

THE COLONIAL



Official Journal of the
Canberra Antique & Classic Motor Club Incorporated

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1973 Rover P6B Sedan
Daniel Wyatt

Vol. 43
July 2010





THE COLONIAL Vol. 43 July 2010
 Official Journal of the Canberra Antique
 and Classic Motor Club Incorporated
 PO Box 3427 Manuka ACT 2603
 Web site: www.cacmc.org.au

CACMC COMMITTEE:

President:	Daniel (Petra) Wyatt <i>pw Wyatt2@optusnet.com.au</i>	6258 4590 (H) 0412 316 954
Vice President:	Graham (Ellen) Waite <i>graham.waite@iinet.net.au</i>	6288 4675 (H) 0412 627 437
Treasurer:	Bob (Bricet) Judd <i>bricetandbob@bigpond.com</i>	6258 4616 (H) 0422 386 660
Correspondence Secretary:	Gerry (Kay) Walker <i>cpawag@cyberone.com.au</i>	6288 9186 (H) 0408 217 001
Minutes Secretary:	Bob Garrett Roger Amos	6286 3168 (H) 6254 2546 (H)
Membership Secretary:	Joe (Maureen) Vavra <i>joseph.vavra@bigpond.com</i>	6292 0505 (H)&fax 0407 331 048
Editor:	Helen Phillips <i>hphillips@iimetro.com.au</i>	6292 9345 (H&fax) 0409 035 685
Publishing Cttee: Librarian:	Phil Donoghoe, David Wyatt, John de la Torre Jack (Mary) Houston	6286 2412 (H)
Information Officer:	Norm (Sue) Brennan	6241 8385 (H)
Shop Manager:	Joe (Liz) Micallef <i>lvpe@optusnet.com.au</i>	6290 1930 (H)
Events Director:	John Senior	6238 0471 (H)
Events Committee:	David Wyatt <i>wyatttd@grapevine.com.au</i>	6286 1782 (H)
	Ken Walker	6248 0443 (H)
	Wes McCulloch <i>mcculloch@effect.net.au</i>	6249 8918 (H)
	Val Bland <i>vbland@grapevine.com.au</i>	6288 9691 (H) 0419 461 712
	Jim Crane <i>Neredahandjim@gmail.com</i>	6231 0745 (H)
	Clive Glover	6161 3068 (H)
Public Officer:	Bob Judd <i>bricetandbob@bigpond.com</i>	6258 4616 (H) 0422 386 660

DELEGATES TO COUNCIL OF ACT MOTOR CLUBS

	Graham Bigg	6166 0485 (H)
	<i>grahamandgael@netspeed.com</i>	
	Graham Gittins	6251 5645 (H)
	<i>gittins@iinet.net.au</i>	0419 249 109
COUNCIL WEB PAGE	actmotorclubs.org.au	
CACMC WEB PAGE	www.cacmc.org.au	
	<i>info@cacmc.org.au</i>	
	Webmaster: Tony Chilman	0410 357 362
REGISTRATION OFFICER:	Bob Alexander	6235 5845 (H)
	94 Redbox Place	0417 880 064
	ROYALLA NSW 2620	
	<i>rjacgs@hotmail.com</i>	
EXAMINERS:		
Belconnen:	Waine Summerfield	6254 7510 (H)
	53 Ashburner Street	0407 711947
	HIGGINS ACT 2615	
	<i>wainebet@bigpond.net.au</i>	
	Daniel Wyatt	6254 4590 (H)
	27 Lind Close, FRASER 2615	0412 316 954
	<i>pywatt2@optusnet.com.au</i>	
Tuggeranong	Dean Benedetti	6231 9463 (H)
	80 Lee Steere Cr	0428 624917
	KAMBAH ACT 2902	
	<i>actfork@hotmail.com</i>	
North:	Charlie Adams	6248 7895 (H)
	6 Maitland St	0402 087 754
	HACKETT ACT 2602	
	<i>charliead193@grapevine.com.au</i>	
Queanbeyan:	Albert Neuss	6297 2626 (H)
	30 Cassidy Street	
	QUEANBEYAN NSW 2620	
	<i>seiffer@bigpond.net.au</i>	
South:	Alec McKernan	6286 1046 (H)
	22 Muresk St	
	FARRER ACT 2607	
	<i>alecannemck@grapevine.com.au</i>	

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.

CLUB MEETING

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

Next General Meeting Tuesday, 13 July 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. Speaker: Terri Berenguer of Diabetes Australia.

CLUB EVENTS

Club runs are held each month, usually the Sunday after the general meeting. The Julu event is a weekend run on 17 and 18 July. 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 August Colonial will be Friday 23 July for any last minute small notices. Anything big earlier please. Stories of your restorations or restorations in progress please.
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 new members this month.

The joining fee for new members includes the cost of name badges, so new members please collect yours from the Treasurer at a general meeting. Bob has quite a backlog of uncollected badges. We do not post them.

SUPPER ROSTER

July	Ken Walker and Ray Gallagher
August	Wes McCulloch and Alan Martin
September	Dick Rowe and Bob Garrett
October	Alison and Bob Campbell-Stewart
November	Alec McKernan and George Sturgess.

Thank you to all who have volunteered. Graham Moore, phone 6254 2997 is the Supper Co-ordinator.

SHOP MANAGER

For the information of new members, Joe Micallef sits up front and to the side with his suitcase of club merchandise at meetings. Check out Club badges and sew-on patches. Joe can order Club polo shirts, long sleeve cotton shirts and polar fleece vests/jackets or bucket hats with the Club logo. The Register of Members is available at \$5 a copy. Let Joe know if you are interested in any of these. New supply of the large car badges for sale still at the old price of \$15.

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

The Zen of Sarcasm (from Jim Hill)

If at first you don't succeed, skydiving is probably not for you.

Give a man a fish and he will eat for a day. Teach him to fish and he will sit in a boat and drink beer all day.

If you lend someone \$20 and never see that person again, it was probably a wise investment.

The quickest way to double your money is to fold it in half and put it back in your pocket.

EDITOR'S PAGE

Thank you to those who have provided items for this month's Colonial (which stars Alec McKernan!). Stories to come: things people collect: milk cans/cross cut saws/iron pots; another Mini story from David Bennett; Battle of Waterloo story and photos; Inventions and Firsts. I am all out of car stories so those members who had cars in the judging at Wheels, could you please put pen to paper for me. I need something by about 21 July.

Week Day Social Lunches

Friday 2 July 12 noon Retreads sandwich lunch at the Southern Cross Club Bistro, Woden.



Friday 16 July Fire up those old cars for a run to the George Harcourt Inn, Gold Creek Road, Nicholls for lunch at 12 noon. Any 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. Advise Secretary Gerry if you know of anyone who could use a cheer-up card.

2009 Trophy winners

Sorry your time is up. Time to return perpetual trophies to the Events Committee for engraving for this year's winners. You get to keep the small plaques.

Changes

We move to a new printer this month and I have had to make some changes to the way things are done. So if it isn't quite right the first month, please be patient. Any errors ring or email me, don't wait till the next meeting.

Things to do over the next two months to support your Club: pay your subs, offer to help on the Events Committee, nominate a fellow member for an award (see the June Colonial), write a story for Helen, buy your ticket for Presentation Night, come to a meeting, come to an outing.

Contact for Numb Skull Studios who want an old car for a movie:
sam@numbskullstudios.com.au Phone Sam Dignand 0412 454 382
 Wants a car that looks and sounds really old, not necessarily something nice and shiny. Cheers ... Helen

DRAFT MINUTES OF GENERAL MEETING 8 JUNE 2010

Present: 55 members

Apologies: 6 members

Opening: The President opened the meeting at 8:04 pm and welcomed all members and visitors.

Visitors: Nil

Minutes of Previous Meeting: Accepted as printed in "The Colonial".
Moved Alec McKernan, Seconded Jim Clough.
Carried.

Business Arising: Nil

Correspondence:

Out: Emails re Snowy Hydro Gala Ball
Letter to barbecue trailer working party confirming amounts approved

In: Newsletters- 21
Snowy Mts Touring Classic 20 - 21 Nov 10
Tax
Bridge Club invoice
Concours D' Elegance
Emails re Snowy Hydro Gala Ball request for vehicles
Cootamundra Swap Meet 5 Sep 10
Pioneer Tours book - advert
Renewals 29, resignations 2
CBA - merchant account
Letter from Rotary Club - suggested charity for Wheels 2011

Moved Gerry Walker, seconded Graham Moore that the correspondence be accepted. Carried.

Business Arising: Nil

President's Report:

All trophies for the annual presentations were called in.

Daniel's phone number listed in the "Colonial" under "Examiners" is incorrect but is correct under "President".

Quote from a new print company for the "Colonial" is being considered, blue ink will be replaced with black for a saving of about \$200 to \$250 per month. To be discussed with the publishing committee.

Windscreen banners will be produced, orders to Joe at \$15 each.

For Presentation night the committee would like nominations from members for Hard Luck Trophy, Bill Southwell Trophy and Fossicker's Trophy.

Work on the barbeque trailer is progressing, Daniel asked for a round of applause for Alec McKernan and his helpers for their efforts.

Vice President: Graham announced that our guest speaker, Brian McKay would speak later in the meeting. Next month the guest speaker will be Terri Berenguer from Diabetes ACT and the following month, Sue Walker, the President of the Council of ACT Motor Clubs.
Badge Draw: Patricia Howard.
Run Prize: Alan Martin.

Treasurer's Report: Bob tabled his report. Fees to remain the same as last year and Renewal of Membership forms and money are due. Some name badges are waiting to be collected. Balance in Bank is \$512.02 but membership fees coming in will build the balance up. Major expenditure was on Hall Hire and Barbeque Trailer Refurbishment.
Moved Bob Judd and seconded Chris Berry that the report be accepted. Carried.

Editor: Helen reported that all was well.

Events Director: David Wyatt reported on the June Run - June 13 - Nicco's Restaurant at Koonaburra Winery for a wood fired pizza. Members are able to come home via Bungendore if they wish. Val Bland talked about the July Run on July 17 - 18 to Cowra with lunch and a Colonial Show. A package price. Sunday with the Cowra Club involving a run via Wyangla Dam then to the Log Cabin for lunch, then home. Val is hoping for a minimum of 30 people and she only needs 4 more starters.
Val reported on the Presentation Dinner, August 15, at the Southern Cross Club, Macquarie for \$30 a head.

Raffle: Winner of two bottles of wine - Val Bland.

Supper Co-ordinator: Graham thanked tonight's volunteers.

Registrar: Bob reported 21 cars checked for the month of which Alec checked 11.

Librarian: Jack reported all was well.

Membership Secretary: Joe absent.

Shop Manager: Joe reported he was selling Club Shirts, Polar Fleece Jackets and taking \$15 each for Windscreen Banners.

Information Officer: Norm had ads and magazines for members to view and information on the Wagga Wagga swap and rally.

Council Delegate: Graham Bigg said that there was little to report since the last meeting. Council is updating its list of Club Registrars and Examiners. He reported on a draft proposal for a Rally in Canberra in 2013 during our Centenary Celebrations. Council was waiting on a grant from the Heritage Grants Committee for the upkeep of the Pie Cart. A search is on for a new home for the Pie Cart if anyone knows of a suitable location, please let Graham know. He also warned that there were major restrictions on the import of any cars built after 01 Jan 1989 that have any form of modification.

Publishing Committee: Phil reported all was well.

Web Master: Tony was absent.

Guest Speaker: Dave Rogers introduced Brian McKay as our guest speaker.

Brian volunteered to help at the Winter Olympics in Canada. He entertained us once again with his informative talk on the experience of outfitting many other volunteers. He displayed his uniform and emphasised the "green" nature of the gear.

Dave and all members present thanked Brian for his speech.

General Business: Graham Gittins announced that three members were to appear on "The Insiders" on ABC TV on Sunday morning at 9.00 am.

Bob Alexander introduced Sam from Numb Skull Video Production Company. Sam was making a short film and requires a vintage/classic

car for half a day somewhere between 29 July and 6 Aug 2010. If any member is interested they should contact Sam at the end of the meeting or through Bob Alexander.

Vin Liston reminded members of the Battle of Waterloo on 20 June 10 between 10 and 3.

Alec McKernan reported on the progress of repainting and refurbishing the barbeque trailer. Re-spray had been done and now ready for new tyres.

Graham Gittins talked on the Snowy Mountain Rally. Held every two years and good event to book early. Application forms are with Gerry Walker.

He also mentioned the reunion of volunteers from the Sydney Olympics on 13 Sep 10, Canberra Stadium 6.30 - 8.00 pm.

Also reported that rules on importing modified cars had changed without warning and some importers had been caught out. Letters were being written to try to assist.

Dick Rowe reported that he had imported a Mustang. Dept of Infrastructure required a photo of the car. It cost him \$3,500 for shipping and import as well as \$290 Document Fee and GST.

Graham Gittins reported on a proposal to hold a major rally in Canberra in 2013 to celebrate the Centenary of Canberra. No major dinner but Marques' Dinners to be held by affiliated clubs. Each Club to take guests on runs and join for Wheels Display on 16 & 17 March 2013. Details and timeline to be put in place.

Closure: President Daniel thanked Brian McKay for his talk and closed the meeting at 9.19 pm. Everyone was invited to supper.

Roger Amos
Minute Secretary

1973 Rover P6B Sedan—story page 16.



Weekend trip to COWRA Saturday 17 and Sunday 18 July 2010

Saturday 17 July

8.15am assemble at Dickson Woolies Car Park.

8.30am - leave Canberra.

10.00am - morning tea at the Boorowa Bakery.

10.45am - leave for Cowra.

11.45am - arrive at The Townhouse Hotel Motel, 15/19 Kendal St, Cowra. Those staying there the night may book in.

12.00 midday - The Townhouse for lunch.

1.30pm - depart for the Lachlan Valley Railway tour. Watch out for the resident ghost.

4.00pm - Afternoon tea will be provided in the railway park by a charity from Cowra.

5.00pm - return to accommodation to prepare for the dinner and show.

6.00pm - meet at Bowling Club for dinner. During dinner, the Australiana Show will be performed especially for us.

Sunday 18 July

8.15am - meet at the Airport Club rooms, the address is "Airport Road Cowra". It is signposted well and is the last street on left on Grenfell Rd heading out of town towards Grenfell.

8.30am - depart with the Cowra Club for scenic tour to Wyangala Dam before they close it for wall extensions.

9.45am - morning tea at the sealed park at the bottom of the dam wall. Please bring a plate of morning tea to share and the Cowra Club will provide tea and coffee. There are toilets there.

10.30am - leave for a very scenic route with some glorious scenery (about 1.5 hours) via Woodstock, Binni Creek Road (north Cowra), River Road to Billamari, then across to Gooloogong.

12.30pm - Christmas in July at the Log Cabin.

Pre-paid costs:

Saturday: \$45.00 (plus a donation for the railway), which includes lunch \$10, tour - donation, afternoon tea \$5, dinner and the Australiana Show \$30.

Sunday: \$18.50 for Christmas in July.

Own expenses

Morning tea at Boorowa

Drinks

Motel costs. There are 35 rooms. It is recommended you book as soon as possible.

Town House Hotel Motel

Address: 15-19 Kendal Street Cowra NSW 2794

Phone: (02) 6342 1055

Fax: (02) 6341 2930

Email: townhousecowra@bigpond.com.au



Gooloogong Log Cabin



The Colonial

July 2010

BYWONG TOWN AND NICCO'S AT KOONABURRA WINERY 13 JUNE 2010

After a big frost, 10 am was a good time for 29 people to assemble 18 cars ready for departure for a drive along Bungendore Road. The Koonaburra was a very pleasant setting for pizzas cooked in the pizza oven.

An addition to the outing was a tour of Bywong Town where Chris Fowler, the tour operator was waiting to give us a guided tour of the currently registered gold mining town of the 1890s. The miners over 100 years ago lived and mined in very harsh conditions to survive. Heritage sites are set amongst natural bushland. We saw mining shafts; the open cut mine site; Pop Shephard's hut; ruins of Shephard children's' hut where 10 children brought themselves up in this room; a single room, the Blacksmith's shop, the machinery shed and other various buildings.

Thanks to Val



Some of the cars on the run and below the enclosed outdoor eating area where the pizza oven was.



The Colonial

President Daniel with his wife Petra and mother Jan.

There was going to be pizzas, then there wasn't but on the day there was plus a choice of soup or two sweets.



This table was closest to the log fire.

Plenty of chat going on at this table—can't get their attention for a photo.



MEMBERSHIP FEES

Your membership is now due for renewal. A renewal form was enclosed with the June Colonial. Please be sure to UPDATE your details on the form and bring/send it in with your payment.

WHY? After doing receipts, the Treasurer passes these on to the Membership Secretary who then updates the membership data base. The Membership Secretary produces the labels for the Colonial each month. Those not financial will be missing out on the Colonial from September. Not to mention your registration will be invalid.

Those receiving their Colonial by email will be sent theirs separately.

Please be sure to keep your email details up to date too so if something important arises between meetings, we can do a broadcast email to you.

EXTRA EVENTS WHICH DIDN'T FIT IN THE CENTRE

Sat Aug 21	Penny Carlisle 6857 1052	Bedgerabong Show (35 kms west of Forbes) has theme of "Cars in the Country". Free entry for car, driver and one passenger, additional \$12 per head. Display from 11 am to 3.30 pm and participate in the grand parade at 3 pm. Jp.carlisle@bigpond.com
Sat Sep 25 - Sat Oct 2	Betty/Denis 4261 5087	Sapphire Coast Vintage Car Club Spring Holiday 2010.
Sun Nov 7	John Holden 0418 245 380	Batemans Bay chapter of Snowy Hydro Southcare Helicopter vehicle convoy from Moruya Airport to Corrigan's Beach, Batehaven. Email: baypest@bigpond.com
Nov 20-21	Chris Reeks 0407 299 008	Snowy Mountains Touring Classic. Helen has an entry form or download at www.coomacarclub.com.au

A closed mouth gathers no foot.

There are two theories to arguing with women. Neither one works. Experience is something you don't get until just after you need it.



Remember this "What is this piece of machinery at Pioneer Women's Hut at Tumarumba?" in last month's Colonial

Vin Liston reports that it is a butter churn known as a "Leaping Lena". Apparently there are a few bits missing.

EVENTS COMMITTEE HELP STILL NEEDED

A number of members on the Events Committee, as you know, only signed on to do one event for the year. Now with John away too for three months, they are light on the ground for personnel.

Could we please have two or three volunteers to join the Events Committee now and carry on for the next year. Names to Daniel please.

CLUB BBQ TRAILER REFURBISHED

The Club's hardworking barbecue trailer has undergone a refurbishment. The more than 10 years old trailer is used extensively on club runs and its use had begun to show.

Club members Vin Liston and Alec McKernan took on the job of refurbishing and painting the trailer.

The spanking, as new, trailer has been repainted, new whitewall tyres fitted courtesy of President Daniel Wyatt, the water tubes replaced, new signwriting on the rear panel and new stainless steel added.

Thanks to Vin and Alec for carrying out the refurbishment and bringing the much valued club asset up-to-date.

Graham Gittins



THE BIONIC DOG

Well I suppose to every story there has to be a beginning so here we go. Many years ago when I was a little boy, a good friend of my parents had a Rover. Very rarely did they drive it but it used to always be in the shed when we used to visit. I was always a bit of a sticky beak when it came to other peoples sheds and as they say curiosity kills the cat. I used to sneak into the shed so I could have a look at this old car that I was fascinated by.

It was light blue in colour with a tan roof. The car itself was in very good condition and let me tell you when you are 8 years old I thought it was the best looking car this side of the Big Banana. It was from this point onwards that I arrived at the decision that one day I would have one.

I admit that it is not the most common car that you would expect a bloke of my age to own and if I had 10 dollars for the times I have heard "It's a what" or "Oh My God What did you do that for" it probably would not be Rover in the shed !!

I have always had the urge to buy and sell anything with wheels, so far the count including motorbikes and cars is up to 43. Probably not too many people can say that they have owned more vehicles than the years they have been alive.

Anyway a bit more about the car. It is a 1973 Rover P6B. It runs the 3500 V8 engine and automatic transmission. It has Air Conditioning, Power Steering, 4 Wheel Disc Brakes and one of the strangest suspension setups that I have ever seen. It is Monza Red in colour with a black Vinyl roof.

After some years of driving the Fords in the family the bug got hold and I needed something different I sat down one Saturday afternoon and surfed the old web and found myself on Ebay. This is where the Rover was found and purchased. The gentleman who owned the car lived near Geelong in Victoria. After a week of phone calls a price was settled and the following weekend the road trip was on. Early Saturday morning (about 4am) Dad and I were on the road to Geelong. We arrived mid afternoon, did the deal and set off back to Ballarat. Stayed the night and drove the car back to Canberra on Sunday.

I know that you are all waiting for the big story on how the Rover let me down halfway home, but sorry to disappoint you, it never missed a beat and on the highway returned about 10.5 litres per 100kms. Needless to say that I have had a few repairs to do along the way but overall it is not too bad for a pommy piece of !

Daniel Wyatt

ANNUAL PRESENTATION NIGHT
Saturday 14 August 2010
Southern Cross Club (West) Jamison
Corner Catchpole and Bowman Streets, Macquarie

6.30pm for 7pm
\$30 per person for members

The Club is subsidizing the dinner. This is the first time at this venue, therefore, our goal is 100 attendees. Please support your annual presentation of trophies dinner. There will be a lucky door prize and plenty of lucky draw prizes on the night.

Menu
(served alternately)

Entrée

Caesar salad / traditional with bacon, egg, anchovies, shaved pecorino cheese and a creamy garlic aioli **OR**
Garlic prawn skewers served on Jasmine rice with sweet chilli sauce.

Mains

Pan seared Atlantic salmon served on a creamy pesto mash topped with a garlic cream sauce, **OR**
Chargrilled eye fillet served on seeded mustard mashed potato with a bacon and mushroom jus.

Dessert

Chocolate brownie with a rich ganache & vanilla bean ice cream, **OR**
Individual pavlova topped with seasonal fruit and cream.

Freshly brewed coffee and tea with after dinner mints.
Orange juice and water will be supplied on the tables. Alcoholic drinks are purchased at your own expense.

Tickets will be available at the July meeting. Please contact Val Bland of the Events Committee.

ALEC MCKERNAN - CLOCK AND WATCH COLLECTOR

As a youngster I was fascinated by the workings in old clocks and watches, an interest which stayed with me to the present. However, old clocks were much easier to work on, whereas watches required magnifying glasses and fine tools all of which I had no access to.

When my Dad was a youngster he had a school mate Ian Rowe at the Euroa Primary School where they went to school whose father Bill was a watchmaker and jeweller in Euroa. Bill would import watches and clocks from makers and would assemble them ready for sale in his shop. Ian followed his father's profession initially in Euroa and later in Kyabram in central Victoria.

Whenever we went to Kyabram from our farm Ian would occasionally give me old clocks and watches. Most of these were unrepairable, but occasionally I would get an old clock ticking and enjoyed playing with them.

The easiest clocks to work on were large ones in wooden cases, and in some items I rebuilt the cases after getting the works ticking. I was given a large box of springs many of which were broken, but I learnt how to temper the broken end of the spring so long as the break was near one end of the spring and not in the middle. Then I drilled a hole for the drive pin and "Voila !!" I had a clock that worked, although for say six instead of the previous seven days between windings.

Ian rang me to advise he was retiring and said to hook up my bicycle trailer on to the bike and get down to his shop where he gave me all the derelict clocks and spares. Soon I had a couple of "Ansonia" wall clocks working, on a bedroom wall.

At the Bendigo Technical College where I did Engineering I learned of an old jeweller in town who was soon to retire, and I made his acquaintance and soon I had several boxes of more parts. Being a leftover from the gold mining days he gave me some very old clocks and watches, among them was a French wall clock of 1880 which I got working and it hangs now on a wall in our Canberra kitchen. I had to make up a pendulum using my knowledge of using metal which had a very small coefficient of expansion.

For a pendulum weight I used a Sterling silver coin ground down smooth which was Araldited to a copper tube slipped onto the pendulum shaft.

I have some 80 whole pocket watches among some 50 watch cases, the most interesting is a very old stop watch used for horse races. It is worn out but is a nice show piece.

Many of the pocket watches used a key inserted through the case rear lids for winding, and I have one only "Fusee" pocket watch which uses a very fine chain which unwinds off one cone gear onto the next one. God knows how they made such a chain which would be about 0.01 mm wide. These are approaching the rarity of rocking horse droppings !!

I have a very old carriage clock some 100mm high which has a glass window on every face. I have got it working but I am making a dial in A4 size which I will photo reduce down to size. I have a seven day car clock by Waltham in the USA which is a nice piece but it is worn out, and my five foot bed lathe might be a little to big to make replacement parts which one can hardly see.

The attached photo shows some of the more presentable clocks and watches which I have. Among these is a clock given to my parents in 1930 as wedding present. The spring broke 50 years ago and I was able to repair it as outlined above. Some of the empty pocket watches which have a hinged back are very elaborately engraved.

Recently at the invitation of John Downs a gifted watch and clock friend I joined the Australian Capital Canberra Chapter of the National Association of Watch and Clock Collectors, which meets regularly at the Irish Club in Weston.
Thanks to Graham Gittins.



CACMC EVENTS CALENDAR 2010-2011

DATE	CONTACT	DETAILS
Jul 18	Val	Weekend visit to Cowra. See pages 10 and 11. Full details were in May Colonial.
Aug 14	Val	Annual Presentation Dinner at Southern Cross Club (West), Jamison. Cost for members \$30 per head. Tickets available at July meeting. See page 17.
Aug 15	Daniel	President's Run
Sep 19	Ken Walker	Googong—London Bridge
Oct 17	John	Thirlmere Railway Museum
Nov 21		TBA
Dec 19		TBA
Jan 16		Twilight run.

EXTRA RUNS AND SWAP MEETS 2010

Jul 18		Liverpool Super Swap, Fairfield Showground
Jul 18		Wagga Wagga Swap at Showground
Jul 31 - Aug 1	Lyn 4456 4660 Roger 4454 5032	Milton Ulladulla Vintage and Classic Car Club Ulladulla Harbour Classic.
Jul 31 - Aug 1		All Holden Swap Meet at Hawkesbury Showground, Clarendon.
Aug 8	Adrian Bennett 03 5873 4267	4th Swap Meet and All Wheels Show & Shine at Cobram Showground. Run by Rotary Club of Cobram.
Aug 15-21 www.	Robert & Meryl Lovell 6621 9682 nrvc.com.au	Lismore's Northern Rivers Vintage & Veteran Car Club 50th anniversary 5 day hub rally. Limit of 150 entrants.
Aug 22		Shannons Eastern Creek Classic display.
Sep 5		Cootamundra Father's Day Swap

EXTRA RUNS AND SWAP MEETS 2010

DATE	CONTACT	DETAILS
Sep 11-12	Graeme & Sandra 02 6076 1182 (H)	Corryong Historic Machinery Club 4th Annual Upper Murray Historic Machinery Rally, incl vintage & classic cars display.
Sep 12		Shepparton Swap
Sep 19		German Auto Day
Sep 25-26 Sun Sep 26	0427 267 927 Email: qbnswap@ hotmail.com	Queanbeyan Swap Meet at Showground. Sites \$15 per day. Book and send payment to Queanbeyan Swap-Meet, PO Box 66, Calwell ACT 2905 American Car Nationals. Car entry \$5 Email: acn2010@live.com.au
Sep 26		Bay to Birdwood
Sep 27 - Oct 2		Chrysler Restorers National Tour 2010 in the South Australian Riverland.
Oct 1-3	Brian Calder 0434 307 742	MG TYme in Canberra over October long weekend. Registration and more information is through the MG Car Club at: www.mgccc Canberra.org.au
Oct 10	1300 229 961	Concours d'Elegance Australia at St Patrick's Manly www.101010.com.au
Oct 17	Hedley 6862 3656	Parkes Swap
Oct 31	0428 697105 (AH)	Canberra Swap Meet at EPIC.
Nov 6		Yass Antique Motor Club 5th Celebration of Heritage Motoring. Entry forms coming
Nov 6-7	Karl 0427 23960 Lesley 44212140	Shoalhaven Historic Vehicle Club 40th birthday in Nowra area.
Nov 13-14		Bendigo Swap Meet
Nov 14		Ute, Van and Truck Muster at Canberra Country Music Festival at EPIC.
Nov 20-21		Snowy Mountains Touring Classic.
Dec 5	Mike Arnold 6288 5238	All British Day, Canberra, Patrick White Lawns

My Datsun 260Z - Bob Douglas

In early 2009, Carole and I had an idea of doing some extended caravanning. We had in mind renting out our house, storing our goods & chattels, and selling off those things that we didn't need, and/or which represented a useful amount of funds. We worked on a 12 month plan which would take fruition some time in 2010. As part of this plan, I sold my MG Mquette and 2½ Litre Riley.

We had already made arrangements for an 11 week caravan trip for July-October 2009 and we kept to that; we had done Queensland to death over the past few years, so this time we headed South, covering the Murray Valley, Adelaide, the Great Ocean Road, Melbourne, and Tasmania. It was wild, wet and windy, but a great trip, and it helped us decide that long term caravanning was not for us, we much preferred to do shorter trips, measured in weeks rather than months or years.

So, after we had made that decision and had been home a few weeks, the "old car" bug started to nibble again. We had been using Carole's MX-5 for Club events, but it really wasn't kosher, mixing a "modern" in with the Classics, even though the Mazda is a classic fun car!

I started trawling for ideas. Clearly I needed a car which was eligible for Club plates, but I also wanted something that would be a good touring car, with reasonable comfort (our old friend Arthur Itis tends to come along with us these days), some baggage space, and with a reasonable performance and turn of speed. Something a little out of the ordinary, but not so rare that part availability and maintenance would be problematic. Also, something not too expensive!

I thought of a Volvo P1800, but at the price I was prepared to pay it would have been a basket case. I heard that former member Dave Marsh was considering selling his Datsun 240Z, but his price was rather more than I wanted to spend. I wanted something that would need some work to get on the road, but not a major restoration project.

The Club grapevine rustled again, and I became aware that former member Don Lewis' son had a Datsun 260Z which had been off the road for some years with accident damage and was to be disposed of. I made the phone call and got in literally an hour before the car was disposed of for wrecking! It turned out that the car had hit a kangaroo a decade ago, and had been garaged ever since to be

repaired “some day”. The damage didn’t look too bad – bonnet stove in, radiator top support cross member twisted & pushed down, fan into radiator, left guard pushed down & rubbing on the tyre. There were also some minor rust bubbles on the front guards and fresh air intake in front of the windscreen, but it was felt they would clean up easily. In any case ... wait, there’s more! Included in the package was a second car as a source of spare parts and panels!

So, as of late October 2009, I became the owner of a 1976 Datsun 260Z 2+2, a spare car, and a project!

After I got them home (from Bungendore), I started removing the damaged panels and having a poke around. I found the crash damage was a bit more severe than it seemed. As well as the bonnet being stove in, the whole left front corner of the car had been pushed down by about 5 cm, and also pushed back about 5 cm – structural damage, not just panels. This meant removing the bumper bar, grille, left mudguard, and headlight and signal lights and associated panels.

When the left guard came off, the extent of rust was revealed to also be somewhat more than anticipated. There is a space between the top of the guard and the hollow section body side structural members, this space is a very effective dirt & moisture trap and was full of dried mud and rotted leaves, and the top of the box section was actually rusted through. As the light of this discovery dawned on me, I looked at the right guard and, well, you guessed it, it had to come off too, whereupon a similar situation was of course found, although not as bad. However on the right side the extreme forward end of the box section, where it is tapered down to about 1 cm wide and about 7 or 8 cm deep, had rusted through on both sides, over about 18 cm long X 7 deep.

This was a setback I hadn’t expected, but them’s the breaks with old cars. I attacked the badly rusted areas and cut out the bits that were beyond salvation, and cleaned up those areas that were recoverable. I fabricated sheet metal repair patches for the cut out sections, and welded them in. All affected areas were then treated with a commercial rust converter and primer.

To straighten out the body, I bolted a piece of 10 X 50 steel to the bumper bar mounts on the left side, protruding forward clear of the body and rearward into the wheel arch. With a jack under the forward end to provide an up force, and a sledgehammer applied with gusto to the rear end, the left front corner of the car soon resumed its proper position. The standard 260Z jack was then positioned on the front

cross member, and used to force the top cross member back up into position.

I then turned to the mudguards themselves. As expected, there were rust patches corresponding to the dirt & moisture traps. The left guard also had a patch of rust on the inside, at the bottom rear corner. This was cleaned up and treated with rust converter. The same corner of the right guard was in a worse state. I was surprised to find it was double skinned, the inner skin had rusted right through and the underlying (outer) skin was also badly rusted. The only remedy I could see was to cut away as much of the inner skin as necessary to get at the rust on the outer skin. I started cutting bit by bit, making a larger and larger hole, wondering why it was double skinned with the two layers sandwiched together, when suddenly, #@*± ! I had got to a single skin and cut right through to the outside. It transpired that what I had taken as a double skin, was in fact a previous rust repair. It had been done quite neatly, a repair patch had been spot welded on the outside and blended in very nicely with body filler, it was absolutely not visible. However, there had been no attempt to treat the rust, or prime or otherwise protect the inside surface, and so it had continued to rust away happily, both the old skin, and the new repair patch.

There was now no alternative but to cut away the entire section, including the repair patch. I finished up with a piece 20 x 23 cm out of the corner of the guard. I cut a section of sheet metal out of the damaged bonnet, and used it to fabricate a new bottom corner for the guard. I had it spot welded in place by the guys at Tuggeranong Metal Centre. They also spot welded some other small reinforcing patches on the inner flanges of both guards, and two patches where I had cut rust out of the air intake panel in front of the windscreen. The only problem with that was that when the guards were being manhandled in the workshop, in and around the spot welding machine, the paintwork got rather badly scratched.

All repair patches were chemically treated and primed; body filler will be used to blend in the contours (and fill in the scratches!).

I needed the engine running so as to be able to manoeuvre the car in and out of the garage, so I turned to the engine & transmission. The clutch slave cylinder had leaked all the fluid out, and an attempt to refill & bleed the system showed that the master cylinder seals had also gone to hydraulic heaven. I took them both to Brake Worx in

Queanbeyan thinking they would probably need to be sleeved, but to my surprise they had brand new ones in stock, a much quicker and cheaper solution.

The radiator had been hit by the fan in the collision, so I exchanged it for the one in the second car. I also replaced all hoses except the bottom radiator hose which in fact was available, by special order, but hideously expensive. I picked the better of the two I had to hand. I also fitted a coolant recovery system.

I changed the oil and oil filter, checked the ignition system and fuel hoses etc and could find no obvious impediment to the engine starting, so I purchased a new battery and 20 litres of fuel, to give it a try. I first removed the spark plugs and cranked it on the starter until it had oil pressure. I put the plugs back in, gave it full choke, and tried to start it. It cranked over willingly, but not a sign of starting. On checking, there was no fuel smell, and no fuel coming through to the carburettors. I realised then that there was no sound of the electric fuel pump operating. What now? I then remembered seeing a little push-pull switch under the driver's seat. The wires from the switch were spliced into the main harness going to the rear ... could it be? I turned the ignition on, pulled the switch knob, and yes! Tic tic tic ...! I removed a fuel hose, and fuel spouted forth. So, try again ... cough, splutter, hiccup, and eventually it caught, and filled the garage with a decade's worth of smoke. It ran very roughly, and wouldn't run without the choke, but it ran, and there were no nasty mechanical noises.

Alec thought the rough running was typical of incorrect oil in the dashpot dampers; sure enough they were found to have engine oil in them. That was cleaned out and replaced with light oil (hair clipper oil!) which improved things, but it was still clearly very lean and badly out of tune.

The second car had been fitted with a pair of SU carburettors in lieu of the original Hitachis, so I swapped them over, on the basis that the SUs are much easier to set up and adjust. I also found an air leak where a vacuum hose was missing from the inlet manifold, and eventually the engine was running quite nicely, although it appears the SUs may also be worn and leaking air around the throttle shafts. That can go near the bottom of the "to do" list! However, one of the float valves subsequently leaked (dribbled fuel on to the hot exhaust of course, that was scary!) so I replaced both.

I also noticed that the second car had an engine-driven fuel pump as well as the electric one, whereas this car had a blanking plate in that spot, clearly factory fitted, and had never had the pump fitted. However the (American) workshop manual said that two pumps were standard. I removed the pump from #2 car, but the diaphragm was cracked and the valves leaked. I tried to obtain an overhaul kit but got laughed at – what, an overhaul kit in this throw-away age? I did however manage to get an aftermarket pump which was not too unreasonably priced.

The brakes worked in a way, but only when the pedal hit the floor, and then all at once. The rear brake circuit was empty, but there was fluid in the front circuit. As with the clutch, I tried filling and bleeding the system, but it quickly became clear that the master cylinder was kaput. One of the rear wheel cylinders was found to have leaked, and the linings were soaked with brake fluid. The front disc callipers looked OK and the pistons were able to be moved. The drums and discs of course had a film of rust.

So, back to Brake Worx in Queanbeyan. The master cylinder and both rear wheel cylinders were sleeved, and new linings bonded to the rear shoes. When all were re-installed, the rear system proved to be a right sod to fill and bleed, I used a whole 500 ml bottle of fluid and still was getting air bubbles. By this time the circuit had been well and truly flushed, so in the interests of economy I was happy to continue cycling the same fluid through until it was clear of bubbles.

It was beginning to look as though I might have the car ready in time for the Tumut & Bright run in April-May 2010 – not finished, of course, but roadworthy and registered. However I fell into the clutches of the Medical profession, and I lost a few working days. There was also some question as to whether I would be able to manage a manual car after the particular (minor) surgery. As a result we missed the first weekend of the rally (Tumut) and we went in a “modern”, with Carole doing the driving.

After that most enjoyable diversion, it was back to the brakes. The front brakes only needed cleaning and flushing, and bleeding the circuit was as easy as the rear had been difficult. All air was expelled in 2 or 3 pedal strokes per side, however I continued until I was happy all traces of the old fluid had been flushed out.

Mudguards and other body panels were re-installed, finishing and

painting can come later. The grille had been mangled, but the spare was useable if a little rusty. I took it to Soda Blast in Hume, they were able to clean it up considerably. It still had a film of rust, they couldn't blast it too hard or it would have warped. Rather than have it chromed I decided to paint it, which will entail disassembly to treat the rust and paint it properly.

The left front indicator lamp had been broken in the collision, so I took the one from the spare car, and you guessed it, it too was broken, held together with duct tape. A half day's jigsaw puzzle exercise with Araldite was required to make a useable lamp from the remains of the two. The orange turn indicator lens was missing, so I replaced the clear globe with an orange one.

I acquired a pair of door upper seals from Scott's Old Auto Rubber; they were secured in place with contact adhesive.

About now the medical profession intervened again, so there was another short delay in proceedings. I finally got to look at the bonnet which was damaged beyond repair in the collision. The bonnet from the spare car had quite a lot of rust, but at least it was straight. However when I had cleaned it up and stripped the paint, I found a dodgy rust repair on the right side, near the rear corner. It had rusted through at some stage and it had simply been bogged over, smoothed off and painted. It had kept on rusting of course, and it was double panelled in that location. There was no option but to cut the affected skin section out, about 13 cm long by 6 or 7 wide, along the edge of the bonnet and around the edge ie a sort of 'L' section. This left a row of spot welds along the flange joint on the underside, which were ground smooth. Fortunately that section of the original bonnet was undamaged - and rust free - so I cut it out, drilling out the spot welds along the flange. However it couldn't be spot welded in place because there was no access on the underside. I sought advice from member Bill de Graaf who showed me his technique for putting a joggle or step along the edge, so the mating edge would sit under the cut edge of the bonnet, but the surface remain flush. It was riveted in place with countersunk rivets, body filler will do the rest.

I had intended to also cut the rusted section of skin out of the centre of the bonnet and spot weld in the corresponding part of the damaged one, in a similar manner to the mudguard repair. However a check with Tuggeranong Metals revealed that their spot welder did not have sufficient arm length to reach across to the centre of the bonnet. Bill explained how to clean it up and solder over the holes, however when I started grinding away the rust, there was insufficient thickness left

and I finished up with one large hole instead of several small ones. I therefore resorted to Plan A which was to cut the rusty section out and insert the corresponding part of the damaged bonnet, but using countersunk rivets instead of spot welding. Because there was a large area of rust, I made the insert as large as I could get out of the damaged bonnet; I finished cutting a hole 50 cm x 25. This section had a compound curve, so I expected that joggling the edge would be difficult. In fact it was fairly straightforward, and the insert ended up flush with the bonnet.

I was also able to salvage other portions of the damaged bonnet to replace rusted sections around the ventilation louvre openings. Bill trimmed them so that the cut edges lay in a curve in the bonnet, so it would be easier to blend them in with filler. Again, countersunk rivets were used.

All the remaining rust was chemically treated and primed. The bonnet fitted quite well, but looked a bit odd in grey primer on a silver car, and with all the patches and rivets visible. However as it was now well into June and I had missed the spray painting weather, it would have to do for the time being. It would suffice to get the car registered, and it would stand out as “work in progress” in the interim!

A check that all lights, indicators, horn, wipers, washers etc were working, and a good wash and a clean up, and a set of lambswool seat covers, and it was ready for inspection and registration. Alec did the honours with the Club inspection, and Kambah Automotive did the ACT registration inspection. It went through with some minor advisories and now bears HIS plates 1175 (the nice lady at the Woden shopfront tried for 1176 to match the year model, but 1175 was the highest they had!).

There is still much to do, including patching, filling, sanding and painting, and the grille still has not been fitted. Driving the car showed that my nice new engine-driven fuel pump doesn't work, and the electric pump is struggling. The door locks are very stiff, the radio doesn't work, nor the clock, nor the heater, nor - wait for it - the air conditioning! Also, the choke control is only partially effective; this is apparently a typical 240Z/ 260Z fault. These things and a number of others will all be done “in the fullness of time”. Now that the car is registered (HIS-1175) I can get on with the backlog of domestic chores, and the outstanding items on the Datsun will be fitted in between those tasks.

30TH ANNIVERSARY OF THE MORRIS MINOR CLUB

It was with surprise and humility that Canberra Antique and Classic Motor Club member, Gerry Walker, received life membership of the Canberra and Region Morris Minor Car Club at the club's 30th anniversary lunch on Sunday 23 May at the Kambah Wool Shed.

The club held a registration day on 25 May 1980 at Weston Park, where 24 members expressed an interest in forming a Morris Minor Car Club. Foundation president was David May, foundation secretary was Graham Gittins and foundation treasurer was Jim Sharples. Graham and Jim are still involved in the car club movement but not with Morris Minor club. David May's contact details have been lost.

The club today is very active with monthly runs and an active committee and a membership base of around 30.

Club president, Peter Claydon, said Gerry Walker has been a member of the club for 25 of its 30 years existence and has held every position on the committee, some for a number of years.

Gerry was genuinely surprised at the award, which he said, 'must have been organised while he was overseas', in much the same way that his life membership of the Canberra Antique and Classic Motor club was organised.

Congratulations Gerry, a very worthy recipient of life membership of both clubs.

Graham Gittins

Gerry Walker received his life membership from Club President Peter Claydon at the Canberra and Region Morris Minor Club 30th anniversary lunch.



PACKARD BOOKS FOR SALE

1941-47 Parts Book reprint \$50
 1948-54 Service Manual original \$100
 1948-54 Service Manual reprint \$70
 1948-54 Parts Book reprint \$70
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 1938-39 Service Manual original \$60
 1952 Easamatic Brake Service Book original \$20
 1937,38,39 Super 8 & V12 Parts Book reprint \$60
 1946-58 Road Tests \$25
 Packard by Adler soft bound \$30
 Packard by Adler hard bound \$40
 Packard 1942-62 by Dawes \$25
 Original Paint Chips 1938,39,40,41,54 \$10 each

Richard Rowe
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Three of our members, Vin Liston, Alec McKernan and Graham Gittins, took part in an interview with Genevieve Jacobs for "The Insiders" where they gave their own personal opinions on political issues.

Above Alec is taking Genevieve for a spin in the Bean. Also present was Vin's Morris Major Elite and Graham's MG Magnette.

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.)

WANTED Early to mid 70's model RA23LT or TA22LT Celica. Original condition preferred. Contact Bianca on 02 6238 1856.

1970 302 Ford Fairmont, 4 speed top loader gearbox as factory built complete car and spare engine, matching numbers, needs TLC, on club plates. \$11,500 or ono. Call David on 0429 122 194.

1950 Chevrolet as original, good straight body, good driver, runs well, easy restorer. Rego to Dec 2010 on CACMC Club plates HIS 302 non transferable unless to a member. Lots of spares and accessories. \$8,000 ono. Please phone Brian on 02 6254 3298 or 0416 254 323.

1937 Buick 40 Sedan, not completely restored but all there. Motor and gearbox reconditioned, upholstery under way, paintwork nearly complete, stainless steel exhaust system, blinkers, full set of spares. Chassis No 3080252. \$10,000 ono. Please contact Tony or Junia on 6258 0753 or email junia.james@gotalk.net.au

1965 Holden Premier Station Wagon, auto, white over green. Family vehicle since 1968. Partly restored. Everything there. Genuine offers considered. Please contact Daniel on 02 6281 0827 or email ddennis@grapevine.com.au

Display Number Plates Dads Den caters for the motoring enthusiast supplying automotive items including pictures, badges and collectables. They are now offering display number plates "Desynaplate". Phone 03 5595 2329 or 0417 774 432. www.desynaplate.com Email: desynaplate@aapt.net.au

Datsun 1600, manufactured 10/1970, white, one owner and garaged all its life. Rego ACT HIS 386 to July 2011 under CACM Club endorsement. A delight to drive (one of the original rally cars of the 1970s), good mechanical condition with all original parts but now with a Stanza SSS 5-speed gearbox and mag wheels on board. Our first car and only selling for health and other reasons. \$4,000 ono but really seeking a new owner who can look after and enjoy it (as much as we have) for another 40 years. Contact Bill McKay on 0419 993 024

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

BUICK 1947 Front door spats with some chrome strips.

Rear chrome window strips

Rear 1/4 glass and slides (runners)

Assortment of glass windows to suit. \$250 ono

Austin Wasp dash 80% complete \$80 ono

Call Mark Butterfield on 02 6291 0908

Heywood Enamels: Jim Hill advised that Alan Heywood in Skipton, Victoria is closing his business of restoring enamelled emblems due to ill health.

[Dave's note from last month: <http://heywoodenamels.com>]

HOUSE EXCHANGE Anyone interested in house swap with someone in Vancouver, Canada please contact Brian McKay on 6260 8279.

WANTED sand-blasting cabinet. Please phone Terry Byrne on 6290 0360. Email: terryb@homemail.com.au

ENCYCLOPEDIA of Super Cars Classics-Performance-Racing. From 1920 to 1970. Issue 32 to 120. Total \$90. Please phone Colin McMillan on 02 6226 2102 and leave a message if no one home.

WANTED Bumper bar jack for Falcon/Z Series Fairlane. Please contact Terry Byrne on 6290 0360 or email: terryb@homemail.com.au

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