

THE COLONIAL



Official Journal of the
Canberra Antique & Classic Motor Club Incorporated

Online ISSN 2208-8954

Annual Subscription

1929 Master Buick
Convertible Coupe
Charlie Adams

Vol. 54

Colonial \$25

September 2021



CLUB MEETING

Meetings of the Canberra Antique and Classic Motor Club are usually held on the second Tuesday of each month.

Next General Meeting

NO SEPTEMBER MEETING

Tuesday 12th October 2021 at 8.00 pm
ACT Bridge Club (room to the right)
Duff Place, Deakin

COVID 19 PERMITTING

Wear your name badge as there will be a lucky badge draw. No supper this night unless things change in the meantime and Richard will send out a broadcast email. Speaker will be advised next month.

PLEASE CHECK IN TO THE BRIDGE CLUB CBR APP ON YOUR PHONE OR SOMEONE AT THE EVENTS COMMITTEE TABLE WILL CHECK YOU IN WHEN YOU SIGN OUR CLUB ATTENDANCE BOOK.

EVENTS

Club runs are held each month, usually the Sunday after the general meeting. September run is a maybe. October Colonial will give details of any run in October, COVID permitting.

CUSTODIAN OF THE CLUB'S VEHICLE TRAILER

Bob Alexander rjacgs@hotmail.com
0417 880 064 6235 5845 (H)

Vehicle Trailer: To maintain the trailer in good condition, members using it are required to make a contribution to upkeep.

The contribution is \$20 for each use plus \$10 per 100 km or part thereof. Any damage incurred during use MUST be paid for by the member. Please present proof of financial membership of this Club to the custodian when collecting the trailer. Members are responsible for compliance with all road regulations.

THE COLONIAL

It is still possible to get your Colonial by email and avoid paying the \$20 extra for a printed and posted copy. Just email Helen editor@cacmc.org.au and cc membership@cacmc.org.au and Richard will take you off the labels list.

Cut-off for October Colonial - 24th September 2021.

EDITOR'S PAGE

Thank you to those who provided articles and photos for this month. So good to get something. 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 NONE IN SEPTEMBER

Friday 1st October 12 noon Sandwich lunch at the Woden Southern Cross Club bistro. Graham has made a permanent booking and reserved Table 405. Hopefully Clubs will reopen by October.



Friday 15 October - MAYBE WE WILL BE ABLE TO HAVE A LUNCH.
See October Colonial or please phone or text Graham on 0407 199 019 for details

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. Any of you been a close or casual contact? I have been on the "monitor" list. Up to day 11 and no signs of any illness.

Membership Renewals

Some 25 unfinancial members have been deleted this month. All had been sent an email, letter or a phone call was attempted with no success.

We had a note from Eddie Abrahams with his renewal. He hasn't been in good health, been in and out of hospital. That's the trouble with getting old, Eddie.

Annual General Meeting

Our AGM is scheduled for 12th October. The minutes of the last AGM were in August issue of the Colonial. At the back there is a form which you can use to nominate for a position managing the club. New to the club, start by offering to help the Events Committee. Don't be shy!

The agenda for the AGM will be in next month. If we can't get to hold it in October, then it will be November!

I waited until the ACT broadcast on 31 August before sending this copy to the printer so have taken out the September meeting but left run details in since we are in lockdown till 17 September.

See you soon.
Cheers, Helen

DRAFT MINUTES OF GENERAL MEETING 11 AUGUST 2021

Attendance

Members	43
Visitors	4
Apologies	3

Welcome

President Graham Waite welcomed members and visitors to the August meeting.

Guest Speaker

Dave Rogers introduced Malcolm Robertson from the MG Car Club Canberra, who gave an address on that club's carbon emission offset initiative.

Confirmation of the Minutes

The Minutes of the July meeting were confirmed without amendments.

Moved: Malcolm Noad Seconded Alec McKernan Carried

Correspondence David Fox

IN (Via PO Box or mail)

- Newsletters from Wollongong, Deniliquin, Chrysler,
- CBA Interest Statements.
- CBA re interest rates on term deposits..
- CBA – re Term Deposits renewal.

Membership Renewals

Multiple renewals.

Membership Applications

N/A

In Via Email

Magazines via Email:

- Oberon Tarana Heritage Railway – Aug
- RetroAutos - Aug
- Mornington Peninsula Historical Vehicles Club (MPHVC Sidelights Aug).
- Illawarra.

Membership Applications

- Brett Robinson – 1977 Holden Premier..

Membership Enquiries

- N/A

Other Emails

- Treasurer - Monthly Financial Statement.
- Forbes Motorshow Oct 3rd 21.
- Crooze & Chooz Car Show Lake George Vineyard 24 Oct 21..
- Karen McClelland re trace history of 1933 Austin 7.

OUT

- Bob Judd (Public Officer) re Club Annual Return.
 - Bob Alexander re Container quote.
- Moved David Fox Seconded Roger Amos Carried

Reports

President: Business cards available on the front table.

Warned about thieves operating in the ACT stealing Catalytic converters from vehicles left in car parks and selling the precious metals they contain, leaving the vehicle owner with a hefty repair bill.

Vice President Joe Micallef

September guest speaker will be Steven Farmer from Shannons Insurance.

Lucky badge draw #38 Denis Bagic

Last Run- No run

Raffle E10 Bob Garrett

Treasurer Gerry Walker

Current balance \$14,725:66 excluding term deposit for which we are negotiating interest rate with banks. Moved Gerry Walker Seconded Waine Summerfield Carried

Editor Helen Phillips

All good. Advised that the Cootamundra Swap Meet had been cancelled and the Chrysler Spring rally postponed to November since the Colonial went to print.

Events Director Richard Thwaites

August Bungendore run **Cancelled**

Replaced with run to Gungahlin Lakes Golf Club. Meet at Bowen park 10am

September run BBQ at Murrumbidgee corridor – Uriarra car park

October Tulip Tops

November Marques in the Park

Presentation of trophies there does not appear to be any great enthusiasm for an evening dinner. Instead lunch.

Registrar Bob Alexander

Seventeen vehicles inspected. Dino 7.

Supper coordinator Gail Boate

Tea/ Coffee and biscuits are available tonight.

Librarian Alan Boate

Had a donation of books about T Model Fords. There is no workshop manual for an Austin A55 in the library.

Membership Richard Thwaites

Forty people have not renewed to date – 16 have vehicles on CRS and should not use these vehicles until membership fee is paid.
 Reminder will be sent in the next few days.
 A total 252 memberships.

The Register of members will be reprinted after September when non renewals have been purged from the roll.

Shop Manager Norm Brennan

Usual merchandise for sale. Some shirts on order.

Information Officer Bob Garrett apology.

Magazines available for viewing

Council ACT Motor Clubs Roger Amos

60 day usage scheme delayed.

Minister Gentleman to be approached to help with locating a home for car clubs.

Dave Rogers

Memorandum of Understanding between the Council and the RTA approved.

Modified vehicle scheme number plate approved

Log book design and content approved

All members of Council (ie club Delegates) in February 21, endorsed the policy that no personal plates should be allowed to be used with the new VVH/Modified registration system .

Publishing Committee Dave Byers

Nothing to report. All OK

Webmaster Richard Thwaites

Would like more people to click on to club website

General Business**Graham Gittins**

Reminded members that tonight was Census night

A person has a lot of English vehicle parts and tools. Give your name and contact details, with requirements to Graham if interested.

Bob Alexander

Sea container located for sale in Wollongong.

Need volunteers towards the end of September – in warmer weather, to help strip the club BBQ trailer ready for respraying.

Meeting closed at 9.10pm

Graham Gittins

Minute Secretary

A Tale of Two Gearboxes

Both these bits grace my residence.

They are from my Austin 7s. The 4 speed came with a spare 1937 chassis + mechanicals that came with the 1927 Chummy that was my first car through the 60s here in Canberra. It ended up in that Chummy along with the later 3 bearing motor because I had to replace the seized vintage unit.

The Austin 7 saved the Austin Motor Company when it came out in the early 20s. It was England's model T. It was gradually developed and became heavier and less exciting at the end of its run in 1937. The wheels on the early ones were a weak point (along with brakes) but all the way through the crankshafts were known to let go. For most of the production run they just had 2 roller main bearings at each end of the crank to support it !

The 3 speed is the more interesting bit as it once motored at 97mph at Phillip Island in a specially built car. This seems a tall tale but the info came from Peter Barges of this club who was involved. It was on top of a limited run 'Ulster' gearbox that Austin did for their racers. Someone then modified it with a remote linkage for the Phillip Island special. Hence the holes drilled in the sides. The lug on the top was part of a reverse gear lockout mechanism. Notice that the reverse and first are closest to the driver ! The driver needed 2nd gear away from the handbrake to avoid skin damage!

I acquired the remains of this special in 1965. The gears in the box were copied by the Melbourne A7 club when I had a member there rebuild a couple of boxes for my current roadster in 1993. It was then that we discovered the Ulster parentage. One of those boxes with its higher first and second gear ratios helps my red and yellow roadster motor very well.

The 4 speed in my original Chummy got swapped back out when the crank broke. This was an interesting experience for me as a teenager as there was 'a noise' and the car started to really struggle. I was just able to limp the car 1km home because the break was on the web between the centre main bearing added to later models and the no. 2 cylinder. So, 3 and 4 still provided drive and there was still erratic drive to the valves and distributor via the gears on the front of the shaft!

The Austin 7 was designed by Herbert Austin on his billiard table with the help of a draughtsman. The Austin board would not allocate factory resources to the idea and so Austin himself came to own the rights to the car and the vintage ones even have a brass plate on the dash listing many of the

patents he took out. It was a success and a few years later a factory prepared car won the first Australian Grand Prix in 1928. It had a super charger added. The firm that became Jaguar first built special sedan bodies onto A7 chassis. Herbert Austin sold the rights to Dixi in Germany who were bought by BMW. The first BMW was an Austin 7 in left drive with metric threads! An early Japanese DAT car was modelled on the A7 in 1935 when the government allowed cars up to 750cc to be driven without a license. Called a Datson some arrived in Australia as Datsuns in knocked down form. The baby Austins were the first cars into Tibet, Cape York and up Table Mountain in South Africa.

I find Lord Austin's experience an interesting example of how the progress of human kind is mostly driven by determined individuals rather than the group think!

My teenage experiences were prior to the formation of the CACMC in 1968. In the 60s it was tough looking after an old car as a student. Sure there were plenty of skilled people who could white metal the big end bearings etc and I could buy kingpins at Repco. However, making contact with knowledgeable people was very hard and little things like the spring loaded bonnet clips were impossible. That lack was part of a need that generated the formation of this club. Now I ring up the Club in Melbourne and such bits arrive shortly thereafter! This is an extraordinary club that owns its own club rooms and commissions re-manufacture of even heads and blocks, Blocks became scarce this century after years of special building with blocks bored out to their 40 thou max.

Harry Crawford, Foundation Member

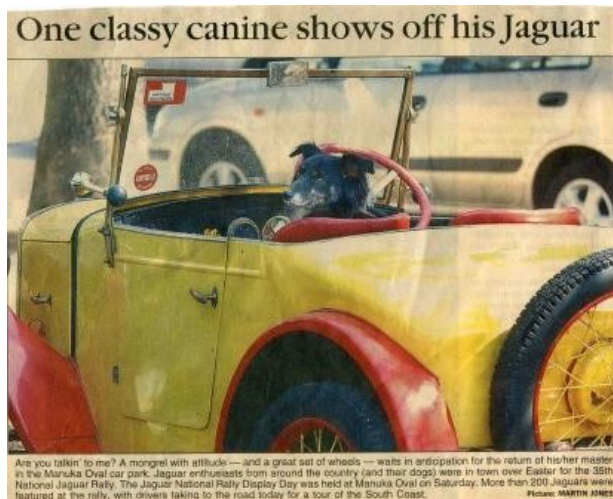
See also page 14.





These Austin 7s are Harry Crawford's roadster with a late model 4 seater (also topless). They were snapped at an A7 rally in Toowoomba where we got held up by roadworks and so Harry went back down the line giving out lollies.

The big Austin 7 rally was in 2017. They are held every 5 years with the first being in 1992 here in Canberra where the CACMC provided a lot of support.



Taken by the Canberra Times at a Jaguar concourse at Manuka Oval in 2004. Harry left his dog Rasi in the Austin parked outside and the CT reporter thought the car was a Jaguar. Well, it is an ancestor of them (see gearbox article on page 10).



PO Box 505 Woden ACT 2606

web: <https://CACTMC.org.au> email: info@CACTMC.org.au

Special edition— August 2021

Further delay in introduction of 60 day usage scheme

For the second time the government has delayed the introduction of the 60 day usage scheme for Veteran, Vintage and Historic vehicles registered in the ACT.

In a letter to Council president, Richard Jackson, Mr John Bowdery, Executive Branch Manager Strategic Policy and Customer advised that while Transport Canberra and City Services remains supportive of the change to the 60 day scheme—it is apparently just one of a number of closely linked reforms being considered by ACT Government - there is a requirement for Government to further consider the relationship between these reforms, to ensure the inter-dependencies between them are properly managed.

Unfortunately the 60 day usage scheme has been bundled in with other changes regarding general vehicle registration, particularly transfers of registration from one state to another, because of this, all the changes are going before cabinet.

Mr Bowdery further advised that he anticipated writing to Council again by the end of September 2021, following the Government's consideration and providing a way forward to implementation of the scheme.

Council is disappointed that this is yet another delay in introducing of the 60 day scheme, which has now been under negotiation for more than three and half years.

Warning

A gang of thieves is operating in the Canberra region, stealing catalytic converters from vehicles left in public car parks overnight. The thieves wait until dark and then quickly and quietly remove the converters and sell the precious metal they contain, leaving the vehicle owner with a hefty replacement bill.

Coming Events

26 September: German Auto Day Spanish Club Narrabundah.

5 December Terribly British Day

Next Council Meeting CANCELLED

MY RESUME

My first job was working in an Orange Juice factory,
but I got canned. I couldn't concentrate.

Then I worked in the woods as a Lumberjack, but
I just couldn't hack it, So they gave me the axe.

After that, I tried to be a Tailor, but I just wasn't suited for it, mainly because
it was a sew-sew job.

Next, I tried working in a Muffler Factory, but that was too exhausting.

Then, I tried to be a Chef - figured it would add a little spice to my Life, but I
just didn't have the thyme.

I attempted to be a Deli Worker, but any way I sliced it I couldn't cut the
mustard.

My best job was a Musician, but eventually I found I wasn't noteworthy.

I studied a long time to become a Doctor, but I didn't have any patience.

Next, was a job in a Shoe Factory. I tried but I just didn't fit in.

I became a Professional Fisherman, but discovered that I couldn't live on my
net income.

I managed to get a good job working for a Pool Maintenance Company, but
the work was just too draining.

After many years of trying to find steady work, I finally got a job as a Histori-
an - until I realized there was no future in it.

So, I tried Retirement and, you know what?
I'M PERFECT FOR THE JOB!

Thanks to Dave for this one.

**Note: Subject to cancellation if COVID rules do not permit it
- please check close to the date]**

Sunday 19th September President's Run to Gungahlin Lakes

Each year around this time we have a run selected by our Club President. This year Graham Waite proposed we convene at Kingston, then head to Bungendore for lunch.

Due to COVID threats and advisories, we have decided to keep our destination within ACT boundaries, to avoid the risk of attendees facing lock-downs on return to ACT.

Itinerary:

10.30am rendezvous at Bowen Park, on Lake Burley Griffin, off Bowen Drive, just west of the bottom of Telopea Park, Kingston. There is a good carpark, and a good kiosk "On-Lake Cafe" with coffee, snacks and some sheltered tables for morning tea/coffee, and there are modern public toilets at the car-park.

11:00am - head off at a leisurely pace in the direction of Gungahlin.

Turn-by-turn Directions

Take Bowen Drv under King's Bridge and up onto King's Avenue, to cross the lake.

At Parkes Way, **TURN LEFT** down the slip road to head West. Follow Parkes Way through Glenloch Interchange onto William Hovell Drv (right lane).

Follow Wm Hovell /Kingsford Smith drives through West Belconnen all the way to Gininderra Drv.

TURN RIGHT at Gininderra Drv. After crossing Lake Gininderra dam, **TURN LEFT** at Sir William Slim / Gundaroo Drv.

Follow Gundaroo Drv past Crace. Entrance to Gungahlin Lakes Club is on the **LEFT**, shortly before Gungahlin Drv.

If possible, a large table will be booked in advance. You will need to do the CBR sign-in and perhaps get a member to sign you in as well. No need for menu selections in advance - just join the queue.

Contact: Graham Waite: 0412 627 437,

or Richard Thwaites events@cacmc.org.au 0414 241 079

Map is available on the website. If we are unable to go to the Club, perhaps we can still have a drive. Stay tuned.

CACMC EVENTS CALENDAR—2021-22

DATE	CONTACT	DETAILS
19 Sept		Club run to be advised—see page 15.
12 Oct Tuesday		Annual General Meeting following a 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
16 Jan		Twilight run



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



Familiar looking car belonging to new member Anthony Szell.

EXTRA RUNS AND SWAP MEETS—2021-22

DATE	CONTACT	DETAILS
5 Sept	CANCELLED	29th Father's Day Swap Meet, Cootamundra
11-12 Sept	4841 1422	All historic race meeting at Pheasant Wood Circuit, near Marulan NSW
12 Sept	CANCELLED	Queanbeyan Swap Meet and Big 3 car show
16 Sept Thursday	POSTPONED	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
26 Sept		German Auto Display Day, Wanniasa Park in Queanbeyan.
Oct 3	Jill at McFeeters Motor Museum 02 6852 3001	Forbes Motorshow, bikes, cars, boats, trucks and tractors, vintage machinery. Gates open 8 am for registration, South Circle Drive, Forbes. Profits to charity Email: mcfeeters@motormuseum.net.au
24 Oct		Lake George Winery Car Show
24 Oct		34th All Chrysler Day at Museum of Fire, Penrith 8 am—3 pm.
November		Spring Tour with Chrysler Club of Australia to Hervey Bay
13-14 Nov	CANCELLED	Bendigo Swap Meet
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

A man and his car

Charlie Adams and the 1929 MASTER BUICK, Convertible Coupe

This extraordinary vehicle is now on the road and this story goes back to the depression, a ski trip in the late 60s and a 25 year, largely one man, restoration.

Charlie has many skills but prefers others to do the writing and so the following is penned by Harry Crawford after many talks with Charlie over a cuppa and from under this car.

Older Canberrans will remember the name Athol Morris Smash Repairs. Athol spotted this car in a Cooma car yard in the late 60s while returning from the snow. He rang the number, did a deal and drove the car back to Canberra that Sunday night. Charlie knew the car from this era and followed it as it went through Athol's shops in Mort and Lonsdale Streets and on out to Fyshwick. The staff were employed to work on the car in quiet times and it ended up completely dismantled with the instruments in a drum that collected a bit of water. Athol had promised it to different people but eventually in the early 90s Charlie did secure it.

Athol had an eye for collectible cars and there were only 300+ of these made. The term Master refers to a higher trim level and this coupe has the works. The Fisher body has golf club locker, umbrella tray behind the seat, dickey seat and unusually for a convertible, wind up windows. The term coupe means a 2 seater with a roof and sloping back. The word is derived from a French term for a 'cut' carriage. An unrestored Master Buick Convertible Coupe sold for over \$250,000 recently.

The car has 6 wheel wire wheel equipment, a 3.9l engine with a 13 plate progressive clutch designed to make it easier for women and a 3 speed box. External drum brakes on all four wheels with an internal expanding handbrake on the rear. They were all originally in dark green with black guards but Charlie has gone with maroon and cream but retained the original yellow on the wheels. The paint and the upholstery are the ONLY jobs that Charlie has not done himself. Blinkers have been added and the cast iron pistons replaced with aluminium ones, otherwise it is original.

The hardest thing he found was the lack of a manual. This led to the body being lifted off several times as he learnt that the valence panels had to be in place prior to lowering the body. Then again ditto for the fuel tank. Getting the body panels to sit nicely is a big part of a vintage restoration and many

hours were spent on inserting/taking out washers between the chassis and body at a time when he was finding it hard to get his own body back up off the ground. For the body Charlie was ingenious and set up extra frame work on his trailer and put the body on that so he could work at a sensible height and then just tow it to the paint shop! You may have seen this at Wheels at the showground in 2013.



These limited edition cars were shipped out complete from the USA except that the bumpers were removed to save space. They are a unique triple bar and Charlie was missing these. In these days of internet connectivity, he placed an ad in the Buick Club of America magazine hoping to locate these. A few years earlier in 2010 he had invested some \$ in USD when an aussie \$ got \$1.10 US. When the ad got zero response he livened it up by adding that he would pay up to \$2000 ! That did the trick and a guy rings who has a pair hanging up in the garage that will not even need chroming! The guy even said he would accept 1K and just charge extra for solid packing and shipping! Charlie thought this was good but rang the Buick Club in US. The President asked for the account details he was going to send money to and then rang back 20min later. 'Don't send the money, that guy is in jail and found a good way to build up his bank account!' A couple of other club members have been caught this way. The bars were eventually sourced out of Canada and New Orleans via other Buick restorers for \$100 and \$294 ! They then soaked up nearly \$5000 in chroming once they arrived.

This car has all matching numbers and the 35,000 miles is genuine judging by the wear on mechanicals. However, the number plates on the car when

Athol acquired it indicated 1932 issue. It is very possible that in the depression days when desirable cars could be had for 25 quid here in Oz that this car was ordered in '29 but was unsellable by the time it landed and just sat in a showroom for a couple of years.

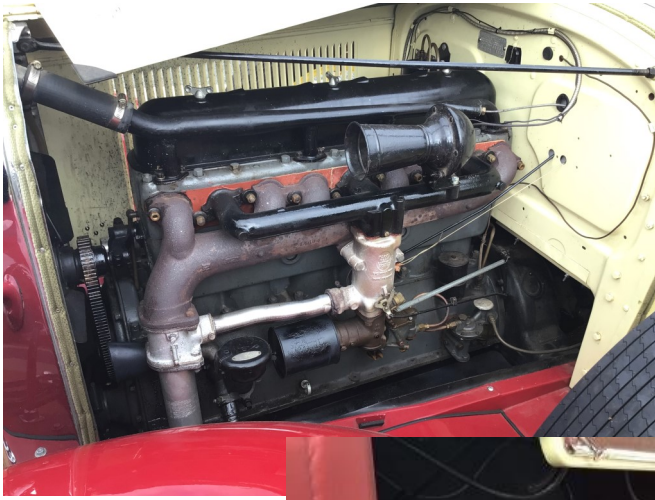
The window winders were another restoration challenge. Manufacturers were saving costs in the vintage era by replacing the brass fittings with die cast items using cheap metal. Re-manufactured winders were sourced from America. However, they were completely the wrong design in the attachment area. A call to the Buick supplier got one of those delightful people who really knows their stuff. 'No, I sent you the correct ones, your car must be a late 29 and your water pump spindle is 9 sixteenths, not half inch and you have bigger kingpins'. Since Charlie had had to specially turn down a 5 eighth bright steel rod to re-furbish the water pump he accepted that the guy knew his stuff. They eventually worked out that the factory must have been using up surplus parts. "The car is going to Oz, throw in those surplus Cadillac window mechanisms!" This was a common thing in the vintage era around the world. So, some very clever adaption work that took many days occurred 80 years later in Canberra.

So, how is Charlie's dream of 50 years now?

We will get to that in a moment but for those members who might not know this Life Member and Registrar of this club, here is a glimpse. As a kid he helped his dad in his garage/servo in Dalgety before the war. He does not remember actually learning to drive but his dad would be under a car giving him instructions like 'clutch down, 1st gear now' etc as Dad tracked a noise etc. Charlie just ended up moving cars around even though his head would disappear from view in order to get the clutch down as he was only a pre-schooler!! He is not a 'one make' man at all and is very aware of the varying qualities that different countries bring to their products, a true connoisseur of cars.

He now has one of the most collectable cars in this club. He is still getting the brakes bedded in and adjusted to his satisfaction. All linings are bonded and are the softest possible material. A point here is that the drums are steel and expand more than the cast iron drums of the 30s. Hence any binding with the external shoes can lead to real binding. And he had them pretty close for rego inspection. No problems though, the Master Buick Convertible Coupe flew through. You will be seeing it on Club runs now he is fully confident in the brakes.

Thanks Harry.



Charlie's Buick

Motor



Interior



The Colonial

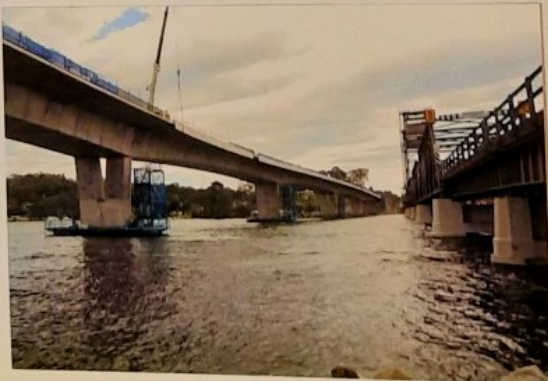
Front view



Pylons being cemented into river bed



Two segments in position



Nearing completion

BATEMANS BAY BRIDGE REPLACEMENT

The new Batemans Bay Bridge spanning the Clyde River on the NSW south coast is a masterpiece. This is how I see it but I guess in the eyes of the designers, the fabricators and the builders it is just another project. The old steel bridge, opened to traffic in 1955, was retired in the interest of safety and ongoing maintenance costs and is presently being demolished. Sadly it holds fond memories for locals and visitors. A miniature replica using the same steel is being built and will be permanently displayed on the grass area opposite the Bridge Plaza.

Beginning in my early teens venturing to the Bay area with family members was a regular highlight. At night while the disinterested slept some of us would spend the night on the bridge fishing and feasting taking small naps in between. Among the fishing gear we also packed pillows, blankets and other essentials including huge blocks of ice available from a dispensing machine situated on the left before the bridge opposite to where the Big Four Holiday Park is now located. If boredom set in we played with our soccer ball on the road under the bright lights. Road traffic at 3.00 am was close to nil. One incident I clearly recall was the fish hook imbedded in my brothers' hand. One end protruded from the base of his thumb and the other from the middle of his palm. The hospital, thank goodness, was only a few minutes away.

In later years the car park to the left at the southern end of the bridge was an alternate overnight sleep-over when accommodation was scarce or affordability was difficult. Recently the footpath area under that part of the bridge has become a cosy hideout for seemingly home-deprived residents.

Work on the new bridge began early last year with a temporary quarry built south of Mogo to pre cast the 166 concrete segments. The average weight of these unique slabs was 95 tons and were transported in the early morning to minimise disruptions. I became obsessively intrigued with it and made a point in photographing the progress every time I drove past or went shopping. My album comprises photos from the concrete pylons being poured, the segments being put into place through to the opening date.

On March 27 I was thrilled to be among the first five members of the public to walk the length of the bridge during The Bridge Walk commemoration prior to the official opening at 11.30 am. The festivity was open to applicants only and ferried to the bridge by bus shuttles.

The bridge, which was designed in Hong Kong and built by John Holland who are also building the Nelligen bridge, is open to road and pedestrian traffic but cosmetic work within the precinct continues.

MICHAEL CATANZARITI

Retroautos online feature the Triumph Stag. Did you know what the Stag has one of the highest survival rates of any classic car? 1961 was stellar year for all-new cars—some of the most memorable from Europe, UK, USA and Japan.

WANTED

I am after a set of MGF wheels the same as in the attached photo.



Geoff Jenkins 915

0418624378

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.

Model A and T items and literature from the collection of long time MARC (Aust) member Doug Foster who recently died are for sale. His widow Ruth wishes to sell these items and has asked that the list be widely distributed.

If interested, please contact Ruth directly. Her contact details are:
02 6948 8218 or Mob 0400 156 165

Regards,
Jean McDonald,
Secretary,
Model A Restorers Club(Aust)

*Please contact me if you interested in looking at the list of parts and memorabilia. I can email it to you. hphillips@iimetro.com.au
Phone 02 6292 9345 or contact Ruth directly.*

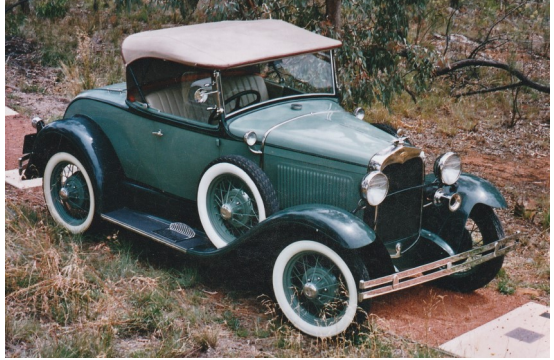
FOR SALE – OTHER CLUBS PLEASE COPY

(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.



SOLD

TWO ARTICLES THIS MONTH HAVE MADE ME WONDER HOW MANY OTHER MEMBERS HAVE VEHICLES SITTING IN THEIR GARAGES AWAITING RESTORATION. NEXT MONTH I WILL PUBLISH A LIST OF 62 AS PER OUR REGISTER. NO NAMES WILL BE INCLUDED BUT ANYONE IS INVITED TO TELL THEIR STORY!!!

Helen

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.

1951 DB18 Consort and 1965 Mercedes Benz 190C for sale .

CACMC member John Tonkin is now looking to sell both his historic cars.

1. The DB18 Consort that he has owned since 1967 has been awaiting restoration for about 20 years, since a blown head gasket took it off the road. All parts are present, though not all in place. In addition there is a second body and chassis and sundry other spares that John would like to dispose of with the car.



Woods are in good condition and headlining mostly intact. Chromes also mostly in good condition.

2. 1965 Mercedes Benz 190C, full ACT registration, stored under cover since owner can no longer drive it comfortably. No obvious issues.

Owner is open to reasonable offers on both cars.

Contact John Tonkin at (02) 6295 6786



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.

Copyright: Copyright for material published in this Journal is vested in the Canberra Antique and Classic Motor Club. Material may be reproduced in similar Journals in whole or in part, with attribution to "*The Colonial*".

This space available for an advertiser.

\$60 per annum in 11 issues of the Colonial.

Ring Editor or Treasurer please.



ROADWAY MUFFLERS

Phone 6251 5554

2/10 Oatley Ct,

Belconnen, ACT 2617

Web: <http://roadwaymufflers.rtrk.com.au>

DEANE FENCING

JAMISON ACT 2614

Phone: 6230 3088 Mobile 0414 525 525

Email: deane.fencing@gmail.com

Specialises in Road, Bridge, Carpark Safety Barriers and Fencing

- Guard rail
- Wire rope (flex fence) barriers
- Isolator concrete barrier
- Thriebeam guardrail
- Work zone barriers
- Pedestrian barriers

Seiffert Automotive

All types of mechanical work done to most makes and models of vehicles.

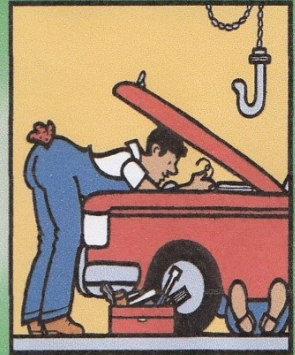
Authorised Inspection Station NSW & ACT.

Albert & Andrew Neuss

8 Endurance Ave Queanbeyan

02 6297 6225

MTA



QIM Engine Reconditioners

Established 1972

Terry Ruse

Engine Reconditioning Specialists - All Vehicles

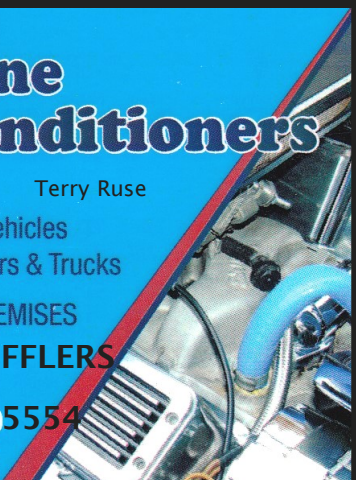
Family - Performance - Commercial - Cars & Trucks

ALL MACHINING & FITTING DONE ON PREMISES

All work fully guaranteed **ROADWAY MUFFLERS**

28 Waterloo St Queanbeyan NSW 2610 Phone 6251 5554

tel: 02 6297 3105 - fax: 02 6297 3971



This space available for an advertiser.

\$40 per annum in 11 issues of the Colonial.

Ring Editor or Treasurer please.

TROPHY | LINK

Your link to quality

Robert & Annette Smith

Shop 8
93 Mawson Place
Mawson ACT 2607

Ph: 02 6239 3939
Fax: 02 6239 3940
Em: trophylink@trophy.net.au
Web: www.trophy.net.au

Classic Framing
Gallery and Gifts

Southlands Shopping Centre
Unit 7, 93 Mawson Place
MAWSON ACT 2607

Phone: 02 6290 1127
Fax: 02 6290 2480
Mob: 0418 622 474
E-mail: bob@classicframing.com.au
Web: www.classicframing.com.au

*Robert & Annette
Smith*





Battery World South Canberra

HUGE RANGE - GREAT ADVICE



Find us at: 95 Grenville Ct, Phillip ACT 2606
Ph: (02) 6282 9884

CLUB MERCHANDISE FOR SALE

This is the Club long sleeve chambray shirt, also available in short sleeve. Check out the range with Norm Brennan, Shop Manager at the next meeting.



Chambray shirts are priced at \$35 while Norm can get them on special and have the embroidery done for that price.

MOTOR TRIMMER

Michael Hunter

Vintage and classic specialist

Phone: 0412 973 083

Located in Gordon ACT.


NO ONE UNDERSTANDS YOUR
PASSION LIKE SHANNONS



The passion, the pride of ownership, the sheer emotional attachment - no one understands it better than Shannons.

When it comes to insurance for your special car, daily drive, bike or your home, there's only one person you should talk to - a fellow enthusiast at Shannons. You can even pay your premium monthly at no additional cost.



So call Shannons for a    quote on 13 46 46.

SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS
CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 536 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer.
Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.

Nomination Form

CACMC Management Committee Positions

I hereby nominate: _____ for the position of:

- | | | |
|-------------------------------------------|----------------------------------------------|------------------------------------------|
| <input type="checkbox"/> President | <input type="checkbox"/> Vice President | <input type="checkbox"/> Treasurer |
| <input type="checkbox"/> Secretary | <input type="checkbox"/> Editor | <input type="checkbox"/> Events Director |
| <input type="checkbox"/> Librarian | <input type="checkbox"/> Information Officer | <input type="checkbox"/> Shop Manager |
| <input type="checkbox"/> Council Delegate | | |

Nominated by: _____

Seconded by: _____

Members Consent: I hereby accept this nomination.

Signed: _____

I hereby **volunteer** for the position of: ☐ Minute Secretary

☐ Membership Secretary

Member's Name: _____ ☐ Publishing committee

☐ Events Committee

☐ Supper Co-ordinator