

# THE COLONIAL



Official Journal of the  
Canberra Antique & Classic Motor Club Incorporated

**Annual Subscription  
Colonial \$25**

**1935 Chevrolet Standard Roadster  
Charlie Adams**

**Vol. 42  
February 2010**





# THE COLONIAL Vol. 42 February 2010

Official Journal of the Canberra Antique  
and Classic Motor Club Incorporated  
PO Box 3427 Manuka ACT 2603  
Web site: [www.cacmc.org.au](http://www.cacmc.org.au)

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COUNCIL WEB PAGE [actmotorclubs.org.au](http://actmotorclubs.org.au)

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**LIFE MEMBERS** - Vin Liston, Dick Stubbs, Anne Scattergood, Ron Scattergood, Barry Boyce, Bob Alexander, Waine Summerfield, Albert Neuss, Helen Phillips, Alec McKernan, Charlie Adams, Billy de Graaf and Gerry Walker.

**MEMBERSHIP FEES:** Single \$45; Family \$50. Joining fee \$15.

## **CLUB MEETING**

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

Next General Meeting      Tuesday, 9 February 2010 at 8.00 pm  
                                          ACT Bridge Club (room to the right)  
                                          Duff Place, DEAKIN

Please bring a plate for supper OR put a gold coin donation in the tin on the front table near the sign-in book. A raffle is conducted at meetings. There are also lucky door and run attendance prizes. You must be wearing your name badge to win these. February speaker will be Tony Holland, CEO of Arthritis Foundation of the ACT.

## **CLUB EVENTS**

Club runs are held each month, usually the Sunday after the general meeting. The next run is on Sunday 14 February, departing Spotlight car park 9 am. See centre pages.

## **CUSTODIAN OF THE CLUB'S VEHICLE TRAILER**

Bob Alexander	6235 5845 (H)
94 Redbox Place	
ROYALLA	

Vehicle Trailer: To maintain the trailer in good condition, members using it are required to make a contribution to upkeep. The contribution is \$20 for each use plus \$5 per 100 km or part thereof. Any damage incurred during use MUST be paid for by the member. Please present proof of financial membership of this Club to the custodian when collecting the trailer. Members are responsible for compliance with all road regulations.

## **NEXT COLONIAL**

Cut-off for March Colonial will be Friday 19 February by 6 pm. Would love restoration stories or stories of restorations in progress.  
 Helen.

## APPLICANTS FOR MEMBERSHIP

In accordance with clauses 8.1 and 8.2 of the CACMC Constitution, any member who objects to those below becoming members, should state their reasons, in writing, to the Secretary, within two weeks of the receipt of this Colonial. Hence the people whose names are printed below will formally become members on the first Tuesday of next month if no objections are received.

Roldan Introvigne

5A Tiegs Place, Florey ACT 2615

Phone: 6258 9415

1977 Ford ZH Fairlane Marquis Sedan, original

1978 Ford ZH Fairlane 500 Sedan, original

Colin and Allana Carter

14 Emily Bullock Cres, GILMORE ACT 2905

Phone: 6292 3566

1926 Buick Standard Tourer, being restored

1927 Buick Master Sport Roadster, restoration planned

1927 Buick Standard Tourer, parts for sale

1928 Buick Standard Sedan, parts for sale

1930 Buick Master Sedan, parts for sale.

David and Delys Heinrich

30 Chartersville Ave, CONDER ACT 2906

Phone 6294 1419

1922 Model T Ford, being restored.

## SUPPER ROSTER

February	David and Daniel Wyatt
March	Clive Glover and Cathy & Bill McKay
April	Carole and Bob Douglas
May	Ron and Marjorie Cooper
June	Joe and Liz Micallef
July	Ken Walker and Ray Gallagher
August	Wes McCulloch and ?
September	Dick Rowe and Bob Garrett
October	Alan Martin and ????
November	Alec McKernan and George Sturgess.

Just two spots to fill for the next year. Thank you to all who have volunteered. Graham Moore, phone 6254 2997 is the Supper Co-ordinator. More offers of help please to fill in the blanks. Instruction sheet can be provided.

## EDITOR'S PAGE

Thank you to those who have provided items for this month's Colonial. Stories to come: Boyce 1930 Buick Sports Roadster, things people collect: number plates, fridge magnets, clocks & watches, electric cars in Canberra from Val, another Mini story from David Bennett, Alec McKernan's recent acquisition of a Lagonda, dangers of welding and brake cleaner from Dave. I'm still waiting on stories from Declan, and Beege and Charmaine.

### Week Day Social Lunches

Friday 5 February 12 noon and 1st Friday of each month:  
Retreads sandwich lunch at the Southern Cross Club Bistro, Woden.



Friday 19 February, fire up those horseless carriages and come along to the Carillon island under the trees for a BYO picnic lunch at noon; just walk over the bridge. All club members welcome. If it is a wet day go instead to the Southern Cross Club Bistro at Woden. Enquiries to Alec McKernan on 6286 1046.

### Get Well

Here's hoping all members who have been on the sick list are recovering and we'll see you at meetings and events very soon. Glad to hear that Jan Wyatt is continuing to improve. And hopes to be home soon. Say a prayer for a successful outcome for Alec.

### Vehicle Examiners

Alec McKernan is having an op on 2 February and will be out of action for the first 3 weeks of Feb. So please see one of the other Examiners. Dean Benedetti is well again and happy to do inspections. Check with Anne late in February as Alec will probably be going stir crazy by then.

### E-Colonial

It is still possible to receive the Colonial by email and get the photos in colour. Send an email to Helen and she will put you on her list and have Joe take you off his. AND IF YOU CHANGE YOUR EMAIL ADDRESS, I NEED TO KNOW.

Not such a chore doing the Colonial this month as it is too hot to be outside and I can switch between the cricket and tennis on the TV. Your Colonial will be a bit later arriving this month because of the Australia Day holiday. Cheers ... Helen

## **DRAFT MINUTES OF GENERAL MEETING 12 JANUARY 2010.**

**Present :** 46 members

**Apologies:** 4 members.

**Visitors:** David and Delys Heinrich, who are restoring a Model T.  
Colin Carter (prospective member} 1926 and 1927 Buicks.

The President opened the meeting at 8.04 pm and welcomed members and visitors.

Roger Phillips was invited to give a presentation on the Royal Automobile Museum in Amman, Jordan. This featured the magnificent collection of the late King Hussein, who was a keen car buff, and which has been carried on by his son, King Abdullah. It includes a 1916 Type 53 Cadillac, a 1943 Grosser Mercedes, a Cord, an Aston-Martin Lagonda, a 1949 Packard and many other high-class vehicles.

Roger mentioned that the Jordan Rally was established by King Hussein.

Members showed their appreciation in the usual way.

**Minutes of November 2009 meeting:** Acceptance proposed by Vin Liston, seconded by Graham Bigg, carried.

Business arising: Nil.

### **Correspondence**

In: 16 Newsletters

ATO assessment notice

Public Liability Insurance

Registration notice for BBQ trailer

One membership application

Bank statements

Car for sale

Notices re forthcoming events:

-Sydney Super Swap 21 February,

-Kurri Kurri Nostalgia Festival 27-28 March,

- Bush Council Easter Rally,

-Wings, Wheels and Wine, Mudgee

-Elders farm auction in SA. (more details on Elders website).

Out: Emails re Summernats.

Moved Secretary that correspondence be accepted, seconded Vin Liston, carried.

**President:** Daniel thanked those who had enquired about Jan Wyatt's progress. She is now doing much better and should be home in a week or two. Also, he thanked Phil Donoghoe for taking over the reins on the publishing and distributing of the Colonial.

Daniel reported that Council had approached our club enquiring whether we were interested in arranging Wheels 2011, and that taking this on would be good for the club and would require commitment. Daniel asked members to indicate the level of interest, and a show of hands confirmed this.

**Vice President:** Attendance prize won by Greg Beck. Last club run attendance won by Gerry and Kay walker. Graham mentioned that next month's speaker would be from Arthritis ACT.

**Treasurer:** Bob Judd reported that the balance in the cheque account was \$4931.81. Main expenditure items were in November, the most significant of these being \$669.40 for the Colonial, including an advance order for the covers, and \$1200.00 for insurance.

Bob moved acceptance of the report, seconded Joe Micallef, carried.

**Editor:** Helen said that things were going well but she needs more car stories.

**Events:** Val reported in John's absence.

She reminded members to get names in quickly for Sunday's Chicken and Bubbly, if not done so. Also, please advise any withdrawals. Starts at 1700.

Club run on Feb 14 - Meet at Spotlight, Queanbeyan at 0900.

**Raffle:** Won by Peter Herbert.

**Supper Co-ordinator:** Graham required one person for each of August and October to complete the program.

**Registrar:** In Bob's absence, Alec Mckernan reported that 16 vehicles had been examined.

**Librarian:** No report as Jack absent.

**Membership Secretary:** No report as Joe absent.



**Shop Manager:** Joe reported that he can order small folding tables through the MG Car Club for \$45.00 if any one is interested.

**Information Officer:** Norm reported that the usual magazines were on display.

**Council Delegate:** Graham Bigg said no report as Council had not met.

**Publications Committee:** Phil Donoghoe reported everything OK.

**Webmaster:** No report as Tony absent.

**Rallies:** Bob Judd reported that the free club day at Summernats had been well attended by about 130 vehicles, including 6 from our club. Ken Goodge's VK Chrysler Charger in it's earlier livery of a NSW Police vehicle attracted a lot of interest. Norm Brennan's 1935 DX Vauxhall was complimented by some patrons for it's awesome power-plant!

**General Business:** Alec thanked those members who had enquired about his health. He also mentioned that at the recent British Day a photographer from the UK had been doing the rounds. Photos of some Member's cars were then featured in a UK magazine which Alec had just received.

Helen reported that some photos of that event were also in the club magazine "The Edwardian".

Alec reported briefly on the attendance of vehicles at the Governor-General's Childrens' Xmas Party on 24 November and the damage caused to Bob Garrett's 1928 Dodge by the triggering of a security bollard.

Graham Gittins mentioned that the Cooma Car Club had purchased premises near the Snowy Hydro building for a meeting place, museum and a high school training centre.

Also, Graham said that organisers of the Canberra Heritage Festival had indicated that exhibitors would be required to obtain PLI insurance to the value of \$20 M. In view of the high cost of obtaining this, a re-think was required.

Phil said that he would be participating in the NRMA Motorfest on 26 January and asked who else was driving to Sydney.

Graham Waite mentioned that Technical Aid for the Disabled had some office equipment for sale.

There being no further general business, the President closed the meeting for supper at 8.55pm.

Bob Garrett, Minutes Secretary.

PS Dana Garrett made \$160 from applies pies at the December BBQ for the Fred Hollows Foundation. Thanks everyone. Helen.

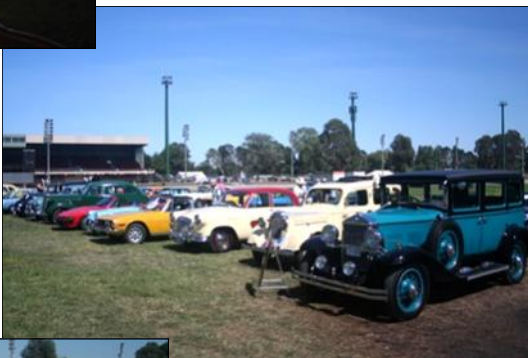


## SUMMERNATS 10 January 2010

Thanks to Bob Judd for these pictures.

Norm Brennan's recently acquired 1935 Vauxhall DX.

Group shot with Phil Donoghoe's Durant closest.



Ken Goodge's 1976 VK Chrysler Charger—a restored ex NSW police pursuit car got a lot of attention.

Bob says "Worthy of a story".

## JANUARY MONTHLY RUN CHICKEN & CHAMPAGNE BY THE LAKE

Cars: 50 Attendees: 91

There were still 13 people on the list who did not inform the organiser they were not coming, and 4 members who dropped in. When there is an event that is catered for, and especially the 'free' ones provided by the Events Committee, the Committee requests that the organiser be informed for catering purposes if there are changes to attendance, or the Club may have to consider charging for these 'free' events. Val.

Thanks to Val and all of the Events Committee (and Daniel and Petra) who worked hard to make this a successful event. I certainly enjoyed the evening but headed for home fairly early as the cool change came in as I didn't have a jacket.



Just a few of the members relaxing: Ken Walker, Heather Gittins, Graham (having a tipple), Jim Clough and Anne McKernan.

Opposite page: Variety of cars: Bob Judd's Vauxhall, Graham Bigg's Mustang, Graham Moore's Frazer Nash.

Middle: Roger and Barbara came large this time! And of course Mr Whippy in the background did quite a trade.

Dinner over, the men are mingling and talking cars. Mark Butterfield's Anglia stands out in the centre.



## CLUB TROPHIES

With Wheels coming up in March, which is when members' vehicles are judged for Club trophies, members who have recently restored a vehicle or bought one already restored, should think about entering their vehicle for judging. The judging panel consists of our Registration Officer and Examiners. The form to signify your desire to have your vehicle judged is on page 14. Below are the relevant awards which will be judged on the day.

### **12. CLUB TROPHIES**

CACMC encourages the restoration, preservation and use of antique and classic motor vehicles. To this end it offers awards to members who contribute to these activities. These awards are of two types, those that are awarded on the basis of the quality of the vehicles and those which recognise contributions to the operation of the Club.

All awards are decided by the Management Committee on the recommendation of various groups or individuals.

#### **12.1 Vehicle Quality Awards**

Those wishing to have vehicles considered for these awards must complete an application form and forward it to the Registration Officer seven days prior to Wheels. Each vehicle must be presented for judging at Wheels. Although vehicles for judging do not need to be on restricted registration, they must be eligible for restricted registration. In order to be eligible for the trophy the vehicle must have attended three official Club events in the twelve months prior to the Presentation Night at which the awards are to be made. These awards shall be recommended by the Registration Officer and the Examiners who shall rank the nominated vehicles in order, except in the case of the best English Car Award.

##### **12.1.1 Restoration of the Year - Vehicles manufactured before the end of 1945.**

##### **12.1.2 Restoration of the Year - Vehicles manufactured after the end of 1945.**

*Guidelines for both the above categories.*

Most commendable restoration, in each category, taking into account the type of vehicle and the input of the owner. Criteria to include:

Make and age of vehicle.  
 Condition when found (photos) and completeness.  
 Distance travelled to find vehicle and parts.  
 Time taken to restore.  
 Use of vehicle subsequent to restoration.  
 Conditions restored in, eg backyard, garage, workshop.  
 Qualifications and experience of owner.  
 Amount of support given by family and/or friends.  
 Amount of work actually performed by owner.  
 Originality of restoration.

Judged within two years of first registration and only judged once in each restoration.

### **12.1.3 Mal Mason Vehicle of the Year Trophy**

Awarded to a vehicle that has been bought in a restored or roadworthy or original condition. May be partly or completely restored by others. Judged once in one person's ownership and within two years of registration in the Club or change of ownership.

### **12.1.4 Bill Amies Mechanical Excellence Trophy**

Judged each year on mechanical condition, restoration and maintenance alone. Criteria to include standard of mechanical repairs or restoration, cleanliness, condition when purchased, age of vehicle, availability of parts, maintenance standard and reliability. Mileage driven during the year should also be taken into account.

### **12.1.5 The Ross Everitt Best American Marque Trophy**

Presented by three members of the Pontiac Club of the USA in memory of CACMC member Ross Everitt. Awarded to the vehicle of an American marque judged the best presented on show at Wheels. Vehicles will not be considered for the award where they have won the trophy previously.

### **12.1.6 The Best English Car Award**

Eligibility Conditions: The term "English Car" shall be taken as referring to a model of vehicle first manufactured in Great Britain but derivatives of the model manufactured in other countries are also included, e.g. Bantam (USA) and Austin Freeway (AUST). Vehicles manufactured in Great Britain but sold by another car company in other countries, e.g. Nash Metropolitan, are also included. The Judging Panel shall take into consideration the **Condition, Appearance** and **Presentation** of the vehicle on the day, having regard both to the age of the vehicle, the nature of the restoration undertaken, if any, and the use made of the vehicle.

**NOTICE OF INTENTION TO ENTER A VEHICLE FOR  
JUDGING AT SHANNONS WHEELS  
Sunday 21 March 2010**

Make of Vehicle

Year and Model

Place of Manufacture

Name of Owners

For which Award would you like to be judged.

1. Restoration of the year for cars manufactured before the end of 1945
2. Restoration of the year for cars manufactured after the end of 1945.
3. Mal Mason Car of the Year - for a vehicle purchased in a restored or roadworthy or original condition.
4. Bill Amies Mechanical Excellence Trophy - judged on mechanical condition, restoration and maintenance alone. Mileage driven during the year should be taken into account.

You may enter for Category 4 as well as one of the other 3.

Please note that to be eligible, the vehicle must attend three official Club events in the 12 months prior to the Presentation Night at which the awards are to be presented (usually in early August).

The other two Vehicle Quality Awards - Best American Marque and Best English Marque - will be judged from the whole field and no entry form is necessary.

It is helpful to the judging panel if you have information on display about your restoration. You should also be with your vehicle to supply information to the judging panel while your vehicle is being judged.

Enquiries to Bob Alexander on 6235 5845 or 0417 880 064.

Please photocopy this page, or write the details on a separate sheet or I can email to you. If you can't come to a meeting before Wheels, please post to Club address on page 1. Editor.



**Join the fun and see:**

- Hot Rods
- Rave Cars
- Rage Cars
- Classic's
- Race Cars
- Muscle Cars
- Antiques
- Caravans
- Bikes

**And many more!**

**Car Clubs Contact:**  
**John Darragh**  
**EJ-EH Holden Club A.C.T**  
**Ph: 02 4844 5225**  
**darraglen@tpg.com.au**  
**wheels@actmotorclubs.org.au**

Wheels 2010 is organised by the  
 EJ-EH Holden Club ACT Inc, on behalf  
 of the Council of ACT Motor Clubs.

**All proceeds are  
 donated to the**



Prostate Cancer  
 Foundation  
 of Australia



Share the Passion  
 Council of ACT Motor Clubs

# Wheels

## Motoring Expo

**21st MARCH 2010**  
*On the lawns of Old Parliament House  
 Canberra A.C.T.*

**Non Club cars Welcome!**

**“Statesman at the home of Statesmen”**

**Club cars arrive from 8am & Spectators from 9am**





## CACMC EVENTS CALENDAR 2010

DATE	CONTACT	DETAILS
Feb 14	John/Val PLEASE BOOK	Long run to Bungendore, Tarago, Goulburn and Collector for lunch at Grandma's Little Bakery at Fedra Olive Grove. Depart Spotlight car park at 9 am. Names to Val until John returns from holidays.
Mar 21	Events Comm	Shannons Wheels display, OPH Lawns
Apr 18	Jim Crane	Honeysuckle Creek picnic area via Namadgi Park Visitors Centre. See remains of the old tracking station.
May 16		National Motoring Heritage Day.
Jun 13 ?		TBA ( <i>this is the long weekend</i> )
Jul 18		TBA
Aug 15		TBA
Sep 19		TBA

## EXTRA RUNS AND SWAP MEETS 2010

Feb 7	Gwen 6942 1039 Or 0428 421039 Ken 0410084431	Cootamundra Antique Motor Club 30th birthday. Michael Livingstone Memorial Run—BYO picnic lunch to Jugiong Park near swimming pool.
Feb 7		Bathurst Swap Meet at Showground
Feb 13-14		35th Berrima Rally
Feb 19-21		Bairnsdale Motor Expo <a href="http://www.bairnsdalemotorexpo.com">www.bairnsdalemotorexpo.com</a>
Feb 21	0410 447 927	Sydney Super Swap, Hawkesbury Showground, Racecourse Rd, Clarendon opposite Richmond RAAF Base. Free parking entrance Gate 4.

**EXTRA RUNS AND SWAP MEETS 2010**

<b>DATE</b>	<b>CONTACT</b>	<b>DETAILS</b>
Feb 27		Ballarat Swap
Mar 6 Sat		Crookwell Country Festival
Mar 7	Denis Harding 6281 4497	Three Mountain Challenge. Assemble from 9.30 am Russell Offices car park.
Mar 14		Capital All Ford Day, East Lawns of Old Parliament House 9 am to 3 pm.
Mar 20	Dave Wyatt 6286 1782	Brindabella Gardens Fete, Curtin. For those displaying cars, complimentary morning/afternoon tea or lunch.
Mar 25 Thursday		Cars required for display at Seniors Expo at Old Bus Depot Markets.
Mar 26-28	02 4936 1909	Kurri Kurri Nostalgia Festival
Mar 28		Yass Antique Motor Club—South West Get Together at Yass Show
Apr 2-5	Jeff Nye 6927 2717 P O Box 8625 KOORINGAL 2650	Bush Council Easter Rally in Wagga Wagga Hosted by Classic Motoring Club of Wagga Wagga. Entries close 1 Feb 2010. <a href="http://www.bushcouncil.com.au">www.bushcouncil.com.au</a>
Apr 18		Auto Italia, Patrick White Lawns.
May 1		Wings Wheels & Wine at Mudgee Airport Aircraft, motor vehicles and wine & food. <a href="http://www.wingswheelsandwine.com.au">www.wingswheelsandwine.com.au</a>
May 2		Pumpkin Festival at Collector.
Jul 18		Liverpool Super Swap, Fairfield Showground.
Aug 15-21	Robert & Meryl Lovell 6621 9682	Lismore's Nothern Rivers Vintage & Veteran Car Club 50th anniversary 5 day hub rally. Limit of 150 entrants.
Aug 21-22		Shannons Eastern Creek Classic
Sep 19		German Auto Day
Nov 21		Marques in the Park

## STUNNING CHEVROLET STANDARD ROADSTER

The 1935 Chevrolet Standard Roadsters were advertised as 'the most finely balanced low priced car ever built.'

Charlie Adams had hankered after a 1935 Chevrolet Standard Roadster - but his family knocked the idea with comments like 'where will we sit, there are only two seats.'

In 1983 Charlie was tipped off by club member, the late Ross Everitt, of a roadster for sale in Melbourne, he contacted the lady and negotiated to purchase it over the phone.

'Bad mistake,' Charlie said, 'The vehicle was nothing like it had been described, - the chassis had been cut to take a big block Chev engine, there was no body or wheels, however as I had travelled down to Melbourne with a trailer loaned from John Liston, I picked up the pieces and bought it back to Canberra.

The basket case cost Charlie around \$750, a lot of money in 1983.

'The next 24 years were spent sourcing and collecting parts. The engine came from Taralga, head and tail lights from a tip at Barcaldine during the club's Rock Rally in 1987. The windscreen posts and running board rubbers from Brisbane.

The grill was rescued from a creek near Crookwell, the hood irons were found hanging from a tree near Araluen.

The Chev is Holden bodied and has a Holden water pump, a Holden 202 motor and a 12 volt alternator.

'I started the serious restoration after I retired - it took three years to complete doing most of the work myself but with a great deal of help from club members.

'Bill de Graff, Ray Gallagher, Chris Berry and Norm Betts all bringing there particular expertise to help get the car on the road and I am very thankful for their help,' Charlie said.

Since its restoration Charlie has travelled more than 4000 miles in the Chev, mostly trouble free, but coming back from Cooma recently three new valve springs broke for no known reason.

'It drives like a truck, no synchromesh on the gears and it is a bit rigid, due to the sedan chassis which replaced the original chassis. The vehicle is between 50 and 100 kilos heavier than it should be, but it will still go up Black Mountain in top gear,' Charlie said.

'I try to travel at between 45 -50mph which is very comfortable and seems to suit it, I don't push it,' he added.

The stunning vehicle is a real head-turner in its Torana burnt orange and tan mudguards and running boards livery.

Charlie's present restoration project is a 1950 Studebaker champion sedan.

Graham Gittins



## MINI MANAGES TO MAKE MANY MODELS AND MUCH MONEY

For those who remember some of my earlier written ramblings in the ACT Mini Club Magazine, I have not submitted an article for years and have not been a member of the Mini Car Club for almost as long. Once I sold my show cars "Ken" and "Barbie," I unfortunately lost interest in attending Club meets as I did not have a roadworthy car for shows and club runs. Now, I have a 1963 Humber Vogue sedan which has been on a couple of CACMC outings. Anyhow, here I am back to batter your senses with benign blitherings beginning below.

For those interested in such things, did you know that the Barbie Doll by Mattel turned 50 years of age in 2009? From my recollection of purchasing dolls for my daughter over many birthdays, she (Barbie, not my daughter) does not seem to have aged one bit apart from the various fashion cycles she has gone through. Some of the earlier models are worth quite a bit I have been told and fashion items change hands on eBay for quite substantial sums.

Well, the ubiquitous Mini designed for the local district nurse and the masses and also used by royalty and celebrities alike also turned 50 years of age and does not look one day older than it did when launched on to the unsuspecting public in 1959. It was launched under two badges. As the Austin 7 and the Morris 850 but very shortly afterwards, was affectionately known as the Mini Minor as it followed on from the very successful Morris Minor, both vehicles being designed by Alex Issigonis later to gain a Knighthood for his contributions to the British motoring world.

Another milestone reached by few others is that the same shape with the odd manufacturing front end aberration (apologies to those who take umbrage but I do have several Clubmans myself) was manufactured from 1959 until 2000 in Longbridge, England in addition to other manufacturing sites around the world. I once read an article that numerous assembly line workers and supporting staff paid for their homes, childrens' education and retirements all due to the Mini.

In Australia, production took place from 1961 until 1978 for the Saloon and Van and until 1981 for the Moke. The utilities and estate versions were never manufactured in Oz. How did this little mighty, marvellous, motoring marvel make it to manufactured Mini Minor in 1959? "Well, you might ask" to quote a certain Labour leader on the steps of Old Parliament House some 16 years later.

Blame the Suez Crisis, Micro cars or the dowdy appearance and boring engineering of contemporary vehicles. Take your pick. I suppose it does not really matter as the truth is probably somewhere in the middle or a bit of all.

There have been many stories published regarding the design of the Mini but one thing is clear, the design team was told they had to use the existing older technology A series engine as it would be far too expensive to design, retool for and manufacture a completely new power plant. Alex Issigonis allegedly placed four upright office type wooden chairs together and told the team to design a car around that spacial set up. The initial result was a very narrow body with a 948cc engine which propelled the vehicle to obscenely high speeds. So much so, that the engine was reduced to 850cc as it was felt the average driver would not be able to handle the extra power and speed from the larger capacity.

The final basic design specs agreed upon for production were 10 feet and a quarter inch long by 4 feet seven and a half inches wide. Don't ask me to convert to metric as I was brought up with imperial and convert backwards when confronted with metric. That is, I think imperial but I am an older citizen who did not watch TV until I was 12 and even today my definition of a 'hard drive' is to go from Canberra to Cairns non-stop. 'Soft ware' is an Angora jumper.

During the 90s, the last ten years of production, most Minis went to Japan where there is a thriving industry in retro fits for the last of the 'roundnoses'.

Now, in the minds of many, the ultimate sacrilege has been committed. The Mini, a car steeped in English tradition is now being manufactured by a German based company, BMW. For what it is worth, as some sort of mitigation, the first BMW was based on an Austin 7, made under licence and was known as the Dixie. I love informing BMW owners of that fact at car shows when they give me a hard time concerning British cars.

David Bennett

Saviour of BMC and Leyland Wayward Souls plus the occasional Rootes Group car  
December 2009

*Do you still have some photos of your former cars, David to go with the next story? Editor*

Morris Owners Group Canberra Region

## **THREE MOUNTAIN CHALLENGE**

The 8th Annual Jim Bruce Memorial Three Mountain Challenge  
(Canberra day long weekend)

**SUNDAY 7th of March 2010**

**Assemble from 9.30 am Car park Russell Offices  
for tea /coffee and a biscuit (Supplied)**

Leave for Mt Ainslie Black Mountain-Red Hill 10.00 am

Late BBQ lunch supplied (a \$5.00pp cost will apply)  
and

Perpetual trophy award at La Trobe Park Deakin  
(Suggest bring own table and chairs.)

**Entry fee \$15 per vehicle, includes medallion.**

For Medallion to be ordered please indicate intent to attend to  
Denis Harding (02) 62814497 or Malcolm Noad  
[mnoad@tycoint.com](mailto:mnoad@tycoint.com) or 62350545

**By 1st March 2010**

The Challenge is open to all Morris Vehicles owners and  
enthusiasts

It is not necessary to own a Morris vehicle to enter the challenge  
All Makes Welcome

The challenge is an annual event in memory of the late Jim Bruce  
the owner of a Morris (Bullnose) Cowley who said it was a challenge  
for the two wheel brake Bullnose to climb and descend Canberra's  
mountains.

Entrants to this event take part solely and absolutely at their own  
discretion and risk and expressly acknowledge  
and agree that no member of the Morris Owners group Canberra Region  
whether jointly or severally shall be in  
any way liable for any happening or incident by omission or commission  
before during or after the event.

## **SHANNONS WHEELS 2010—21 March 2010**

Do you realise that this is one event that our members **MUST** make an effort to attend. Details of where to park etc will be in the March newsletter. Entry will be between 7.30 and 9.00 am as the event is open to the public from 9.00 am to 3.00 pm.

So let's get a record number of cars on the lawns of Old Parliament House. Some members really pull their weight by getting up to 10 cars there (bouquets to the Boyces), to let's you and I try to get one each there.

## **CONGRATULATIONS TO COOMA CAR CLUB**

The Cooma-Monaro Historic Automobile Club has purchased the Indoor Sports Centre in Cooma.

Club President, Chris Reeks was reported in the Cooma-Monaro Express newspaper as saying the club had big plans for the property. "It will be a place to hold meetings, car displays and museum of memorabilia and cars," he said.

"It is a space where high school students can learn about automobiles, driver safety and educational programs.

Mr Reeks is confident the new premises will become a tourist attraction in its own right.

The Club was expected to take over the premises in mid January. The Club has borrowed money to acquire the property.

Graham Gittins.

## **FEBRUARY MONTHLY RUN LUNCH AT FEDRA OLIVE GROVE**

Fedra Olive Grove is an award-winning treasure situated in nearby Collector. Enjoy the magnificent views across the olive farm while treating yourself to the delicious homemade meals, casseroles, pastries, pies, sweets, breads, dips and great coffee at Grandma's Little Bakery. The Olive Grove is perfect for a weekend escape, with the staff looking forward to treating customers with mouth-watering delights that are sure to have you coming back for more.



## TRANSPORT IN CHINA – VAL’S TRIP - OCTOBER 2009

My trip with a group of 13 people from Canberra to China included the following modes of transport: pedipower, bicycles, motorcycles, scooters, electric scooters, cars, taxis (eight taxis in Shanghai refused to take us), buses, coaches, trucks, boats, ferries, trains, fast trains, bullet trains, MagLev, horses, rickshaws, cable cars to Mt Taishan and Mount Huang Shan (commonly known as beautiful Yellow Mountain), mono rails, and planes. Air travel included Dragon Air, Air China, Shanghai Air and Qantas and the very comfortable Qantas A330 airbus – all in 23 days.

There are six multi-lane ring roads in Beijing encircling the city, with the 7<sup>th</sup> about to be built. There are still many bicycles and often the family dog rides in the basket. We saw mattresses packed on to the back of a motor bike and cart. We also visited the Hutongs, the historical village in Beijing in rickshaws where we had a traditional lunch with a family. Our rickshaws held two people and were pulled along by a rider on a bicycle.

*Rickshaw driver asleep*



*Val at the Olympic Birdsnest*

Beijing included visits to Tian'an men Square, the Forbidden City, Temple of Heaven, Summer Palace, Ming Tombs, the Great Wall, and the Olympic Birdsnest.



We experienced cold windy Inner Mongolia and rode horses across the icy windy grasslands.



The maximum temperature was zero. We



had traditional Mongolian food for lunch, including lamb. The Mongolians live in yurts and the toilet yurt we used had cubicles about shoulder high!



We crossed the river in Shanghai with hundreds of commuters, many on motor bikes. The charge is about 8 cents (half a yuan).



On the riverside, massive construction for the World Expo site is currently being undertaken. It will be held for six months from 1 May 2010. We alighted to gaze at some enormous sky scrapers, the tallest being the Shanghai Financial Centre, comprising 100 storeys and 486 metres in height. There is an observation deck open to the public, however, a haze of smog hovers constantly over the city.



We rode on the bullet train for 35 minutes from Beijing to Tianjin (112 kilometres), reaching a maximum speed of 350 kilometers per hour. We were able to walk to the rear of the train and photograph the rear engine and driver's cabin. The 'fast' train that took three hours from Beijing to Jinan in Shangdon Province (346 kilometres) only reached 244 kph.



We also experienced the MagLev train to the airport for eight minutes, reaching a maximum of 431 kph for about a minute, before it decreased speed. As we 'flew' past, the landscape was a blur, and on the roads below, all kinds of vehicles appeared so slow in comparison to the bullet train.





*Three wheel car*



*Monorail*

Some major roads had lanes for bicycles and motorbikes, however, on the smaller roads, anything on wheels, as well as pedestrians, were allowed on the roads, except in Qingdao, where bicycles and motorbikes are prohibited. Qingdao was occupied by the Germans for 17 years at the beginning of the 20<sup>th</sup> century, and the Japanese for eight years before World War 1 and again before World War 2. The Olympic Sailing was held at Qingdao and we visited the pier with an avenue of flags, a huge torch, and the Olympic rings. We also toured the Tsingtao brewery (we didn't have to worry about driving after our samples!).

Cars have the right of way, so every time we crossed a road, we were petrified, as cars appeared from all directions. Pedestrian crossings were ignored. Our guides would hold their flags up and say: "Follow Me". I wasn't convinced that it was safety in numbers, however, we are all safely back in Australia. I was informed that because there are so many people, cars would not be able to move if they had to stop for the millions of pedestrians.

There are now 10 million cars in Beijing, and that number is increasing by 1,800 a day. Our coach speed on the Beijing arterial roads at peak hour averaged 5 kph!



*Don't use a mobile phone while driving*



*Ensure your seat belt is on*

Our tour guide's theme song was: "We don't know the traffic". In other words, we don't know how long it will take. Our coach drivers all deserved gold medals for driving us safely everywhere. As a passenger, the secret to stay stress free was not to look at how close other vehicles were at times.

The amount of construction being undertaken in China is phenomenal. Trees are planted beside roadways and in the loops of the ring roads. There is an annual tree planting day in March each year. On the well-signed multi-lane expressways, there are speed cameras approximately every kilometre, all run by solar power. Imagine that in Australia!

We learnt about the origins and beliefs of the philosophies of Taoism, Confucianism, Buddhism, and Jacky, our first tour guide, said the fourth belief and philosophy is now Tourism! There are also several Christian churches in the eastern part of China. We visited many temples for Taoism and Buddhism, and the birthplace and tombs of Confucius.

The cultural revolution between 1966 and 1976 saw many cultural books and historical treasures destroyed under Mao Zedong before his death in 1976. Following Mao, Deng Xiaoping opened China up to the world in 1979, and tourism has been steadily increasing since. The Beijing Olympics in 2008 were the first Olympic Games to be held in south-east Asia, and the World Expo will be held in Shanghai in 2010.

The major cities we visited were Beijing, Tianjin, Qingdao, and Shanghai. The country and scenic cities were Jinan, Qufu, Weifang, Suzhou, Hangzhou, and Huang Shan, including Mount Taishan and Mount Huang Shan (Yellow Mountain). Beijing is a city of 20 million, and Shanghai has some 24 million. China is a very progressive country and the cultural experience was beyond expectation.

There will be another trip in September 2010 to Chengdu Panda Breeding farm, Lhasa in Tibet, the Three Gorges, a two day cruise down the Yangtze river, and Shanghai World Expo plus other attractions, including the birth place of martial arts. See Val if interested.

Val Bland  
Tel: 6288 9691

## CAR PROJECT — ALEC MCKERNAN

Being almost 70 I discussed with my wife the need to have another car project and the opportunity arose recently when old friends of ours were looking to buy a house in Bowral and came across a car of interest that they rang me about.

They, Jan and Peter paid a deposit on a place they liked and in a shed on the property was a car in pieces which was for sale. The owner bought the car, a 1951 Lagonda 2.6 litre saloon some 25 years ago and commenced dismantling it to restore it. Regrettably he died before having done much to the car, other than reupholstering the seats.

At this stage I researched what such a car in pieces would be worth and Jan and Peter emailed plenty of photos to us and a week later Bob Douglas and I went to see the "goodies".

Many years ago an old club member friend said to me "if you ever wish to buy a car that is in pieces but is complete you cut the market price of the car in half, because some poor bastard has to put it all back together." So that was my starting point in negotiating.

The car is in the form of a rolling chassis with both front and rear ends complete and in excellent order. The all aluminium body is in great shape bolted to the steel chassis, but the guards, doors, engine, gearbox, bonnet, seats, bumpers, lights, handles etc were all stacked in the shed.

At a time to suit the widow two weeks later, four of us arrived with a car trailer and a 7x4 box trailer to start loading all and sundry. The car weight is 1610 kgs (same as a Falcon Wagon) so it is not a heavy machine, which is why they are capable of over 90 mph. The owner had made up an engine trolley which the engine is bolted to.

The front suspension is a modern ball joint and wishbone type rather than kingpins, as well as a well designed rack and pinion steering unit. The rear end is similar to what E Type Jags use where the diff is fixed to the chassis and has large inboard drum brakes attached then double jointed universals and swing axles. The springing is by torsion bars.

Having done only 49,000 miles all mechanical items appear to be in excellent order. The 2.6 litre engine has twin overhead cams, twin

carbies, and has wet cylinder liners. This being a free revving performance engine it was also used in Aston Martin DB2 and DB3 engines. David Brown Engineering owns both Aston Martin and Lagonda so some items are common to both makes of car.

The attached photos shows all the items loaded on board as we are about leave for home, and the last photo is of a complete car which I hope ours ends up looking like.

I wish to thank again Bob Douglas, Ron Cooper and Graham Bigg for their assistance on the day which was greatly appreciated. I will have to get my finger out and build up my supply of Brownie points.

Anne is getting used to the idea of the Lagonda albeit in parts to some degree. I have set a goal of four years to completion. Recent stays in hospital have delayed the start of the project but I am keen and that is the main thing.



*Think of this next month as a thinking and planning time Alec. No getting your hands dirty. Helen*

## FOR SALE – OTHER CLUBS PLEASE COPY

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

**Fiat X1/9 1980**, Chassis No 0111779, currently unregistered. Excellent mechanical condition with lots of work by Graham Smith at Fiatorque in Sydney. Some spares and service manuals. One too many projects and taking up space. \$2,950 Phone Derek Lark on Mob 0417 662 274 or email [Derek@dereklark.com](mailto:Derek@dereklark.com)

## MUSEUM CLOSURE AT GERALKA RURAL FARM MUSEUM, VIA CLARE, SA.

Sale Days: Thursday 25 March and Friday 26 March.

General household items; Farm memorabilis/antiques; Vintage tractors; Stationary engines; Vintage farm machinery; Motor vehicles: Trucks (Dennis, Scammel), Quad (Four Wheel Drive Auto Co) Buckboards (Chevrolet, Grey, Dodge Brothers); Horse drawn vehicles; Special items for sale: 1909 Farina (Renard) Road Train, BSA 1930 'Sloper' Motor Bike, 1918 Maudslay Omnibus, 1925 Buick Sedan (all restored and in working order).

See website for full listings and photographs: [www.elders.com.au/geralka](http://www.elders.com.au/geralka)

Enquiries 0429 622 595 (Simon Harding, Elders Rural Services, Gladstone, SA).

## ***TUMUT and BRIGHT RUN 2010***

A number of CACMC members intend to go to Tumut for the Festival of the Falling Leaf 23-25 April next year. Then to Lakes Entrance for 3 nights over-nighting in Bombala on the way. From Lakes Entrance we will travel to Bright via the Great Alpine Road and stay 3 nights in Bright during it's Festival (30 April to 3 May). We intend to return to Canberra with an overnight stop in Corryong.

If you are interested in joining the trip, please ring me and I can give you more details, particularly accommodation details.

Ray Gallagher

Tel: 6241 9823

Email: [rayanne@bigpond.net.au](mailto:rayanne@bigpond.net.au)



## FOR SALE – OTHER CLUBS PLEASE COPY

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

**Fiat 500B/C Topolino gearbox** complete and various surplus motor parts. Offers to Ken Derbyshire (AH) 6281 6627 or Mob 0412 630 399.

**FREE 4 Michelin steel belt radials 155R 14 80S** (old size 540 x 14). Good but old, very suitable for a restoration in progress. Contact Vin Liston on 6241 1645.

**1975 BMW**, 520 carbie, silver, 124,000 km, Reg HIS 252 till 15 Oct 2010—was family car for 20 years before club rego.

**1975 BMW**, 520i carbie, white, 200, 000 km? Reg HIS 929 till 15 Oct 2010. Purchased in 2005 as a twin to HIS 252, both car bodies similar and original with mag rims and as new tyres, only selling to make space for another investment. \$1,650 each ono or \$3,000 the pair. Contact Brian Bush on 02 6281 6866 or email [brianbush@netspeed.com.au](mailto:brianbush@netspeed.com.au)

**Rover 3500 Sedan**, 06/1976, very good condition, has minor electrical fault, drives very well, body, paint and interior in excellent condition. Two manuals included. Vin No 45330840E, Engine No 45122310D. Last fully road registered to June 2007. Currently unregistered. Asking \$1,800 ono. Phone Dean on 0428 624 917

**XM Falcon bumper bars** front and rear light weight composite ready to paint \$500 per pair plus delivery charges, or, advise the paint colour and we can deliver ready to fit. Painting is an extra \$300. Colour coded to the vehicle is strongly recommended. Fitting is with Allen Key head 1" bolts with fibre washers to reduce friction between the bumper and the steel mounting bracket. The result is outstanding. Phone Ross on 0427 003 407

**1966 VW Beetle**, 1300 Deluxe, light blue, good condition, runs well, some paintwork needed if wanting to restore to prime condition. Rego to April 2010. Call Boyd on 0408 627 923

**LOCAL ADVERTISEMENTS ARE RUN FOR THREE MONTHS UNLESS YOU NOTIFY THE EDITOR TO CEASE BECAUSE OF SALE, ETC. PLEASE ASK IF YOU WANT TO CONTINUE LONGER.**

**MORE ON PAGE 32.....**



## PARTS FOR SALE OR WANTEDS

**WANTED 1934 Buick rim** needed to finish a project. Please contact Michael Toole phone 0402 616 829

**WANTED URGENTLY** Following a rear end collision, I need a bumper bar suitable for a 1974 Austin 1300 GT - will accept an Austin/Morris 1100/1300. Please contact Graham Gittins on 0419 249 109.

**1925 Oldsmobile motor parts.** Engine block, camshaft, heads and various surplus engine parts. Offers to Alan Martin 6258 6841 (H).

**1937-38 Chevrolet Sedan parts etc** Rear carry rack, boot lid, rear driver's side mudguard, instrument panels for gauges, gear box parts, door window glasses, generators, cylinder head, engine block and various extras. Offers to Alan Martin, phone 6258 6841 (H).

**MG ZA Magnette parts** including rolling body shell with all panels, plus starter motors, various gearbox parts, front and rear bumpers, steering racks, etc. Would like to see about \$200 for the lot but all offers considered. Will separate. Contact Bob Douglas on 02 6166 0259, mobile 0408 620 377, email [bobdouglas@grapevine.com.au](mailto:bobdouglas@grapevine.com.au)

**Hardtop for MGB Roadster.** As new unmarked condition, moon roof plus side portholes. Quick fit and removal \$750.00 ono. Norman Lee 02 6288 2285, email [nlee@netspeed.com.au](mailto:nlee@netspeed.com.au)

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