

THE COLONIAL



Canberra Antique & Classic Motor Club

SPECIAL ANNIVERSARY EDITION

SILVER JUBILEE

25

YEARS

1968 - 1993



SPECIAL ANNIVERSARY EDITION

SILVER JUBILEE



PUBLICATIONS COMMITTEE

JIM BRUCE
VIN LISTON
FRANK McMAHON
JOHN TILBROOK

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This special edition of *THE COLONIAL* has been produced to:

- commemorate the silver jubilee of the Canberra Antique & Classic Motor Club (CA&CMC);
- record its history and significant events over the 25 years since the foundation of the Club;
- honour specific individuals and to pay tribute to all Members, both past and present, who have each contributed in their own way to the outstanding success that the C A & C M C currently enjoys today.

INTRODUCTION

The Twenty Fifth Anniversary Edition Publishing Committee in presenting this Special Anniversary Edition of THE COLONIAL have endeavoured to feature a collection of significant events and stories relating to the past twenty-five years of CA&CMC activities.

We have not attempted to present a detailed chronological history, but have called on many of our Club members, past and present, to contribute to a collection of events and stories of decades and days now past.

We trust that you will find this 25th Anniversary Edition a joy to read and worthy of retention as a keepsake. ♦

CA&CMC Publishing Committee

Vin Liston

John Tilbrook

Jim Bruce

Frank McMahon

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FOREWORD

As a keen "old car buff" myself I was very pleased to have been asked to provide the "Foreword" to this special 25th Anniversary edition of the *COLONIAL* Magazine which is being promulgated to celebrate your Club's silver anniversary.

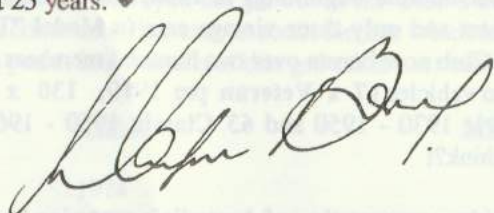
Without a doubt the Canberra Antique & Classic Motor Club (or CA&CMC) is one of the many success stories that the A.C.T. can be justly proud of. It comes to my notice that your Club continues to grow from strength to strength, fostering a fine esprit de corps amongst its members who all gather to share their common interest, that being the restoration, preservation and driving of Veteran, Vintage, Classic and Historic Cars and in so doing ensuring the preservation of Australia's motoring history. From your humble beginnings in 1968, when you started out with just twenty six members and only three vintage cars (a Model "T" Ford, a Hudson and a Pontiac), the Club now boasts over two hundred members and some three hundred and thirty two vehicles (7 x Veteran pre 1919, 130 x Vintage 1920 - 1930, 129 x Historic 1930 - 1950 and 63 Classic 1950 - 1963). Quite an achievement, don't you think?!

In assisting to maintain a wide representation of Australia's motoring heritage and associated motoring memorabilia I am well aware that the CA&CMC, as a non-profit organisation also plays a significant on-going role in local community affairs, such as fund raising events, at fetes, at shows such as Canberra, Yass and Queanbeyan and for worthwhile charities such as Camp Quality and the annual charity "Wheels Show" at Philip Oval. Your Club has earned its well deserved reputation within the Canberra community through its continuing fine work, not to mention the magnificent collection of Club member's motor vehicles which makes the CA & CMC stand out from all the other local car clubs.

We will not talk too much about what a remarkable car the early vintage Bullnose Morris or Ford was, but suffice to say that I well appreciate that each and every Club Member has an enormous interest in their own favourite make of car or particular models, generally because many of these motorists would have had a family affiliation with such vehicles in their childhood, or, in the case of the more mature "grey power" members, such as life member Vin Liston, they probably began their driving careers in them. ⇒

The public cannot help but to admire and envy your cars when displayed at events. Being informed by Club car owners who are only too happy to field many a dumb question, I hear that the public always go away with newly won knowledge of early "seat of the pants" motoring, and with a firm appreciation of the lasting quality of the engineering and materials which went into hand assembling of these early cars. Less amazing is that they all seem to realise at that juncture the majority of the mass produced "electronic, glass and plastic gadgets" which masquerade as today's generation of automobiles will be long recycled when the great-great-grandfathers of their present cars (excuse gender) are still happily putting along the road to the continuing delight of fellow road users.

May I be the first to congratulate the publication committee on this splendid Special Anniversary Edition, and to one and all in the Club on its 25th Anniversary. May you all enjoy safe and joyful motoring on Club Runs, at least for the next 25 years. ♦



Wayne Berry
Deputy Chief Minister
A.C.T. Government



FOUNDATION OF THE CA&CMC

The meeting to form the Canberra Antique and Classic Motor Club was held on 1 October 1968. The Foundation Meeting was held on 12 November 1968 resulting in twenty-six people lodging application forms.

Several attempts had been made previous to this meeting to form a club to cater for Vintage and Classic cars. This situation came about as there was considerable interest in these vehicles and the only other Club in Canberra for older vehicles was the Veteran Car Club of Australia, Canberra Branch whose constitution and structure did not (at that time) cover Vintage and Classic vehicles.

The foundation of the CA&CMC was assisted greatly by the members of the Veteran Car Club as they too had seen the need to cover all vehicles in the district and in fact several of their members also joined the newly formed Canberra Antique and Classic Motor Club.

The Foundation President was Mal Mason who paid tribute to the support received and, in his initial report in the first edition of THE COLONIAL dated February 1969 expressed his belief that the new Club would prosper and grow.

A list of Foundation Members appears next in this Special 25th Anniversary Edition of THE COLONIAL. ♦

FOUNDATION MEMBERS

12 November 1968

Mal Mason	Mayo Hunter
Ollie Walker	Allan Higginson
Ron Scattergood	Keith Harvey
Frank Betts	John Hammond
Dennis Morris	Mick Guy
Errol Rumpf	Brian Gaul
John Sullivan	Bill Guy
Allan Savage	Eddie Abrahams
Frank Rodwell	Bryson Bros
Martin McCarthy	Kingsley Southwell
Murdoch Mac Donald	Harry Crawford
Robert Lee	Murray McDonogh
Don Learmont	Kerry O'Brien

.....By resolution, all of those who filled in application forms on Foundation Night are considered Foundation Members.....

Minutes, Meeting March 1969

FIRST LADY MEMBERS

In May 1969 the first two full membership ladies joined the Club:

Mrs Joan Learmont
Mrs Ann Scattergood

HONORARY LIFE MEMBERS

Vin Liston	30 April 1983
Dick Stubbs	11 April 1989
Ann Scattergood	14 April 1992
Ron Scattergood	14 April 1992

CLUB PRESIDENTS DURING 25 YEARS

1968/69	Mal Mason
1969/70	Jim Bruce
1970/71	Jim Bruce
1971/72	Mark Whittaker
1972/73	Ron Scattergood
1973/74	Ian Rudd
1974/75	John Shergold
1975/76	Don Lewis
1976/77	Les Gallimore
1977/78	Don Lewis
1978/79	Steve Hollis
1979/80	Ron Scattergood
1980/81	David Rouse
1981/82	John Swift
1982/83	Dick Stubbs
1983/84	Bob Lee
1984/85	Barry Boyce
1985/86	John Liston
1986/87	Brian Cam
1987/88	Bob Alexander
1988/89	Brian Cam
1989/90	Waine Summerfield
1990/91	Waine Summerfield
1991/92	Brian Cam
1992/93	John Liston
1993/94	Keith Carswell

MILESTONES

- 1968 Formation of Club
- 1969 First *COLONIAL* - first event - first Lady Members
- 1970 Bush Council formed
- 1971 First Bush Council Rally held
- 1972 New *COLONIAL* covers
- 1973 Membership reaches 100 - concessional postage approved for *COLONIAL*
- 1974 First Twin City Rally held
- 1975 Alpine Assault
- 1976 Second Twin City Rally held
- 1977 Club Library installed in Vercoe Room
- 1978 Club Banner embroidered by Jane Le Grande
- 1979 Concessional registration approved for Historic Cars
- 1980 Club hosted the Bush Council Rally
- 1981 Barbecue trailer acquired jointly by Club and VCCA ACT
- 1982 First WHEELS Show
- 1983 First Life Membership awarded
- 1984 Club acquired the use of a car trailer
- 1985 30 year "rolling" concessional registration approved
- 1986 Committee to plan and arrange finance for Rock Rally formed
- 1987 Alice Springs Rock Rally held
- 1988 Club 20 Year badge issued - hosted American Section Bi-centenary Rally
- 1989 Move to Bridge Club in Deakin - photocopier purchased
- 1990 Victorian Rally conducted
- 1991 *COLONIAL* circulation exceeds 250
- 1992 Club purchases its own car trailer - buys out VCCA ACT share in
barbecue trailer - purchases a second photocopier
- 1993 Silver Jubilee



WELL DONE

25 YEARS AND STILL GOING

Congratulations to the Club and members on reaching 25 Years.

I will always have the memories of the events that took place in the Veteran Car Club that led to the foundation of the Canberra Antique and Classic Club. History and time proved it worthwhile - the action I took in registering the Club name and inviting all and sundry with similar interests to join me

Eventually, after much argument and goings on, the Club settled down along the lines I had planned to sensibly cater for the needs of *Fair Dinkum Vintage and Classic Car People*. The Club should remember the early workers who gave their all (just about) to make the Club a success.

Those of you who were early members will also remember the effort made by one member in bringing all the then clubs in Country N.S.W. into a Council. Not much is written about the lead up to the formation of the Bush Council however, history has shown again and again over the years that the old car movement really needed such an event and Council to hold the clubs together, to give them something in common and another reason for existence.

This was born out in the A.C.T. many years later with the formation of the Council of A.C.T. Motor Clubs which was formed to cater for the growing number of vehicle clubs in Canberra and to meet the practical and political pressures being put upon the users of old cars in the A.C.T.

Happy twenty five years and I am sure you will all be still going into the future.
Congratulations and regards.....♦

Mal Mason (*Convenor and Foundation President*)

CLUB BADGES

One of the first decisions made by the new club in 1969 was to formulate a design and arrange for the manufacture of a Club Badge for display on both bumper bars and lapels. This badge was also to be adopted for use as the official logo on all Club stationery etc.

This task of designing a suitable badge fell to the then Floor Member, Frank McMahon. He negotiated with a close colleague, John Pitson, to design the badge as he was a qualified design typographer. The outcome of this "deal" was a design which consisted of a series of circles which incorporated the letters of our Club, while the full name of the Club was featured in the encircling outer rim. The overall design is symbolic of a vehicle wheel, whereas the inner circles of the badge represent the years of achievement, which (the circle) having no end, indicates a continuing history of strength (of the Club).

The casting and supply of the first Club Badge was far more difficult and was fraught with many problems. The final product turned out to be a simple one, featuring a single colour (brass) cast badge which was not very inspiring; particularly considering the effort invested by the members.

In 1972 David Wood displayed a sample of one of these inaugural badges which he had had enamelled by the Patrick Badge Company. The Patrick Badge Company had quoted this finishing work at 95c per badge, so a number of members had their badges upgraded to the "Gucia" standard. This makes the rare original Badges of our Club a real collectors item today. The third evolution of the badge was circular with no foot mount. ⇒



It was manufactured in solid brass with an enamel face featuring the word "Canberra" at the bottom of the outer circle with two mounting holes each side of the word. Badges of this design were also made available as lapel badges and placed on spoons, tie clips and cuff links. The badge also made its first appearance as a woven product as a pocket or jacket badges.

The next edition of the CACMC Badge was similar in design to Mark Three but was of a lighter material, compressed slightly, different colours and featured the words "Motor Club" at the bottom. The same mounting style was retained.

Our Australian Bicentenary Year (1988) saw the issue of our 20 year commemorative badge (1968 - 1988) utilising a design which was selected from final submissions as a result of a competition held amongst members. The winning design was submitted by Lance Sutherland. The outer wording was retained but the inner circle depicts a stylised vintage car, Parliament House and the years 1968 - 1988. (The car featured on this badge is a 1913 Bullnose Morris - what class! JT)

At the time that the 20 year Commemorative Badge was adopted there was also a call to change the design of the Club Badge. A fifth proposed change was chosen at the same time as the 20 year badge competition but after much deliberation a membership vote was taken which rejected the proposed change. As a consequence the essentially original design of the Club's badge was retained and is still in vogue to celebrate our Club's 25th Silver Anniversary. As such, our Club's heritage should remain as a symbol promoting the preservation of Australian Motoring History in the Nation and the Nation's Capital.

Our Silver Anniversary Year (1993) is to be marked with the issue of a special limited edition badge, Similar in design to our long standing CACMC Badge, but will feature a prominent silver "25" as its centre piece.

An illustration of the six types of Club Badges used over the twenty five year history of our Club is included with this article for the interest of past, present and future members.

Note: Two limited edition badges have also been struck, in 1980 and 1993. These badges were for entrants only in the Victorian Rally directed by Wayne Summerfield and The Anniversary Rally directed by Dennis Morris. ♦

THE CA&CMC BANNER

The suggestion that the Club should look to obtaining a Club Identity Banner for display at outings etc. was first put by Ian Willey, the then Editor of the COLONIAL in 1977. This idea was taken up by Mrs Jane Le Grande who kindly offered to embroider a banner if an approved design could be provided to her, together with a stated colour requirement.

It was decided by the membership that the banner should incorporate the Club badge on a blue background. An estimated cost of \$25 was allowed for this work of "art". Within three months Mrs Le Grande had completed this splendid work which, considering its overall size, is no mean feat. She was fortunate that at the time the project was being undertaken a friend of hers was involved in the removal and replacement of drapes in the "old" Parliament House. Mrs Le Grande was thus able to "obtain", as a gift from the Australian Taxpayers, a piece of gold braid to garnish the top of the banner.



This was an appropriate finishing touch to what was a beautifully executed piece of work.

Our Club Banner is now a lasting testimony to the fine "Clubmanship" and skilled workmanship (gender excused) of Jane Le Grande who during her association with the Club through her late husband, Henri, set an example of dedication to the Club that few, male or female, have been able to surpass.

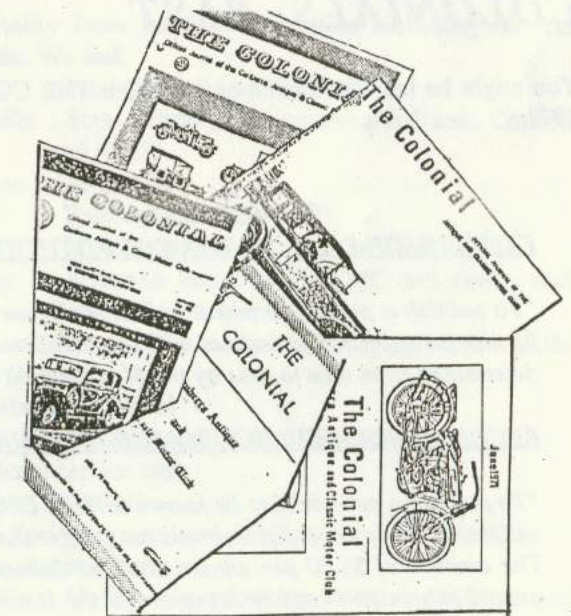
Whenever you see our Club Banner on display, spare a moment or two in tribute to the memory of Jane Le Grande in recognition of the time she always willingly gave to the Club and for the Banner which forms the "rallying" point at significant events attended by Club member. ♦

THE COLONIAL

The first inaugural edition of the COLONIAL was issued in February 1969. The Club's first Editor was Dennis Morris (not our current D.M.). At the time Dennis pointed out that the name COLONIAL was one selected by himself, as to him it had a suggestion of "oldness". He said, however, he was completely open to any suggestions for any other names. Not surprisingly the Club members approved the retention of the "temporary" name in April '69, the size to be left up to the Editor.

It is pleasing that 25 years later we still have a COLONIAL. After some three hundred editions of the Club magazine Dennis Morris must feel assured that the name he selected so long ago was indeed a good one. For the next two years the journal was produced by Dennis in its original format. In 1971 the task of producing the magazine was taken over by the Scattergood family. For the next two years they became Editor, Author and Publisher all in one. This period saw a change in size of the publication and several different styles of covers were tried. Their last effort at magazine covers was on coloured stock.

The next change came in 1973 when Neville Gallagher became the Editor. This saw a smaller size publication with different colour pre-printed covers. The magazine also changed to a saddle stapled form. These magazine covers were again required to be changed some twelve months later as a consequence of Neville's efforts in gaining the privilege of concessional postage. As such Australia Post required certain information on the covers of publications, wrappers, etc.



This was the period when we commenced using the now familiar blue covers we know so well today.

A montage of 'COLONIAL' covers
1969-93

The front changed from time to time with car badges for a term, then Club Award Winners, etc. In the early formative years of the Club the magazine was produced on a Gestetner which gave a rather indifferent quality of reproduction. With advances in copiers over the years we have been fortunate to have been able to reach the advanced stage of quality reproduction we now enjoy. This allows shorter production times, the publication of more current material and the inclusion of colour, artwork and quality photographs. Over the last few years we have adopted the tradition of featuring a different Club Vehicle on every issue and the owner of the vehicle is required to contribute a story on the history of their vehicle.

Our Club library is fortunate to have in its archives bound copies of all COLONIALS issued. These past copies of the "Club's History" have been used as reference material to produce this special 25th Anniversary Edition, which we trust you will all enjoy. ♦

COLONIALS PAST

You might be interested in an extract from THE COLONIAL dated OCTOBER 1973:

Page 5

EXISTING RULE 2 (e) OF THE CONDTITUTION

"To publish a periodical when, and at such times as the Committee sees fit, the price of this periodical and the number of issues per year to be determined from time to time by the Management Committee."

RECOMMENDED CHANGE TO EXISTING RULE 2 (e)

"To publish a periodical to be known as THE COLONIAL. The periodical will be regularly printed at intervals not greater than three calendar months. The amount of \$3.00 per annum shall be deducted from each members annual subscription and be set apart for the Journal. This amount is to be seperately accounted for in the books of account and be duly audited."

(Related information included in the Editorial, Club Notices and General Business of General Meeting, this issue.)

LIFE SENTENCE?

When I became involved with the Jubilee Edition of THE COLONIAL and started researching material for it I realised I had been on the Publishing Committee for twenty years. I am told you only get twenty years for murder but you get remission for good behaviour. Perhaps I should be looking to my performance as I got no remission or parole.

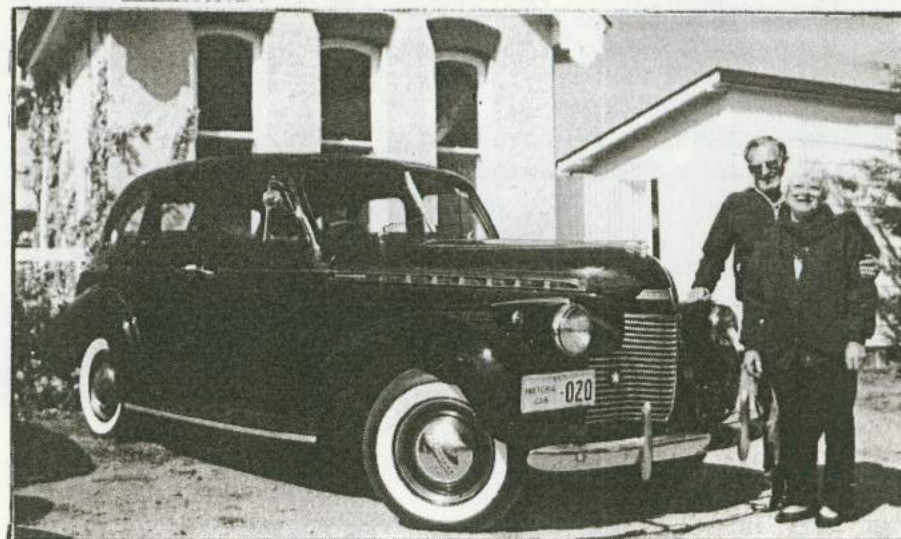
In April 1983 I was honoured by the Committee and Members with Life Membership. Now for the rhetorical part of this publication - does that mean I must carry on to the year 2003? - what if I promise to be better this time - will I be granted remission or parole for good behaviour?

In a less frivolous manner I can assure readers I have enjoyed my years in the Club and gained a lot of satisfaction from making sure THE COLONIAL turns up in your letter box each month. This job has been made much easier by the assistance given by many, many people over the years. They have just been too numerous to even try and name. I can also ensure newer members, that, if they become involved with the Club in any capacity, they will get a lot back and find it very rewarding!

I know you will all enjoy your years as much as I have.....

Many Happy Vintage Years. ♦

Vin Liston



LIBRARY

A move to establish a Club Library was made in 1971. With the expansion of Club membership the need was identified for a source of reference material and books which members may not be able to purchase or acquire themselves.

In 1971 Mark Whittaker outlined a plan for the setting up of a Club Library. He also suggested that the ex-floor member at the time, Mr Frank McMahon, be selected as the Foundation Librarian. This plan was accepted by the members with a budget of \$250 being allocated for the year 1971. The Librarian and his Assistant (Jim Bruce) were to be given a reasonably free hand at establishing and maintaining the new reference library.

This venture has grown over the years of the Club's history to a library now boasting several hundred books covering the many aspects of vehicle restoration, identification and history. Also included are hundreds of photographs of Club events and outings; many of these having been taken by the Club's unofficial photographer, Chris Berry. These photographs are an historical record of the Club and members' cars that pass through it.

Audio visual tapes of some Club events and history are included on the video tapes presented to the Club from time to time by Life Member, Dick Stubbs. These tapes are borrowed and used by the members in the same way as are the books and other reference material in the library.

The Library is also home to every edition of THE COLONIAL, from issue Volume 1 Number 1 to the present edition, all identified as individual bound books by Volume.

The loan of the books and videos from the Club Library is a free service to all financial members. ♦

CLUB ASSETS

Twenty five years of operation has seen a considerable range of assets gathered by the Club. These assets have been acquired gradually due, in the main, by a need to provide various services to the Club and Club members.

The first major acquisition was the barbecue trailer for the use of members on the monthly runs. This trailer has been changed and added to over the years and today is a very useful piece of Club equipment. Housed in a strongly constructed box trailer we have two large barbecue plates of three burner design and a twenty litre urn, these are operated by gas and can be called on to supply the needs of the largest outings. A large range of cooking equipment and all ingredients, such as tea, sugar, coffee, cups etc. are carried so outings can be self-supporting if held where other facilities are not available or in use.

Two car carrying trailers are available for hire to members at very reasonable rates. The two trailers are located on each side of the city for the convenience of members with a Club member appointed as the custodian. These trailers can be hired for the removal or recovery of members vehicles and are a great insurance in the event of a breakdown.

Usually carried in the outing trailer is a fold-up aluminium frame tent. This tent can be erected by six Club members in as many minutes. It proves invaluable on days when the weather is inclement or for such events as the Childrens' Christmas Run as a Throne Room for "Santa Boyce".

A gantry for the removal of vehicle engines or car bodies is also available to members. This is quite a large gantry but it can be disassembled and transported in a box trailer. A rigid tow bar is also available.

Management Committee members should be contacted for details of equipment available to members.

The Club also has two photocopiers and through the generosity of one of the Life Members, Vin Liston, a very well equipped "print shop". It is used for the production of the Club magazine, THE COLONIAL, and other information sheets for Club events, outings and rallies. ♦

CLUB PLATES

Negotiations for "Club" registration plates began almost as soon as the Club's foundation was finalised.

One problem which took a considerable time to overcome was Third Party Cover Insurance. This was because the vehicles would be "registered" as concessionally registered vehicles, as the ACT does not have a "permit" system which is what is used in the various States, once the plates were issued. This was not resolved for Veteran and Vintage vehicles until mid-1970 and post-1930 vehicles until 1979.

In July 1970 the Club was asked to submit the names of three suitably qualified Club members to the Registrar of Motor Vehicles for appointment as "Registrars" under the Act who, once approved, would be able to register Club members' veteran and vintage vehicles. Initially the vehicles were to go "over the pits" at Motor Registry to check that the vehicles in the Club were to a high standard of roadworthiness and would not jeopardise, nor reduce, what the Registry people considered to be a suitably high standard when registering vehicles in the ACT. The vehicles that were tested and passed were then entered into a ballot to allot the number plates to be issued.

By March 1971, after many meetings and quite a few ⇒



disappointments, samples of the new concessional registration plates were shown to Club members at a meeting; dark green with orange lettering (10" x 5.25") for Vintage and dark green and gold for Veteran. The plates were ordered for stamping in September 1971. In March 1972 a ballot for numbers was held, twenty four CA&CMC members having cars eligible for plates.

After two years of waiting and negotiation concessional or Club registration for Veteran and Vintage cars finally became a reality in June 1972. The CA&CMC was initially allocated plate numbers 26 to 50 for its members. Registration of all Club vehicles had at this time a common renewal date. Inspection days had to be held to check all vehicles. Fortunately this practice has been discontinued.

As stated this gave plates to Veteran and Vintage vehicles up to 1930 but cars after that date still had to be "fully" registered or operate on a permit system. Negotiations to have the later vehicles included in the concessional registration system then continued with strong representations from the 30/40 or CHACA club and the Council of ACT Motor Clubs.

Ross Everitt was the main negotiator for them and it was not until 1979 that this was gained. The main argument against "Historic" plates by the Motor Registry was that these vehicles were "modern" vehicles and would be more likely to be used outside the guidelines promulgated for concessionally registered vehicles. This was a valid argument, even more so today when we enjoy a thirty year "rolling cut-off", ie. it currently caters for members vehicles with a manufactured date up to 1963. This was overcome by the introduction of log books and the individual car clubs controlling or monitoring the vehicle usage by members.

As we did not have self-government in 1979 Ross was fortunate in being able to convince the local Member of Parliament that it was a good thing and he gained the backing and support of the Prime Minister of the day who also happened to be interested in "old" cars (Lancias ?). It is fair to say a little leverage was applied from on high.

As no "Historic" plates had been stamped temporary painted ones (14.5" x 5.25") were approved. These plates were painted by Michael Craig.

When reflective plates were stamped in Blue on White it led to the standardisation of all three classes, "Veteran", "Vintage" and "Historic" plates. As a result all old "green" plates were recalled. The photograph above shows all concessional or "Club" plates, including a temporary painted version of an "Historic" plate. ♦

CHANGE OF NAME

The first perceived problem with the name "Canberra Antique and Classic Motor Club" came from outside the Club. The Sydney based Antique Auto Association were worried that there would be confusion with the similarity of names. Two representatives of their Club even came to Canberra for discussions with us. These matters were resolved with an assurance that all correspondence outside Canberra would be clearly marked A.C.T.

The main push for a name change was in 1971. It came from within the Club and turned out to be very protracted. One "faction" wanted the "Antique" to be deleted and the emphasis to be placed on the word "Vintage" and, as a consequence, the Club be purely a Vintage Club. At the time this idea carried some weight and was a valid argument. "Vintage" number plates were about to be issued and there was no move, at that time, for concessional registration for cars manufactured after 1930. There was continual argument for change which caused a great amount of friction within the Club with each "faction" pushing for its cause. This change was not simple. It would have required a constitutional change as well as the name change on stationery, stickers, badges etc. There were constant motions and discussions but little achieved during this time.

Finally, after several months, the matter was to be put to a vote. The case for and against was to be put by two members, published in the COLONIAL and then a vote of members taken.

The case against the change was very ably and strongly put by the late Keith Harvey. Keith detailed the many changes that would be required and, in his view, the small gain that would result. Also we can now see, with the passage of time, the interest in later vehicles and the resultant concessional registration for them, that the foresight of Keith was correct.

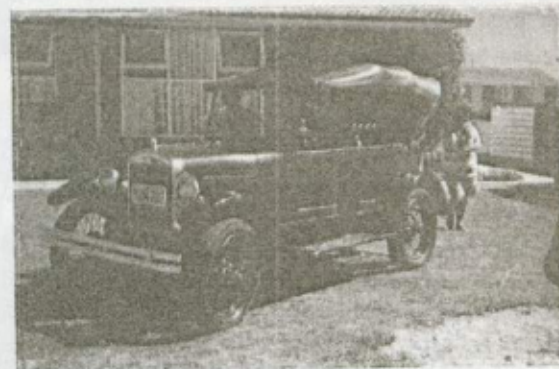
The outcome of the vote was for the "no-change" motion. Those proponents for change were true to their cause, that the Club should only cater for Vintage Cars, which they believed was really the original reason the Club was formed. The Veteran Car Club of Australia, Canberra Branch could not encompass them and they subsequently resigned from the CA&CMC. These resignations affected several positions on our Committee as well as several other members (some ten in all). ⇒

However, this break away was resolved in a friendly manner and led to the formation of a Vintage Club for the ACT. Today, with the extended concessional registration, the Canberra Antique and Classic Motor Club embraces cars, tractors, motor bikes and commercials from the very earliest through to 1963, with the ability to continue with interesting vehicles into the future, which was what was in mind when the name Canberra *Antique and Classic Motor Club* was put forward in 1968. ♦

THE FIRST OUTING

The first official Monthly Event held by our Club was on 19 January 1969 - "A Restoration Run". Approximately thirty members left Manuka in the company of three vintage cars: these were Mick Guy's 1926 Super Six Hudson, Ollie Walker's 1927 Model T Ford and the 1927 Pontiac owned by Dennis Morris.

Little did we realise the growth that would take place over the next twenty-five years, particularly following such a moderate start. Our President, Mal Mason, proudly led us to our first stop at Bruce Ferguson's garage in Red Hill where we inspected the progress being made on his 1929 Anniversary Model Buick Sedan.



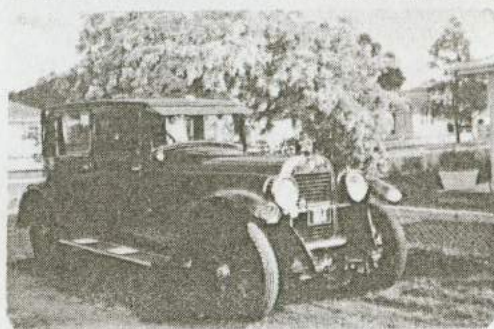
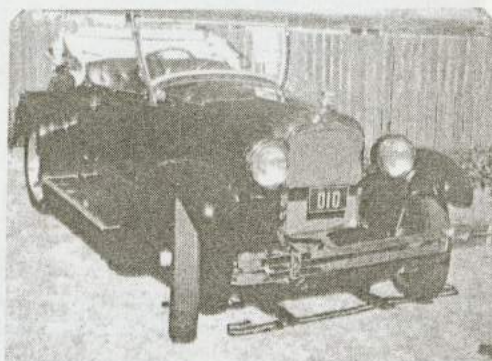
Then off again to the home of the late Keith Harvey to see his 1930 Buick Roadster. The last stop was Mal Mason's home to see his Cadillac La Salle and 1928 Rugby. The afternoon concluded with tea and biscuits served by Mal's wife, Ruth, bringing to an end this important event.

(My memory is not good enough to remember all the details but, thanks to the bound copies of THE COLONIAL, we have an undisputed history of the Canberra Antique and Classic Motor Club.) ⇒

As I walked along the rows of cars in our Club display at 1993 WHEELS there was Ollie Walker's 1927 Model T Ford, till attending after twenty-five years of outings. The only one of the original three attending that first outing back in January 1969.

I have an affinity with Vintage Cars and, as I stood in front of this Ford, I wondered what she thought of it all. I placed my hand on the steering wheel so that I might let her feel my touch of friendship. Vintage Cars are like so many things on this earth, they respond to a friendly pat and a few kind words. I decided that she was a very fortunate and historical car having been dragged out of retirement by this character, Ollie Walker, to help with the formation of this Club. And now to see the growth from three registered cars to three hundred and thirty two in 1993 and who knows how many twenty five more years into the future.

We are fortunate to have had someone like Mal Mason, who picked up the challenge to form and guide this Club in its formative years and give us, the members, the opportunity of taking part in outings, so simple, and yet, so enjoyable. A tradition that continues to this day. ♦



Jim Bruce

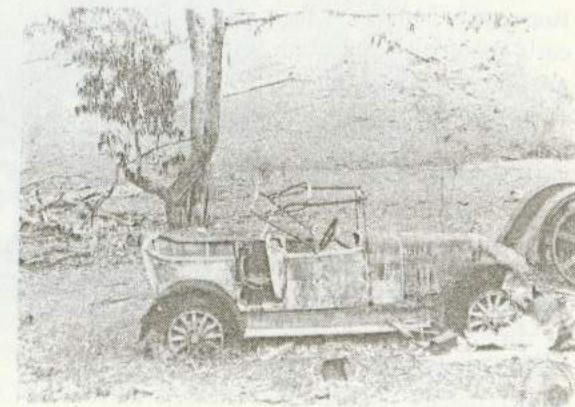
WHAT HAPPENED TO GRANDFATHER'S BELSIZE?

It began one Christmas in the late 1960's when Bob Lee asked his mother about what had happened to her father's Belsize Fifteen. Bob had begun to show an interest in the vintage car movement and felt he would like to try his hand at a restoration project. Grandfather's Belsize seemed to be a likely candidate and hence the question. Bob remembered the car from when he was quite young, seven or eight years old, when on visits to Grandfather's property "Redbank" near Wellington in New South Wales, the old car would be seen tucked away in one of the sheds, and, its imposing size and brass brightwork would certainly have been memorable.

Apparently his Grandfather, James Quirk, had bought the car from the original owner, Mr Spencer Maddrell of "Katella" station near Burrendong with a view to using it around the property. However, a horse breeder of some note, Grandfather did not take to the Belsize quite as readily as he took to the saddle and after trying some experiences relegated the car to the shed.

There it lay for some time until Grandfather's cousin, Cecil Quirk of "Euchareena", arranged for the ownership to be transferred and the car was once again on the road. At this stage in its life it was fitted with Buick wooden spoked wheels which, being smaller in diameter than the original 23" sankey wheels, gave the car excellent mountaineering capabilities over the hilly terrain of Cecil's property. Finally, and the family estimates the late 1940's, the faithful old engine ran a bearing while on duty in a nearby valley and the car was left where it stopped.

Subsequently, many years later, it was sold for scrap for five quid, but, when the scrap dealer saw where his prize lay he did not rush to collect it preferring rather to wait for a ⇒



suitable occasion when he might call by and remove the radiator and any other easily transportable valuables. This, fortunately for our story, was about the time Bob was questioning his mother and on hearing that as far as she knew the car was still at Cecil's place, he wasted no time in going over for a quick reconnaissance.

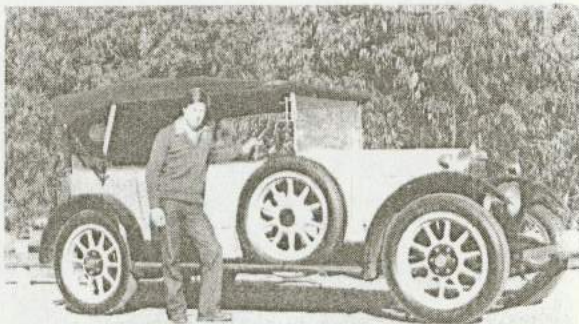
Sure enough, there was the Belsize looking somewhat worse for wear under the tree where it had stopped.

Bob immediately set to to move the car to Canberra, firstly by repaying the scrap dealer his five quid, then arranging to drag the car by tractor to a place where it could be loaded onto a suitable trailer for the long drive to the ACT.

Over the next two or three years the Belsize was gradually brought back to a living car. The errant big-end was rebuilt, the bodywork revived and new upholstery fitted, the radiator patiently worked over and missing items found or replaced. A very small section of the original paint was still on the car and by careful cutting and polishing this Bob was able to match the original colour, a pale grey. Chassis and fenders were finished in black and with its newly installed red leather upholstery the Belsize made an impressive addition to the vintage fleet when it turned out for its first run with the CACMC in November 1969.

Since that day Bob has done very little to the car; problems with the cooling system which caused it to overheat badly on a run recently have yet to be solved and one consequence of that episode is a substantial decline in the power available at the moment. Consequently, driving the car is a very slow process unless top gear has been reached and the way forward is also downhill.

Bob readily admits that the car's condition is far from pristine, it being his first foray into the restoration game, but it has a certain "original" look to it, the leather upholstery having that well-loved and often sat-in appearance, yet still soft and supple from years of careful treatment. The slight lumpiness of the fenders quietly remind you that here is a car that has =>



lived long and hard in the Australian bush and, even now, in retirement, is still ready for a day's hard yakka. And, when you grip the thick rim of the steering wheel you can almost feel the sweat left by the calloused hands of the hard working Quirks. To be sure this Belsize is no concourse beauty, but there is no doubt it has a story to tell.

These days the car is garaged in the care of young John Liston who watches over it like a proud owner, drives it like a professional (and that cone clutch and gearbox need a professional's touch) and gives it that attention that all older cars need to keep them on the road. And when you recline in the spacious rear section as John's skilful driving takes you laconically along the by-ways, you can still sense some of that traditional bush flavour, eucalyptus scent and dust, now vanished forever under the tranquil waters of Burrendong Reservoir, of which Grandfather's Belsize was a substantial part. ♦

This story was written by Malcolm Robertson with information supplied by Bob Lee. The modified story appeared in "Sports and Classic Cars Australia" in May 1986.

COLONIALS PAST

Here is another extraxt from THE COLONIAL dated April 1973 - would it be there now?

-21-

FOR SALE 1 1925 - 6 Chev. 4, good solid body almost complete. Motor been fully conditioned with rebore oversize pistons, new rings, new welsh plugs 2 brand new 21" tyres & tubes plus 1 very good secondhand tyre, nickled windscreen posts, headlight reflectors, rear mudguards trims kick plates 1 complete set. Four wooden spoke wheels in very good order. (rubbed back sandpapered painted & esterpoled.)

SPARES 2 firewalls Chev., 4 wooden spoke wheels in fair order, 2 1925 - 6 diffs, 1 front end, 1 Chev 4 motor not complete, 1 Chev 4 block plus other bits, and pieces.

Full price the lot \$350.00

Contact Frank Stokes
Tahmoor

"THE WAY IT WAS !"

The CA&CMC was formed late in 1968 and at that time I don't think anyone would have guessed that the "vintage movement" would have gained the huge following it has today. Its popularity has, of course, put great pressures on the availability of raw materials. But it was easier in the formative years of our Club. The following is a resume of one trip searching for cars and parts.

This particular trip took place over the Australia day weekend in January 1970 and came about by a prospective member, Fred Owers of Queanbeyan, needing a car to restore. He was a native of the Cooma area and suggested a joint foray into the Delegate area where he had a few local contacts.

Onto my new Toyota truck went the camping gear, food and our respective sons and we headed off for an eye-opener of a weekend.

We breakfasted with a family at Mt. Cooper. This farm house and contents were a museum of old-time furniture, lamps etc. and the sheds and surrounds contained lots of old stationary engines, gristers and general farm machinery. We drove an AA Ford truck which was still in use as their farm truck. The owner's son demonstrated his "two cylinder" Studebaker engine that operated their spray dip. The four middle pistons had been removed from a 1926 Standard Six engine.

After Mt. Cooper our next call was to Tom Vaughan at Ando. According to his wife, Tom still owned every vehicle that he had ever bought. A look around the property and we believed her! An alive and going Dodge tourer, complete to the motometer; an Albion LC 24 (ex Tooths Brewery) plus another for spares; a forward control Austin truck (about 1949) and a circa 1950 Vauxhall Velox residing in a collapsed shed. None of these vehicles were for sale but some years later I did buy the Albions.

On to Delegate and we filled up at Stewarts' Garage. Built almost entirely out of flattened petrol tins this edifice still graces Delegate's main street. We asked the usual questions and before leaving town we had purchased a T Model Ford diff and a new beaded edge tyre.

Over the border to Bendoc via the Haydens Bog sawmill where an A Model Ford had been cut to a ute and was in use as the clean-up wagon around the mill. The storekeeper at Bendoc sent us down a local road where we found a late 20's ⇒

Dodge tourer and another car (make forgotten). Radiators gone but otherwise quite complete and restorable. Parked on unfenced land and apparently owned by no-one! The storekeeper also mentioned that some old cars could be found at the lower Bendoc Post Office, so, we headed east to this metropolis. Here a 1929 Pontiac was started up for us. We also inspected a Morris Cowley Flat nose, but possession of this vehicle was disputed - a black snake left by the passenger door as Fred vacated the driver's seat.

In the back yard of the Post Office sat a strange hybrid - a Chev '4' fitted with an 'A' radiator and bonnet. Nearby a giant Durant sedan, driven to where it sat and allowed to rot - the body had collapsed into itself.

As we went along we were buying many parts - headlights, dust panels, door handles etc. and even after only a few calls we had quite a pile on the truck.

Leaving the Post Office we went East and a couple of miles on spotted a complete tourer near a shed. Enquiries solicited the information that this Dodge '6' was the districts first mail car - it was not for sale, their own boys intended to restore it. Many years later it still sat, sinking into the ground outside the empty shed.

That night we camped on a riverbank and nearly froze; don't know what the temperature got down to but the frost was inches thick.

Next morning we crossed back into NSW and headed towards the Tingaringy Ranges. Bush post offices are great places for information and the Corrowidgin Post Office was no exception. From the road we could see two cars near the woodheap and permission to inspect was readily given - "*...do that while the missus boils the kettle.....*" -.

You don't normally find a driveable veteran in sight of a road but here was an alive 1915 Dodge minus only the rear of the body. The other car was a 1926 Studebaker Standard '6' suitable for parts, purchase prices?.....Dodge \$15, Stude \$10. Sold!

The leads that the postmaster gave us kept us busy for two more days. At the next stop mixed in with tons of scrap metal was the remains of 1926 Packard. I bought the headlights which had been put in the shed.

How about a Buick tractor? Our next stop yielded this rare (unique?) sight. A 1924 Buick had been shortened to the point where the diff almost touched the gearbox. An extra wheel had been bolted to each rear wheel giving it "four wheel drive"! This vehicle was for sale, the owners not using it much since they had bought ⇒

a grey Fergie; \$25 seemed too much, so declined the offer but did buy a four number NSW number plate that we found in the grass. also available here was a late 20's Rugby 30cwt truck, complete except for mudguards. A gift at \$25 but too hard to get home.

Still following the Postmaster's leads we bought parts for a 1929 Pontiac, investigated a veteran Duryea engine (not for sale) and bought a Chrysler roadster that the kids had pulled apart. We loaded up what we could fit and left the rest. Didn't go and look at a late 30's car pushed into a washaway. No one would want that modern gear.

Time to camp again and another freezing night. We were ready for it this time with a tarpaulin to keep the frost off and a good fire nearby.

First call of the new day was at Airlie Park, owned of course by an Ogilvie. What sort of truck would a Scot own?.....an Albion of course! ...a 1934 model. It had been in use up until a few years before when the engine block became airconditioned. John Ogilvie seemed a bit miffed that the Albion distributors in Sydney could not supply a new engine block. Several years later I passed the Albion's whereabouts on to Johnny Walker of the Goulburn Club. For two bottles of his namesake (one jointly consumed on pick-up of the truck) he bought it and used it to help restore his Tooths Brewery truck.

We did score a lot of 1921 Overland parts from Airlie Park. It was here that we discovered that we weren't the first to hunt cars in these areas. A certain character called Frank Rodwell from Cooma had been around about twelve months earlier.

As we had to front for work the next day we started heading in the general direction of home. Towards Craigie we found a place said to have an old Vauxhall. How Old? - "Bloody old mate!" - .

We located said car, a post-war Wyvern, which had been turned into a dog kennel. A sheet of ply had been jammed in behind the front seat with the front passenger and rear driver-side doors open. The car was for sale, price two dog kennels.

Our truck was by now hopelessly overloaded but a trip to the Jones brothers was a must. The Jones brothers were a pair of eccentric (we'll be polite) batchelors living on a property between Delegate and Bombala. Over the years they had 'bowerbirded' every tip and every clearing sale in the district and their efforts now covered many acres. Every heap of junk had a large, mean, mongrel dog attached to it so there was no impromptu scavenging. ⇒

When we arrived, the brothers Jones and the Delegate baker were giving some rough red wine a hiding (we heard later that the baker had died overnight from alcohol induced asphyxiation so it must have developed into a real bender). Fred bought an ancient rifle off the brothers... - *"still good enough to knock off a cop!"* - was the warranty. I managed to buy a couple of radiator caps but we missed out on the feature of the junk, a potato digger made from an Austin 7.

Their shearing shed was full of motor bikes, I counted seventeen in all. All English makes seemed to be represented including several Velocettes and BSA's. They wouldn't sell these. (I went back several years later, one brother had died and the bikes were gone - someone had come along at the right time.

When we arrived back in Queanbeyan I told Barry Boyce about the Jones. Through the police force he had knowledge of them and gave us the good news that they usually shot at people before they got to the house (especially the law). Maybe it was just as well they were three quarters stonkered and Fred bought the rifle.

Yes sir, it's doubtful we will see the likes of that trip anymore. ♦

Ron Scattergood





A section of the CACMC display at WHEELS 1993

Photo: Chris Berry (taken from ACT Fire Brigade extension ladder)

PRESENTATION NIGHT

The first (of what was to become) an annual Presentation Night or Dinner dance conducted to celebrate the end of the Club Year and to award trophies was held on Saturday 27 November 1970.

This Annual Social Event is organised by the elected Events Director and is usually held at a different venue each year. A theme is usually selected and members are encouraged to dress and act accordingly.

Over the twenty five years of the Club's events and due to ongoing restoration projects conducted by members, the list of awards and trophies has increased to a point where we now have quite an impressive array of trophies.

At the first Presentation Night the main award, the "Events Trophy" was won by Annette Scattergood. Annette managed to hold this trophy over several years.

The current trophies are:

- **Restoration of the Year**
Most commendable restoration taking into account the type of car and the input of the owner in the restoration of the vehicle.
- **Car of the Year**
Awarded to a car which has been bought in a restored or roadworthy original condition.
- **Bill Amies Mechanical Excellence**
Judged each year on mechanical condition, restoration and maintenance alone; to include cars on restricted or full registration as long as they are "Club vehicles".
- **Bill Southwell Encouragement Trophy**
To be awarded to a young, inexperienced or keen member who has achieved a high standard of restoration so far and deserves recognition for his or her efforts.
- **Peoples' Choice**
To be voted by the public at a large display such as WHEELS. This should be a much coveted trophy as it is based on "the peoples'" decision for whatever reason.

⇒

- **Henri Le Grande Club Participation**
For helping other members, assistance with meetings and outings. (Not for members of the Management Committee of the Club.)
- **Events Shield**
To go to a driver or family who attends the most events of the Club in a "Club vehicle".
- **Modern Car Attendance**
For those with no old cars on the road yet. Should include attendance at Club meetings and events (one point - event; one point - meeting).
- **Hard Luck Trophy**
Awarded to someone who has just had plain bad luck resulting in setback of restoration or use of an old car.
- **Most Travelled Trophy**
Mileage taken directly from log books. Includes all test runs and events in or out of the Club calendar.
- **Junior/Family Award**
Club input by other members of the family other than the driver of the car. Could be for total or individual support, ie support for husband and movement.
- **Fossickers Award**
A person always attending swap meetings, trading parts or etc. Perhaps the lengths that one must go to to obtain parts or a complete car mostly as a result of information "told".
- **Stirrer's Spoon/Club Character**
One award covers both labels. It is to selected by the previous recipient of the spoon; no engraving needed.
- **Colonial Award**
Selected by the Editor for the best or most contributions to the Club magazine, THE COLONIAL.
- Any special awards the Management Committee sees fit to award in any one year. ♦

THE 'BUSH COUNCIL'

The Council of the Veteran, Vintage and Historical Motor Clubs, Southern Central NSW and ACT, or the 'Bush Council' as it is commonly known amongst regional car clubs, first came about through the foresight of our first Club President, Mal Mason. Mal could see the need for such a representative body for the Clubs in the country areas of NSW.

The following short history of the Council was printed in the Tamworth local newspaper in 1970:

- *The Council of Veteran, Vintage and Historical Motor Clubs, Southern Central NSW and ACT, was formed as the result of a meeting held in Wagga in September 1969, between a group of Clubs in the area, called by Mr Mal Mason of the Canberra Antique and Classic Car Club.*

At the following meeting, on 2nd May 1970, at Wagga the Council was formed. Six Clubs attended the meeting and three others joined at the same time.

The Council has grown over the years, has spread outwards from the original Southern Region and now represents Clubs from a wide area of country NSW.

Due to the extensive area covered by the Council, and the difficulty of getting together for regular meetings, one Club is elected each year to be the Executive of the Council. This Club has the responsibility of running the business of the "Bush Council", and of meeting with our colleagues from the CVVTMC, the city based Council with whom we represent the vintage car movement throughout the State.

The two Councils each send a delegate to the Conferences of the Federal body, where matters which concern vintage car enthusiasts on an Australia wide level are brought forward and discussed. ⇒

The Annual Meeting of the "Bush Council" is held during the Easter weekend each year, when the host Club has the responsibility of staging the Annual Rally. Previous annual events have been staged in Canberra, Dubbo, Wagga, Newcastle and Orange. -

The CA&CMC were the hosts for the Council Rally in 1980. The Rally Director was Mal Mason.

Our Club is still affiliated with the Council as are most NSW Country Clubs. ♦

THE UK CONNECTION

Our Club is fortunate to have had many overseas visitors; this giving our members a broader understanding of trends and interests in our type of cars.

Those of us who own English or Continental cars have been fortunate with the visits of Tom and Betty Leake from Yorkshire England who visit their daughter in Canberra each alternate year. These visits coincide with our WHEELS display. Tom and Betty can be seen showing great interest in the vast range of cars, trucks and bikes on display when they are here.

Tom is no newcomer to our type of display, so, when he gives us a compliment in our activities or our cars it is from someone with authority. Tom and Betty are regular entrants in the annual London to Brighton Run in the Veteran Peugeot. They are also owners of a 40/50 H.P. Rolls Royce, referred to as a Silver Ghost, and a 1924 Bullnose Morris Oxford.

A benefit we receive from our overseas visitors, like Tom and Betty, is the introduction to one brand clubs which enhance our own Club and enable us to have updated technical information to keep improving the running of our vehicles. Those of us who have Bullnose Morris cars have had an additional technical benefit by the visit of Martin Shelley, also from England.. ♦

Jim Bruce

TWIN CITY RALLYS

The first mention of an attempt to run a "Twin City" Rally by the CA&CMC appears in THE COLONIAL of December 1972. Two members were to liaise with the Goulburn Veteran and Vintage Car Club to co-host a combined rally.

By the time the April edition of THE COLONIAL appeared committee meetings had been taking place with Ian Rudd, Trevor Powell, David Wood, with myself as Rally Director, from the CA&CMC and four more Committee Members from the Goulburn Club.

Also printed in this edition of our magazine was a tentative programme for the three days of the Rally which was to be held on the Australia Day weekend in January 1974. Saturday morning, travel from Canberra to Goulburn then a tour of Goulburn in the afternoon visiting various places of interest. Then on Saturday evening a Dinner Dance. Sunday morning, Goulburn to Tarago for lunch, then on to Bungendore, Queanbeyan and to Canberra. Sunday evening a Presentation Dinner and trophies. Monday a tour of Canberra and then off home after lunch for the visitors to Canberra.

It is stated in our magazine that this Rally was very much a Club effort with members showing great enthusiasm. Out of approximately thirty five registered club cars twenty six were starters in this Rally. The members of both Clubs showed great support by assisting with the many jobs ensuring a successful and smooth running event.

A rally makes new friendships, brings out newly restored or purchased vehicles and gives members a different opportunity of Club commitment. A rally always highlights interesting events created by those delightful characters who can be found if you look.

Two of those dedicated rally entrants, Les and the late Edna Gallimore, who incidentally was our first lady Club Events Director, were on their way from Canberra to Goulburn on that beautiful Saturday morning. A few miles out of Canberra their 1926 four cylinder Chev was overheating and Les pulled into a (now demolished) roadside service station.

As it was early morning and the station not yet open, the driveway was empty except for a tap, a watering can and a couple of rough, old four-legged goats. ⇒

As Les was filling the radiator, carefully leaning across the front of the car, one of the goats admired Les from behind and for him, the goat that is, it was love at first sight.

The next thing that Les knew was the goat was in the "cuddle" position with his great hairy front feet on Les' shoulders and hot breath in his ear. The situation was difficult for Les as his hip pocket was in great danger of being damaged. To top off this exciting event and quite new experience Edna was calling out to Les not to let the goat scratch the car to which Les called back - *"....The car is in no danger as the goat does not seem to be in love with a Vintage Chev!!!..."* -

As I read through the reports of this Rally I am conscious of the part we all played in the History of this Club. For myself it was my first experience in being part of the organisation of a rally and the first outing for my Bullnose Morris and I am grateful to the Club for their continued friendship and support.



Husband and wife team, Barry and Betty Boyce, along with Annette Scattergood and our own "Charlie" and winner of the "Best Dressed Gent" trophy, "Eddie Abrahams.

A second Twin City Rally was held from January 24 to January 26, 1976, again with Goulburn as the co-hosts. Again this Rally had the support of the members from both Clubs assisting the Rally Director and his Committee with the host of jobs to be done. These Twin City Rallies did not continue to be biennial events. However, from them grew the opportunity for Club members to attend a large selection of Rallies organised by other clubs each year. ♦

Jim Bruce

WHEELS

In 1982 David Rouse fielded the idea of presenting a large show of vehicles in Canberra. As this type of event had not been staged previously in Canberra such an event presented a golden opportunity to promote the Car Club Movement in the region.

David approached the National Football League who offered the Phillip Oval free of charge providing the revenue generated by such an activity was donated to charity. The idea was to run the WHEELS display in support of physically handicapped children in Canberra and the region. An initial budget of \$200 was advanced by our Club and was repaid from the gate takings on the day. All exhibitors received a badge to mark their participation in the event.

David requested Vin Liston to provide him with a design for a badge. This did not present a great problem as it was to be a WHEELS show. Vin adopted a wheel as the logo, the wording around the tyre or outer rim and, as it was envisaged that the event would become an annual event, the calendar year was featured on the wheel hub. The "year" and colour changed for each subsequent event and meant a saving on die costs for ongoing orders of the badges.

Unfortunately the first WHEELS show in 1982 was held in March and clashed with the Food and Wine Frolic of the Canberra Festival. As a consequence the Club was fortunate to make a small profit. However, the idea was seen to be a very good one. The next year with a change of venue to Braddon Oval and a change of date to mid-February, between the start of the cricket season and the finish of the football season, WHEELS '83 was a great success.

At this stage we were very fortunate that the Council of ACT Motor Clubs took over the organisation and running of WHEELS. A very sensible move as they are the representative body for all Car Clubs in the ACT and can call on all of them for assistance.

Under the very capable stewardship of (our) Alec McKernan, who was President of the Council for many years, the WHEELS event continued to expand and prosper. Alec was tireless in his support and involvement with WHEELS, and there is no doubt that this is why WHEELS today is probably one of, if not *THE*, best show(s) of its kind in Australia.

⇒

After several years at Braddon Oval we outgrew this smaller venue so a move was made back to the Phillip Oval. This time the full oval, not just the use of the perimeter as was the case for the initial show.

After eleven years the WHEELS Show is a major event for all the Motor Clubs in Canberra and the surrounding district. Only one of these years was cancelled due to the weather so the organisers and the charities that benefit each year have been very fortunate. With the backing of virtually all the Motoring Clubs, many business firms in Canberra and support from the ACT Police, Fire Brigade, Action Buses, the Museum of Australia and many others, WHEELS has now grown to a point where we can expect to see in excess of five hundred units on display and a profit, for disbursement to the nominated charities, approaching \$10,000.

To give readers an idea of the extent of WHEELS, we have shown a small section of the 1993 display in the centre of this magazine. This picture represents approximately one quarter of the grounds.

The CA&CMC, through members displaying their vehicles free of charge so that they can collect the commemorative badge each year, has been fortunate to win the trophy for the "Best Club Display" at WHEELS on three separate occasions. It is an event all members look forward to and is one of the features of the CA&CMC Club Year. ♦

THE US CONNECTION

A good friend of the CA&CMC in the United States is Jim Hill. If you attend meetings or read the minutes in the COLONIAL, you will know that Jim has provided the Club with many donations for our library and some car parts for the various American marques owned by members. Jim's principal interest is Packard, he is a member of the Board of Regents of The Packard Club. However, should a member require information or details of a source for parts for any American vehicle he is pleased to assist us enthusiasts "Down Under".

Jim has a keen sense of humour and, apart from his old car interests, is always willing to share jokes and cartoons on any subject. The Club is honoured to call Jim a friend of the CA&CMC and more than welcomes his contributions to the library and Club members. He is proof positive that the Car Movement is world wide and its assistance goes twice as far. ♦

Dick Rowe

CAMP QUALITY

The Club's association with Camp Quality, an organisation supporting children with cancer, began in 1990. In that year long time member Bill Atkinson asked for support in the form of transport for the children to Gundaroo. This was done in conjunction with the Canberra MG Car Club.

This first "event" was a great success and the support shown by both Clubs, twenty cars from the CA&CMC and fourteen MG's, ensured the children and their parents enjoyed the day at Gundaroo in weather that matched the spirits of all who participated. The drivers, to be sure, had a great day too and so a very nice association was formed.

The next year, due to other commitments, Bill could not organise the run so John Liston volunteered to run with it and has done so every year since. 1991 was a trip to the Cotter Reserve where many friendships were renewed and blossomed.

Both Clubs again provided cars and with the additional support from several business houses a great time and barbecue was held in ideal conditions. The Cotter was again the venue for 1992.



The reason for the Camp Quality outing being held in May each year is that they have camps and other events during the year and May is their "end-of-year" event. This is also when their Year Book is issued and is a great wind-up to their "year of achievement".

A change of venue saw the 1993 outing at Woods Reserve. We were also joined on the day by the Veteran Car Club and the Pontiac Car Club which was very fortunate as the picnic has grown to be quite a large event. We were also very fortunate to have ACTION donate a bus for the day with a volunteer driver who gave his services free for the day. A barbecue lunch for almost three hundred ⇒

people was supplied by our hard working cooks, Vic Muscat, John Houston and Alec McKernan.

This Club is very fortunate to be associated with the children from Camp Quality as this event embraces an area far greater than Canberra. The children come from many centres such as Sydney, Wagga Wagga and from various centres along the south coast of NSW. This is the reason the event is so large.



We look forward to a long association with Camp Quality as we get more enjoyment, I feel, from this outing than we give. They are just a great bunch of kids who live life to the full and are an inspiration to all. ♦

Vin Liston

COLONIALS PAST

This extract is from THE COLONIAL dated March 1973 - do you think this might still be available?

- 24 -

FOR SALE 1924 - 25 6 cys. wire wheeled Essex Tourer. Dismantled and partly restored. Absolutely complete body in fantastic condition. Spare engine diff and gearbox. \$400 or nearest offer.

Bill Bruce
Griffith A.C.T.

OVERLANDER BADGE - ROCK RALLY - APRIL 1987

(plus - why it happened at all)

During the Christmas party run in December 1992 Vin Liston sidled up to me and asked, "Have you got a minute?" He then wandered off into the rain in a rather furtive manner. As I hurried after him I thought that he had some vitally important information for me. I was intrigued. No doubt he had found an overdrive gearbox for my 1936 Nash and he wanted to tell me, in private, where I could pick it up for a nominal fee.

Alas, this was not to be.

Vin informed me he was involved in an exciting Club project which would mark the CA&CMC Silver Anniversary year. He explained that he was a member of a small group that were putting together a quality publication which would acknowledge some of the Club's milestones and events during its first twenty five years.

He also suggested that as I was "Rally Director" of the ROCK RUN in 1987 I should give some thought to writing an article on the event. So, here is my account of the ROCK RALLY as I remember it:

How it all started

Sometime early in 1985 I was talking to Charlie Adams about old cars and rallying. During the course of our casual conversation Charlie mentioned that he had seen an article in a club magazine about the highly prized "Overlander" badge.

According to the information that Charlie had discovered, it appeared that the Alice Springs Veteran and Vintage Car Club would award the "Overlander" badge to any vehicle that qualified by travelling under its own power a specified number of miles on a journey to Alice Springs.

Charlie's initial response to this information was to ask me the following question:

"why don't we jump in our cars, drive over to Alice Springs and get ourselves one of those ***** badges?"
⇒

Thus the idea was generated, and, as they say in Dyke's Encyclopaedia "from a few nuts, bolts and rusty parts, classic cars grow" So, like many great ideas, the CA&CMC ROCK RALLY was born. It had its genesis in a casual remark. The more we thought about it the more we liked it and the greater became our resolve to try and do something to bring it about.

In April 1985 the Events Director organised a Club Run which involved an overnight campout on the shores of Lake George. This was a magnificent run, it will long remain in the memories of all those who took part. This was also significant in that it gave impetus to the initial idea of organising a long range rally.

After exploring many miles of Lake George foreshores we returned to cook our evening meal and gather around a large bonfire to ward off the cold of the evening.

As the night grew colder we consumed some excellent anti-freeze in the nature of Beer, Port, Rum, etc. I seem to recall that we managed (in theory) complete "body-off" restorations of at least three cars during the early part of the evening.

As the night continued to grow colder, and with the effects of the anti-freeze beginning to wear off, some of the less hardy snuck off to bed (in order to protect the innocent they will not be identified).

Fortunately, both the future planning of the ROCK RALLY, and those members who remained huddled around the fire were rescued by Dick Stubbs. Dick not only had all the necessary ingredients but swore he could remember his Great Grandmother's "secret" recipe for a multi purpose engine degreaser and Mulled wine.

Thus fortified by Stubby's mulled wine, and feeling little or no pain, the subject of an Alice Springs Rally was raised and discussed with a great clarity of mind, insight and suggestion that was (sadly) never repeated.

Next morning, through the fog, it was clear that we had created sufficient interest to put a planning proposal to members at a regular Tuesday meeting. ⇒

The initial response was encouraging and led to the following members being co-opted into a more formal planning committee:

- Charlie and Fran Adams
- Ray and Glenda Plumb
- Lance and Chris Sutherland
- John Liston
- Dick Stubbs
- Llew Robb

Two years later, after much discussion and many meetings, we set off during April 1987 for the long range run to Alice Springs. We had been flagged off the previous week, for publicity purposes, by the Member for Canberra, Ros Kelly.

It would take many volumes to do justice to a detailed account of the significant events that occurred during the course of the rally.

In any event I do not have that skill. However, with the assistance of my wife Chris, we have put together the following summary which attempts to cover the major aspects of the 1987 ROCK RALLY as we remember it. ♦

Lance and Chris Sutherland



ROCK '87 SUMMARY

The Rally was scheduled to commence on 17 April. Some entrants (including us) got an early start, leaving Canberra on the 16th and spending the night in Boorowa. We joined up with other entrants at Forbes on the 17th.

Sixty-five people participated in the rally. They ranged in age from 6 to 70 years (twelve between the age of 6 and 18). Twenty Classic and eight modern cars took part. Jill and Brian Carn driving a 1938 Chrysler managed to break a crankshaft in the car 120 km before Alice Springs. Dennis and Margaret Morris, were contacted and joined us in Coober Pedy. The Chrysler was sent home on the back of a truck and arrived in Canberra before the Rally ended.

We proceeded North through twenty towns in NSW, sixteen in QLD, thirteen in NT, seventeen in SA, two in Victoria, ten more in NSW and back into Canberra on schedule with no other major mishaps.



The participants, their clubs and their cars are listed below:

<u>SURNAME</u>	<u>GIVEN NAMES</u>	<u>CLUB</u>	<u>CAR</u>	<u>MAKE</u>	<u>YEAR</u>
Sutherland	Lance, Chris,				
	Melissa & Angela	CA&CMC	Nash	1936	
Adams	Charlie Fran	CA&CMC	Nash	1937	
Plumb	Ray Glenda	CA&CMC	Ford	Modern	
Stubbs/Tate	Dick & Stephen	CA&CMC/Yass	Ford	Modern	
Phillips	Bill & Helen	CA&CMC	Plymouth	1939	
Jonas	Lew & Mona	GAMC	Pontiac	1938	
Cope/Pestell	Russel & Margaret	YVVPVC	Dodge	1934	
Appleyard	Scott	CA&CMC	Morris Oxford	1952	
Frank	Frank & Sylvia	Yass	Chev	1939	
Singer/Chapman	James Jeannie	CA&CMC	Singer	1956	
Summerfield	Waine, Betty,				
	Matthew & Janelle	CA&CMC	Dodge	1938	
Scorgie	Alex & Barbara	Yass	Chev	1947	
Scorgie	Garrie & Annette	Yass	De Soto	1938	
Swift/Moore	John, Trish,				
	Andrew & Cheryl (USA)	CA&CMC	Pajero 4WD	Modern	
Edmonds	Les, Ursula & Steven	CA&CMC	Chev	1939	
Liston	John	CA&CMC	Chev	1934	
Tate/Smith	June, Allan & Nancy	Yass	Holden	Modern	
Thornton	Barry & Sharon	CA&CMC	Austin	1955	
Carn	Brian & Jill	CA&CMC	Chrysler	1938	
Wilson	Kevin & Dawn	Yass	Chev	1947	
Medway	Don & Pauline	Yass	Datsun Ute	Modern	
Scott/Potts	Gwen, Jodie & Dennis	ADF	Commodore	Modern	
Robb/Anderson	Llew, Peggy & Tania	CA&CMC	Fairlane	Modern	
Neuss	Albert, Andrew & Fay	CA&CMC	Plymouth	1936	
Worner	Allan & Beverly	BDHVC	Ford	1934	
Worner	Eric & Sandra	BDHVC	Ford	1939	
Lyne	Barney & Linda	CA&CMC	Buick	1951	
Morris	Dennis & Margaret	CA&CMC	Skyline	Modern	

Key to clubs: CA&CMC Canberra Antique & Classic Motor Club
 GAMC Gundagai Antique Motor Club
 YVVPVC Young Veteran, Vintage & Post Vintage Motor Club
 BDHVC Berrima District Historic Vehicle Club

⇒

Some of the major elements or highlights were:

- all cars qualified for the Overlander Badge, ie. all those vehicles that met the Alice Springs Vintage & Veteran Car Club's criteria. In fact, all of those vehicles had qualified on arrival in Tennant Creek;
- both the Australian Diabetes Foundation and the Commonwealth Bank derived considerable exposure from their exposure to the Rally;
- the Rally received a considerable amount of media attention
 - Press interviews*
Boorowa, Forbes, Nyngan (2), Longreach (2), Charleville, Alice Springs (2), Pt. Pirie, Pt. Augusta, Mildura (3) and Griffith.
 - Radio interviews*
Longreach, Alice Springs and Pt. Pirie
 - TV interviews*
Alice Springs, Pt. Pirie, Mildura and Griffith
- the fellowship and hospitality from local communities including old car clubs, was absolutely fantastic. We had:
 - barbeques at Nyngan . local Council and Cricket Club
 - Charleville . State School, Commonwealth Bank, Council and APEX
 - Barcaldine . APEX
 - Mt Isa . Restored Car Club
 - Griffith . MIA Veteran & Vintage Car Club
 - Bowning . welcome home by CACMC and family and friends of participants
 - billy tea and damper around the camp fire was provided by the owners of the Matilda Caravan Park in Winton
 - Morning teas at Ilfracombe State School
 - Pt. Pirie . Pirie & District Automobile Restorers Club
 - Narromine . a local service club
 - Ardlethan . Over 50's Club
 - afternoon tea at Alice Springs courtesy of the Commonwealth Bank
 - civic welcomes and/or receptions at:
Nyngan, Barcaldine, Mt Isa, Alice Springs, Pt. Pirie, Mildura and Griffith
 - we provided static displays at
Nyngan, Bourke, Cunnamulla, Barcaldine, Alice Springs, Tennant Creek, Pt. Augusta, Mildura and Griffith

⇒

- functions organised and subsidised by the rally participants were
 - . Alice Springs chinese banquet at the Golden Inn
 - . Pt. Augusta roast dinner at the Acacia Ridge Motel
 - . Mildura river cruise & lunch on the Paddle Steamer "Avoca"

In order to achieve all this we raised \$14,000 and spent over \$11,000. The excess was donated to the Club. Some of the costings were as follows:

-	expenditure	
	port costs	\$3,000
	admin accom, badges and etc	\$3,000
	support facilities	\$1,000
	films and videos	\$ 800
-	income	
	entrants fees	\$3,600
	port sales	\$6,500 ♦

THE AUSTRALIAN BICENTENNIAL CASTROL WORLD RALLY

(or - Our involvement in a world rally)

The Australian Bicentennial Castrol World Rally was a highlight for the CA&CMC as its members were able to participate in a range of activities and events as well as conducting an event of our own. Over 1,100 vehicles and motorcycles manufactured prior to 31 December 1930, crewed by participants from all over Australia and around the world, converged from all parts of Australia on Canberra for five days in March 1988.

Our Club was approached, as indeed others were, to host a one day event whilst the contingent was in Canberra. As the makes of vehicles in our Club are so wide and varied we agreed that we should pick up those vehicles not catered for by the predominant manufacturers, but should owners of those vehicles wish to attend our event they would be made most welcome.

⇒

We named our event the "All American Rally" and the organisation began in 1987 with a core of enthusiastic helpers. Our aim was to show our visitors parts of the ACT and surrounds which were not generally on the tourist guide and out of a number of possible venues "Michelago Station" - a working sheep property in the Michelago district - was the popular choice. Owners of the property, the Ryrie family, had mixed feelings about their privacy being invaded by about 450 people (and rightly so) until we were able to convince them that we were prepared to spend time and money tidying up the venue. The National Trust was consulted on the best way to present the property and to conduct tours.

Permission was granted and we then planned and executed a number of working bees to trim trees, manicure gardens, repair the tennis court, restrain broken fences and generally plan for "the days" activities. Road access was a major consideration and effort.

Points of interest along the 45 minute drive to "Michelago Station" were highlighted and an information brochure outlining the history of the area was included in the comprehensive Rally Pack. The objective of the day was to provide as interesting run to the property, group the cars of similar makes or origins together, provide a quality barbecue lunch with a little entertainment and an inspection of the property. A sheep shearing demonstration was also planned in conjunction with one of the owner's sons. We managed all of those things and more with the help of so many of our Club members, both prior to, and on the day. In addition, we marketed a commemorative port-crock and T-shirts, most of which, were sold from the back of a certain "vintage" truck.

Michelago Homestead is a beautiful historic home with the original building dating back to 1827 and plenty of room to park the cars in a paddock adjacent to the homestead. We felt privileged to be able to use this property.

We engaged a bush band to play during lunch under the lovely old shady trees in the orchard and the afternoon was then clear to mingle, chat, look around the property and generally relax. The weather on the day was quite hot but the venue was a pleasant oasis having such a large area under shade. A combination of superb weather and unforgettable surroundings may have been responsible for the many positive comments received during and since the day.

Our Club certainly provided a different day's outing and we proved without a doubt that we had the strength to run such a grand event successfully and profitably. ♦

Bob Alexander (CACMC President 1988)

THE VIC RALLY

The Vic Rally was born after such a successful rally to Ayers Rock in 1987.

In 1988, after the Castrol Bicentennial World Rally had been to town, the enthusiasm started to grow amongst a group of Club members to organise another rally. Not as majestic as the last couple but one that would be grand enough to be used as a good excuse to relieve the stress levels that had built up.

A few routes were discussed but Victoria has a certain magnetic attraction. An opportunity to see what the "Mexicans" and "Mexico" had to offer.

The Steering Committee was formed. It comprised Waine Summerfield, Dennis Morris, Bill Phillips, Chris Berry and Trevor Clarke. A questionnaire was promulgated to all Club members to see what people had in mind regards to time of year, how long, type of accommodation and etc. It was most evident that two weeks in March-April at caravan parks was the go.

In early 1989 the Committee had the route to be taken and places to see, clubs to meet and special outings all down in black and white. The information was passed on to interested members and a commitment made so that accommodation could be confirmed. Yes that early.

The route taken was down the Cann River Valley to Lakes Entrance, Traralgon, Rosebud, Dingley, Lorne, Warnambool, Stawell, Dimboola, Swan Hill, Moama and then home.



⇒

The final number of rally members was forty seven (47). They were:

- | | |
|---|------------------|
| - Garry and Annette Scorgie | '35 Buick |
| - Dennis and Margaret Morris | '55 Dodge |
| - Frank Byrne | '60 Morris Minor |
| - Bernie and Alison Medway and family | '48 MG Y |
| - Eddie Abrahams and (friend) Judy | Vibrant Viva |
| - Allan and Joanne O'Connell | '40 Vauxhall |
| - Lance, Chris, Angela and Melissa Sutherland | Jackaroo |
| - Nelson and Lorna Summerfield | '50 Anglia Ute |
| - Terry, Beverly, Tania Friend | '50 Dodge |
| - Chris, Irene, and Tina Berry | Bedford Kampa |
| - Red and Ann Kinsella | '28 Guy Truck |
| - Waine and Betty Summerfield | '38 Dodge |
| - Charlie and Fran Adams | '37 Nash |
| - Keith and Lilly Carswell | '38 Oldsmobile |
| - Trevor and Lola Clarke | '48 MG Y |
| - Les and Ursula Edmonds | '37 Chev |
| - Sven and Lyn Eriksson | '35 Studebaker |
| - Barney and Linda Lyne | Camry |
| - Albert and Fay Neuss | '36 Plymouth |
| - Bill and Helen Phillips | '39 Plymouth |
| - Bruce McKenzie | '58 Chev |

Some members towed vans and others were booked into cabins and motels.

We made contact with other vehicle clubs along the way. At Lakes Entrance we were given a tour of inspection around the local area. This included the Buchan Caves, winereys and a grand old homestead.

That night we had a great get together and slap up picnic tea in the van park. At Traralgon we had an evening meal together at a local hotel bistro. An interesting drive took us to the Mornington Peninsula and to Rosebud. A coach was chartered for a trip to the "giant worm farm" and on to Phillip Island to see the race track and the little Fairy Penguins that same evening.

We met up with the Dandenong District Car Club and they organised a trip out to the Dandenong Historic Railway Society for a relaxing ride on a steam train after which there was a great meal in their club rooms that evening. We exchanged plaques of appreciation and we were on our way again. ⇒

After an interesting trip over Westgate Bridge we moved on around the south-western coast of Victoria. We stayed at the lovely little town of Lorne. Besides the possums in the van park the most significant event was an evening meal together which was great for fellowship and friendship.

We moved on down the breathtaking Great Ocean Road and viewed the Twelve Apostles in perfect weather. Arriving at Warrnambool we booked into the best facilities in Australia, only to be abused by the Bush Council because I had booked a year ago.

Lots of interesting sites in this lovely town. The Marine Museum was well patronised. It was here we met the Bush Council Rally people and joined them for an evening meal. The static display put on by the rally participants was outstanding with some magnificent Chryslers and Buicks on display along with some vets and motorbikes. The local club hosted a get together in their club house which was a converted church. The evening was another memorable, friendly event.

Onto Stawell and a look at the Grampians. Disaster struck the Summerfield's Dodge, later found to be a blown diff. Thanks to Allan and Joanne O'Connell as with their aid, and that of their trusty Vauxhall, she was towed back to the van park. With the aid of "great mechanics", like Sven Eriksson and other members, another diff was scrounged and fitted that same night.

While the assembling was going on an assembly formed at our van. On a chilly evening a warm atmosphere developed, aided by a drop or two of "medicinal" liquid. Thanks also to the generosity of Gary and Annette Scorgie who taxied us around the next day to Horsham to get a few parts and to attend the Horsham Swap Meet.

Some rally members found some treasures. One rally member, who was very keen on Studebakers, couldn't quite work out a strategy on how to drive two Studebakers all the way home.

A very interesting night and day was spent at Dimboola. We discovered a very enthusiastic car restorer with an interesting back yard full of vehicles with some under restoration. With still great weather we moved on to Swan Hill.

We chartered a paddle steamer and had a very relaxing river cruise and later on in the evening, the historic village. There was also a get together and barbecue in the van park watched by the possums followed by a singalong which found most of the van park joining in. It was here also that a certain romance was noticeable, as a name badge infringement fine session added to a fun time. ⇒

Further down the river we stayed across the bridge (in NSW) at Moama. From there we travelled to Wagga Wagga. It was Good Friday so the next gathering was an organised fish-and-chip evening meal. A few nostalgic words of appreciation were said and then the heavens opened up. All night it bucketed down. Easter Saturday was on the road home. Nearing the ACT border a familiar Guy truck was parked. The Kinsellas were there to greet us home with a nourishing sandwich and hot cuppa. They had come back a few days earlier.

The other event to come out of this Rally was the marriage of Bruce McKenzie and Melissa Sutherland some time later; our best wishes will always be with them.

A video of the highlights and highpoints is available in the Club Library.

My memories of this rally are legion. The most memorable is the friendship and fellowship that we have in this Club of ours. ♦

Waine Summerfield



AUSTIN SEVEN, 70TH ANNIVERSARY COMMEMORATIVE RALLY

20 - 24 APRIL 1992

Easter Monday, 20 April 1992, saw the commencement of a five day National Rally in Canberra organised by the Austin 7 Clubs of Victoria and NSW with more than a little bit of assistance from the CA&CMC (don't be shy Scott, we know you were the driving force...Ed.)

The Rally was held to commemorate the 70th Anniversary since the Austin 7 was first produced back in 1922.

One hundred and sixteen Austin 7's of all descriptions came from far and wide to take part in the Rally which was based at the Canberra Motor Village at O'Connor. Quite a few of the rallyists actually drove their Austin 7's to Canberra. One intrepid couple, Bryant and Unice Lawson, drove their Seven (a 1929 Roadster Model) anti-clockwise around Australia and were here to participate.

The rally commenced with a Happy Hour and barbecue at the Canberra Motor Village on Monday night. The Tuesday of the Rally involved a sight seeing tour of Canberra culminating in a late afternoon photographic session at the "House on the Hill". About nine or ten CA&CMC members kindly volunteered to act as route guides for this activity. During the day groups of Rallyists, interspersed with CA&CMC guides visited, on a rotation basis, the High Court, Black Mountain tower, the Botanical Gardens and the Museum of Australia site at Yarramundi Reach. That evening several CA&CMC members also went along to a Theatre Organ night at the Albert Hall that had been organised by the NSW Austin 7 Club.

On Wednesday the CA&CMC hosted morning tea and lunch at Uriarra Crossing for the Rally Judging Day. Again there were many willing CA&CMC members who turned out to feed the two hundred and twenty odd Rallyists. After lunch, with the judging over, the rally cars continued on through the Cotter Reserve to Tidbinbilla Nature Reserve before returning to Canberra. ⇒

The next day a representative group of rally cars put on a lunch time display at the Canberra Times Fountain in Civic. This Event attracted much attention from the general public.

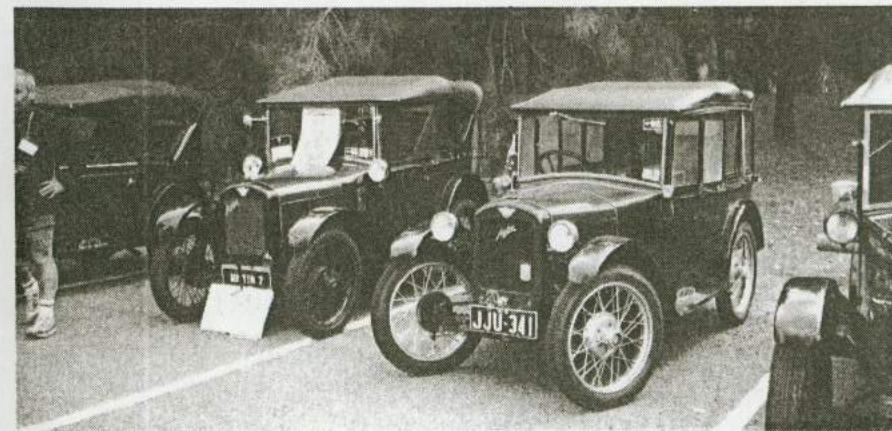
On Friday morning a motorkhana event was held in a paddock adjacent to the Fairbairn RAAF Base. That evening a Presentation dinner was held at the Canberra Workers Club as the culmination of the Rally.

One incident that occurred just prior to the official start of the Rally happened on the Barton Highway roundabout returning to the Motor Village from a visit to Cockington Green. The lady owner/driver of a Seven from SA jammed on the brakes to slow down at the roundabout and one of the rear brake cable ends came off causing the car to do a 180 degree spin. The loose cable demolished some of the spokes on one wheel and the other wheel buckled. The cable end was retrieved, spare wheel put on and the car limped back to base. At 4.30 pm Easter Monday what to do to fix the brake cable? Answer - Waine Summerfield to the rescue! The cable and cable ends were taken around to Waine's place where he effected a repair using solder and a grateful rallyist was able to continue her adventure.

Our Club Members who were entered in the Rally were Scott Appleyard, Andrew Burnet, Alan and Helen Anderson, Harry and Syd Crawford, Geoff Tyrrell and Ken and Jeanette Walker.

For the benefit of newer Club Members there is a video of the Rally in our Club Library. ♦

Scott Appleyard



MY TIME

I go cold when I think back to how I nearly missed joining the CA&CMC. It was either late 1969 or early 1970 when John Shergold came out to my home in Scullin to view my half finished Willys Overland tourer. He told me about the Club and some months later I went to the Wesley Hall on what could be described as a "Bad Night".

It was another six years before I ventured there again, this time being warmly welcomed. It's funny looking back now to realise that half the warm friendly faces who greeted me on my second visit in 1976 are the "Hub" of our members today. Without this "Hub" our Club would not be celebrating its Silver Anniversary.

Being a migrant with no real relatives in Australia I've come to regard this Club as family. Greta and I have made some wonderful lifelong friendships through our involvement with the Club. Vehicle restoration is a very lonely hobby, the hours spent in the garage or shed cannot be regarded as fun with the limited tools, knowledge and money one has available. But, once your restoration has been completed and registered, you enter the second phase of our hobby; the enjoyable rallies, Club Runs and displays.

I know, as a Club, we cover the second phase of the Club's ideals very well. However, I have a personal view that we do not do enough with the encouragement of those members struggling with their restoration when you consider the amount, and level, of expertise there is available within the ranks of our members.

Several of the Club runs, recorded on video since 1984, are in the Club Library and newer members should avail themselves with a viewing every so often to:

1. spur them on to finish their restoration;
2. check to see the different colours vehicles similar to theirs have been painted in; and
3. see who owns a similar vehicle to theirs for verbal information at the next meeting.

All restoration problems are solvable, that's a promise!

⇒

Our Club is a strong family Club. That is evident at most outings with up to three generations all enjoying silly old cars, trucks and things (we all must age but we can remain immature forever). We will always have members come and go, that's the nature of Canberra, but, I am sure you'll see our inner "Hub" of members at the Golden Anniversary another twenty five years on.

Before finishing I must say a special "Thanks Mate" to Tom Hardwick who made an extra effort to get me along in 1976. ♦

Dick Stubbs



LOOKING TO THE FUTURE

During 1992 the Club decided to undertake the development of a Business Plan to encourage Club Members to ponder the future of the Club and the likely future direction of the old car movement to provide a guide for charting the future directions for the Club.

The planning exercise was initiated by a very well attended meeting which was convened to allow a "look over the shoulder" at the genesis of the Club, in acknowledgment of conventional wisdom that the future of an organisation is a function of the effectiveness of the organisation in meeting the needs and expectations of the majority of members.

The Business Plan surveyed the growth of the Club's membership; this growth is expected to continue to increase at about the rate which has occurred during the last twenty five years. Brief details of that growth are set out hereunder:

<u>YEAR</u>	<u>MEMBERSHIP</u>
1974	83
1982	59
1985	133
1992	180

A distinctive characteristic of the Club is the wide and varied range of vehicle interests represented by the membership. The variety of the vehicles is also broadly demonstrated by the following statistics:

<u>CATEGORY</u>	<u>NUMBER OF VEHICLES</u>
Veteran pre 1919	7
Vintage 1919 - 1930	130
Historic 1931 - 1950	129
1951 - 1962	63

The above statistics are derived from the Roster of Members for 1992 and indicate the likelihood that the Club will become not only a considerably larger organisation, but one which will reflect a declining membership interest in, and ownership of, veteran and vintage vehicles.

⇒

The Challenge

This evolving change will pose a continuing challenge for the Club management and events organisers seeking to identify and satisfy the wants of members. The motoring interests of the broader Community (who are our support group) will also change; the Club will need to be sensitive to, and take account of, the implications of this change to ensure the continuation of the present high level of community support for, and acceptance of, our old cars sharing the increasingly crowded roads.

A continuing challenge for the Club seems to be the question of what a member seeks when joining the Club. The Business Plan identifies the opportunity for members to access the benefits and privileges associated with owning and driving concessionally registered vehicles as a highly attractive incentive to Club membership - But, is this enough? A highly committed and active membership is, of course, the real basis of the Club. The Business Plan identifies a number of opportunities for providing a wider range of activities for members; again the wide range of vehicles represented in the Club should provide many opportunities for a diverse range of Club activities.

The annual WHEELS display under the auspices of the Council of ACT Motor Clubs is a widely acknowledged success for the older vehicle movement. It would also seem likely that a local or bi-annual event along the Bay to Birdwood Rally would prove popular and successful. Canberra, when all is said and done, is the first city in the world planned to take account of the motor car and the needs of its drivers and occupants.

Strength in Diversity

Finally, and perhaps on a more enduring note in recognition of our Club's good-natured attitude to our diversity of interests, I quote the following (with acknowledgment to Lord Montague of Beaulieu, writing in "Running Commentary" in the Christmas 1966 edition of Veteran and Vintage Magazine) also addressing the topic of diversity in motor sporting interests:

- *"For ourselves there remain cars we like,
cars that we ought to like,
cars that we don't like but can understand others liking,
and cars that we cannot understand anyone liking.
But let us remember that our sport is a hobby, and refrain
from wholesale decrying of other people's tastes."*

⇒

I am confident that the CACMC will continue to flourish with its glorious diversity of vehicle interests as well as its committed membership during the next 25 years. ♦

Redmond Kinsella.

DISAPPEARING YEARS?

They *can't* be gone, not *all* of them. I've just mislaid them somewhere - left them at that stall last year at Ballarat perhaps, you must remember it - that two armed bandit saw me coming - eighty dollars for a pair of clapped-out Lucas dipping headlights. There

are other places where they could be. One could well have passed me out near Cowra when that con-rod dropped. I've wasted others, some at coffee stops on Autumn mornings. Then I've spent a few at Bargo where the time goes quickly as your money. I might find

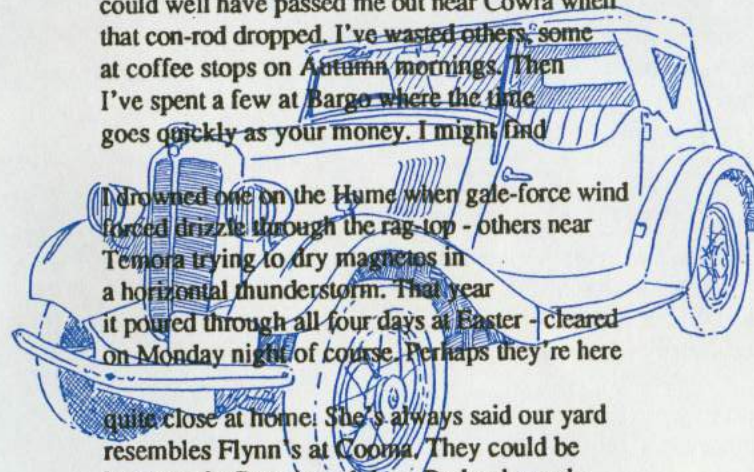
I drowned one on the Hume when gale-force wind forced drizzle through the rag-top - others near Temora trying to dry magnetos in a horizontal thunderstorm. That year it poured through all four days at Easter - cleared on Monday night of course. Perhaps they're here

quite close at home! She's always said our yard resembles Flynn's at Cooma. They could be between the Dennis and those Packard guards and chassis stacked beneath the clothes-hoist. She has mentioned them in passing too. I've let a lot slip past me, others rust and yet

some things are with me still - old stories spun into the web of legends - yarns that gain a little with each repetition. Some lost colour when the tellers left and names have gone with disappearing years. But then I've kept their epics and, perhaps, a friend

or two. ♦

Frank McMahon



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This special edition of *THE COLONIAL* has been produced to:

- commemorate the silver jubilee of the Canberra Antique & Classic Motor Club (CA&CMC);
- record its history and significant events over the 25 years since the foundation of the Club;
- honour specific individuals and to pay tribute to all Members, both past and present, who have each contributed in their own way to the outstanding success that the C A & C M C currently enjoys today.