THE COLONIAL

Official Journal of the
Canberra Antique & Classic Motor Club Incorporated

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Two kinds of Awesome – Scott Molloy's bling XE Fairmont at ancient St John's

THE COLONIAL Vol 59 OCTOBER 2026

Official Journal of the
Canberra Antique and Classic Motor Club, Incorporated
PO Box 3427 Manuka ACT 2603
Email: editor@cacmc.org.au Website: www.cacmc.org.au

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FROM THE ACTING EDITOR

Another edition has come to pass, by the skin of our teeth and with contributions from a solid core group of members. If you are reading this, you probably agree that a club like ours benefits from the regular production of a magazine that is informative and, in some ways, entertaining. You may wonder who puts in the hours to get it together, and why they bother. You may be thinking "I wouldn't mind having a go at that, with a little support". A committed editor is required, but help is always at hand. Please step forward if you are capable or curious. This month's contributors include Andrew McLintock, Scott Molloy, Joe Micallef, Bob Alexander, Jim Orman, Richard Taber and Malcolm Noad.

If you would like to contribute to production of future editions, or have comments to make on contents or style, please email editor@cacmc.org.au.

FROM THE PRESIDENT

October was a busy month for events and displays of club cars, as reported in this magazine. New members continue to join, bringing some interesting cars with them to add to the scope and variety taking part in our events. It is always good to see new members out and about with the club.

Our refreshed Committee is working away on new activities to engage our membership in different ways, recognising that our growing membership also calls for new approaches to suit those with limited options for regular participation.

Richard Thwaites, President

ABOUT THE CLUB

CLUB MEETINGS

Meetings of the Canberra Antique and Classic Motor Club are usually held on the second Tuesday of each month at 7:30pm— ACT Bridge Club (Olive Lott room to the right of the entrance), Duff Place, Deakin.

Next General Meeting is on Tuesday 13th October 2026

CLUB MAGAZINE – THE COLONIAL

- Deadline for Contributions - Next Edition:
- Please send any contributions by Monday 26 October 2026 to: editor@cacmc.org.au
- Contributions should be in email or MS Word file format.
- Please avoid use of PDF files, as this creates problems in the editing process.
- Normally members receive their Colonial by email.
- Printed and posted copies cost $50 extra per year, due to higher costs. To change your delivery arrangement email: editor@cacmc.org.au and cc membership@cacmc.org.au and your subscription will be adjusted.

WELCOME TO NEW MEMBERS

The following new members have joined CACMC during October:

Name	Vehicle	Member No:
Yasir Iftikhar	1994 Mazda MX5 Convertible	1207
Tania Dunn	1949 Singer Roadster	1208
Andy Britt	1948 Morris Eight Sedan	1209
Mark McConnell	1968 Mercedes Benz 280SE Coupe	1210
Duncan Ogilvie	1969 Dodge Charger Coupe	1211

CACMC ONLINE

WEBSITE

Our website at https://www.cacmc.org.au provides access to information about our club to members and the public.

- Registration and Membership information, including a simple online membership application form
- Information on current and past club events
- CACMC Constitution and By-laws
- A message box for member or public inquiries

- Illustrated reports on past club runs and events going back 20 years
- Stories of members' restoration and maintenance of their classic vehicles.
- An online archive of The Colonial going back to 2010 (searchable)
- A searchable catalogue of technical and historical books in the club's library.

Contact: webmaster@cacmc.org.au

FACEBOOK PAGE

The Club's Facebook page provides a channel of interactive communication for the Club, bringing events and post event photos etc to members. If you have taken any pics or video, or you come across events etc that you think might interest Club members, please let us know. To join our Group page:

- Type "Canberra Antique and Classic Motor Club" in the search section of Facebook and hit search. Then click on the "CACMC public group with approx. 190 members". This will then take you to the group page where you will find, just underneath the photo, a blue "join" box. Click on this box.
- You will then be able to access the page and will receive notices when we publish anything. Any questions? Contact Scott Molloy 0408 308 088.

CLUB TRAILERS

CACMC has recently purchased a second registered vehicle trailer available for members to use as needed. The new trailer can carry larger vehicles and is equipped with electrical brakes (linked wirelessly to the tow vehicle)

To maintain the trailer in good condition, members using one 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. This includes using a tow vehicle with adequate specifications.

Custodians: Bob Alexander rjacgs@hotmail.com 0417 880 064
Malcolm Noad mwnoad@gmail.com 0420 762 453

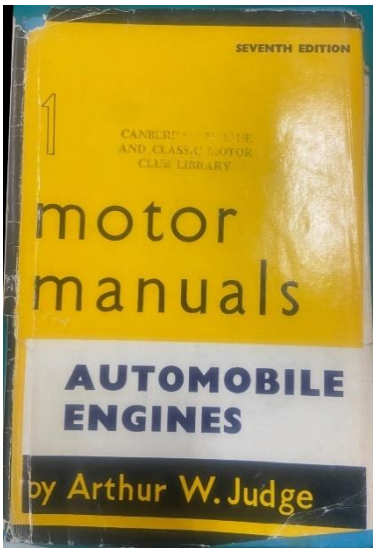
LIBRARY CORNER – BOOK GIVEAWAY

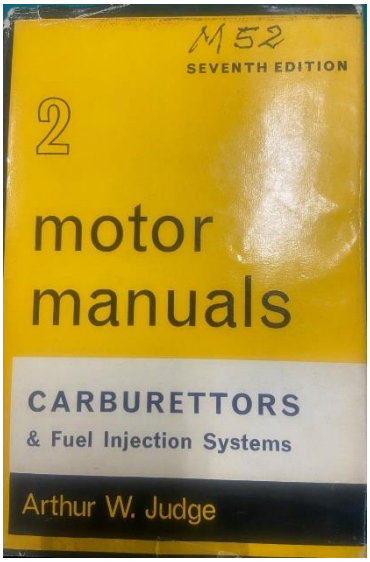
At the next meeting we will have these books available as usual for ballot at no charge.

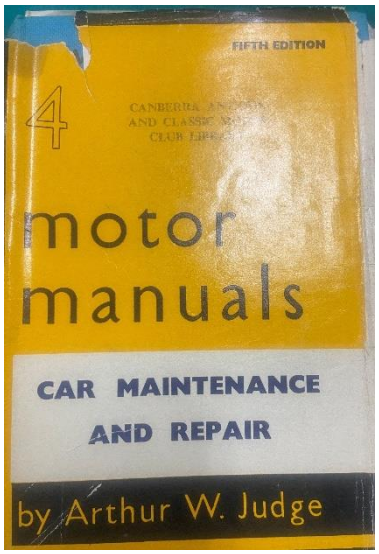
The first series are Judge's "Motor Manuals" of various editions. Not all volumes are present. See covers below.

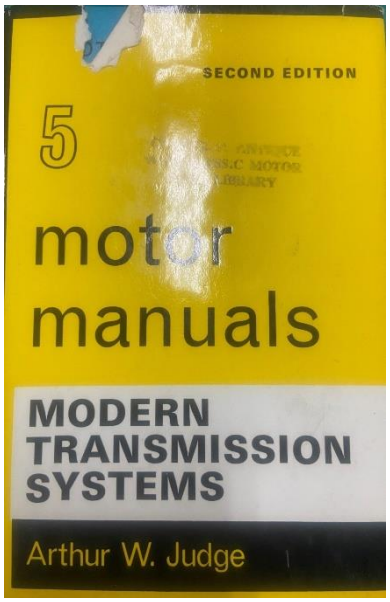
The second series are Rutter's "Motors of Today" volumes 1,4 and 5. These volumes were published 1928-1935 or so, and are online for $50-100 from collectible book dealers. The contents pages of volumes 1,4 and 5 can be downloaded as a PDF from our website so you can zoom in and see which vehicles are covered. Vehicles are listed alphabetically, and the missing volumes 2 and 3 mean there is a gap between "Austin" and "Farman" in the vehicles described

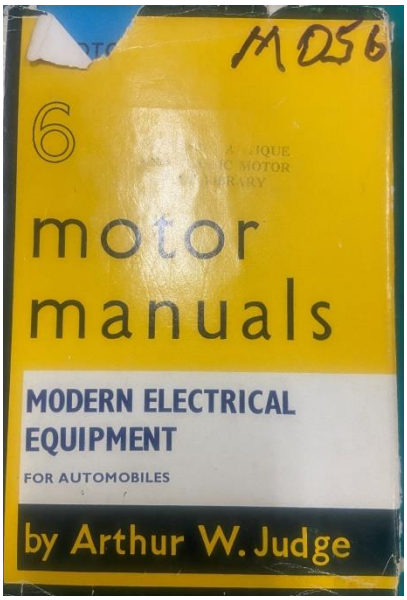
Motors Of Today 1-4-5ContentsPages.

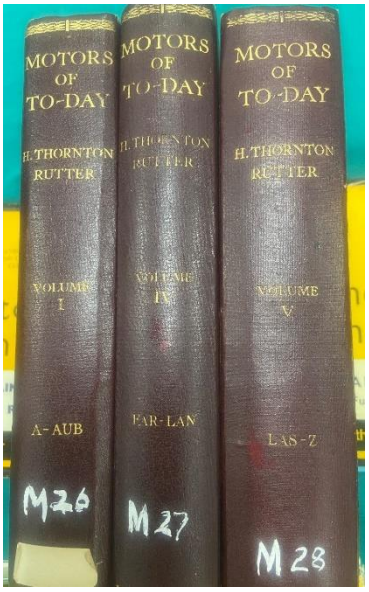












For watchers of Mr Hewes YouTube channel, the Scammel truck gets a mention in the “Motors of Today” volumes, but alas not the Foden.

The indexes to the three “Motors of Today” volumes are on the CACMC website:

Motors Of Today1-4-5 Contents Pages

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I have not got much to report on my restoration projects, but I have done a full pull-down and rebuild on my old and powerful drill press. It took a while to identify where the screaming noise was coming from but I finally found a somewhat lumpy bearing. I immediately ordered the wrong replacement, pressed it on, and then pressed it off and went and got the right one. I completely assembled the drill press again, drilled three holes, and the On/Off switch failed. I have ordered a new one from Ebay.

Hoping to see you at the next meeting, but in the meantime happy reading!

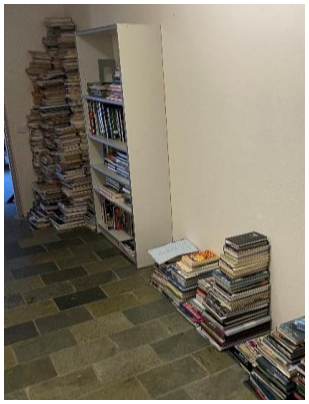
Jim Orman

==========

THE GITTINS BOOK DONATION - PROGRESS

Sorting of the generous donation from the Gittins Family has progressed since the last update. The books first arrived in a large number of boxes, in no particular order.

We’ve now reached the point where all the books have been organised into categories, primarily aligned to topic’s that people expressed interest in. Some bookshelves were commandeered to help provide some order.



Not surprisingly with so many books there is a significant variety, so some categories are more diverse than others. Some books fit into more than one category, so some judgement decisions were made. There are also a few duplicates but perhaps not as many as expected.

The next step will be to distribute the books, a submission has been submitted to the committee providing an overview of the types and numbers of books, some options to move forward along with a potential approach to distribute the books.

A number of books with focus on Australian automotive history have been donated to the Australian Motoring Heritage Foundation (AMHF) for their library.

The whole experience has been interesting to say the least. Such a wide variety of books, with plenty of distractions along the way. The temptation to make a coffee and sit down with a particular book, rather than sorting them has been an on ongoing challenge. - *Andrew McLintock*

EVENTS REPORTS

CLUB RUN TO YASS AND JERRIWA, SUNDAY 18TH OCTOBER 2026

On a typical Canberra spring weather mild and sunny morning twenty-two cars gathered at the Kambah Village car park.

Two eye-catching cars on their first run with this club were Marty Holden's Lotus 7 and Tan Dunn's 1949 Singer Roadster.

The cars started leaving the car park at 10.30am and took the scenic country route to Yass via Mountain Creek Rd. All the way to Yass the meadows and hills were green with lush grass.

The main landmark along the road is the Taemas iron bridge, that carries Wee Jasper Road across the Murrumbidgee at the head of Lake Burrinjuck.

We arrived at the Yass Soldiers Club about 12pm and found four more cars who had driven directly to Yass from various directions. The lunch at the Soldiers Club was good with generous portions at a reasonable price.

After lunch we drove east via the Hume Highway to Jerriwa, to visit member Andrew Dowling's collection of beautiful cars. The 40m x 15m shed is full of cars and garagenalia and there are also some cars in the paddock.

Andrew Dowling's super-shed collection

The run was wonderful and a big thank you to Neil Buttriss for organising it, to Scott for arranging the visit to Jerriwa and a huge thank you to Andrew Dowling for letting us see his beautiful collection of cars.

More treasures beneath the covers

Thank you also to the new members who came for the first time on a club run. We hope you have enjoyed it and look forward to see you on future runs.

Joe Micallef – Events Committee

Yass/Jerriwa run Participants:

Joe Micallef	Modern	
Neil Buttriss		1963 Humber Vogue Sports
Tan Dunn		1949 Singer Roadster (1st Run)
Geoff Willing		1980 Triumph TR8
Brian O'Donnell + 1		1969 Cadillac
Craig Rogerson		1970 Valiant 2 door

Colin Carter	1985 BMW 323I
Chris & Irene Berry	1983 Toyota Crown
Dean Cameron	1957 Chevrolet Sports Sedan
Harry Crawford	1928 Austin 7
Al & Jo Buttriss	1970 Mercedes 250
Roger & Rosemary Petheram	Modern
Richard & Judy Taber	1949 Chrysler
Garry Cope	Modern
Marty Holden +1	Lotus 7 (1st Run)
Brian & Margaret Ely	Modern
Gabriel & Tanya Fromhyr	1993 Subaru Liberty
Scott Molloy & Andrew Dowling	1979 Holden HZ Ute
Malcolm Noad	Modern
Gerry & Kay Walker	Modern
Hilary Sorrell +2	1998 Honda Concerto
Jim & Laurie Orman	1988 Mercedes 420 SEL
John Liston	1967 Holden HR
Dino Benedetti & Graham Boyce	Modern
Wayne & Sandra Smith	1954 Austin Healey BN1
Matthew & Liam Dowling	1966 Ford Corsair

ST JOHN'S PARISH FETE – 17TH OCTOBER 2026

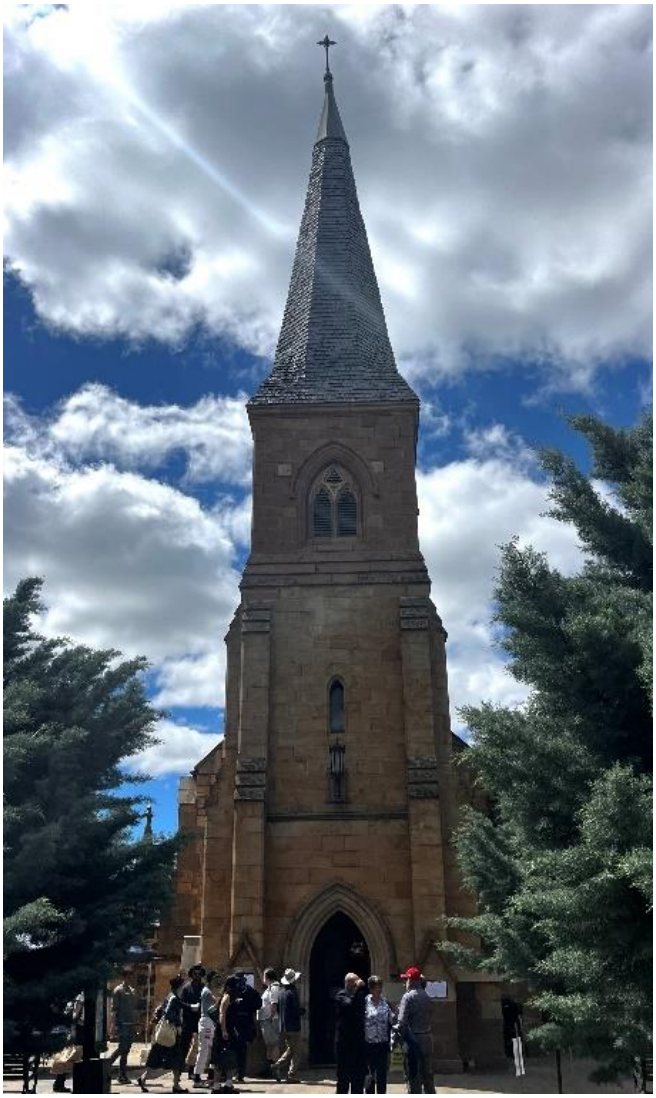
The club provided another broad and diverse display of classic vehicles at this annual fete, which takes place in the grounds of one of Canberra's most historic buildings. St John's Church was built decades before Canberra was founded.

This year's event was blessed with perfect weather and the vehicles enjoyed an appreciative and respectful crowd. We welcomed a few new and prospective members participating with the club for the first time.

Participants:

- Jim Schubert – Austin Healey Sprite
- Michael & Vanda Catanzariti – Holden HK Monaro GTS
- Chris Berry – Toyota Crown
- Fred Zarb – Holden EJ
- Scott Molloy – Ford XE Falcon
- Roger Amos – Vauxhall DX Sedan
- Brian O'Donnell – Ford Fairlane Skyliner
- Emma Georgiou & Rob Bowell – Ford XA GT Coupe
- Peter Ogilvie – Landrover

Thanks to all who participated, and to Graham Waite and Scott Molloy who helped organise and record our presence at St John's.



SATURDAY 23RD OCTOBER – CACMC GOES TO SCHOOL (CGGS)

Our club was invited to display some classic vehicles at the Centenary Fete held by Canberra Girls Grammar School at Deakin. The display showed a sample of the diversity of members' vehicles, and attracted a steady stream of fete patrons.

By chance, we had an unusual group of Dodge vehicles for this occasion, showing the wide range of this historic marque.

Eddie Grima's 1924 Dodge Tourer showed some class

Mark Edwards' mighty1958 Dodge Power Wagon and Rob Kancans' rare 1967 Dodge Ute, with Chris Berry's Toyota Crown and Gary Jobson's immaculate 1967 Humber Super Snipe

Thanks to Graham Waite for coordinating the display, and to those who made their vehicles available for display and responded to the curiosity of the fete-goers.

Participants:

Eddie Grima *1924 Dodge Tourer*

Mark Edwards *1958 Dodge PowerWagon*,

Rob Kancans *1968 Dodge Ute*

Chris Berry *1983 Toyota Crown*

Michael Toole *1970 Buick Riviera*,

Gary Jobson 1967 Humber Super Snipe

John & Sandra Bennett *1972 MGB*

Fred Zarb *Studebaker Champion*.

COMING EVENTS

SUNDAY 6TH DECEMBER TERRIBLY BRITISH DAY – QUEANBEYAN PARK

This event is organized by CACMC on behalf of all Council-affiliated clubs. Watch for further updates by email.

SUNDAY 15TH NOVEMBER CLOCKWISE TO THE COTTER PICNIC LUNCH

10:15 Gather at Kambah Village shops car park.

10:45 Depart turning LEFT on Drakeford Drive, passing through Lanyon to Tharwa.

At Tharwa turn RIGHT towards Tidbinbilla and follow that road past Tidbinbilla Sanctuary, past the Tracking Station entrance, and all the way to the Cotter Reserve.

The club will be providing lunch, so numbers are required for catering purposes. Please contact John Furlan on

phone or message: 0434 258 035, or **email**: candyroad190@gmail.com.

EVENTS DIARY

CACMC EVENTS

As at October 31st 2026		
SUN 15th November	Cotter Reserve. Club barbecue lunch	Contact: John Furlan
SUN 6th December	Terribly British Day	Queanbeyan Park
TUE 8th December	Annual Christmas Twilight picnic meeting	Yarralumla Beach reserve, Alexandrina Drive

Members please note: you must have a log book issued by Access Canberra and sponsored by your club, otherwise it is illegal to take your conditionally-registered vehicle on the road, and you will be uninsured.

OTHER ELIGIBLE EVENTS

As at October 31 2026		
7th November	Cooma Motorfest	See website
28th November	Goulburn Car Show	See flyer
27-29th November	HSV Nationals	See Flyer

FRIDAY SOCIAL LUNCHES

If you are retired or semi-retired, you may like to join other Club members for a lunch and a catch-up on the first Friday of every month at Canberra Southern Cross Club.

The group usually spends about an hour or so over lunch talking mainly about cars and restorations taking place. It is a trove of knowledge that is passed to one another. So why not come along and join us— All welcome.

Dates for 2026: 6 November, 4 December

LOGBOOK CONDITIONS FOR CONDITIONALLY REGISTERED VEHICLES

Events listed in The Colonial can be recorded in your Conditional Registration log book under "club runs".

A member should advise the club (best the Registrar or Secretary) if they wish to participate in an event not listed here that is organised by any other club, local or interstate.

The CACMC official records that participation, and you may then record the participation in your log book as a club event, provided the route to and from distant events is mostly direct.

Rules for extended trips:

1. You may choose to use a combination of club and private use entitlements on an extended trip.

2 An outline of this should be advised to your club officials before departure. For an organised rally over long distances, club entitlement is normally appropriate.

3 If operators wish to combine an interstate club event with a period of private use, that is also permitted under the system principles. Integrity and common sense are required as any seeming abuse will impact the entire historic vehicle community.

CAR STORIES

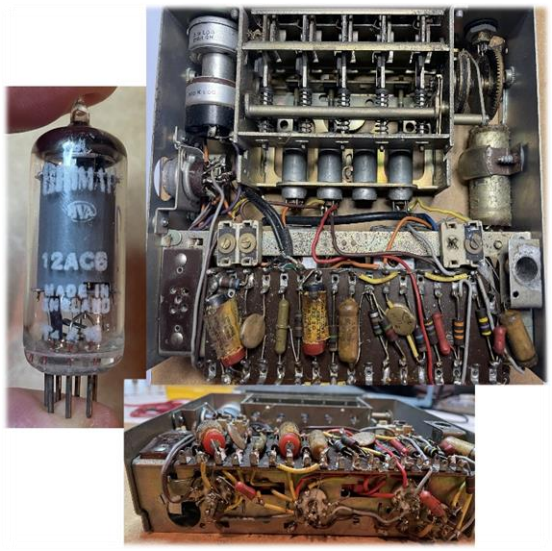
A BRISTOL RECOVERS HIS MASTER'S VOICE

Wired for Sound

Owning an old car is the gift that keeps giving, not only do you have the experience of driving the car, but there is also keeping it going. When I first got the Bristol 406 there were a few jobs required, one that was on the top of the list but the last to be completed was the radio. The reason for the delay was entirely my fault. The car came with a very nice looking Astor Diamond Dot radio, from around the late sixties, but it didn't work. The plan was to get it going as soon as possible. One obstacle was that I didn't know how to fix radios, but I wanted to learn. What a happy coincidence. As is turned out, it was harder than expected, and I expected it to be difficult.

The Starting Point

Since I couldn't easily fix the Astor (I did try), a low cost, period looking alternative was sourced from eBay. It was meant as a short-term solution and it always bothered me, but it worked. Over the next year or two I managed to repair a few radios but not the Astor. Along the way I found a very original but poor condition His Masters Voice (HMV) 502 radio from the very early sixties, it was made in England and an ideal period match for the 406. One challenge was that it had vacuum tubes for the Radio Frequency (RF), Intermediate Frequency (IF) and the mixer stages, but transistors within a separate amplifier for the audio. I was comfortable with working with transistors, but the tubes were new to me. Transistors run on 12 volts, that won't bite you. Tubes have higher voltages for their heaters, that will bite (lots more angry pixie's).



The inner workings

A quick visual inspection confirmed that powering the thing up probably wasn't a good idea. Electrolytic capacitors are a well known issue as they age and these were 60+ years old and looked like it. Carbon resistors tend to increase in value over the years and I've also seen plenty of polystyrene capacitors cause problems. The whole point of repairing the radio was to learn and there weren't that many components so I decided to change all the obvious ones and see what happened.

Surely, it will just work and surprisingly it did, well sort of. I could hear stations, but they were very weak with lots of static. I did remove and test the tubes and one was questionable. I managed to find a replacement but it made no real difference. More tinkering but no luck, so close yet so far. The HMV got parked and I went back to learning on other radios. I eventually got to the point that I managed to fix the original Astor; someone had been in there before me and had managed to connect a wire to the wrong part of the circuit board. They are just soldered to the underside of the board, with no markings, so unless you had another to compare it to, it wasn't obvious. The issue caused the radio to draw a lot of current (too much) but it wasn't a dead short. I learnt a lot from that radio.

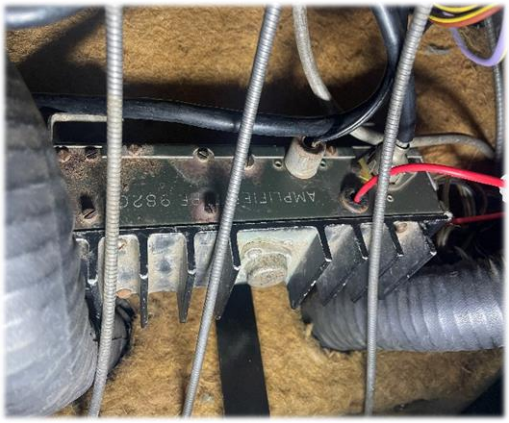
So just put in the Astor and all will be good, but the HMV was rare, unique and just right for the Bristol. I went back to the HMV a few times, but no luck. I tried aligning the RF and the IF, it seemed like a plausible solution, it helped but wasn't the fix. These alignments are needed after components in the respective stages are changed so you get the optimal output. It can significantly affect how well the radio performs.

At one point I fixed another radio that had a similar sounding problem, so out came the HMV again. Still no success, but I'd learnt enough by now to be dangerous. I persisted and persisted and eventually the problem was found, not where I'd expected, but found! By now, I'd seen a number of different faults in other radios, but none with the audio stage. If I injected an audio signal into the HMV, I could hear it so I wrongly assumed all was good (it wasn't as loud as it should be, which should have been a clue). Plus, the issue with the HMV sounded more like a reception problem than an audio one.

External Amplifier

To help confuse things, the HMV has the separate amplifier, with most of the audio stage apart from the radio itself. There is a pre-amplifier and the power amplifier. These early transistors aren't silicon like modern ones, they are Germanium and they haven't been readily available for years. Replacing them with silicon often requires circuit modifications, so not without challenges when they go bad, and they do fail. At first, I suspected the pre-amp but it turned out the problem was with the power amplifier. It wasn't faulty, but the connection to the Emitter wasn't right. This connection is via the transistor case, and while that was ok, buried under it is a soldered connection, that in fact wasn't soldered. It looked connected but sadly wasn't (and probably my fault). I was surprised the audio worked as well as it did without that transistor working as it should. On a radio without tubes, it would have been more obvious that the transistor wasn't drawing much current. But the tubes

draw a lot of current compared to the transistor so it looked plausible. Had I been smart enough to measure the voltages at the transistor it would have been obvious as well, but I wasn't. Live and learn.



Amplifier Installed

One last RF / IF alignment and bench test and it was sounding as it should. The hard work was done or so I thought. Certainly, very rewarding to get it going after who knows how many years.

As mentioned, the HMV has an amplifier separate to the main radio, but it also has several connections that can only be connected after the radio is installed (well, in the 406 anyway). There isn't much room for the radio or anywhere to easily secure the amplifier. There was no way I was drilling any holes to install it, so brackets were made to use original screw holes. There was a lot of lying upside down under the dash and bad language required to test and final fit the thing. Should have just put the Astor back.

So, at last the first job is done and looks and sounds wonderful. I can now tune into the one and only AM station worth listening to. It took more than a few years to resolve, and I don't want to think how many hours. I just need to remember, because it has vacuum tubes, it does take time to warm up before it will work. I don't know why, but I love that.

The End Result

I've since found another 502 that needs to be repaired, and also a Q6 which is another HMV hybrid transistor / tube radio, but with an integrated audio stage. I've managed to repair a number of Astor radios from the 1960's and have a pretty good handle on those now. Astors were rebranded as Airchief radios used in EJ to HQ Holdens. BMC, Leyland and Valiant also used Astor radios. Later HMV radios were made in Australia by EMI and I've seen a few of those as well. I may now have a problem with collecting and repairing old radios. If you have radio from around that vintage that you don't need, or might want repaired, let me know.

Andrew Mclintock

(Andrew.mclintock@outlook.com)

FOR SALE AND SERVICES

1926 BUICK STANDARD 6 TOURER FOR SALE.

This car has been in the one family since 1932.

Total restoration began in 1977, completed in 1983 and has been on Club rego ever since. Still solid, looks smart and has spent all its life on Southern Table-lands.

$28000 **Enquiries or more details: Phone Bob 0417880064**

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FREE SET OF WHITEWALL TYRES

Richard Taber has a set of 5 Coker Classic tyres to give away to a Club member.

G78-15, 4 ply polyester cord tubeless.

Originally fitted to a 1949 Chrysler, and done about 600 miles. Stored in a shed and in good condition.

Contact Richard Taber: richard-taber80@gmail.com

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RECOMMENDATIONS FROM CLUB MEMBERS

Looking to get seatbelts restored for their vehicles? One of our examiners recommends—

Early Seatbelt Restoration—Contact Denis on 0407 225 559

- Mick Gifford has used this service and speaks highly of them:

An online supplier and manufacturer of **windscreen seals, door belts, door seal, boot seals, bailey channels and lockstrips.**

- **Rubber Seals Australia** - www.rubbersealsaustralia.com—
- Ph: 08 8326 7066 Email: rubberseals@yahoo.com.au
- David Fox has used this company and recommends them highly:

"That Guy" Coats & Refinishes - Automotive paint jobs

4/9 Lithgow Street Fyshwick Call: Jamie on 0415 747 542

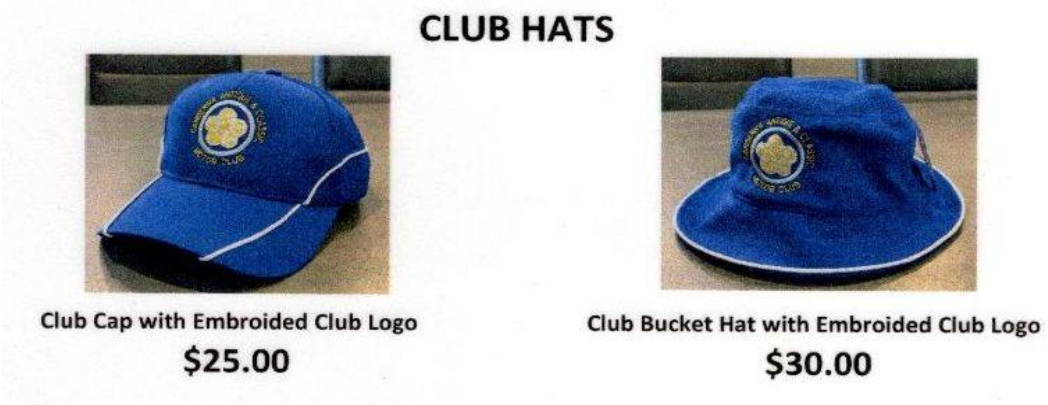
- Email: jamiet@paint.gmail.com
- Recommendation from Wendy Burton

Gearhead Hoist Hire – self-service workshop Hoist and Tool hire – hourly rates

Hume, ACT. Scott Molloy has visited and inspected, and recommends members check it out.

CLUB MERCHANDISE

Contact Helen: sales@cacmc.org.au



CLUB MERCHANDISE

Club Beanie with Embroided Club Logo
$25.00

Club Softshell Jacket with Embroided Club Logo
$75.00

Club Lapel Badge
$5.00

Club Window Sticker
$1.00

Ladies Polo Shirt **$35.00**

Club Badge
$15.00

Club Patch
$8.00

Club Key Rings **$10 each**

POLO SHIRTS

Ladies Polo Shirt with Embroided Club Logo
$40.00

Mens Polo Shirt with Embroided Club Logo
$40.00

TADACT has a lot of stock of restored equipment – especially Mobility Scooters. If you know anyone who may be interested suggest they contact Graham on 0412 627 437

REFERENCE

GENERAL MEETING MINUTES

The minutes of all General Meetings of CACMC will be available to all members attending the following General Meeting. A member may also request a copy of the minutes of any General Meeting by writing to the Club Secretary at secretary@cacmc.org.au.

A brief summary of each meeting's proceedings will be presented to the following meeting with opportunity for questions and discussion on request.

CACMC OFFICEHOLDERS DIRECTORY

MANAGEMENT COMMITTEE

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