

THE COLONIAL



Official Journal of the
Canberra Antique & Classic Motor Club Incorporated

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1948 Chevrolet Fleetmaster
Boyce Family

Vol. 43
November 2010





THE COLONIAL Vol. 43 November 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.

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 November 2010 at 8.00 pm
Followed by the AGM	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: our member Greg Beck on "Marine Oil Spills".

CLUB EVENTS

Club runs are held each month, usually the Sunday after the general meeting. The November event is later—Marques in the Park on 21 November. But there are several other events you can get your car out for in November. See details on page 20-21.

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 December Colonial will be Friday 26 November for any last minute small notices. Anything big earlier please. Tell us about any rally attended or swap meet visited. Remember there will be no January Colonial so anything that needs to be advertised then needs to go in the December Colonial.

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.

Rejoining:

Daryl Cowley

7 Shrivell Crt, DUNLOP ACT 2615

Phone: 0433 848 157

1950 Chevrolet Sedan, being restored.

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

November	Alec McKernan and George Sturgess.
December	No meeting
January	Graham Moore and ??
February	Phil Donoghoe and ??
March	???????

Graham Moore is still the Supper Co-ordinator and Clive Glover will take over when Graham goes overseas. More volunteers are needed for suppers for next year and if you do nothing else for the club, perhaps you can spare a little time to provide the supper at a meeting. Funds are provided for this and Graham can give you a sheet setting out what needs to be done. The board will go around again at meetings until we have enough volunteers. Or you can phone Graham on 6254 2997.

SHOP MANAGER

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.

New supply of the large car badges for sale still at the old price of \$15. Joe is selling CACMC car banners to put across your windscreen on display days, for \$15 each. Don't leave it till just before Wheels or there will be none left.

EDITOR'S PAGE

Thank you to those who have provided items for this month's Colonial Stories to come: Boyce 1929 Buick Sports Coupe, 1941 Buick Coupe, another Mini and a Humber Vogue story from David Bennett; Michael Toole's trip to Euroa; Binalong report; Notes from a Coachbuilders Workbook: Repairs and Renovations, to be continued.

Week Day Social Lunches

Friday 5 November 12 noon and each first Friday, Retreads sandwich lunch at the Southern Cross Club Bistro, Woden.

Friday 19 November at noon: Retreads lunch at The Weston Club, Cnr Briery and Liardet Streets, Weston (near Cooleman Court). Please sign the form at the front desk as you arrive. Any enquiries to Alec McKernan on 6286 1046. All members welcome.



Get Well

Advise Secretary Gerry Walker (back on 15th) if you know of anyone who could use a cheer-up card, especially if they are in hospital. As I am writing this, Maureen Vavra is in hospital and has had her gall bladder out so her health should pick up now. All the best Maureen.

Sympathy

Our sympathy to Wanda and the family of Frank McMahon who died on 4 October.

Colonial

Remember there will be no January Colonial so get your news and reminders in early so they go in the December Colonial.

There will be no December meeting on December 14th BUT we will have a BBQ get-together by Lake Burley Griffin.

The Events Director has brought forward the date of the December event so that those going away for Christmas don't miss out. It will be on Sunday 12 December.

Minutes Secretary

Urgently needed, someone to take the minutes of the general meetings. This can be a job share arrangement as it has been for several years. Roger stepped in again last month but he really does not have the time to do this because of another involvement. So hands up please.

See you Tuesday:

Cheers ... Helen

DRAFT MINUTES OF GENERAL MEETING

12 OCTOBER 2010

Present: 58 members

Apologies: 5 members

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

Visitors: Daryl Cowley a former member, has a 1950 Chev.. Members welcomed him back with a round of applause.

Minutes of Previous Meeting: Printed in "The Colonial". Keith Carswell asked that the minutes be amended by changing Brian to Bruce Carswell.

Moved as amended, Vin Liston. Seconded Graham Bigg. Carried.

Business Arising: Nil

Correspondence:

Out: Membership pack to Ross Phillips
Get Well card to Maureen Vavra

In: 18 Magazines
9 Renewals
CBA Statement
ATO PAYG statement
1 Tool Catalogue
Invoice from printer
Buick Car Club asking to join us for Wheels 2011
Promotion from Riversdale - March 25 2011
Antique Radiator For Sale
Promotion Digital Printing Co. Individual Calendars available
Classic Yass Celebration of Community 06 Nov 10

Moved Graham Waite, seconded Joe Vavra that the correspondence be accepted. Carried.

Business Arising: Nil

President's Report: Daniel reported that the organization for Wheels was coming along well. Next month volunteers will be called for to assist in marshalling at Wheels.

Daniel thanked Jim Crane for the donation of "Car Fix It" books.

Vice President: Graham thanked Keith Carswell for fixing our PA. He also thanked Phil Donoghoe and Jim Clough for setting up the DVD player and projector to screen entertainment during supper. Graham asked for suggestions from members for possible guest speakers for future meetings.

Badge Draw: Val Bland.

Run Prize: Graham Bigg.

Treasurer's Report: Bob made statements available to members. Balance is \$4344.79. Insurance was a large expense this month at about \$5 per member. Still about 14 members were unfinancial so their "Colonial" has been stopped.

Member Badges were available for collection.

Moved Bob Judd, seconded Ken Walker, Carried.

Events Director: David Wyatt announced that he was the new Events Director. This was accompanied with a round of applause. David outlined the Events Plan for the year.

He gave details for the run to Thirlmere Railway Museum - 16 & 17 October. Details are in the Colonial.

November 21 - Marques in the Park now on at John Knight Memorial Park in Belconnen.

Dec 14 No Meeting - Barbeque by the lake.

Dec 19 undecided

Jan 16 Chicken and Champagne - Names Required

Feb 8 Araluen

Mar 27 Wheels

Apr 17 Water Wheel

May 15 National Motoring Heritage Day

Jun 19 Pie Shop Collector

Raffle Winner was Dick Stubbs

President Daniel thanked the new Events Director and asked for a second round of applause.

Editor: All is well.

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

Registrar: Bob reported 10 vehicles being checked for concessional registration. He said Waine had checked a V8 Kit Car and Daniel checked two Caddies.

Librarian: Away

Membership Secretary: All is well.

Shop Manager: Away

Information Officer: Mark had many ads and magazines for members to view. He highlighted the radiator photograph, Murrumbateman Markets, Yass Classic and Berrima Rally.

Council Delegate: Dave Rogers reported on the Council AGM noting that CACMC members were well represented in various management committee positions. He said that the National Body was doing some lobbying in regard to the new seat belt legislation. Members who were concerned about not being able to carry children under the age of 7 years in their club cars should write letters to the council expressing their concerns. Council was hoping to make some progress on Special Interest Vehicle Registration by next month.

Publishing Committee: Phil reported all was well.

General Business: Alec McKernan outlined the Retreads visit to Galong.

Graham Bigg reported on his recent drive to participate in The Bay to Birdwood in his newly restored TR2. He drove all the way to Adelaide with the hood down. The run was held on a beautiful day with 1300 vehicles.

John Senior reported on a model train exhibition in Bungendore on Sunday.

Michael Toole reported on a trip to Euroa with the Buick on the October long weekend where 1350 vehicles were on show. He also noted that it was Joe's birthday so we all sang Happy Birthday to Joe.

Mark Butterfield asked for help in sourcing a rear quarter window frame for a 1936 Buick.

Ken Herne asked for details on the Sydney Buick Club letter about attending Wheels.

Waine Summerfield promoted the Canberra Swap where he would be cooking for the crowd. He also noted the passing of Frank McMahon a former club member.

Vin Liston reported that he attended Frank's funeral. Frank had been a member from May 1969 and drove a Bull-nosed Morris and later a Morris 8. He had been in a nursing home for many years. He was a recognised poet who won many awards for his poetry.

Bob Judd reported on a new series on ABC TV called "Wide Open Road". It will focus on how vehicles have been involved in the development of Australia – how people have interacted with vehicles outlining history and using photographs. Anyone interested in being featured should contact Bob or the ABC.

Bob Garrett asked a question about the "Numbskulls Productions" to be told nothing had been heard.

Beege Givens reported that to renew his Restricted Hire Car Licence, Dickson Motor Registry had asked to inspect the vehicles annually. He asked for feedback from other members who may be in this situation.

Closure: The President thanked members for their attendance and closed the meeting at 8.50 pm.

Roger Amos Minute Secretary

MEMBERSHIP DETAILS

It is important to keep your personal and CRS vehicle details up to date on our database and Joe Vavra is the person to contact to update these. A new Register of Members will be coming out in November.

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

EXTRA EVENT - 14 November

Some members may be interested in attending a Model Plane Exhibition through Tharwa on the right hand side of the road. The event is organized by the Brindabella Model Aero Club. Contact Clive Glover for more details. Clive phone: 6161 3068.

DECEMBER NON-MEETING - 14 December

BBQ by the lake in place of the usual monthly meeting—picnic area off Alexandrina Drive, Yarralumla near the YMCA Sailing Club. Club trailer will be there for tea and coffee, sausages and bread will be provided but bring everything else. Trailer will be there between 5.00 and 5.15 pm, sausages will be ready from about 6.00 pm onwards. Bring the Aeroguard, light if you want to stay late and money for a raffle ticket. David Wyatt, phone 6286 1782, would like numbers by 8 December for catering purposes. Put your name on the list at the November meeting.

NAME BADGES

As discussed at the last Committee Meeting, I am providing a list of badges that I currently hold. These appear to be for financial members, and may be worth printing in the Colonial:

Kenneth Goodge
 Greg and Geoff Hepburn
 John Jeffery
 Lynn Du Moulin
 Kate Zerger

I also have badges for the following, who don't appear to be currently financial:

David and Delys Heinrich
 Derek Lark and Julie Carr
 Stephen Guest
 Brett Pattinson
 Clive and Geraldine Carling

Lastly, I have some new badges for the following Committee Members:

Registrar x 4
 Secretary
 Treasurer

and, for the record, some old style badges for:

President
 Treasurer
 Floor Member

Bob Judd
 Treasurer

SHANNONS HISTORIC RALLYE - 3 to 11 April 2011

This is the culmination of the desire to see more classic cars touring Tasmania during Targa Tasmania. Cars just need to be at least 30 years old. No modifications required, no need to push your car hard, no special licence required.

ALSO LONGFORD REVIVAL FESTIVAL 1 -3 April.

Website: www.tasvacations.com Tel: 03 6234 4666

Check out a brochure at the November meeting.

CLUB RUN TO THIRLMERE 16TH – 17TH OCTOBER

After a very wet day on Friday 15th October, ten members braved the very cold and windy conditions on Saturday 16th to head towards Sydney. After encountering snowflakes falling with rain from before Collector to after Goulburn, we arrived for our morning tea stop at Marulan to enjoy a hot coffee.

Some members then met up at Mittagong for lunch and found out from Keith Carswell that there was a Foundry within the underground BIG W carpark at Mittagong. We proceeded to have a look and found much information on one of the first iron ore foundries in Australia. Not exactly what you would expect in a small town BIG W carpark.

We then proceeded to have a look at the Mirrimbirra Flora and Fauna Sanctuary which is just out of Bargo. It is only a small Sanctuary but we saw several wallabies, the resident wombat and kangaroo and some native plants were on display for purchase. We learnt from the owner that they had recently hosted a breakfast for 150 members from the Porche car club. Amazing what you find out in the most unexpected places.

Sunday morning we visited the Thirlmere Markets, small but well attended for a small town. At various stages during the morning other members who were doing a day trip turned up making a total of 19 people and 11 cars to undertake the run.

The Rail Museum is undergoing extensive renovations that are due to be complete by Christmas, not sure which year as there seems to still be a lot of work to be completed. There is a comprehensive collection of carriages open for inspection, along with a very good collection of steam locomotives (about 50 in total), including a hulking Garratt engine. Gosh it was big.

After wandering through the museum for a few hours and having lunch we set out for a very windy drive home as well as contending with the mad traffic (must go with the weather!).

David and Jan Wyatt

8th Annual
MARQUES
in the
PARK



21 November
2010



Council of ACT Motor Clubs, Spring Time Motoring Event



John Knight Park
Belconnen, A.C.T.

Motoring Enthusiasts Picnic Day
10.00 am - 3.00 pm - Kick back and relax

EVENT SPONSORS



Share the Passion



www.sosrecruitment.com.au

EVENT ORGANISER



Contact: Bruce Perry - Ph: 02 6254 5059 - marques@actmotorclubs.org.au

MURRA MARKET - SATURDAY 13 NOVEMBER 2010

My name is Joey Lansdowne and I am writing to you to inform you of an upcoming Murra Market and bric a brac day at the Murrumbateman Rec Grounds.

I am hoping that you will share this information with your peers as we are looking for stall holders with swap meet type goods if this is you or you know of someone that has second hand goods, books, motors, old stuff collectables you name it we want it.

Murrumbateman is only 25 minutes out of Canberra and it is also a great day out with all our wineries and we have a great local pub for lunch. The 1st Murrumbateman Scout group is running the event and is trying to raise funds to build a new youth scout facility for our local kids.

I look forward to hearing from you.

Joey Lansdowne
1st Murrumbateman Scout Group
0433080645

See a copy of the flyer and Stalholder Application form at the November meeting. Or I can email you these.
Helen

TERRIBLY BRITISH DAY - SUNDAY 5 DECEMBER

A 1971 Austin London taxi will be a feature of the 2010 Terribly British Day on the Patrick White Lawns. Stuart Saunders from Binalong Motor Museum will drive his taxi to the display. Open to the public 10 am to 3 pm. Entry is free.

NUMBSKULL STUDIOS

The last I heard from Sam Dignand was on 27 July: "Thanks for following this up, I've been meaning to put out some correspondence to your members who expressed interest. We've had some small setbacks regarding shooting schedules for the film however we now have shoot dates in place.

I will respond to everyone who got into contact with me this week and you'll be pleased to know that one of your members vehicles has been selected (availability pending).

ABC TV seeks real road stories

Australians love their cars and to help celebrate ABC TV is making a documentary series – Wide Open Road – about our obsession with automobiles. Cars have changed everything since their arrival a century ago and ABC TV wants your assistance to tell the story of how our humble Holdens, Fords and Hyundais helped shape a nation.

Researchers for the documentary series are seeking stories, photos and footage of key eras and experiences that framed our social history and drove popular culture. People with interesting stories about their car and fascinating images to boot are encouraged to contact the ABC website abc.net.au/tv/wideopenroad

Wide Open Road will be directed by Paul Clarke – (Long Way To The Top, Love Is In The Air, Bombora) – and the series will tell the story of how cars transformed life in Australia, how they altered our relationship with the wide brown land and changed the way our cities operate.

“After an initial wariness, Australians fell in love with the automobile,” Paul says. “The car arrived just as we were building the idea of Australia being a different, independent country. Cars got caught up in building Australia and became a vision for what Australia could become.”

“It’s impossible to imagine our popular culture without cars. Most of us remember the cars of the 50’s, 60’s and 70’s Australia very fondly. We’re looking for people with great stories, footage or photos of their cars – the kind of people who lived for their cars, and treated it as a family member, or a shrine for dad to worship at. Whether you were a sharpie, a bodgie, a surfie or a ‘New Australian’, cars were key to all the youth subcultures. We would love to make your story part of this series.”

The Wide Open Road documentary series will be accompanied by a website to further educate and entertain audiences and extend their understanding of the evolution of popular culture and the car in Australia.

To play a role in researching and supplying footage of your real road stories contact: abc.net.au/tv/wideopenroad

FAREWELL MARGARET MORRIS

1 February 1929 - 31 August 2010



The first thing I remember of Margaret and Dennis in the Club was when they came to rescue Jill and Brian Carn on the Rock Rally in May 1987. Brian's 38 Chrysler had been sent home on a truck. How generous was that to come all that way to help them finish off the rally.

Dennis had been floor member earlier but Margaret and Dennis took over as Events Directors in May 1988. We thought they had divine intervention as all their events took place in fine weather. It may have been overcast on occasions but no rain fell (and in those days it did rain a bit!). The maiden run for their Dodge was in May 1988 which was a restoration run (ie visiting members' garages and seeing their jobs in progress).

Other runs included Bywong, Goulburn Deer Park, Gundaroo sausage sizzle and damper, Captains Flat, Smiggins overnight, Sports Day at the Cotter, Molonglo Gorge, Yass Show with chicken and champagne breakfast at Hall on the way, Mt Stromlo Observatory, Hall with gymkhana events and fan belt throwing. But the most memorable was to Rodneys Nursery at Piallago for the Apple Blossom Festival when some of our cars were parked among the flora and Margaret had obtained permission to sell ice creams, food and drink to the nursery customers. This was a most profitable event with over \$900 profit for the club.

This was only the beginning of the fundraising and coffee stalls were run at other festival events after that. The nest egg the club has (which it was hoped would help us get our own premises) is due to the drive of Margaret and many members pitching in to help.

Another activity for which Margaret was renowned in the club was the running of bus trips to musicals in Sydney and Melbourne. It was about the only time I could get Bill on a bus and he really enjoyed these trips. I especially remember the trip to Melbourne to see Phantom of the Opera. Another story was these folks from the bush capital let loose up Lygon Street.

In company with Dennis and Margaret, Brian and Jill Carn, Albert and Fay Neuss, Lee and Denise Gaynor, Bill and I attended a number of Chrysler National rallies. These were always good fun.

The last night of the Rock Rally was in Wagga and wet weather greeted us after two weeks of fine weather.



Margaret presenting the Stirrer's Spoon to Jack Houston as presentation night at Old Parliament House. Behind her back she has the dreaded long johns which have disappeared from the awards night along with the gum boots.



Another presentation night this time at the Yamba Club with Dennis and Margaret enjoying a dance.



On a weekend outing to Kangaroo Valley. Margaret is leaning on the rail, 2nd from left. You will see the faces of other members we have lost.



Margaret and Dennis always supported club events. In the latter years, however, they escaped the Canberra winters by going to the Gold Coast which is where Margaret passed away.

Many of you could tell stories of later rallies and weekends away. The large gathering of CACMC members at Margaret's funeral showed the high esteem she was held in the club. ... Helen

1948 CHEVROLET “FLEETMASTER” SEDAN HOLDEN BODY

As told by Graham Boyce

This Chevrolet is owned by the BOYCE family and has been in the family since 1971.

It was originally purchased from Les Chinnery of Tarago, NSW who used it as an every day driver until it was unroadworthy becoming a kennel to tie his dogs to and get out of the weather. In 1971 the old man and I were out looking for Buicks when we can across it, looking sad for itself but you could see the potential. At that time we left it only to come back to buy it for \$80 with the view for it to become a bush vehicle. The purchase was a great deal of money for me as at the time, I made \$3 per week pumping petrol after school as a 15 year old kid. Negotiations took place—\$20 from the old man and \$20 from Mum the rest I had saved.

The old man was not one for car trailers “if can not be driven home it stays”. Well not so easy. A make-shift petrol tank being a 5 gallon drum was made up as the original was rusted out, placing it on the front seat for petrol to be sucked out through the quarter window to the petrol pump enabling the motor to run. We set off home back to Canberra, motor running and brakes, or should I say “what brakes?” to say the least an adventure.

We made it home parked the Chevy in the driveway and I began to pull it apart (the easy part) scrapping, cleaning and learning the art of panel beating/spray painting and there a name was born “Lena” or in other words lean on it and it will fall apart. Not so encouraging. The Chevy had a very solid body with no rust to speak of and item/parts missing were acquired from Chevy wrecks that were around the ACT/ NSW district. Specialist items were located and purchased in America, thanks to the internet but this was to happen much later in the piece. It wasn’t long, about a year or so for the Chevy to be back on the road not bad for a 16 year old and help from the old feller.

The Chevy was one of the first cars to be in the Vintage Car movement in the ACT. I remember the first interstate rally I went on was to Wagga Wagga, NSW where myself and long time mate Albert Neuss in his 1946 Fluid Drive Dodge were told to move away from their cars on the exhibition day. “Thanks for coming?” These days we laugh over it but at the time were quite miffed about it.

The Chevy has many accessories mostly from America being the Fisher Pumper Bars and end tips, stainless moulding round the lower body and bonnet mascot not produced in Australia. The colour is Warrigal Black painted in Dulon. The blue upholstery colour is original. The clock is out of a Chevy wreck from Wingello, NSW a wrecking yard long time closed by the local Council. Oh to turn back time, many good cars were there.

The Chevy was in a brick garage when the garage imploded crushing the car along with its sister a restored 1948 Chevrolet Coupe. The crushing of the cars they say was character building but what I said is not fit for sensitive ears. But what I can say is that this Chevy can hold around 6 tonne of full and broken roof tiles, bricks on/over it, lowered by natural causes (*windstorm, for those who don't remember the incident*). The back springs were inverted, you would have thought they would have snapped.

The Chevy was rebuilt to what you see today and with her new image she inherited a new name "Ms Dazzy" becoming of age as lady with style and class. I have been driving this vehicle for decades now and still get great satisfaction as her owner and privileged to drive. There are plenty more stories that are linked to this car so if you have got the time sit with me and we will have a yarn or two.



In the line up of Boyce vehicles at Wheels.



Graham was winner of the Editor's award for 2010. This is one of some four stories he has sent me with a promise of more. Let's hope I haven't mixed up the car/story this time!

*Hope you can come to a meeting soon, Graham to pick up your award.
Ed.*

CACMC EVENTS CALENDAR 2010-2011

DATE	CONTACT	DETAILS
Nov 21	IT'S BACK ON AGAIN	Hosted by Canberra Rod & Kustom Klub 10 am to 3 pm at John Knight Park, Belconnen, entrance through Lake Ginninderra College car park. Coffee, cold drinks and food stall on site. 5 KPH speed limit. We are in usual spot by the water.
Dec 12	NOTE CHANGE OF DATE David and Jan Wyatt 6286 1782 0417 262 209	Meet at Bunnings car park, Tuggeranong to leave at 10.30 am for Orroral Valley, site of old tracking station for BBQ or picnic lunch, a quiet location. BBQ trailer will be there for a sausage sizzle provided by the club but bring anything else you would like. About one hour drive from Tuggeranong, some of the older vehicles may find Fitz's Hill a bit of a challenge but an enjoyable drive.
Jan 16	David & Jan 6286 1782 Val 6288 9691 0419 461 712	Chicken and Champagne twilight run to Black Mountain Peninsula (right to the end of Garryowen Drive). Numbers required by 11 January 2011 meeting at the latest.
Feb 13		Araluen—more details later
Mar 27		Shannons Wheels display day.
Apr 17	Phil Donoghoe	Water Wheel—Tallaganda State Forest.
May 15		National Motoring Heritage Day
Jun 19		Collector Pie Shop—details to come.

EXTRA RUNS AND SWAP MEETS 2010

Nov 6-7	Denis Harding 6281 4497	Morris Owners Group weekend away to Boorowa and Binalong via the Yass Heritage motoring display.
Nov 6-7	Karl 0427 23960 Lesley 44212140	Shoalhaven Historic Vehicle Club 40th birthday in Nowra area.
Nov 7	Ron 9772 3785 Keith 9625 0594	All Chrysler Day at Fairfield Showground. All entrant vehicles \$20 each by 15 October. www.allchryslerday.com

EXTRA RUNS AND SWAP MEETS 2010-2011

DATE	CONTACT	DETAILS
Nov 13-14		Bendigo Swap Meet
Nov 14		Ute, Van and Truck Muster at Canberra Country Music Festival at EPIC.
Nov 18-21	Tim Goyer 4844 7016	3rd National Tractor Trek & Heritage Rally, Taralga NSW. Tractors, steam engines, cars, bikes, antique machinery. www.tractortrek2010.com
Nov 20-21	Chris Reeks 0407 299 008	Snowy Mountains Touring Classic. www.coomacarclub.com.au
Sat Nov 27	Michael Lindfield 6286 4747	Tuggeranong Festival in the Town Park. Theme "Blooming British and Fancy French".
Nov 27-28	Brett 6241 5413	Mopar Rumble at Sydney Dragway: Drags, dyno and a Show'n'Shine. A new event by 'The Regals Mopar Car Club'
Dec 5	Mike Arnold 6288 5238	All British Day, Patrick White Lawns, near National Library, Canberra 10 am to 3 pm. Best of British vehicles from Austin to Zephyr. Trophies for the car "I would most like to take home", ladies choice and best club display.
Feb 6	Gwen Livingstone 0428 421 039 Ken Smith 02 6942 1197	The Cootamundra Wattle Time Rally is in recess for 2011, instead there is a 31st birthday run at Jugiong Park near swimming pool starting 10 am ModelA@bigpond.com
Feb 6	02 6331 1995	Bathurst Swap Meet
Feb 11-12		Gnoo Blas Classic, Orange
Mar 13	Debbie Sibbick 0402 129 682	National Trust Vintage Fair at Riversdale, 1 Maud Street, Goulburn to be held in conjunction with Goulburn's Celebration of Heritage & Roses. Display of antique vehicles appreciated.

NOTES FROM A COACHBUILDERS WORKBOOK

REPAIRS AND RENOVATIONS

By Peter Rhys-Davies.

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It is wise to approach the restoration, repair or renovation of the timberwork in an older motor car with considerable care, caution and a high degree of suspicion. Very often the findings are far worse than at first might be thought, where a combination of time, moisture, humidity, and unfortunately being hidden away out of sight behind sheet metal on the outside, and upholstery on the inside – together with a motley collection of rusty screws, nails, bolts and tacks – all contributing to a potent recipe for major problems. The most important thing to be done at the early stage is to very carefully preserve as much as possible of the original timberwork by slowly and carefully easing away the metal cladding and upholstery to avoid damaging the wood work underneath. This can be vital. Sizes, shapes, lengths, shoulder angles of joints etc can all offer clues and information towards the proper and accurate replacement with new timbers. However – a word of caution.

Although a few firms tended to use craftsmen wood workers in order to achieve a high degree of quality, this was not always the case. For the majority of firms it was more a question of staying afloat in a very competitive business, and if the coach building aspect could be simplified to a point where a semi-skilled worker could provide a reasonably workmanlike job, at lower wages of course, then substantial savings might be made.

Do not expect perfection. Do not expect accuracy.

Sizes and dimensions may well vary, perhaps considerably, even from one side of the car to the other. And often do. Many times I've been in situations where it is almost possible to believe that two tradesmen were each working on one side of a vehicle, and that neither had any communication with the other! The lucky customer, when he came in to pick up his new motor car could look with both enthusiasm and a well deserved glow of excitement at

the flowing lines, the lovely paint finish, the glorious leather upholstery – but quite unable to see the timber framework hidden away out of sight.

Equally important is a labeling ‘system’, for all the original pieces of timberwork, where each piece can be marked so that its location and position can be easily determined, perhaps much later. ‘Post It’ type notes are a disaster, for they will fall off. A small card tied on with string is my preferred system, based on the ‘KISS’ method.

It’s low tech, simple, but rarely goes wrong. Where a major restoration is involved I have found a simple basic sketch – driver’s side, passenger side, front, back, top etc - with a numbering plan is the best way to cope with a large number of pieces. It is quite surprising how even after a short period of time it can be difficult to remember clearly which end of a piece of timber may have been the top, or front, or wherever. Again, keeping things as simple as possible, use a Texta to mark every joint, ‘A a’, ‘B b’, ‘C c’ etc, to avoid later confusion, using a small piece of white paper glued to the joint, if necessary.

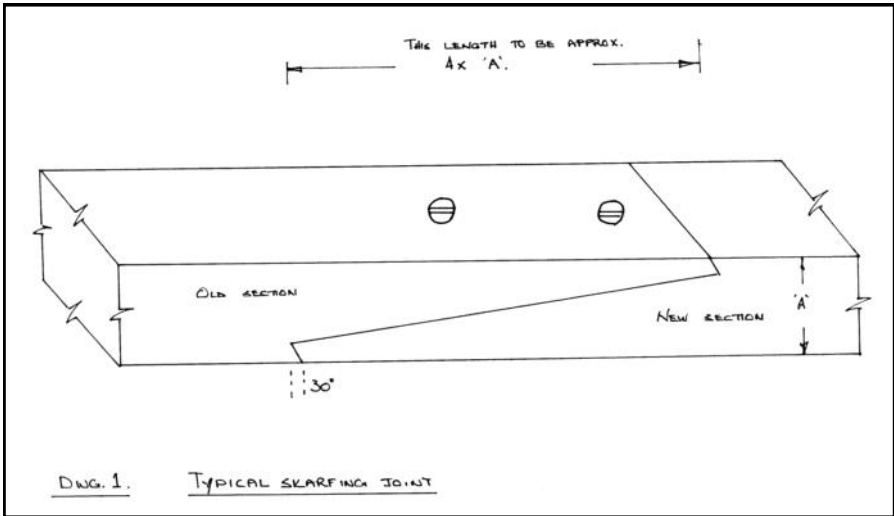
Quite often the damaged pieces requiring repair are in poor – and sometimes very poor – condition, being both fragile to handle and look after. It is really essential that great care is taken to preserve them in the best possible state, with masking tape being used to hold broken or delicate parts together, using an ordinary interior wood glue as well, if needed. Keeping them out of harms way in a box, even wrapped in bubble wrap, is well justified. Second hand removal boxes are often ideal to safely store the original parts. where a major restoration is in hand, as the boxes can also be clearly marked.

Very often all, or at least most, of the fastenings – screws, bolts, tacks, nails etc – will usually be found to be rusty, and hard to remove. With bolts at least the nut can be cut off and the bolt knocked though, but screws are more of a problem. Apart from being firmly rusted in position, often the screw slot in the head, (there were no Phillips head screws in those days!), will be so worn, rusty and fragile that it will be almost impossible to remove. The safest bet here is to carefully drill the head of the screw out until it falls off the shank. Then, when the joint can be separated, the upper part of the shank will be exposed and can usually be removed with a pair of pliers or Stillsons.

Always a difficult question every owner has to confront is, "How far do I go?". How much timberwork could, or should, be kept and possibly re-used? What level of originality should or could be aimed for? This is a rather complex question revolving around an assessment of the strength of the original timbers, their joints, glues and screws, and how 'original' the owner wishes the car to be. Because of the obvious difficulty in having to attempt a 'second' repair after the original completion, when newly painted metalwork and fresh upholstery would need removal, the only maxim is : "Do it right the first time". If in any doubt as to the suitability of any piece of timber it is far safer to replace it. No-one wants to do a job twice. Obviously where the timber is in sound and good condition it is relatively easy to make a judgment, but this is unfortunately rarely the everyday situation. However, even where the piece of timber is in re-useable condition it is most unlikely that the old pre-war glues are up to the job any more. These were mostly casein type glues (made from animal skins, hoofs and the like) and were a long way from being waterproof, or even water resistant. As well, the screws are very likely to have begun to show signs of rust, with consequent loss of holding power. So at the very least, re-glueing and re-screwing are essential.

In my view it would be foolish indeed to rely on these old glues and screws. They may well have lasted thirty, forty, perhaps fifty years or even longer, but common sense would strongly suggest that the joints be re-made using modern waterproof glues and possibly stainless steel screws. There will be separate articles on these items at a later date.

Where timbers are not quite good enough to re-use – and it is always far better to be safe than sorry – there are a couple of options. Replace the entire piece, or repair a damaged portion. Both have equal merit, and ultimately the decision is one for the owner. It is certainly possible to replace a damaged end or portion of timberwork, by replicating it in new timber. Although great care needs to be taken to ensure the strength and integrity of the original is not lost or weakened, it can be achieved; though it may be quicker and perhaps easier to re-make a totally new piece. Providing the joint between the old and new is worked to a high standard, well glued and screwed, it should be more than adequate. A few details are shown of methods of jointing, though do keep in mind that every individual piece does need its own special technique or solution. The common method is shown at Diagram 1, and is a typical skarving joint.



When undertaking a repair or renovation requiring the removal of many separate pieces I would recommend working slowly and cautiously, repairing only one piece of timberwork at a time. This is especially important when dealing with complex areas such as corners of framework, doors and door frames etc. The reason for this is so that the overall shape and structure can be maintained exactly, so the original paneling can be replaced and so that the original bodywork shape is maintained. If a large area is dismantled at a time it can be extremely difficult, if not impossible, to exactly replicate the original shape, with subsequent problems later when trying to re-fit panelling, doors etc.

A general rule of thumb is to start at the top, then slowly work down, where practical. In this way the integrity and shape should be able to be maintained, though very often the two worst areas of rot occur in the roof and down at the base, unfortunately. Particularly where there is a canvas or fabric roof panel, these are nearly always far from waterproof with the consequence that major work in this area is almost always necessary. The main floor timbers, though nearly always constructed from large, strong timbers, are often the most neglected, hidden away under carpets or metal flooring, and subjected to all the worst of the weather thrown up underneath from the road. Where there are suspected problems in these main floor beams it can be sometimes worthwhile to carefully unscrew the upper part of the bodywork and remove it completely, allowing uninterrupted access to this floor area.

There will be usually two main side pieces running for and aft, together with a few rails across the width, locking the structure together, all bolted down to the chassis. The areas between the rails will be completed with either solid timber boards, or in later cars, there may well be a type of plywood used. Except in quite small cars these floor timbers will often be quite substantial, often being around two inches or so thick and some seven or eight inches wide at their widest point, for this is where all the strength is needed. So it is very important that this structure is sound and substantial.

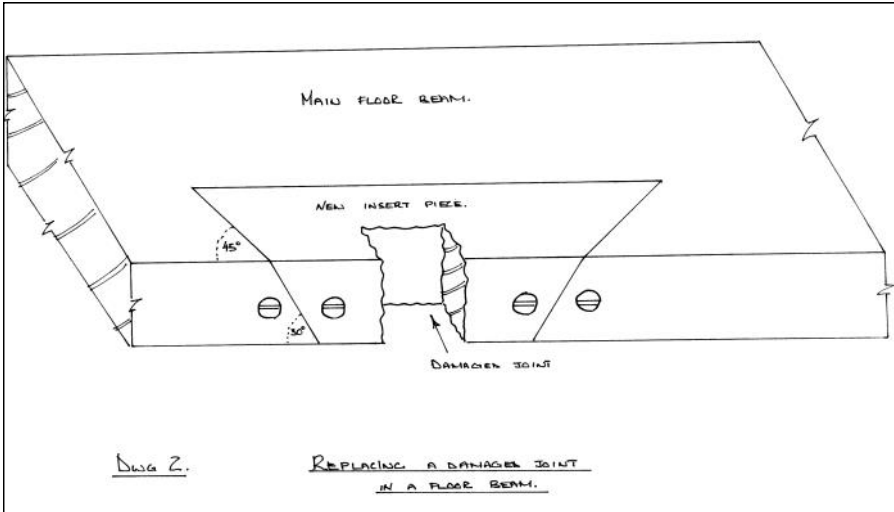
Being relatively large and strong pieces of timber, usually these survive quite well, with little evidence of rot in the actual timbers themselves – though very often the joint areas holding the vertical side members are often affected, in some cases quite badly. The other possible sites of problems are the joints between the two side members and the cross pieces, and the area around the bolts fixing the timberwork to the chassis. Remove the bolts holding the main floor member to the chassis, then lift off the floor section as a complete unit.

With the framework as a whole removed from the chassis remove the fixing screws to the joints then carefully knock these apart. The old glue will at first resist, but should not be very strong at all. Carefully scrape and clean all the old glue away then fill and plug the screw holes in the underside parts – or if these is already too far gone, re-fit the screws into new positions. To plug the old screw holes, first carefully drill out the hole using the smallest suitable size of drill, then glue a new dowel in place. Various sizes of short pieces of dowell, perfect for this situation, can be bought at any hardware store. It is essential that waterproof glue is used in this situation

The next step is to carefully examine the joints on the outer edges where the vertical members are fitted. If these are in a poor state, causing loose joints, then remedial action is needed here. Carefully cut out the section around the joint, as shown in Diagram 2, and replace with a new piece inserted from the top. Note how all the angles are so devised to keep the new piece of timber tight and firm. Once fitted, glue and screw the new piece(s) in position then carefully re-cut and re-fit the joint. Once you are satisfied that all the base floor timbers are repaired properly, then it is time to re-assemble.

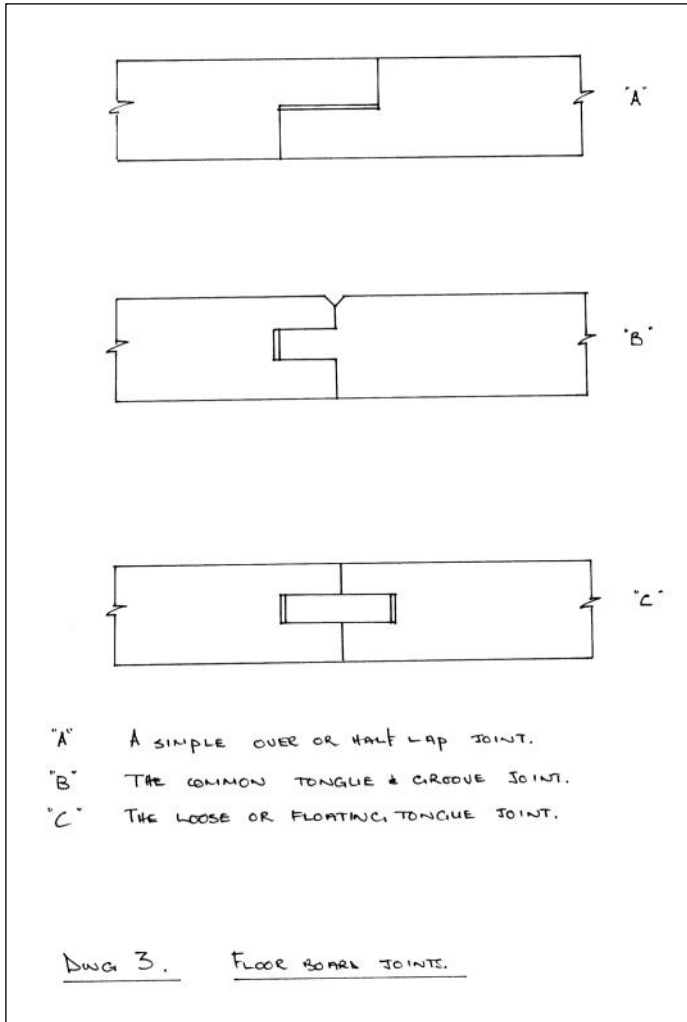
Because the old, original bolt holes are unlikely to be 'tight', consider using bolts one size larger in diameter, even if it means re-drilling the holes in the chassis, for it is so important that this main floor structure is tight and firm. First bolt the two side frames to the

chassis, then glue and screw the connecting cross members back in position. It would be prudent to seriously think about using stainless steel bolts and screws – the small extra cost will be more than offset with the security and peace of mind.



Finally, replace the old, and probably tattered piece of fabric or felt that was originally placed between the chassis and the underside of the floor beams. This is vital. Under no circumstances should the timberwork rest directly on the metal chassis. All of these old cars 'flex' to a certain degree, with the subsequent movement both creating annoying squeaks and screeches and eventually wearing away at the timberwork. Before finally bolting the structure into place give the entire section of timberwork either a few coats of paint or varnish, to aid its long term protection.

The solid timber boards forming the floor area are often sound enough to be re-used, as they are also usually quite substantial timbers. They should be rebated, or tongued over each other, to prevent draughts and moisture getting through, and also to allow for expansion. Drawing 3 should make this clear. In many cases this will, unfortunately, not be the case, where makers have taken a cheaper and quicker option. In these cases a new loose tongue can be inserted relatively easily. As with the main floor beams, replace all the screws as a matter of course, either plugging the old holes to ensure the new screws will hold satisfactorily, or drill completely new holes.



This article will
 be continued in
 the December
 Colonial

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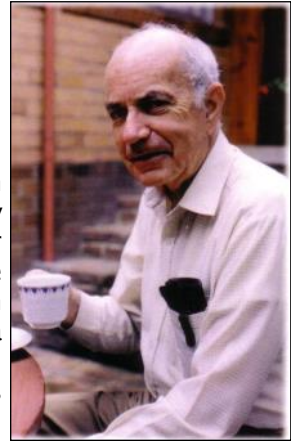
ROLLS ROYCE NATIONAL RALLY

The Rolls Royce Owners Club is organising the Rolls Royce National Rally which will be held in Canberra over Easter 2011 and are looking for assistance with marshalling on the public display day Easter Saturday 23 April, at the Patrick White Lawns. Any club member who can help, please contact Lawrence Nock on 6230 3320 or email lawrencenock@yahoo.com.au

FAREWELL FRANK McMAHON

24 November 1926 — 4 October 2010

Frank was born at Loxton on the River Murray in 1926. He had an Irish father and a Scottish mother. He was educated in several country schools in South Australia and joined the Air Force in 1943 and served in Darwin. He graduated from the University of Adelaide as an Accountant in 1962 and transferred to Canberra that year. He retired from the Public Service in 1971 due to ill health. After that he was temporarily employed with the CSIRO.



He began writing verse in 1975 and won several major awards for poetry. His book "Tide Pools and other verse" published in 1979 recalls his childhood. When the RSL presented a gift to the new Parliament House, Frank was asked to write an inscription. In not more than 12 words it had to express all the ideals for which Australians gave their lives for their country. The gift, a drinking fountain, symbolises the importance of clean water supplies to Australians who have served in war. The inscription reads: "Look around you - these are the things they believed in."

His other interests were Australian history, River Murray folklore and vintage cars. He joined CACMC in May 1969. In July he joined the committee as Floor Member. He restored a Bullnose Morris and later a Morris 8. He organised the club badge by negotiating with a close colleague to design the badge. The overall design is symbolic of a vehicle wheel, whereas the inner circles of the badge represent the years of achievement, which (the circle) having no end, indicates a continuing history of strength (of the club). The first badge was solid brass. The same design is used today but in lighter material and in different colours.

Frank and Wanda dropped out of the club in about 2001 due to poor health and they moved from Ainslie to Sir Leslie Morshead Home in later years. He is survived by his wife Wanda and three daughters: Jeanine, Diana and Kathryn.

Over the page I will print one of Frank's poems which appears in our Silver Anniversary Book. Frank was on the Publications Committee for this book along with Jim Bruce, Vin Liston and John Tilbrook.

Thanks to Vin Liston for supplying information for this tribute.

DISAPPEARING YEARS?

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

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

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

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

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

© Frank McMahon.

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.)

PARTS ETC FOR SALE

1 x ZD Fairlane hubcap
 1 x early Falcon hubcap
 2 x '54 Customline hubcaps
 1 x '54 Customline headlamp surround
 1 x unopened 20 litre drum of Ampol AP Gearlube 80W/90
 Offers invited. Terry Byrne 02 6290 0360
 terryb@homemail.com.au

WANTED 4.3 diff centre for my MG Magnette. I am advised that the Riley 4/68, Morris Oxford Series 6, Wolseley 16/60, Austin A60, Riley 4/72 and MGA 1500 & 1600 diff centres will fit the Magnette. Please call Paul Bray on 6134 6386

WANTED 1954 Hillman Minx Mark 7 side trims. Please phone Tony on 0417 990 929

WANTED 1971-73 Chrysler Valiant—good condition—going and able to be registered. Please phone Michael Toole on 6289 4245 (W) or 0402 616 829. Photos and price to michael.toole@health.gov.au

Classic and Sports Car magazines—over 40 issues in good condition from March 1985 to September 2004, cleaning out these magazines at \$2 each. Please phone John on 0471 528 983.

1983 Toyota Crown Royal Saloon, silver, full rego, goes well, tyres good, upholstery good. Overall condition is good. Parents are downsizing so one treasured car has to go. \$5,000. Please ring Ian at work on 6213 1386.

1968 Mustang Hardtop, 289 V8, meadowlark yellow with parchment interior. Matching numbers with factory fitted disc brakes, power steering, centre console and integrated A/C. AM/FM radio, new paint, chrome and interior. Rebuilt C4 transmission, Grant wood rim steering wheel and American Racing torque thrust wheels with WW tyres. Marti report. ACT historic registration. \$27,900 ONO. Phone: Dick Rowe on (02) 6166 2208 or 0415 819 381.

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BUICK 1947 Front door spats with some chrome strips.

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Austin Wasp dash 80% complete \$80 ono

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1 x Compak Welder 130 amp \$250

1 x Compressor \$200

Terry Byrne, phone 6290 0360 Email: terryb@homemail.com.au

Singer Industrial sewing machine, ex govt. \$350. Charlie Adams
0402 087 754 or home 02 6248 7895

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.

1926 Hillman 14, featured in the 1966 movie "The Sand Pebbles" (Steve McQueen, Candice Bergen). Car is located in Bawley Point and is basically complete and running but will need some work. Provenance for its history available. Please call Michael Truter on 02 4475 1190.

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Garage Sale Everything has to go

Jim & Neredah Crane are moving to a unit in a retirement village and as a consequence of this they have to dispose of many things collected over the years. Two things that have to go are Jim's book and model collection. He has made a list of his books and models and this is available to anyone who is interested. If you would like to see either the books or the models please contact Jim at 02-6231 0745 or 0417 233 821. Prices will be negotiated however they will be more than reasonable.

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 Many car books
 Australian Classic Car Issues 1 to 68 all in good condition.
 Many more small bits too numerous to mention.

Jim Crane 62310745 or 0417233821. I have a list that I can E-mail if anyone is interested.

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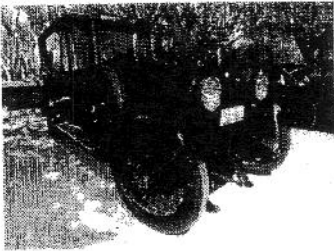


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