

THE COLONIAL



Official Journal of the
Canberra Antique & Classic Motor Club Incorporated

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1935 Chevrolet Roadster
Dave Semmens

Vol. 42
January 2010





THE COLONIAL Vol. 42 January 2010

Official Journal of the Canberra Antique
and Classic Motor Club Incorporated
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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, 12 January 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. Our member, Roger Phillips will tell us about a motor museum in Jordan. February speaker will be from the Arthritis Foundation.

CLUB EVENTS

Club runs are held each month, usually the Sunday after the general meeting. The January run is a twilight run on Sunday 17 January. 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 February Colonial will be Friday 22 January 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.

No applicants this month.

SUPPER ROSTER

January 2010	Phil Donoghoe and Graham Moore
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.

SHOP MANAGER

For the information of new members, Joe Micallef sits up front and to the side at meetings with his suitcase of club merchandise. Check out Club badges and sew-on patches. Joe can order Club polo shirts or bucket hats with the Club logo. Long sleeve shirts are also available at \$35 and polar fleece jackets are \$50. See Joe if you are interested in any of these. The Register of Members is available at \$5 a copy.

FOR SALE

Boxed set of 6 bottles of port with classic vintage cars on labels. Can't guarantee how drinkable the port will be although it is laced with brandy. Any offers? Phone 6281 5209.

EDITOR'S PAGE

Thank you to those who have provided items for this month's Colonial. Stories to come: Charlie Adams' Chevrolet Roadster, Barry Boyce's Buick; things people collect. I'm still waiting on stories from Declan, and Beee and Charmaine.

Week Day Social Lunches

NO 1st Friday LUNCH IN JANUARY. Happy New Year to all.

Friday 15 January at noon, social car run to Black Mountain Peninsula, follow Garryowen Drive right to the end. Bring a picnic lunch. Plenty of shade. Bring your table and chairs. In the event of rain, we'll all go whooping along 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 now in the Rehab area of Canberra Hospital. Dave said if they can't get Jan home for Christmas Day, he'll go there. Sorry to hear that Alec McKernan has had a health problem and hope it is soon sorted.

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.

SUMMERNATS

Thanks to Bob Judd for offering to be CACMC Co-ordinator.

Wheels 2010

Have you recently restored a vehicle or bought one in a restored condition? Next month I will run information on judging of these vehicles on 21 March.

Best wishes for a healthy New Year, then everything else flows from there.

Happy Motoring,
Cheers ... Helen

**NO MEETING WAS HELD IN DECEMBER, SO AT THE
JANUARY MEETING WE WILL CONSIDER THE
MINUTES OF THE NOVEMBER MEETING.**

Here are some New Year resolutions for you:

Take time TO THINK
It is the foundation of strength

Take time TO LOVE and BE LOVED
It is a God-given privilege

Take time TO LAUGH
It is the music of the soul

Take time TO PRAY
It is the greatest power on earth

Take time TO READ
It is the foundation of wisdom

Take time TO WORK
It is the price of success

Take time TO BE FRIENDLY
It is the road to happiness

Take time TO GIVE
It is too short a day to be selfish

Take time TO PLAY
It is the secret of perpetual youth

Take time TO SAVE
It is the foundation of your future

Take time TO KEEP YOUR HEALTH
It is above all gold and treasure.

MORRIS OWNERS GROUP WEEKEND TRIP AND YASS ANTIQUE MOTOR CLUB CHRISTMAS PARTY

After a leisurely drive through the countryside, members of the Morris Owners Group relaxing at a happy hour at the motel. Keith and Lilly are honorary members—wouldn't you love to see them in a Morris Minor! Other CACMC members went over just for the dinner.



Dennis & Val Harding, Graham & Heather Gittins, Chris & Irene Berry, Petra & Daniel Wyatt, Keith & Lilly Carswell.

Laurie & Ray Coates from Boorowa, Liz & Joe Micallef, John de la Torre and Lucy, Kay & Gerry Walker, Malcolm & Wendy Noad.



Thanks to the Events Committee and John Senior in particular for their work in arranging the Christmas BBQ by the lake. Below are some images. Christmas hamper was won by Joe Vavra.

60 people
attended.

A very pleasant
evening.



David and Verna
Marsh were visiting
from Melbourne.,
here with Alec McK
and Bob Douglas.

Men talk. Phil and
Mark; Dan and
Charlie. Note the
red vest in the
background, John
hard at work on the
BBQ,





DECEMBER CLUB RUN - 13 Dec 2009

Thanks to Wes McCulloch for arranging this outing and to Val for taking orders.

33 people in 20 cars attended.

Cars in the street. Donoghoe Durant, Roger & Barbara Phillips came small in the Fiat Bambino and Chris & Irene Berry in the Hillman Husky.



Gerry and Kay Walker shared a pancake stack. Val Bland's big breakfast also on table and Bob Edwards watching on.

Host Gunther serving John Edwards with a huge dessert.

Sorry the other pictures are no good—because of the colour of the umbrella you all look orange.

EXPLOSION

OCTOBER 2009

Jahn is in his room working on the computer. Suddenly he hears the sound of a huge explosion from the garage area.

"Has Dad killed himself he thinks?" and goes to investigate.

The outside garage light glass is on the ground in bits. Inside the garage there is smoke, and on the floor is a lump of mangled metal and small bits of gasket material burning. A wood chisel is embedded in the ceiling isolation; the vacuum cleaner pipe running along the ceiling is broken to bits.

Dad is standing next to the mess with a burning oxy torch in his hand, grinning.

'It exploded' he explains. (Stating the obvious). 'I was going to weld the drain cock to the bottom of the tank when it happened.'

He has spent many weekends making the tank for his historic car; the only thing left to do was the drain cock. So he cleaned the area around the drain hole with a chisel, ready for welding and left the chisel on top of the tank.

As soon as the torch came close to the drain hole, the tank exploded, blew its sides out, shot the chisel into the ceiling insulation and then the tank itself up to the ceiling, breaking the vacuum cleaner pipe before landing on the floor in a heap.

There has never been any fuel in the tank, so suggestion is some thinner must have remained from the painting job.

No damage to anything else, Dad included. He is salvaging what he can to make another tank.

Thanks to Ken Barfoed.



Dear Helen,

I'm including some of the photos I have taken whilst pondering and working on the project. I have only included some I thought might be useful, I have plenty more.

The car is **not** finished yet, but I'm seeing light at the end of the tunnel.

Regards Ken.

1938 Hudson Terraplane which Ken has been working on for a few years.



I have only used a few of the photos and I'm sure I don't need to caption them for members. Ed.



VALE NAOMI BROWN

Naomi and Cec Brown were enthusiastic members of CACMC for many years until they moved to Sydney and eventually the Central Coast of NSW.

Together they served our club as Events Directors in 1991 and were instrumental in trying to commence a Canberra Rally in the Springtime.

Naomi was a vibrant and enthusiastic member who enjoyed historic motoring and the friendship and social occasions that were provided by the club.

Her first restoration was of a Volkswagen Karmen Ghia completed by her son Simon.

Later she supported Cec and Simon as they restored two Vauxhalls – a 1938 DX Coupe and a 1934 BX Sedan. More recently she has encouraged Cec and Simon in the restoration of a Riley RM.

Naomi was a warm and generous person who will be sadly missed. Our thoughts are with her husband Cec and her family.

Thanks to Roger Amos

No disrespect meant to Naomi, but this jingle from September 1988 when Brian McKay was Editor appealed to my sense of humour.

The faithful stood at the Golden Gate
Their heads were bent and low,
They meekly asked the Man of Fate,
The way that they should go.

“What have you done? St Peter asked
“To seek admission here?”
“We restored vintage cars below
For many and many a year.”

St Peter opened wide the Gate
And gently pressed the bell,
“Come right inside and choose your harps,
You’ve had your share of Hell.”

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

Non Club cars Welcome!

On the lawns of Old Parliament House

Canberra A.C.T.



"Statesman at the home of Statesmen"

Club cars arrive from 8am & Spectators from 9am

CACMC EVENTS CALENDAR 2010

DATE	CONTACT	DETAILS
Jan 17	Val Bland 6288 9691 PLEASE BOOK	Chicken and Champagne twilight run to Black Mountain Peninsula, Garryowen Drive right to the end. Suggested arrival time about 5 pm. Chicken should arrive about 6 pm. Bring your own salads and anything else you desire. Numbers will be required by Jan meeting at latest. Non members \$5 per head.
Feb 14	John	Long run to Bungendore, Tarago, Goulburn and Collector for lunch at Grandma's Little Bakery at Fedra Olive Grove.
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		Possibly London Bridge, Burra, Googong. National Motoring Heritage Day.
Jun 13 ?		TBA (<i>this is the long weekend</i>)
Jul 18		TBA
Aug 15		TBA

EXTRA RUNS AND SWAP MEETS 2010

Jan 10 2010	Keith Gloster 0429 391341	Summernats Car Clubs display. Must have booked to display your car. Club Co-ordinator Bob Judd.
Jan 26		NRMA Motorfest, Sydney CBD
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

EXTRA RUNS AND SWAP MEETS 2010

DATE	CONTACT	DETAILS
Feb 13-14		35th Berrima Rally
Feb 19-21		Bairnsdale Motor Expo www.bairnsdalemotorexpo.com
Feb 21	0410 447 927	Sydney Super Swap, Hawkesbury Showground, Racecourse Rd, Clarendon opposite Richmond RAAF Base.
Feb 27		Ballarat Swap
Mar 6 Sat		Crookwell Country Festival
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. www.bushcouncil.com.au
Apr 18		Auto Italia, Patrick White Lawns.
May 1		Wings Wheels & Wine at Mudgee Airport Aircraft, motor vehicles and wine & food. www.wingswheelsandwine.com.au
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.

A LABOUR OF LOVE : 1932 CHEV BA CONFEDERATE ROADSTER

BY *DAVE SEMMENS*

Love at first sight...but first the makeover

I purchased the car in 1992 from a fellow in Bendigo, Victoria. He was I believe the second owner after the first attempt at restoration. During the time he had the car it had done several long rallies. It sat for quite a few months before I decided I would look at doing a bit of a tidy-up on her. On closer inspection *Tony* from *Modena Smash Repairs* and I realised that quite a few things with the body in the tub area were not as they should be. It was immediately apparent that the only thing I could do to get the vehicle to an acceptable standard was a full ground-up restoration.



Loaded and ready for the trip
- 1992

Safely home and the start of a
new life

Solving the puzzle

The main problem with the tub was that the car had been cut into a ute at some time (as a lot were in those days). The job that had been done to get it back was not too bad, but there were also lots of things that were wrong.



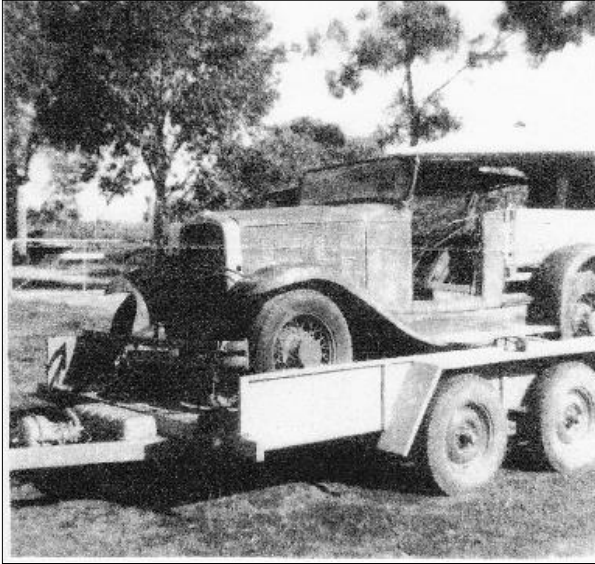
The beginnings of a new tub

To get a starting point for the restoration the car was slowly stripped with parts carefully labelled and photos taken to help when the day came for reassembling it. Late one afternoon I was taking the panels off the doors when I discovered a painted inscription inside the driver's door – "*B Matheson, Echuca*".

My curiosity piqued, I contacted Telstra for help in solving the mystery. Bingo! They put me through to a number they had listed and a male voice answered. When I said that I was looking for someone who may have restored a 1932 Chev Roadster some time back, *Bill Matheson's* response was immediate and enthusiastic. I assured him the "Old Girl" was in good hands with a full ground-up restoration under way but he was adamant that what I intended to achieve "couldn't be done". He promised to mail a detailed letter of what he had done and why. True to his word, a letter arrived in the mail with pages of notes and a couple of old black and white photos. After reading his letter I could better appreciate what had happened with the car.

Missing pieces of the jigsaw

Bill had driven 1932 Chev Roadsters in his young days while doing his training to be an engineer and wanted to restore one when he got the chance. The project started with two bodies and chassis, together with some bits and pieces. But with both bodies having been previously cut down into utes, he was up against it. To his credit he used photos of original cars to re-fabricate the rear tub but this also explains the reason that he didn't get it quite right.



A rough start in life - photo supplied by Bill Matheson

Search for a solution

The search now began in earnest to find someone who could fabricate a tub for me as I had no luck in finding an original one. Eventually I was referred to a chap who had a shop in the shadows of the "Gabba" sports ground in Brisbane. He assured me he could do it if he had an original he could copy. Great! But where on earth was I going to find such a thing in the area? Back to the grindstone and after several initially promising dead ends, I was given a phone number of a *Bob Gray* in Brisbane. Unfortunately, although Bob's car was in its original state (as found at Cunnamulla, Queensland) and in need of a full restoration, he was reluctant to let it out of his garage. After some further delicate negotiations he agreed for my contact to get in touch with him and have a chat. As it turned out, the workshop and Bob's house were only minutes away from each other and with the promise of some free work on his car in return, he agreed to letting it be taken to the workshop.

Progress, but still a long way to go

After many months the job was done, although it was not ideal. Fortunately, Tony (Modena Smash) said he could make good the things that had to be fixed. The woodwork was spot on but the

bodywork's main problems were the swaging – which was all over the place – and one side of the tub was “pregnant”; also the dickey seat lid had been done in two parts. The lid was re-done by *Robinson Bros* and came up a treat.

Meanwhile...back at the ranch

While all of this was going on I had completely stripped the car, re-set the rear springs and the motor was removed, sealed up, sand blasted and undercoated. I then set about finding someone who could advise me on the right colour for re-painting. I got in touch with *Mike Kavanagh* in Brisbane who was also restoring a 1932 Roadster which had been in the family from new. He kindly sent me a sample of the colour. Mike was also a great source of helpful advice. With the motor painted and all the bits bolted back on, it was ready to go back in. I had bought new engine mounts because the originals had been given the “bush mechanic” treatment during their life and were in a sorry state, to say the least.



Engine as it would have come off the production line in 1932

Houston...we have a problem

The motor slotted in – easily – but when I started to tighten the mounts I heard an ominous cracking sound. I couldn't see anything untoward at the time so I started to tighten the other side and again the cracking sound with not a lot of tension on the mount. On closer inspection, I found the mounts were of poor quality and cracked.

I took them to *Beb Fox* (who is renowned for his ability to be able to make and repair things) to see whether he could do something with the old ones. By using the rubber out of the cracked ones and inserting them into the old ones, the problem was solved and in no time the motor was bolted in.

Now for the perfect smile

Next came the radiator surround and the grill. A local business did a terrible job of re-chroming the grill which left it in a condition that rendered it useless. After much searching, I finally found a company in the USA who made them in polished stainless steel. Following several unsuccessful attempts to get in touch with them, a mate in Washington was able to get the grill for me and send it back to Australia at no charge. I couldn't believe my luck! The re-chroming was done by *Shane and Brett, Electro Plating Technology* in Queanbeyan and they did an excellent job. It looked great and once installed into the surround it looked most impressive. I was over the moon.



Looks great with the hood down

And a new coat of paint

The bodywork was proceeding slowly but I was happy to put up with this because Tony was the best in town. Importantly, it also kept the cost down as he worked on it in his down time. Finally it came time to choose what colour to paint the car. Over the years I had changed my mind a few times, but in the end I picked a deep burgundy/plum colour. With the help of Tony and his painter, *Carlos*, the car was painted with a BMW colour called "*Malaga*". I must add that the work carried out by Tony was achieved virtually without any use of fill – the guy really is a master at his trade. Carlos then performed his magic with the spray gun and I had a job that was superb.

Finishing touches

I had lined up local upholsterer, *Norm Betts* some 10 or more years before to get the upholstery done. I'm sure he thought that it would never get to the stage where his touch was needed. The car was carefully loaded onto a truck for the trip to Norm, with the understanding that it may take some time but it would be done right. After all, so many years had passed since the restoration began, why rush things now? The finished result was worth it – Norm's work was indeed impressive and was everything I hoped it would be.

Interior looking a treat...thanks to Norm



Last little fiddly bits

With the car back home and in the garage I found the seal in the LHS of the rear axle had let go. Beb Fox came to the rescue. With his and local mechanic, *Chris Hedges'* expertise, it was fixed and back home again in no time. With the help of my good lady I got it re-installed and the wheels back on – looking good again. The next thing was to get it fired up and with some tweaking.... it was up and running.

The long and winding road

After many years, hundreds of hours of labour and conquering all the many problems encountered along the way, I am very happy with the end result. This was something I always wanted to do and I'm pleased that I took on the tasks that were within my capabilities. It has given me a greater understanding of the mechanics and things that were special about the 1932 model. This model was a major leap forward with many innovations, like the down draught carburettor and counter balanced crankshaft, to mention just two.

I am also most grateful for the help I have been given by many people over the years. There are still a couple of minor things to do before it is ready for rego, which I hope will happen before the end of 2009.



Back home after first outing to “*Wheels 2008*”

Postscript

I sent Bill Matheson photos of the finished car but sadly his brother rang to say Bill's health had taken a serious downturn, so unfortunately I didn't get the chance to discuss with him what he thought of the job he told me.....couldn't be done.

Polished and ready to go -
Autumn 2008

**PEOPLE'S CHOICE AT
WHEELS 2009.**



CLOSED VEHICLES LEFT IN THE SUNLIGHT

Please do not turn on the air conditioning as soon as you enter the car. Open the windows and wait several minutes before turning ON the air conditioner. Here's why: according to a research, the car dashboard and interior materials emit benzene, a cancer causing toxin (carcinogen). You can actually observe the smell of heated plastic in your car.

In addition to causing cancer, benzene poisons your bones, causes anemia and reduces white blood cells. Prolonged exposure will cause leukemia, increasing the risk of cancer and may also cause miscarriages. Acceptable benzene level indoors is 50 mg per sq ft.

A car parked indoors with windows closed will contain 400-800 mg of benzene. If parked outdoors under the sun at a temperature above 60 degrees F, the benzene level goes up to 2000-4000 mg, 40 times the acceptable level.

People who get into the car, keeping windows closed will inevitably inhale, in quick succession excessive amounts of the toxin. So do yourself a favour, open the windows for some time before you turn on the air con. *Thanks to Dick. Anyone want to comment on this?*

TERRIBLY BRITISH DAY - 6 DECEMBER 2009

Terribly British Day attracted more than 300 vehicles and motor cycles at its new location on the Patrick White Lawns behind the National Library of Australia. The new site was praised by all entrants.

Ladies Choice goes to club member

Club member John Liston's MGA was selected as the ladies choice at Terribly British Day.

British Classic Car Weekly editor-at-large Richard Gunn and his partner Deirdre Cowan-Brown were the honoured guests tasked with selecting the three trophy winners.

Deidre so liked John's MGA that she requested a drive around the lawns in it, while Richard took photographs of her and the car.

Richard is writing articles and taking photographs of the historic car scene in Australia - so it is likely that Canberra's Terribly British Day will gain some international coverage.

The Aston Martin Club won the best club display and a Canberra registered 1962 E-type Jaguar roadster won the 'the car I would most like to take home'.

The Aston Martin Car Club excelled in the club display competition, with a mock up of a pit area display of a 1950s Le Mans race.

The MG Car Club decorated their site with an MG TYme wedding with selected MG's dressed for a wedding with white ribbons and netting, bow-ties and flowers.

The day also celebrated the 50th anniversary of the Mini and Mark11 Jaguar.

Lennox Motors unveiled the new Jaguar XJ range - making Canberra the first regional centre in Australia to view the new \$350 000 vehicle.

Argentina deputy head of mission Maria and her husband were seen negotiating to purchase a Morris Minor to take back to Argentina when they finish their posting in Australia.

British music had entrants and the general public, humming to such old favourites as Vera Lynn, Harry Secombe, the Beatles, the Animals, Herman's Hermits and the bands of the British Army. Graham Gittins is the voice of Terribly British Day and in his familiar Union Jack tall hat, spends most of his day in front of the microphone.

NRMA Veteran, Vintage and Classic Vehicle Insurance was the main supporter of the day and have already signed on for the 2010 display day which will be held on Sunday December 5.



Graham Gittins spruiking at the Terribly British Day display.



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.)

1975 BMW, 502 carbie, silver, 124,000 km, Reg HIS 252 till 15 Oct 2010—was family car for 20 years before club rego.

1975 BMW, 502i 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

NUMBER PLATE PROTECTORS

Custom stainless steel number plate protectors—check out on website www.flipitindustries.com.au

BMC-LEYLAND SPARES

Contact Jim Crane re a source of Morris/Austin/Leyland spare parts.
Phone 02 6231 0745, Mobile 0417 233 821

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

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.)

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

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

1979 HZ Holden Campervan. Advert posted from Bankstown. Whole page of information. Interested? Helen will email or post you a copy. Or call Gregory on 0400 289 835.



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.

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.

PARTS FOR SALE OR WANTEDS

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

FREE body panels, doors, guards, rear hood and bumper bars to suit 1951-2 Plymouth/Dodge. All items need restoration. Phone Zel at Queanbeyan on 0407 484 130 **after 7 PM** or email to: oomoo@live.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

WANTED rear brake cylinders for 1956 Austin A55 or knowledge of where I might find them. Also overhaul kit for Zenith carburettor to suit same vehicle. Jim Crane 02 6231 0745 or mobile 0417 233 821 or email: Neredahandjim@three.com.au

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