding fleet, will sell them as a package or individually.

Vehicles are located near Sutton NSW.

Contact John mobile: 0418641908 email: [remrod48@gmail.com](mailto:remrod48@gmail.com) for further details and to make an offer.

'Holden' Buick Series 40 Special 8 1937 6 wheeler. Chassis No. 3031749



Buick Series 40 Special 8 1937 Chassis No. 3146433





Studebaker Commander 1939 TJ Richards built. Chassis No. 4156338



## FOR SALE

**Trunk** photographed below. It is in good condition, lockable, and of vinyl covered wood construction, internally lined with carpet. Dimensions are approx. 1 metre wide by 0.5metre high by 0.5 metre deep. Asking price is \$250 or nearest offer.

If interested, please contact Bill Hopkins

02 62974612 (H)

0439786210(M)

Email: [billhopkins@homemail.com.au](mailto:billhopkins@homemail.com.au)



## FOR SALE – OTHER CLUBS PLEASE COPY

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

**1937 Nash Ambassador**, 6 cylinder dual 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



I have lost so much of my eyesight that I have to concede that I cannot continue with the restoration of my **Humber Super Snipe M12**. It is a 1949 four headlight model chassis No. 8810065. it is rolling, rust-free and dismantled ready for bead/sand blasting. The seat leather is sound and pliable. There are many spares....panels and parts. Instruments have been serviced, timber dash and door panels re-furbished, brakes serviced by ACT Brakes some time ago, jewellery is complete and there is a new wiring harness. It has always been stored under cover.

I would hope that it will go to someone who appreciates the Marque and vintage.....FOR THE BEST OFFER.

Thank you. Regards, Terry Byrne Queanbeyan  
Email: [terryb70@bigpond.com](mailto:terryb70@bigpond.com)

Retroautos July 2020 mid-month story online showcases the 1955 Dodge "La Femme". This was the Chrysler's attempt to appeal to the female driver of the mid 1950's.

## 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

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

### **Chrysler 65 Tourer (1929) \$18,000**

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Pride and joy for over 20 years  
May need work adjusting the fly wheel  
Spare parts included.  
Contact Anthony 0409 831 075

**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.**

## FOR SALE

I have decided to sell some of my cars.

1969 Porsche 911E



1985 Jaguar XJ-SC



1985 Alfa Romeo (Alfetta) 2.0 GTV.



All cars have matching numbers. I will keep the Ferrari. If anyone is interested they could contact me at +61439 732 107 or 6239 4379.

I will also be selling my 2005 Subaru Liberty wagon 2.0 turbo, one of 300 tuned by STi.

Email: [grahame.crocket@outlook.com](mailto:grahame.crocket@outlook.com)



## 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*

**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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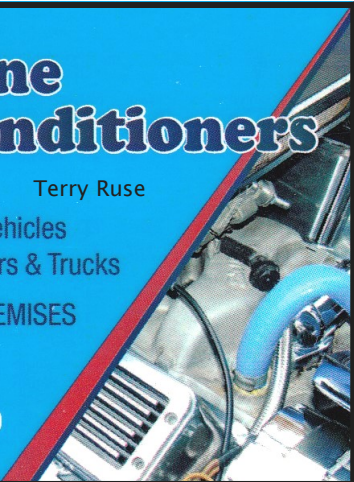
Terry Ruse

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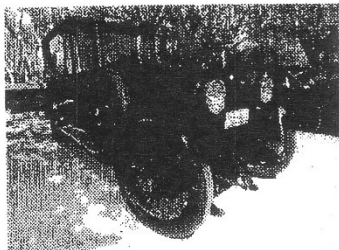
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