

THE COLONIAL



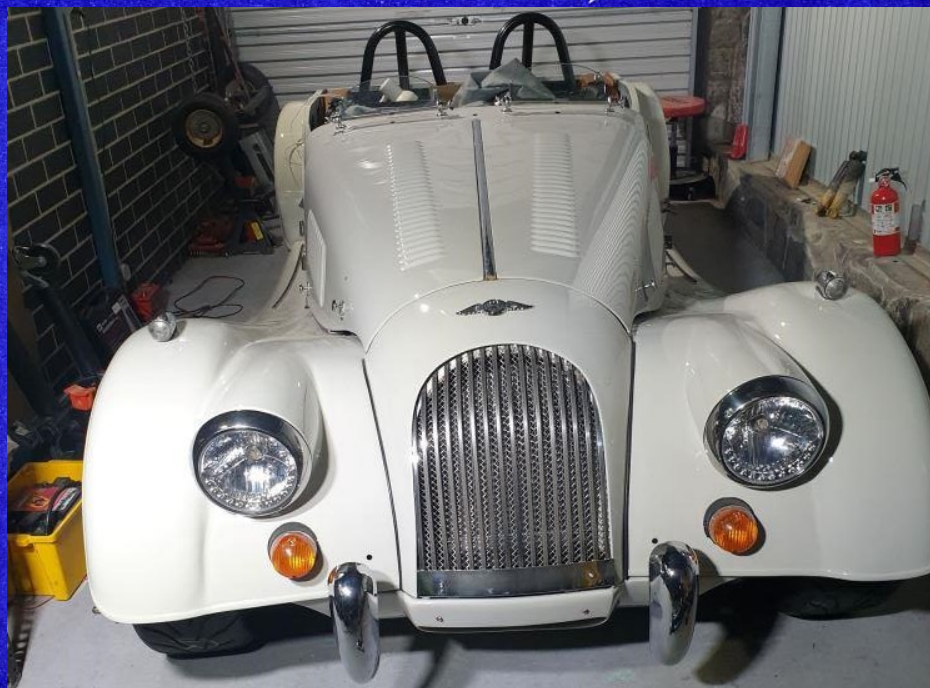
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Canberra Antique & Classic Motor Club Incorporated

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Colonial \$25

1982 Morgan Plus 8 rebuild
Terry Werner

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July 2021



EDITOR'S PAGE

Thank you to those who provided articles and photos for this month. Lovely to get a bit more this month. Keep stories coming please. Anything else you think would be interesting to fellow members, happy to print. Also how about something for the FOR SALE page. Clean out those workshops.

Week Day Social Lunches

1st Friday of each month

Friday 2nd July 12 noon Sandwich lunch at the Woden Southern Cross Club bistro. Graham has made a permanent booking and reserved Table 217. Please note face masks mandatory (except when eating).

Friday 16th July 112 noon lunch at the Vikings Chisholm, Benham Street, booked for 16. Face masks and temperature checks mandatory. Please ring or text Graham on 0407 199 019 by sundown on July 15 if you will be attending. Members, partners and friends of all car clubs are welcome to attend our regular third Friday lunches, just let Graham know so he can arrange sufficient seats. Graham Bigg 0407 199 019 .



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.

Best wishes to Norm Brennan who had lymph glands removed due to melanoma.

Best wishes to Judy Herne who has had a knee replacement and is working through the rehab.

Membership Renewals

Please update your renewal form if there have been changes and return to the Membership Secretary or Treasurer. PLEASE CHECK TO MAKE SURE YOU HAVE INCLUDED THE **COLOUR** OF YOUR VEHICLE.

Be aware that if you are not financial as at 30 June, technically your vehicle is not registered as concessional registration depends on you being a financial member of a car club affiliated with the Council of ACT Motor Clubs.

As at the date of going to print, our monthly meetings are still on but be sure to check in using the CBR app or with someone at the sign-in table. And face masks must be worn.

Keep turning up for events—it is heartening for the organisers.
Cheers, Helen

DRAFT MINUTES OF GENERAL MEETING 8TH JUNE 2021

Attendance

Members 36
Visitors -
Apologies 5

Welcome

President Graham Waite welcomed members to the June meeting.

Confirmation of the May Minutes

The Minutes of the May General meeting were confirmed without amendment
Moved Mark Butterfield Seconded Michael Toole **Carried**

Guest speaker

Vice President Joe Micallef introduced Janet **Werner** who made a presentation on strokes and the Stroke Foundation.

Correspondence David Fox

IN via PO Box or mail

Club newsletters - 8
Shannon Auction catalogue

Membership renewals

13 membership renewals received

Membership applications

Barinder Dhindsa - 1975 Toyota Corolla

Magazines via Email

12 Magazines received

Memberssship enquiries

Scott Wombey 1981 Mazda RX

Other emails

Treasurer monthly financial statements
Seniors Expo Information
Historic Winton tickets for sale
Paper Pocket - Classic car calendar
Graham Gulson - re advertising and visiting new classic car facility in Fyshwick

OUT

Treasurer - Affiliation fee to Council of ACT Motor Clubs
Secretary - CACMC Annual affiliation return for CACTMC
Moved David Fox Seconded Waine Summerfield **Carried**

Treasurer Gerry Walker

\$10 124:36 in the current account
Moved Gerry Walker Seconded Graham Bigg **Carried**

Reports

President Graham Waite

Suggested that people who show an interest in in your vehicle, give them a Club business card .

Senior Expo to be held in September at EPIC, there is room for around ten vehicles.

Received a request for the whereabouts of a 1949 Chevrolet Ridemaster vehicle formerly owned by Vin Liston and Tim Fishburn. Suggested that the details be sent to the Morris Minor Club and also to Michael Catanzariti.

Vice President Joe Micallef

Guest speaker in July will be **Darron Kanavagh** life in the Navy.

Need more entries in the Black Book of organisations who have provided good service.

Door prize # 5 Lee Gaynor

Last Run # Dennis Bagic

Editor David Fox in Helen's absence

Begging for more car stories.

Events Director Richard Thwaites

National Motoring Heritage Day attracted around 30 vehicles.

June run to Honeysuckle Creek picnic area Assemble Pine Island 10am

July 18 run to the Loaded Dog pub at Tarago assemble Spotlight car park Queanbeyan.

Raffle ticket # 79 Brian O'Donnell

Registrar Bob Alexander

Twenty one inspections for the month . Three vehicles have been relocated and lost to the club.

Librarian Alan Boate

All Good

Membership Richard Thwaites

About a third of the membership (83) members have so far renewed.

Need the membership form to be returned to enable the information to be forwarded to Council of ACT Motor Clubs, also need the colour(s) of each vehicle to be provided.

Shop Manager

No report

Information officer Bob Garratt

All Good

Council delegate Graham Gittins

60 day usage still on track to be introduced on 1 July 2021. ***(Note this has now been postponed until 1 September 2021)***

Penrite Oil looking for donations of memorabilia for their new car museum in Victoria

Rally Business

Nil

General Business

Graham Bigg

Retreads lunch at Murrumbateman pub Friday June 18 numbers required please.

Joe Micallef

Car for sale Rugby 1927 for sale on Facebook – price \$20,000

Michael Toole

Also on Facebook 1935 Buick for sale \$29,000

Meeting closed at 9.07pm

Graham Gittins

Minute Secretary

President
Graham Waite
with speaker
Janet Werner.



HONEYSUCKLE CREEK 13 JUNE 2021 PARTICIPATION

People = 43	Vehicles = 30
Michael & Anne Toole	'34 Buick 8/40
Mark Butterfield	'36 Buick
Dino Benedetti	'39 Pontiac Chieftain
Philip & Margaret Smith	'49 Buick
Karl Maftoum +1	'50 Lanchester LD10
Richard & Dilber Thwaites	'53 Daimler Conquest
John Tuckey	'58 Rochdale Mustard
Craig Keogh	'62 Chrysler Valiant RV1
Roger & Barbara Phillips	'62 MGB
Chris & Irene Berry	'64 Humber Vogue
John Liston	'68 Hillman Hunter
Roger Amos	'69 MGB
Phil & Fay Cancellier	'70 Buick Le Sabre
Graham Waite	'70 Triumph 2.5
Ray & Anne Gallagher	'72 Austin 3-litre
Brian & Margaret Ely	'72 Triumph Spitfire
David Fox	'73 Leyland P76
Graham Bigg	'75 BMW 520
Lee Gaynor	'75 Chrysler Valiant Charger
Geoff Pritchard	'76 Rover P6b
Scott Molloy	'79 Holden HZ Ute
Joe Micallef	'80 Honda Prelude
David Marshall +1	'80 Toyota Corona Liftback
Ian Hooley	'82 Toyota Cressida
Hilary Sorrell & Richard	'89 Honda Concerto
Murray Mules	modern
Helen Phillips	modern
Ken & Judy Herne	modern
Tony & Debby Fry	modern
Howard Taylor	modern + BBQ trailer



The Hernes are back from a four wheel drive trip through the sand dunes of the Simpson Desert.

One Giant Leap for CACMC at Honeysuckle Creek

CACMC on June 13th visited Honeysuckle Creek in Namadgi National Park the site of the former NASA space communications base from where video of the historic first human steps on the moon were received and broadcast to the world on July 20 1969. CACMC member Graham Bigg, who was on duty at the station and witnessed the event, could point out the location of his workshop in the remains of the now-demolished buildings.

A big turnout of 30 vehicles and 43 people rolled up to the assembly point at Pine Island Reserve, on the Murrumbidgee River at Tuggeranong. Weather was sunny and bright after several rainy days.

The line-up included several cars that had not been seen for a while and many bonnets were raised.

An orderly departure for Honeysuckle Creek looked well, but fell apart when the front-runners found our low-level crossing of the Murrumbidgee at Point Hut had been closed overnight. The Crossing was dry, but somebody had decided that rain higher up the Murrumbidgee posed a risk of flooding. Most drivers found their own way forward to Namadgi via Lanyon rather than the planned route via Tidbinbilla road.

Honeysuckle Creek Campground picnic area is right on the site of the former NASA station, demolished years ago and recently reopened after the passage of the February 2020 bushfires. There are a few steep pinches on Apollo Road up to the site, but all cars who attempted it came through painlessly, including Karl Maftoum's plucky and very original 1950 Lanchester LD10.

We were glad to see several new members joining us for their first run event, and others bringing guests. The club barbecue trailer offered sausage sizzle and hot drinks as a foundation for picnic fare. Particular thanks to Howard Taylor for the towing, provisioning and operation of the trailer.

Richard Thwaites



JULY RUN

At meeting place at Pine Island

Hillman to Pontiac.

Rochford heads the line.



There are a few more pictures on page 31.



JULY RUN

Around the
Barbecue

Wide angle of
Attendees



A couple of
Buicks



The Colonial

July 2021

Club member off on a car rally though North Queensland and Northern Territory

Club member Malcom Noad with his Holden Commodore, before setting off to participate in the 2021 Shitbox Rally. The 2007 VZ Commodore, cost \$600 at auction.

"A new set of tyres, sump and petrol tank guards, an oil change and grease, suspension uplift, and a new paint job was all that was necessary to get the car ready for the trip.

"We take off from the Queensland Gold Coast, where we will join 250 other vehicles and their crew and 4000 kilometres and seven days later we finish in Alice Springs," Malcolm said.

"There will be just the two of us in the car me and my neighbour," he added. "We raised more than \$9000 mainly through sausage sizzles at Bunnings Tuggeranong for the Cancer Council." The rally has already raised more than \$2million dollars for the charity.

"We travel in groups of seven vehicles with each crew member given a specific task during the trip – I am in charge of mechanical breakdowns, we are also in communication with each other." he said. Due to the dust on the roads the cars can be spaced up to 300 metres apart at times.

Start time each day is around 7.30 am and the day may end late into the night if any breakdowns occur along the way.

Any breakdowns which cannot be fixed on the road are taken by truck to the night's destination and repaired overnight, ready for the next day's run.

On arrival in Alice Springs the cars are surrendered to the organisers, who then auction the vehicles. Rally participants are allowed to bid for their own car. The money raised from the sale goes to the charity fund.

The Shitbox Rally is not a race, rather a challenge to achieve the unthinkable... To drive cars worth no more than \$1,000 across Australia via some of its most formidable roads, all in the name of charity.

The rally is not a race – it's a fun, colourful, unpredictable adventure with participants travelling at their own pace in smaller groups and each night is spent camping beneath the stars and celebrating the day's achievements. It all adds up to an incredible opportunity to see Australia's vast and beautiful countryside and make lifelong friends, many brought together after experiencing cancer themselves or seeing cancer impact family and friends.

Since it's inception more than 10 years ago, the rally has been the largest fundraiser for the Cancer Council nationally.

Thanks to Graham Gittins

Post Rally report

The car made it to the end despite our best efforts to break it. The only thing to fail was the exhaust which broke in 2 after landing following a large cattle grid which sent us into the air.

The days were long but exciting with dirt roads having speed limits of 130kms which is interesting when you come across areas of bull dust. We also drove into dust storms with visibility down to the front of the car.



Many encounters with extra large cattle, large lizards, snakes, wild horses and road trains kept us on our toes.

The final count of cars that had to be sent to the wreckers was around 10.

Our total raised was \$9,700.00 and the rally total raised was \$2,971,926.00

At the completion of the rally our car sold for \$600 which is exactly what we paid for it.

Not sure I would do it again but you never know.

Thanks Malcolm. Some more pictures on inside of front cover.

ALERT: Face Masks to be worn at the Bridge Club from 28 June

The ACT is bringing in new **mandatory face mask requirements** to help limit the possibility of a rapid outbreak of COVID-19 in the territory. Mask wearing is required from midnight 27 June meaning **mask wearing at the Canberra Bridge Club is mandatory from Monday, 28 June.**

Mr Barr said: "Mask wearing remains just one of many measures that all Canberrans can use to reduce their risk of spreading or contracting the virus. Keeping your distance from people and good hand hygiene should be a part of our lives now."

The Club does NOT have any face masks available so please bring your own. Members are also reminded to sign in with the Check-In CBR App

Not too much rain out
this way.



Given there is water, this must be at the
start of the rally on the Gold Coast

Watch out for a talk at a club meeting

Given Malcolm was the
mechanic for his group,
is that him under the
bonnet?

Love the outfit of the
gent with his back to us



CACMC run Sunday 18 July 2021 Queanbeyan to The Loaded Dog, Tarago, via Wamboin and Bungendore

10am gather at Spotlight Carpark, Queanbeyan.

10:30 Depart on Kings Highway heading toward Queanbeyan bridge.

At first roundabout **TURN RIGHT** onto Yass Road.

After entering ACT, **TURN RIGHT** onto Sutton Road

At about 9km **TURN RIGHT** into Norton Road (towards Wamboin)

After another 9km **TURN RIGHT** at T-junction onto Bungendore Road

Follow Bungendore Rd into Gibraltar St, Bungendore.
Tea/coffee in local cafes or picnic in park.

11:30 Depart Bungendore eastward on Molonglo St/Tarago Road.

Allow at 30mins to arrive at The Loaded Dog, corner of Wallace Street and Braidwood Road.

12 noon CACMC has a booking for 30 in the annex with log fire and gas heaters if needed.

This venue is popular on Sundays, so make sure to let us know ASAP if you are attending, to avoid disappointment.

Return route is suggested via Bungendore and King's Highway

The Loaded Dog has also requested **ORDERS FROM THEIR MENU THREE DAYS IN ADVANCE** so that they can ensure sufficient supplies of the popular choices.

Without advance meal order, menu choices can not be guaranteed.

Attendance and menu choices:

Contact: Malcolm Noad : mwnoad@gmail.com 0408 441 587

Forward your lunch choice to Malcolm Noad mwnoad@gmail.com

Phone or text to 0408 441 587

Bistro Menu	
STARTERS	KIDS MENU
Herb & Garlic Bread \$6	Chicken Nuggets & Chips \$8
Chips & Gravy \$9	Fish & Chips \$8
MAINS	BURGERS
Loaded Rissolles & Gravy \$18	Chicken Burger & Chips (cFo) \$17
Tempura Fish & Chips \$18	Lamb Burger & Chips (cFo) \$17
Salt & Pepper Squid (cFo) \$19	Steak Burger & Chips (cFo) \$17.50
Chicken Breast Schnitzel & Sauce \$20	Extras
Vegetarian (v) or Vegan (ve) Hasagagne \$18	Bacon, Egg or Cheese \$2 ea
Chicken Strips w/ rice, salad \$25	Sauces
& Garlic sauce (cFo)	Gravy, Mushroom, Pepper or Garlic (ci) \$2 ea
Steak	Desserts
250g w/ Crispy Chat Potatoes \$10	Sticky Date pudding \$10
Scotch Fillet (cFo) \$31	Apple Danish \$10
10% Public Holiday Surcharge	

V=Vegetarian VG=Vegan cFo=Gluten Free opt available

CACMC EVENTS CALENDAR—2021

DATE	CONTACT	DETAILS
Sunday 18th July		Log Fire Lunch at the Loaded Dog, Tarago. Meet at Spotlight Carpark, Queanbeyan at 10 am. See pages 14 and 15
15 August	Richard Thwaites events@cacmc.org.au 0414 241 079	President's Run to The George, Bungendore. Each year around this time we have a run selected by our Club President. This year Graham Waite has proposed we convene at Kingston, then head to Bungendore for lunch at The George restaurant at the Lake George Hotel, Gibraltar Street, Bungendore. After Queanbeyan we will take the scenic route, leaving the King's Highway at Captain's Flat Road, then take Briar's Sharrow Road past Hoskinstown to eventually enter Bungendore via Ellenden Road. To hold a reservation for us, The George requires firm numbers AND MENU ORDERS FOR THE WHOLE GROUP from us in advance. Menu will be in next month and place your order as per contacts to the left. Deadlines for these will be updated here, at Club meetings, and via email reminders to those on our Events email list.
19 Sept		Club run to be advised
12 Oct Tuesday		Annual General Meeting following general meeting at 8 pm, Bridge Club, Deakin.
17 Oct		Club run to be advised
14 Nov		Marques in the Park, John Knight Park, Belconnen
14 Dec		Barbecue by the lake instead of meeting at Bridge Club



EXTRA RUNS AND SWAP MEETS—2021-22

DATE	CONTACT	DETAILS
17-18 July	Doug Hew 0422 992 847	Ferrari Club Christmas in July, Southern Highlands
18 July		Wagga Wagga Swap Meet
31 Jul- 1 Aug		NSW All Holden Day Weekend Hawkesbury Showground, Clarendon
31 July- 1 Aug	0411 019 112	Mini Car Club of NSW celebrating 60th anniversary of Mini's manufacture, Rosehill Gardens, Sydney mdu2021@miniclub.com.au
15 August		Shannons Sydney Classic
25Aug	Lee Gaynor is going	Spring Tour with Chrysler Club of Australia to Hervey Bay. Meet at Richmond Information Centre opposite RAAF base. Approx 3 weeks.
5 Sept		Father's Day Swap Meet, Cootamundra at Showground
11-12 Sept	4841 1422	All historic race meeting at Pheasant Wood Circuit, near Marulan NSW
12 Sept		Queanbeyan Swap Meet
16 Sept Thursday		Silver is Gold Expo (Seniors Expo). Coorong Pavilion, EPIC
25-26 Sept		Pambula Motorfest postponed from 2020 www.pambulamotorfest.com
26 Sept		ACT Holden Day at Queanbeyan Showground
20-27 Nov	0431 709 248	RACV Alpine Trial Centenary vntagedriversclub.com.au
Dec ?? 5		Terribly British Day
6 March 2022	CACMC	Shannons Wheels display day at Queanbeyan Showground

1982 Morgan Plus 8 rebuild

It seemed like a good idea at the time. Lockdown had begun in March last year and I wondered what project I could do. What else but rebuild the Morgan? Simple! I'd done two before and I knew where everything went, I thought. This car is a keeper so it would be done well.

The car was actually not too bad. It had already had all the mechanicals done, most of it by a Rover race specialist in Adelaide. It had a very high spec engine, a straight cut close ratio gearbox (more on that later), and the back axle scooped out to look original but full of race quality bits. Being alloy bodied it was rust free, and the steel inner panels were pretty good so far as I could tell. The traditional pointed tool examination of the woodwork showed it to be sound. The whole thing, however, was covered in black goo that had penetrated everywhere and was two or three millimetres thick on everything, and initially I hated it. It was semi liquid and stuck to everything including me when I went to work on the car. I wasn't fond of the Connaught green paint colour either and it was decidedly tatty.

When Morgan released their new Plus Four model in 2020 (with the BMW 4 cylinder engine that gets it to 100km/h in the 4 second bracket) with a new colour in the range, Heron Grey, I knew I'd found the right colour.

I'd had a stroke of luck when I bought a late model wreck at auction ... probably the only Morgan wreck that has not been saved and reregistered in Australia, as it was recent enough to be classed as a statutory write off. There were useful bits all over it, and for a time I toyed with the idea of using the very good body tub with its perfect mohair hood and sidescreens. There were 31 years between the newer car and mine, but the new tub would have bolted straight on. I decided however it would no longer be original enough so I got to work on keeping as much of my car as possible. I add that the tub and a lot of bits went to Sydney to repair a Moggie destroyed by fire (that's a risk in driving any two seater Mog of this vintage ... I'll get to that too), so I'm happy. That rebuild has paralleled mine and it has been great to stay in touch with the owner during my rebuild, which as you know can have its ups and downs.

I took a few pictures on the way, but not enough, of course, to show how it went back together. I disassembled everything over a couple of months then got to the point where the tub had to come off. I couldn't ask anyone for a lift due to the COVID rules so it was a solo job using an engine hoist.

It felt as if I was embarking on building the pyramids given the trickery I needed to use to get it settled on a high stand in a cramped space. I'm still grateful I didn't drop the whole thing, and I recall the first Plus 8 I rebuilt in the late 80s ... I lifted the body and it fell into two halves, somewhat disrupting its dimensional constancy for reassembly. This one though was rock solid in the Morgan tradition i.e. it twisted and wobbled alarmingly exactly as intended, but didn't creak or break. The Moggie gets its strength from the perimeter frame, which also twists and wobbles alarmingly. That sort of raises the question as to what exactly makes it all work.

I know that quite a few club members would have used Redi-Strip in Blacktown so you will know that they do a fine job, however they can't do a coachbuilt tub. That, and the rear wings, were done at home with paint stripper. The front wings, cowl, and bonnet halves came back looking new so I set to work doing the plastic filler. Now I love Moggies, but the front wings are a dreadful hash up of badly welded aluminium sections and they need a lot of work, even in the factory. I guess that one team's deficiency demands exceptional work from the others ... I've been to Malvern a few times in the days when one could just go in unannounced and wander around chatting to Morgan workers, and I developed a special affection for the bog men who were regarded as sculptors. They had an awful lot to get right.



On the engine hoist ... with one of its legs removed to allow it to get to the right spot, creating a few worrying moments balance-wise

Anyway, 40 hours later the front wings were ready for paint. Or so I thought until I discovered a couple of small places where there was a certain reluctance of the plastic to adhere properly. All I can say is that if you use Redi-Strip it's best to do a thorough sand afterwards before any coating, and do a wipe down with a water/methylated spirits mix. So, all the new bog was sanded out, and this time I decided that a good factory standard finish was all I was after, albeit with 2k paint.

I had originally thought that flowcoating would be the right look, but this setback reminded me how much I detest show cars that frighten the owner off using them!

For comic relief, while I was redoing the bog I thought I'd do the paint stripping. What a fun job on a soft alloy bodied car! You will note, I think, that there isn't much to a Moggie's body. It more or less keeps the wind off (mostly less if using aero-screens, as I do) and that's about all it achieves. This is a car for diehards, although I was staggered to see that the 2013 write-off I acquired had air conditioning and heated seats. What have we become?

*Are there nicer jobs than paint stripping?
Yes, I say, all of them!*

Meanwhile, AA Sandblasting stripped everything that was deemed robust enough for a good scour out. There's a lot of that sort of part on a Moggie but everything came back in great shape, no cracks or perforations so a huge load of parts went to the painter for gloss black 2k.

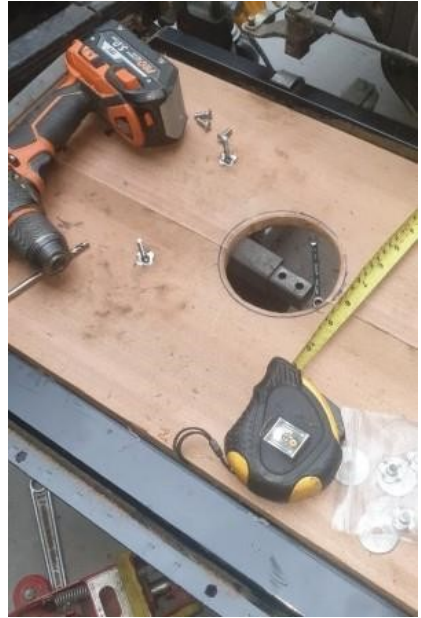


I can tell you it was good for the soul to set the chassis up on its custom roller jack stands and put the first bolt in it ... 10.9 grade socket head cap screws for all stressed assemblies, A2 stainless for all body fixings and anything else that could be allowed to safely fall off. And about a gallon of Loctite.

There were some slightly dodgy assemblies on the car. I'll highlight one ... the fuel tank. Below is the timber mount the tank is bolted to. I used cedar for its durability with water, but it's not strong so I used stainless straps supported by the aftermarket Panhard rod brace. You'll notice the handbrake bellcrank at the top of the picture. In factory trim this sits about an inch from the tank and more than one Moggie

has gone up in flames in a rear-ender, so I modified the assembly to sit around two inches away, and used the Panhard rod assembly in a way that gave a little protection. I also aluminium lined the luggage deck and attached it more securely, and (yes, I know it's not quite proper) I reinforced the heelboard and rear floor by carbon fibre lamination.

Well, it was October 2020 by now and life was starting to look a bit more normal, but not in the Morgan shed! I stuck the big assemblies like engine and box on the chassis then the exhaust, but that really looked a bit below par so I got a whole bunch of 2 ¼" mandrel bends in stainless and made the exhaust using four mufflers from the good old USA. ECS Exhausts were fabulous ... one mandrel bend arrived at 30 degrees rather than 45 degrees, and they express shipped the



right bit the same day when I told them. I might add that I gave Amazon USA four goes at sending me the mufflers, and that is something I won't attempt again. eBay to the rescue instead, but even then one of the mufflers got lost in Texas. When the muffler was formally declared mortally damaged and lost irretrievably, guess what ... it somehow found its way to me in Wright! It must have sensed where its real home was.

I can't tell you how good it was to reunite the tub with the chassis. Until that point it was a pile of bits but now it was my car again! Not only that all the old holes lined up on the chassis and scuttle.

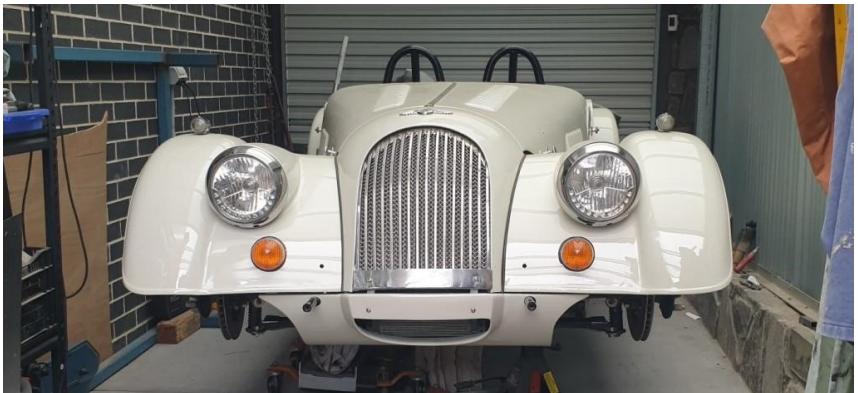


Just for fun, obviously because I had no other jobs to do on the car, I decided to make my own dash. I already had the original leather covered one and an aftermarket mahogany looking thing with its unseemly luxuries like a glovebox, but I thought why not? Appearing left is a new carbon fibre dash ... and the nice thing is that if I end up not liking it I can cover it in leather.

It goes with the kevlar and carbon fibre reinforced marine ply floors and drop in carbon race seats for hillclimbs.

I forget when I got the rest of the panels attached but I added one ... Moggies overheat in Oz, and I discovered it's because no air gets through the radiator! The bottoms of the front panels are quite high so the air slips under the car until it meets the bulkhead, where it pressurises the engine bay. The solution is to fit an undertray (courtesy of my friend in Sydney rebuilding the fire damaged Mog), and in my case I modified it to include a small scoop for the oil cooler. Moggies are unexpectedly good at managing the airflow over and under the car, with its flat floor, and if they are built with rake (rear around 2" higher than the front) then they actually produce some downforce! That's probably more useful on a circuit than on a picnic.

Here it is so far:



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July 2021

Although it has its standard seats (from the write-off) I have played around with its competition spec, and a sneak peek at the trim so far shows a touch of GT40 retro ...

I needed to do quite a bit on the gearbox and propshaft cover sound insulation, because the thing was unbearably noisy in the intermediates, thanks to its Quaife gearbox innards intended for use in the UK on racing Range Rovers (I didn't ask them what would possess one to race a Range Rover). Now I haven't driven a car powered by a giant angle grinder, but it was easy to imagine it from the noise! I wanted to keep the ratios - who honestly doesn't need an 80 mph second gear? - and the rifle bolt action, so I decided to fix the noise.



Some expensive sound deadening mat and foam sheet has seemed to work wonders, as has the forfeiting of all access holes to the box, but it hasn't been driven yet! I'm confident that it will purr softly on the road ... or I've blown my money on all these space age materials.

I'll conclude by saying that it seems to be about three days from completion now, a state it's been in for around three months. I've learned just to go to the shed, look for a job to do, then just do it knowing there will be another one tomorrow, either required or dreamed up. One day there'll be nothing left to do, but who can say when? Maybe tomorrow I'll put its wheels on and look at it on the ground.

Terry Werner
June 2021

Snow, Traffic Jams, and Electric Cars.

How do you carry a bucket full of Amperes down the road to pour into your fuel tank (battery)? Something to think about !

Can we show a little forethought and practicality? Please?



Has anyone thought about it?

If all cars were electric ... and were caught up in a three hour traffic jam... dead batteries! Then what?

Not to mention, that there is virtually no heating in an electric vehicle.

And if you get stuck on the road all night, no battery, no heating !!!

You can try calling 911 to bring women and children to safety!

But they cannot even come to help you since all roads are blocked !!!

And when the roads become unblocked no one can move!

How do you charge the thousands of cars from the traffic jam?

Same problem during summer vacation departures with miles of traffic jams.

This will make cars run out of "fuel" and cause never ending traffic jams.

But that, nobody talks about, of course!

Just saying!

Thanks to Graham Bigg. Is this likely to happen in Aus? Ed

Penrite Car Collection

Penrite are in the process of moving the car collection of John and Margaret Dymond to a new home. The new location has been fully repurposed to accommodate the vehicles and will be open to vehicle clubs and invited guests in the coming months.

As this collection will showcase John and Margaret's passion for historic cars and motor racing, it will be separate from Penrite Oil. We are inquiring if anyone in the historical vehicle movement has any items that they would like to donate to the new museum.

The current collection has lot of historical Penrite pieces, it is our intention to celebrate the diversity of the vehicle community, so we are looking for some pieces that would highlight the different vehicle manufacturer and local race tracks across Australia.

If you have anything you think might be of interest please contact Jarrod Harding on:

jharding@penriteoil.com.au

Battle of Waterloo 20 June 2021

Three club cars

*So who won on the day—
the English or the French??*



Chris Berry
Malcolm Noad
Grahame Crocket
Ray Gallagher.

The Colonial

July 2021

Retroautos online featured the 70th anniversary of the CARS OF 1951. Whilst many of the new cars from this year have been largely forgotten, it was a year of significant firsts, lasts and milestones.

I particularly like this couple of photos from Retroautos Cars of 1951.



The Holden ute suits
Australian conditions.

ADVERTISING

The 21 room Bundanoon Country Inn Motel has written to the Club suggested their motel as an affordable and comfortable option whilst your explore the Southern Highlands. www.BundanoonMotel.com.au Phone 02 4883 6068.

Likewise the Wodonga Council would like car clubs to visit their area. "Our major events site Gateway Lakes is ideal due to its extensive grass area with room for up to 800 cars, excellent infrastructure and close proximity to all that Albury-Wodonga has to offer.

Club member Jon Crossman has a workshop with a hoist in Fyshwick and members are welcome to use it. **Please call 0438 006 263.** He also has a stack of oil drums 205, 60 and 20 litres. Also old Holden and Falcon parts.

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.)

1930 Ford Model-A Roadster.

A nicely restored model of this fine little motor car. Mostly all original Ford parts. Brakes need attention. Selling because of my age \$33,000. CACMC club rego.

Brian McKay, Canberra,
Phone 02 6260 8279.



1981 Mercedes Benz 280E, original 435.000 plus kms, fully serviced, several light dints on roof and bonnet (hail storm) currently registered on clubs plates 1590. Asking price \$3950.00 for quick sale

Contact 0427 480 671 or 02-62552671.

John de la Torre

1935 Buick, Holden Bodied, 6 wheel equipped. Restored in 1992, repainted in 2015. All original except for the addition of 1936 Hydraulic Brakes. Very reliable car. 36000 miles since restoration. Been to Adelaide Bay to Birdwood twice. Many more details can be found on Gumtree and/or car sales. \$29,000 ono. Michael – 0402616829. tooleyau@optusnet.com.au



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.

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.

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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