

THE VETERAN CAR CLUB OF AUSTRALIA (QLD). INC.

Joint Patrons: Her Excellency the Honourable Dr Jeannette Young AC PSM, Governor of Queensland
and Professor Graeme Nimmo RFD

VETERAN TORQUE

AUGUST 2025

**2025 NATIONAL VETERAN VEHICLE RALLY -
MURRAY BRIDGE, SA
October 5 - 10**



hosted by the Veteran Car Club of South Australia.
This year's tour promises an unforgettable journey through some of South Australia's
most picturesque and historic regions,

to be followed by

**70TH ANNIVERSARY VCCA (VICTORIA) ANNUAL RALLY - SWAN HILL, VIC
October 15-18**

The 2025 RACV Veteran Car Club Rally will be based in Swan Hill and the dates
follow on from the National Veteran Vehicle Rally in SA.



THE VETERAN CAR CLUB OF AUSTRALIA (QLD). INC.



VCCA(Q) – 2025-26

Joint Patrons: Her Excellency the Honourable Dr Jeannette Young AC PSM, Governor of Queensland
and Professor Graeme Nimmo RFD

All correspondence to the Club should be addressed to the following as appropriate:

President:	Graham Donges	president.vccaq@gmail.com
Treasurer:	Malcolm Wegener	treasurervccaq@gmail.com
Secretary:	Irene Donges	secretary.vccaq@gmail.com
Webmaster:	Adam Lyons	website.vccaq@gmail.com
Editor:	Carol Robinson	red-bubble@outlook.com

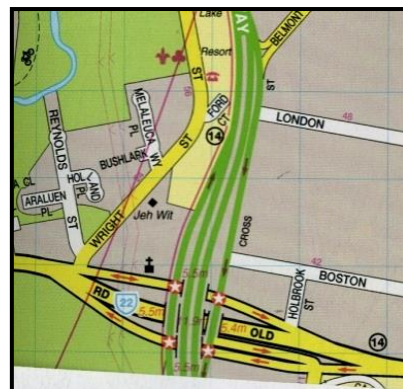
The Club holds its meetings on the first MONDAY of each month (excluding January). Meetings are held in the VCCA(Q) Clubrooms at 1376 Old Cleveland Road, CARINDALE. (Corner of Old Cleveland Road and The Gateway Arterial Road – Refidex Map 182 E5).

Meetings commence at 7.30 pm, and Visitors are always welcome.

The Club website is: www.vccaq.com

Membership fees from July 1 are:.

Full Membership (single):	\$ 57	Joint Membership	\$ 63
Country Membership (single):	\$ 42.50	Joint Membership:	\$ 48.50
Associate Membership	\$ 42.50		



There is an additional joining fee of \$30.

THERE WILL IS AN ADDITIONAL CHARGE OF \$25 FOR THOSE MEMBERS REQUESTING A MAILED OUT COPY.

Membership fees may be paid by **direct deposit** into the Club's Account:

Bank of Queensland A/C BSB 124026, A/C 21577447; giving details of your name.

Or By Cheque, made payable to Veteran Car Club of Australia (Queensland) Inc. (Please use full name as above to comply with bank requirements.)

(Note: The Social Fund account is: BSB 124 026 A/C 21823868)

Membership Application Forms are available from the Secretary at the address below.

All articles for publication in "Veteran Torque" must be with the Editor **by the 20th of each month.**

email: red-bubble@outlook.com

All other correspondence to:

The Secretary, VCCA (Q) Inc.
1376 Old Cleveland Rd,
Carindale Qld 4152,

email secretary.vccaq@gmail.com

**WHEN TWO LEFT-HANDERS
HAVE AN ARGUMENT**



WHO IS RIGHT?



PRESIDENT'S REPORT FOR JULY



I write in haste because the last month just whizzed by and I have earned a deserved “hurry up” from our editor. If you keep an eye on our VCCAQ Facebook page and more recently our new VCCAQ Private Members Facebook page, you will see that quite a bit of veteran fiddling, fabrication and fixing has been going on.

We are now looking at the busy time of the year with enough potential rallies to suit the most adventurous of us. As you read this, the 2025 Frostbite has come and gone already and the National Heritage Machinery Rally at Kingsthorpe (Oakey) followed closely by our Creepy Crawly will take us through into September. There's then only a few weeks till the National down at Murray Bridge and then across to Swan Hill for the Victorian 70th Anniversary Rally. I feel exhausted already.

I am happy to report that we are attracting new members each month which augurs well for the future of the club, all other things being equal. However, having said that, regrettably we have said “good bye” to two members this month with the resignation of Phil Fletcher and Albert Budworth. Both of these gentlemen contributed much to the club over many years.

Now, to explain the pic below, I had some stubborn “Oversize 30x3½” tyres to fit to the T and I found it difficult, having only two hands. As you see, I employed two helpers to hold things in place while I got busy with the tyre levers. I also used a third which made the job a breeze. Hopefully it won't go flat overnight.



2025 Club and Invitation Rallies for your Diary 20-7-25

July 29th – 1st Aug

Frostbite Rally–Bundaberg, Gin Gin, Gayndah, Childers, Bundaberg. Len Kelly

August 14th - 17th

NRVVCC Inc Lismore 65th Anniversary Rally

August 16th

CLUB SWAP MEET – club grounds 8am

Irene Hill, will have a variety of her goodies available. Some free. Some at a good price.

August 19th -

Max & Jane have offered to arrange **3 days of veteran motoring**
Arrive-19th, rally 20th 21st 22nd put cars on display 23rd 24th, end of rally 25th.
The Club has reserved 15 powered sites at Oakey Showgrounds. There are showers, toilets, power and water. We have also reserved the Greenwood Hall on site for Happy Hour. To reserve a site here, email your name, dates requested to Judy Byers, oakeyshowsociety@gmail.com stating you are with VCCAQ. No deposit required. Sites are \$22 / night. It is approx. 12 ks to FarmFest

August 23rd-25th National Historical Machinery Assoc - Farmfest Toowoomba

August 26th- 31st Steaming Under the Southern Cross - Farmfest Toowoomba

August 28th – 1st Sept Option to extend until the 3rd Sept **Creepy Crawley**

Rally-Laidley – Showgrounds sites booked – Paul Blake & Joe Jarick

Sept 5th 8th

Centenarians Gympie – Maryborough

October 5th - 10th

National Veteran Rally - SA Murray Bridge

October 15th – 18th

Victoria **“Swan Hill”** Civic Function 15th October, **Celebrating Victoria 70th Anniversary** - 3 days of Rallying, Final Dinner, Saturday Evening 18th October 2025
 Big4 Riverside Caravan Park - Michael & Claudia Holding Ph 0407 008 895
Entries close 17th September 2025 - ASAP.

Oct 29th – 2nd Nov

Burnett Heads Rally–Book accommodation at the Burnett Heads Caravan Park, Paul Mittelheuer Street (07) 4159 4313 let's celebrate the famous **“London to Brighton”** event. Contact Greg Hill

December 20th

2026

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Club Christmas Luncheon

Qld Veteran Car Club

“Celebrating our 70th Anniversary”

April 19-25th

National Veteran 1 & 2 Rally Temora NSW.

Temora Airfield Tourist Park, 1-5 Tenefts St, you need to email, to make a booking.
airfieldtouristpark@gmail.com

If booked, you need to re-confirm your booking. Management changed hands.

Sept 6th – 12th

National Veteran Rally NSW - Cowra Caravan Park 02 6342 1627
 2a Lachlan Street Cowra – stay@cowravanpark.com.au

2027

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National Veteran Rally Qld Need a committee to arrange this National Event

April 20th - May

Invitation Rally Wilsons Promontory (Vic) to Cooktown (Nth Qld)
 driving approx. 150ks per day Andrew Winter 0447 534 078

FROM A RATHER BATTERED AND BRUISED EDITOR

The magazine is rather brief and a little late this month for several reasons:

On 16th last I had what is described as a 'medical episode' while returning from doing my local shopping and ended up being pulled from my (now written-off) car with the Belted Galloway cattle in the adjacent paddock looking at me, which resulted in that night being spent in the RBWH. I have a cracked sternum and rib and sundry other bruises, aches and pains and obviously am unable to drive for 6 months (concussion rule).

I would specially like to thank John Day for his many contributions, and once again remind members that I always appreciate your articles, particularly of a technical nature.

AND NOW, AN APOLOGY

To Kevin Brooks for omitting his cartoon below from last month's *Veteran Torque*. Many of you have probably seen it by now on the Club Facebook page.



TRAIN TRIP TO ROSEWOOD.

The social outing in the form of a train trip to Rosewood only attracted 5 members. Garry and Kathy, Murray and the Normans all met at Central Station for morning tea and caught the 2 trains to Rosewood. We had a nice lunch in the Rising Sun pub and walked the Main Street just in time to find all the Op shops either closed or at lunch. Still, we had a lovely day, good company, all for \$0.50 each way. It would have been nice to see other members. Thanks to Pauline for her efforts

Syd Norman



WHAT'S IN OUR ARCHIVES?

We started our web-based Archives project just over two years ago. It was apparent that for an historically minded Club, we had not done enough to record our history.

The Archives Group was formed, and we decided to focus on photographic records. The passage of time sees film deteriorating and colour prints losing their colour. Recording our written history from minutes and newsletters will come once we have exhausted the supply of available film and photos/slides needing to be preserved.

So, here's a **"How To"** and **"What's in There"** summary.

- Go to www.vccaq.com
- Across the top of the home page that you have opened, find **"Archive."**
- Click on **"Archive"** and the drop-down menu of subheadings will appear.
 - **Videos**
 - **Club Publications**
 - **Member Recollections**
 - **Veterans of Historical Note**
 - **Members' Veterans**
 - **General Queensland Motoring History**

Here's a guide to what you will find in each subheading.

Videos

Fifteen videos from 1964 to 2021, including National and State rallies, construction of our clubhouse and even the Seekers driving veterans from the Gilltrap Museum.

Club Publications

Five publications, including the History of our Clubrooms and the 50- and 60-year Anniversary Souvenir books.

Member Recollections

Some great early photos and Graham Crittenden's fascinating memoirs.

Veterans of Historical Note

Six stories on Rolls Royce, DeDion, Winton, Darracq, Rambler and the Taabinga Tricar.

Members' Veterans

At this stage, we only have Farnell's 1915 Ford posted, but more are in the pipeline. How about preserving the story on your veteran for posterity? Future generations need to know.

General Queensland Motoring History

We have some real gems in here including The Gilltrap Dynasty, the Cotton story and the George Whatmore Collection, all featuring photos never before published.

So, please have a look at our achievements to date. And then consider what you may be able to add to the collection.

John Day

Queensland's First Veteran Car Rally

Greg Hill recently unearthed the following extract from the Sunday Mail of 5 December 1954. It gives quite a comical description of what the reporter says, and we are inclined to agree with, is the first Veteran Car Rally in Queensland. The Archive group would love to know what were the "seven gaily decorated ancients," who owned them and where are they now? The Ed Sims Reo (now Andrew and Christine Gauld) and The Tim Osborne Waverley (now Terry and Régie) are still club cars. But the rest? Can you help? Clearly, as was the norm back then, some of the dating of the cars was optimistic. The earlier, the better seems to have been the rule at the time. We will place this in our Archives when all your input is received!!

Transcript From Sunday Mail 5th December 1954 page 6

Rattling day for Kalbar

By a Staff-Reporter

KALBAR —This sleepy little township, 55 miles south-west of Brisbane, came to life with a rattle and a roar yesterday. It was all part of the celebration of the opening of Boonah War Memorial Hall. Almost all the population turned out to see Queensland's first-ever veteran car 'Grand Prix' over the eight-mile stretch between here and Boonah. A 1905 Reo covered the Kalbar-Boonah stretch in 15 minutes to win the veteran class, while B. N. McGrath's 1928 A Model Ford won the vintage trophy without losing a single point.

Smiling Federal Treasurer (Sir Arthur Fadden) dropped the flag that started the seven gaily decorated ancients — and their crews— on their boiling, banging way.

'Scrap-iron'

Some of the entries were mobile scrap-iron; two were real show-pieces. But they all had two things in common — all were pre-1920 and all carried spare drums of water for steaming radiators. Bill Lawrence's 1914 Buick was a violation of all the laws of motor engineering. Along with Keith Bruckner and Bert Sawatzki, Bill dragged it from under a barn last Tuesday. It hadn't been on the road for 15 years. But the boys worked all hours to get it into shape for the big day. They had to improvise a complete front end and universal. A similar bone-shaker was 'Barney' Hogan's snorting clanking 1918 Ford, 'Uranium Liz.' —

'Ma and Pa'

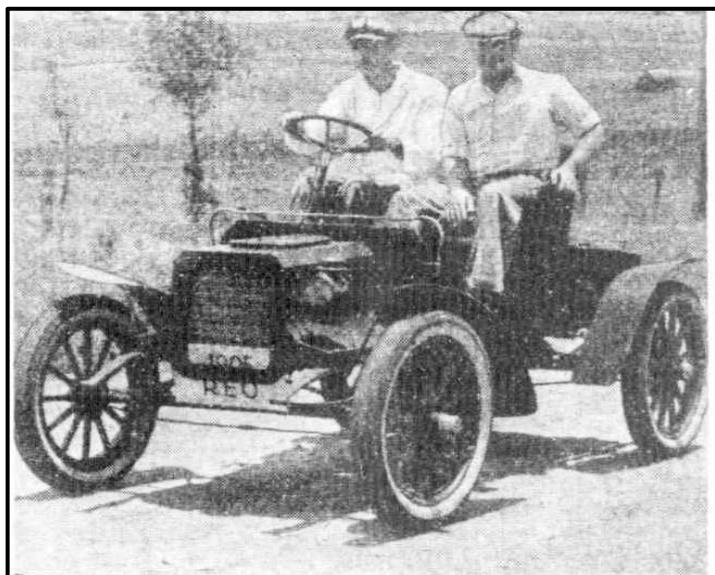
Wally Walker and Nev. Thompson (as Ma and Pa Kettle) turned out in a 1904 single-cylinder Rover with a three-tone horn. Unfortunately, it didn't rove very far, and gave up the ghost after 50 hectic yards and sped into Boonah behind a tow-truck. Showpieces

were Tim Osborne's 1908 Waverley — a beautifully preserved mechanical landau with gleaming brass and green paintwork — and E. Sims' 1905 one-lung chain driven Reo, recently unearthed from under a pile of iron. These two, nicely handicapped, kangaroo-hopped smartly to the front while feverish attempts were being made to explode the others into life. It was a double-gala affair for the little town. Kalbar was also a checkpoint in the 100-mile Ipswich - Boonah rally for cars built before 1932.

Trophy winners were:—Veteran race. Ed. Sims (Reo) 1, Bill Lawrence (Buick) 2. Vintage race. B. N. McGrath (1928 Ford) won without loss of a point; Handasyde Motors (1929 Chrysler, 6 pts); Douglas Nykvist's (1929 Oldsmobile. 13 pts), A.Bishop (1929 Ford, 16 pts.), H. W. Logan (1926 Oldsmobile 18 pts.)



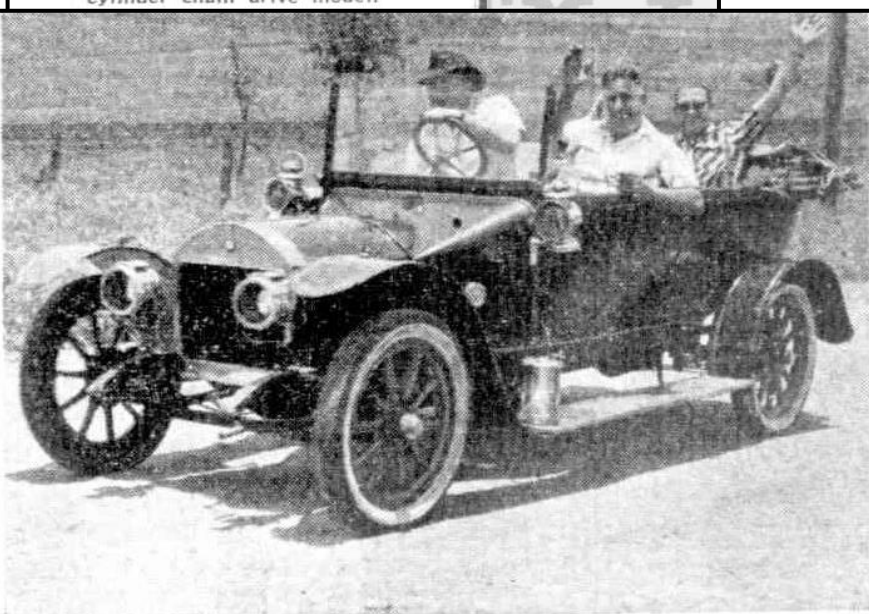
*Lining up yesterday for the vintage car 'grand prix' from Kalbar to Boonah. The line-up is: from left
A 1904 Rover, in the centre is a well-preserved 1908 Waverley
and right is a 1905 Reo*



Ed Sims (left) and Charlie Allen "roar" along in their 1905 Reo. This "ancient"—one of the show-pieces of the veteran rally—is a single cylinder chain drive model.



Bill Lawrence "1914 Buick"



FIRST away from the start was Tim Osborne's 1908 Waverley. Here Tim is changing gear to negotiate a hill. The car's gleaming brasswork and acetylene lamps attracted a lot of attention. The model carries gleaming brass and green paintwork.



"1904 Rover"

The following appeared in the latest magazine of the De Dion Bouton Club UK.

“From our newest member to one of our longest standing ones, Joe Jarick wrote in last week with a photograph of his impeccably prepared Type V that was out on manoeuvres recently at the Vintage Car Club’s Concours at the Arboretum, Sherwood, south-west of Brisbane, Australia. It is no surprise that Joe drove home with the ‘visitors’ prize”



A near neighbour of Joe’s, Paul Blake, sent in the photo below of him talking to the Governor of Queensland, The Honourable Dr Jeannette Young AC PSM and her husband Professor Graeme Nimmo RFD (she is the VCC Club’s Patron). She and her husband sat in the car while he explained the controls and driving method and started it up. She was interested to learn that if she had been Governor in 1906 her counterpart in New South Wales was being chauffeured in a grey De Dion Bouton Type AD, which is in fact owned now by Bernard Holmes, one of our UK Club members – a small world.

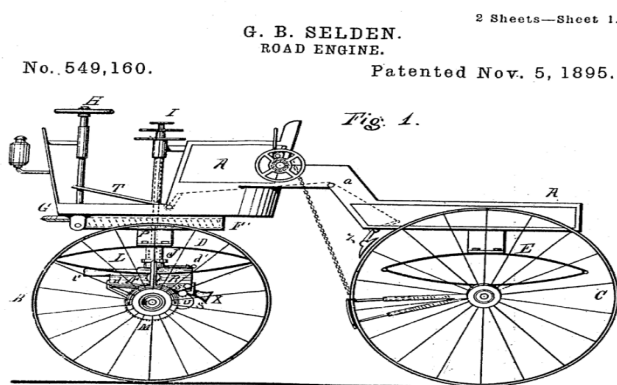


The Selden Patent

I find the stories behind our historic vehicles as interesting as the cars themselves. Few stories more so than that behind the Selden Patent plate, fitted to our 1903 Oldsmobile.

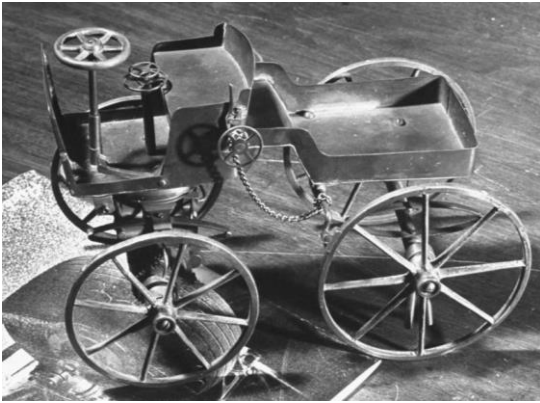
George Baldwin Selden (1846 –1922) was an American patent lawyer and inventor from New York. In 1879, he applied for a U.S. patent for an “Improved Road Engine propelled by a liquid hydro-carbon engine of the compression type.” (As an aside, a signatory to Selden’s application was George Eastman. He would become world- famous in his own right, as the person who revolutionized photography by founding the Eastman Kodak Company and inventing roll film.) Selden’s patent application stated, *“The object of my invention is the production of a safe, simple, and cheap road locomotive, light in weight, easy to control, and possessed of sufficient power to overcome any ordinary inclination, capable of being managed by persons of ordinary skill at a minimum of trouble and expense.”* Selden’s patent application was seven years before the Benz Patent-Motorwagen, built in 1886, and widely regarded as the first automobile.

Selden knew two important things about patent law at the time. First, he knew he could only collect royalties for 17 years, at which time anybody could copy his work. Second, and most importantly, he knew that patents could be amended within two years of their application and changes would restart the two-year clock. That meant that he could submit modifications every two years and thereby keep his patent pending an unlimited amount of time, which he did for 16 years. And that allowed him to be first with the application while delaying the start of the 17-year clock until 1895, when there was an abundance of automobile manufacturers from which start to collect royalties. Clever man!



The Selden patent specifically covered the use of an internal-combustion engine for the sole purpose of propelling a vehicle. The patent eventually wound up in the hands of the Electric Vehicle Company of Hartford, Connecticut. In 1900 this electric car company had started producing gasoline-powered cars with Selden's engine patent. They agreed to pay Selden \$10,000 for the rights to the patent and a royalty for every car based on his design. To protect this patent, the Association of Licensed Automobile Manufacturers (ALAM) was formed.

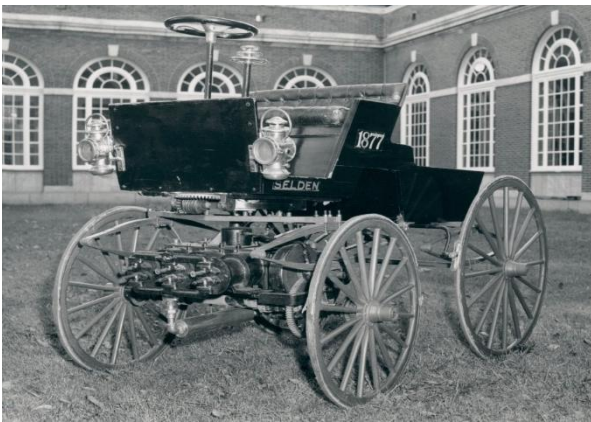
ALAM won a lawsuit in 1900 against Winton, then the highest volume automobile manufacturer in America. Most other manufacturers eventually fell in line and paid the 1.25% royalty to Selden and the ALAM on each and every vehicle they produced. These included Buick, Cadillac, Franklin, Hudson, Hupmobile, Mack Truck, Oldsmobile, Packard, and scores of other smaller manufacturers. Each vehicle on which patent royalty was paid was issued with an individually numbered brass patent plate as evidence of compliance.



Model of Selden Road Engine sent to Patents office



Selden Patent Plate



Prototype Selden Road Engine, not built until 1907



Inventor of the Gasoline Automobile???

The production of cars multiplied, and royalties poured in at a rate that was nothing short of embarrassing. The levy was progressively reduced to 1% and finally 4/5%. All told approximately \$2,000,000 was collected, of which Selden received something like one tenth.

In 1903, Henry Ford applied for ALAM membership, but his application was rejected. Later that year, the ALAM sued Ford and others for patent infringement. Ford found it cheaper to fight the ALAM than to pay royalties of \$12.50 per car. The heavily publicized legal fight lasted eight years, and ended in a victory for Selden. Ford appealed, and on January 10, 1911, one year before the Selden patent was set to expire, won his case. Nevertheless, George Selden was a very wealthy man by then. The ALAM was soon disbanded.

George Selden went on to form the Selden Motor Vehicle Company in 1906. He went into small scale production of cars under the slogan "Made By The Father Of Them All". Selden cars had a small following and the company did well producing around 7000 cars until 1914. These Seldens bore no resemblance to that envisaged in his 1895 patent.

Following the demise of motor car production, the company produced trucks with considerable success until the depression of 1929-1930, when it was sold to the Bethlehem Truck Company.

John Day

**Minutes of the Seven Hundred and Twenty- Second Meeting
of the Veteran Car Club of Australia (Qld) Inc**

Held at the Clubrooms, 1376 Old Cleveland Rd, Carindale

Monday 7 July 2025

Commenced: 7.30pm

Attendance: 34 as per the attendance book. We welcome new members, Peter and Suzanna Kirkwood.

Attendance on Zoom: Bev and Wally Lanagan, Rhonda Guthrie, Bill and Karen Ryan, Grant Vormister, Keith Bartley, Max Scholefield.

Apologies. Ashley York and Adam Lyons, Kevin and Joyce Brooks, Trevor and Janette Farnell Alison Day, Frank and Kathy Muggeridge, Carol and Alan Robinson.

Minutes of the June Meeting. The Secretary moved the minutes of the June 2025 General Meeting emailed to members, with correction of starting date for Burnett Heads Rally, be adopted. 2 . Alan Carpenter. Carried.

Business Arising:

Correspondence : Inwards.

Bay to Birdwood. Notice that registrations open on 7th July. Bay to Birdwood is 19th October. Vehicles manufactured prior to December 1995 are eligible. Preference is given to vehicles manufactured prior to 1950.

Secretary Gympie Hist. Auto Club. Information about Swap Meet organised by QHMC on 18 October.

Newsletters.

HCCA Newsletter.

Gympie Historic Auto Club. Talk Tube.

Country Motor 74.

HCCA. Horseless Carriage Club Newsletter.

Chrysler Owners Club Newsletter.

Correspondence Outward:

Gympie Historic Auto Club query about Swap Meet on 18 October

The Secretary moved that the inward correspondence be received and the outward adopted. 2. Syd Norman. Carried

Business Arising from the Correspondence: None.

Treasurer's Report: Treasurer, Malcolm Wegener, reported on the club accounts. Subscription notices have been sent out and also tenant rent notices. 75 members have already paid. There are 20 entries for the Frostbite Rally, 22 for Oakey and 25 entries for Creepy Crawly. The Treasurer moved that his report be accepted and accounts passed for payment. 2. Sally York Carried.

Rallies and Events. Burnett Heads. Rescheduled to 29th of October to the 2nd of November with 5 days of rallying. It will incorporate a London to Brighton.

Kingsthorpe/Oakey Rally. There are 19 entries , 4 not exhibiting and 2 only exhibiting at the Farmfest NHMA rally.

Creepy Crawly. Joe reported that the Creepy Crawly Rally is oversubscribed. All entries received from now on will go on a waitlist.

Swap Meet is 16 August. Irene Hill will have a table of jewellery and accessories for sale and costumes to give away. Suggested other people may wish to bring costumes to give away also.

National One and Two Cylinder Rally is at Temora next year in April. The Airfield Caravan Park is now run by CMCA and if you have made a booking previously you will have to rebook. Payment is required in full at time of booking.

Rallies for next year. Still need a 70th Anniversary Rally for next year.

Social Director. Pauline Norman reported the Train Excursion has changed to 25 July as there is disruption on the Ipswich line. The Anniversary Dinner is 21st March at Club Manly and is \$45.00/ head, a 2 course meal with an alternate drop.

Property: Property manager, Albert Budworth reported that all fire extinguishers and fire exits updated. The side sliding door is sticking and we need to set a date for a working bee.

Security. There are no security issues. Peter Arnold reported that the issue of water run-off from freeway has not been resolved. Transurban have responded that they have addressed the issue and the matter is closed. However, water is still running across the property and pooling down the bottom in heavy rain. We need to gather evidence to show how their drainage system works.

Monthly Runs. No report.

Editor: Nil

Web Site: Nil

Dating: Nil

QHMC. A QHMC newsletter is coming and will be sent to all members. QHMC is still investigating having all car club insurances under one umbrella. At the moment, it is too expensive.

Archive Group. John Day reported that there are 40 items in the archives. New editions are a DVD of four Kern rallies. The copies are poor quality, and it would be better to get the originals to use to make digital copies. Can you help? The Archive Group is compiling stories of Qld cars. Max Vormister's Renault is one. The 1915 Michelin Man ad. is now on the wall.

General Business:

The President raised the issue that we will need to elect a new Secretary and there are vacancies on the Management Committee. A Rally Coordinator is still needed. There is also a problem with the September meeting date for the AGM clashing with the Creepy Crawly rally. Committee will discuss the issue at the next meeting.

Joe met new member Mark Jansen at VCCQ Concours at Sherwood Arboretum. He owns a 1903 Peugeot.

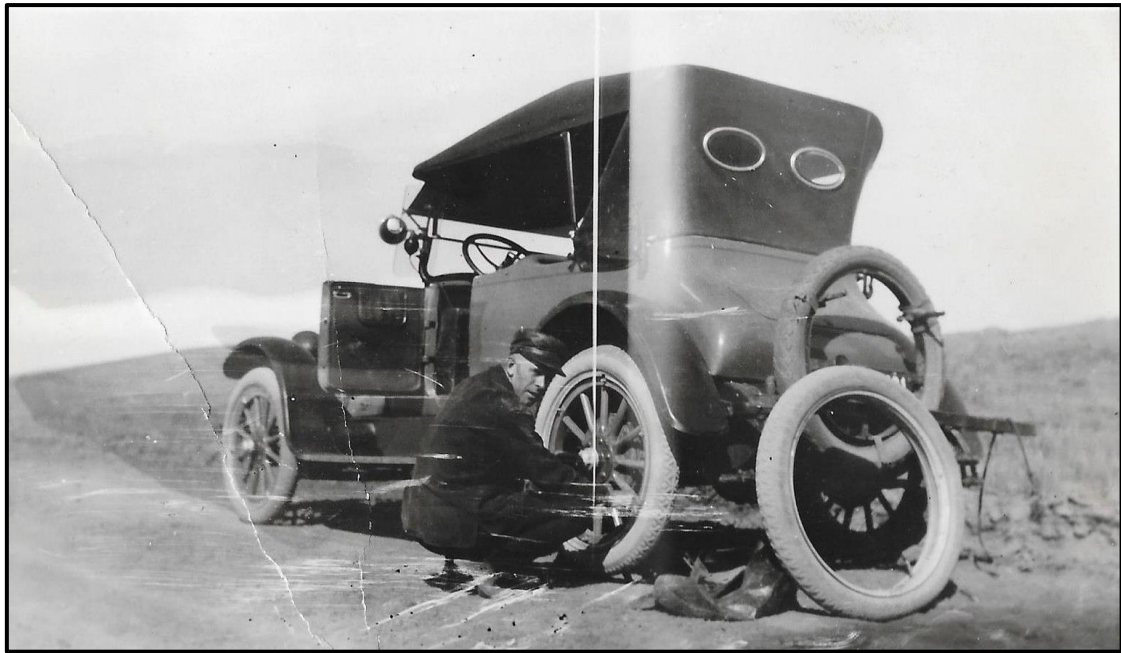
John Que showed a photo of the Tweed Heads Rally in the latest Horseless Carriage Gazette. Albert Budworth is leaving the Club as he has too many other commitments. The President thanked Albert for his contribution to the club as property manager. This was supported by acclamation. The Club will now need a new property manager and QHMC representative.

Phil Fletcher, Life Member, tendered his resignation from the Club. With regret, the Club accepted his resignation. Moved Rob York. 2. Peter Arnold that it be accepted. Carried.

The Meeting Closed. 8.44pm.

Irene Donges
Hon. Secretary
Veteran Car Club of Aust. (Qld) Inc.

Graham Donges
President
Veteran Car Club of Aust. (Qld) Inc.



There were several 4 seat roadsters on the market in 1918. The most well-known were the Chalmers Four-Place Roadster, Moon Club Roadster, Scripps-Booth Club Roadster, Crow-Elkhart Clover Leaf and Overland Country Club. The owner of the photograph thinks the one above is a Scripps-Booth. Alex Gow thinks it's an Apperson Chummy. Identification suggestions to him please.

AND NOW from John Day.....

Lexophile

Although not in the dictionary, a "Lexophile" describes a person who loves sentences such as, "You can tune a piano, but you can't tuna fish," and "To write with a broken pencil is pointless."

An annual competition is held by the 'New York Times' to see who can create the best original lexophile.

The latest submissions were:

- I changed my iPod's name to Titanic. It's syncing now.
- England has no kidney bank, but it does have a Liverpool.
- Haunted French pancakes give me the crepes.
- This girl today said she recognized me from the Vegetarians Club, but I'd swear I've never met herbivore.
- A thief who stole a calendar got twelve months.
- I got some batteries that were given out free of charge.
- A dentist and a manicurist married. They fought tooth and nail.
- With her marriage, she got a new name and a dress.
- Police were summoned to a daycare centre where a three-year-old was resisting a rest.
- A bicycle can't stand alone; it's just two tired.
- The guy who fell onto an upholstery machine last week is now fully recovered.
- He had a photographic memory, but it was never fully developed.
- When she saw her first strands of grey hair, she thought she'd dye.
- Acupuncture is a jab well done. That's the point of it.

