

THE VETERAN CAR CLUB OF AUSTRALIA (QUEENSLAND) INC.

***Club Patron: His Excellency the Honourable Paul de Jersey AC
Governor of Queensland***

VETERAN TORQUE

SEPTEMBER 2017



Chris and Jenny Sorensen, Overall Trophy Winners
at the recent RACQ Motorfest

[photo courtesy Ross Guthrie]



COMMITTEE MEMBERS OF VCCA(Q) 2016-2017



Club Patron: His Excellency the Honourable Paul de Jersey AC Governor of Queensland

President: **Bob Burley**
email bowtie@aapt.net.au (07) 3886 0059

Immed. Past-President: **Bruce Wright** (07) 3325 5885

Vice-President: **Peter Arnold** (07) 3298 5539
email parnold4@bigpond.com

Treasurer: **Hazel Burley** (07) 3886 0059
email bowtie@aapt.net.au

Secretary **Rhonda Guthrie** (07) 5536 2717
email secretary.vccaq@gmail.com

Events Co-ordinator: **Albert Budworth** 0429 780 980
email albertdianebudworth@outlook.com

Property Director:
David Hackshall (07) 3805 2041
email david@pbiaustralia.com

Committee Members:
Carolyn Robinson (07) 3201 1986
email redbubble@picknowl.com.au
Russell Massey (07) 3893 3414
email vvancode@iinet.net.au

Honorary Life Members

RACQ
Phil Fletcher
Hugh Kimlin
Grahame Wilkinson

Non-Management Positions:

Editor:
Carolyn Robinson (07) 3201 1986
email redbubble@picknowl.com.au

Dating Committee:
Ross Guthrie (Chairman) (07) 5536 2717
Bob Collett 0411 242 360
Syd Norman 0427 452 261
Paul Blake (07) 3878 6483

Member Liaison:
Ross/Rhonda Guthrie (07) 5536 2717
email guthrie45@bigpond.com

Librarian:
Wayne Aberdeen (07) 3396 8556

Club Historian:
Denis Martin (07) 3379 2530

Webmaster
Peter Ransom (07) 3359 2671
email pjransom@westnet.com.au

Queensland Delegate to National Body

Bob Burley (07) 3886 0059
email bowtie@aapt.net.au (07) 3886 0059

Club Delegate to Qld Historic Motoring Council:

Albert Budworth (07) 3361 2424

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 7.30pm, and Visitors are always welcome.

The telephone number for the Clubrooms is (07) 3843 0010

The Club website is: www.vccaq.com

Membership fees for 2017/18 are:

Full Membership (single): \$ 62 ;	Joint Membership \$.68
Country Membership (single): \$ 50	Joint Membership: \$ 55
Associate Membership \$ 50	
There is an additional joining fee of \$30.	

Note: There is an ADDITIONAL CHARGE OF \$7 for those members requiring a mailed copy.

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

Bank of Queensland A/C 21577447; BSB 124001, 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.)

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

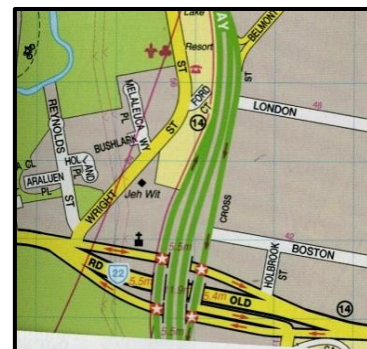
All articles for publication in "Veteran Torque" must be with the Editor by the 20th of each month.

Please send contributions to:

Carolyn Robinson
8 Thoona Close Karana Downs Qld 4306
Ph. (07) 3201 1986; email: redbubble@picknowl.com.au

All other correspondence to:

The Secretary, VCCA (Q) Inc.
1376 Old Cleveland Rd, Carindale Qld 4152
email secretary.vccaq@gmail.com



President's Report

Sadly, this will be my last President's report, I have enjoyed these last three years on the Committee. Everyone has done a great job and do it willingly and enthusiastically. The ideas just keep on coming and I know it's going to get even better.

Through the Committee's hard work the club house is looking a lot better with the new cupboards in the storage room and the fresh paint inside, hopefully it won't be long before the outside has fresh paint. The magazine has gone digital, we now have an even better website, the grounds are a lot better. The phantom mowing gang are great. The financial side is now structured properly and the best thing of all of is that our members come over to the Club and have a great time.



Bob Burley

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Thanks to Terry Lewis for the following From the Archive Royal Automobile Club

Motorists unfamiliar with automotive history are always surprised to discover that the electric car existed in the nineteenth century.

The world's first dynamo, the Faraday disk, was invented in 1831. When Faraday succeeded in moving a disc held at an angle to a magnetic field, scientists strived to create electrical energy using different mechanical means.

The railways provided a good testing ground for electric vehicles and in 1838 Robert Davidson's electric railway carriage proved that electricity could propel a vehicle. Before long, the electric horseless carriage was destined for the road.

Few great ideas develop in a vacuum and there were many inventors across Europe working towards the same aim. Among the early pioneers were Robert Anderson and Professor Starting. Early electric vehicles carried cumbersome galvanic batteries with zinc and copper plates and it was not until the invention of the lead acid battery by Gustave Plante in 1859, that electric vehicles became truly viable.

By November 1900 there were enough companies producing electric vehicles for the Automobile Club of Great Britain & Ireland to hold Electric Car Performance Trials. The trials cost 2 guineas per trial to enter. Each entrant was required to leave space on their vehicle for one of the Club's official observers, whose job it was to read the voltmeters and ammeters attached to each car. Entrants were also required to submit a diagram of their vehicles electrical connections prior to the trials commencing. Regulations stipulated the use of the same battery throughout the trials.

The Electric Car Trials consisted of four tests over as many days, covering a 30-mile course with hills, a 30-mile flat road and a 30-mile journey on an 'average road'. Entrants could choose to participate in one or all four trials.

Those entrants participating in the trial on day one would have found themselves a long way from the start of day two's trial, because the first day consisted of driving as far as the battery would allow on a single charge!

**Minutes of the Six Hundred and Forty First General Meeting of the
Veteran Car Club of Australia Qld Inc.
Held in the Clubrooms at 1376 Old Cleveland Road Carindale
Monday 7th August 2017**

Welcome: President Bob Burley opened the meeting at 7.35pm and thanked everyone for attending.

Attendance: 33 Members as per attendance book

Apologies: Rob & Pam Guthrie, Grahame & Dulcie Wilkinson, Iris Anderson, Trevor Brosnan, Frola Gilltrap, Trish Hanley, Jan Sims, Hugh Kimlin, Dianne Lyons, Geoff & Barbara Clegg, Vicki Forsyth, David Hackshall, Frank & Kathy Muggeridge, Michael Hackshall.

Minutes of the Meeting 5th June 2017 As there was no meeting in July (a large number of club members were in Maryborough for a club rally), the Minutes as published in the club newsletter will be taken as read. Rhonda Guthrie moved that they be accepted as a true and correct record, seconded Syd Norman

Business Arising: Nil

Correspondence:

Inward:

Magazines from various Clubs

Letter from Roly and Dorothy Clark resigning from the club due to ill health.

L.J. Hooker Statement

Origin Electrical & Gas

Annual Return for Association Inc. Form

Telstra A/c

Membership Application from Rob & Sally York 1914 Overland, which they are in the process of restoring.

Business Arising from Correspondence: Wayne Aberdeen requested that the Secretary write a letter to Roly and Dorothy Clark

Rhonda moved that the inward correspondence be received and the outward be endorsed seconded by Glynn Hackshall. All agreed

Treasurer Report: Hazel reported on the club accounts, she moved that the report be accepted. Seconded by Carol Robinson All agreed

Dating: Ross Guthrie presented the 100 Year badges to Ian Herse to go on his 1916 Ford Model T and Graham Donges for his 1911 Brush, Frank Cerutti has requested dating forms for his 1916 Dennis fire truck.

Library: Nil

QHMC: Nil

Editor Report: Carol would be happy to receive one or more stories on interesting cars or restorations. Carol requires the information no later than the 20th of each month.

Web Master: Nil

Historian: Denis Martin mentioned that he had recently visited Joe Jarick's home and inspected his De Dion that he is restoring. Whilst Paul Blake was in Maryborough recently he was able to find a few De Dion bits for his restoration.

SAG Report: Peter has sent flyers out to 65 car clubs who meet elsewhere in the Brisbane area re rental of the clubrooms, he is talking to 3 clubs at the moment. Peter handed out a copy of the flyer he had sent to these clubs.

There is now a day time tenant - Telstra - they are meeting twice a month at the moment and have booked up until December.

Tenant Clubs have requested that they be allowed to put pictures back on the walls – this to be discussed at a SAG committee meeting.

External paint still to be completed.

Security for the club building, Peter has made enquiries regarding the update of our current system.

Property Maintenance: As David was not able to attend this meeting Glynn Hackshall reported. At a previous meeting Brett Hollingum (via a friend) donated a screen; this has now been put in place on the wall behind the main table. This screen needs to be treated carefully.

There was a working bee 4th August to remove the very large spiky plants down at the back, and the other trees were trimmed so they should now be able to spread and fill the area very nicely. A very big thank you to Ian and Nola Herse, Albert Budworth, and everyone else who assisted in this very difficult job.

Events:

5th August Club Annual Presentation Dinner - Once again this was a most enjoyable evening. Thank you to all those who came and thank you to Hazel for organizing the table decorations.

19th August Swap – (gentlemen hours) 8am to be held at the club rooms veteran & vintage parts only, there is a gold coin entry fee. The usual sausage and onions on a slice of bread will be available to purchase / enjoy.

25th – 26th August - Bribie Is - Bridge to Bridge At this stage we have 13 veterans (26 people) Our base will be the Bribie Is. Top Tourist Caravan Park, Jacana Avenue, Woorim, Ph 07 3408 1134. Cabins are also available, at a variety of prices. This could be your shake down rally before departing for Clare in September.

9th – 16th Sept - WA Rally west to be held in Geraldton – Paul & Helen Blake, Keith & Anne Bartley are planning on attending.

17th Sept All British Day Display held at Vivian Street, Tennyson from 8.30am to 2pm. Display cars \$20 with metal Souvenir Badge.

24th – 30th Sept - SA National Rally to be held in Clare. The Queensland club will be well represented as there are quite a few club members travelling south for this event. Entries close at the end of July 2017.

1st October SA holds a “**Down Under London to Brighton**” one day rally, this event is held every year in SA.

7th - 9th October – Stop over in **Temora** on our return journey for a few days of exploring the local area, eg: Cootamundra, Junee, Coolamon If you have your own accommodation it is suggested we book into the Temora Airfield Caravan Park, 7 Tenefts Street Temora 2666, Phone 0418 780 251 - caravanparks@temora.new.gov.au - or there are plenty of motels in town though they could be booked out for the Saturday night – you may have to book a hotel room for that night or for the time you are in town. For information regarding these few days please contact Rhonda Guthrie.

4th November - Our Events Co-ordinator Albert Budworth is planning an Environmentally-friendly Social Day. Toooo hot to drive a veteran car at this time of the year. I think we will have to arrange transport passes for this day.

16th December Club Christmas Party

2018 1 & 2 Cyl Rally to be held in Tasmania – Deloraine - Kevin & Joyce Brooks, John & Diane Farrier, Merv & Margaret Thompson, anyone else planning on attending ?????

2018 23rd – 29th September NSW National Rally to be held in Forbes.

2019 30 Aug - 6 Sept HCCAA S-E Australia Region International Tour, See Club Website – expression of interest there.

2019 QLD National Rally to be held in Bundaberg area dates still to be confirmed.

2020 It is Queensland's turn to arrange a 1 & 2 Cyl. rally - but where - and who is interested in being part of a committee to organize such an event. The town chosen must be able to handle the accommodation and the catering for approx. 100 entrants, this needs to be thought about very carefully. This event really should be decided before the 1 & 2 Cyl. rally in Deloraine next year, so entrants at that event can be notified.

General Business:

“Notice of Motion” We, the Committee of the Veteran Car Club of Australia (Qld Inc.), hereby give notice of the following motion to be put to the Club's General Meeting on 7th August 2017.

“That the motion passed at the June General Meeting of the Club to donate \$100.00 to each of two schools visited during the Neurum Creek rally be rescinded”.

Reason The committee feels that this offer is far too generous given the circumstances of the visits and the past experiences in relation to donations for services rendered and therefore believes that the issue should be re-revisited.

Peter Arnold read the committee suggested

POLICY ON MAKING DONATIONS - draft

Donations

While the VCCA(Q) is not a philanthropic organization it may be appropriate from time to time to give a donation to a charitable or other organization. The following guidelines should be applied when deciding to make a donation.

General Donations

It is inappropriate to make donations from general funds. The bulk of general funds come from membership fees and these are calculated to cover the costs of administering the organisation. Where it is deemed appropriate to donate to a charitable organization either from a direct request or a member's suggestion, a fund raising activity should be held and the proceeds of that activity donated to the charitable organisation.

Donations to organisations assisting with events.

Where an organisation provides goods or services free of charge to a rally or other event, and the organiser or participants deem it appropriate to make a donation for these goods or services, then this should be levied across all of those participants who received the benefit of those goods or services. This can be done either by budgeting for it before the event and charging all participants proportionally on top of the general entry fee, or where the decision is made on the spot, requesting all participants receiving the benefit to contribute at the time.

This donation is not to come out of the general entry fee as this is levied to cover any administration costs including printing, planning and delivery costs associated with the event.

Use of other accounts for making donations

Rally Reserve Account

The rally reserve account gets its' income from the surplus funds of events conducted by the VCCA(Q). The prime purpose of the rally reserve account is to use these funds to assist with the fluctuating costs of administering various events. It is not there to be used to subsidise individual entrants' costs on rallies or other events.

Members' Social Club

This is not an account administered under the name of the VCCA(Q) Inc., it is an account that is held for all of the members of the Club as distinct from the Incorporated Club. It gets its income from the sale of drinks to members of other tenant organisations that use the premises and

from raffles and donations from our members. Its prime purpose is to subsidise attendance at social functions organized for all members of the club.

Except for exceptional circumstance it is not appropriate to use funds in either of these accounts for donations to other organisations.

Peter Arnold explained how the committee came to this decision. The committee felt there was no consistency in the club. As a policy had been discussed in August 2015. There were emails between committee members it was decided not to give donations as moved at the previous meeting. Peter asked the members to consider the donation policy, he felt the easiest way to handle the situation was to rescind the previous motion.

As there was no discussion from the floor regarding the idea to rescind the motion a show of hands was called. Carried. Glynn Hackshall felt that it is very important that the club by-laws be kept up to date.

Peter Arnold mentioned that the SAG committee was in the process of updating all the Club "by-laws" and a new updated club hand book will be produced in the future.

In all future club rallies there will be an entry fee of approx. \$5.00 per family unless it was for a special occasion. This is for administration expenses. If the entrants decide they should give a donation they need to collect money from the members attending the event at that time, or it could be collected in advance if it was a pre-organized attraction.

It was suggested that if the club is to visit a school, maybe a certificate of appreciation may be given, in place of a donation. Club members could still request reimbursement of fuel expenses when organizing a club event. This re-imbursement comes out of the Rally Reserve Account.

Phil Fletcher agreed stating the Club should not give a donation on behalf of the Club. The members attending the event should take up a donation amongst the club members on the event.

Albert Budworth was travelling out in western Qld recently and came across a Model T Ford chassis – he didn't know what year.

Graham Donges has purchased the 1907 Brush that was Barry Dowton's – Vicki Forsyth has donated "The Brush Runabout – Everyman's Car 1907 – 1913" book written by Bob Lamond - history of the Brush car.

Wally & Bev Lanagan have passed on the book "The Birth of Shade of Grey" written by Nev. Morris who gave a copy of his book to the Queensland Veteran Car Club.

John Day has volunteered to take his 1903 CDO to the John Paul College for display.

Meeting closed 9pm

Rhonda Guthrie
Hon Secretary
Veteran Car Club of Aust (Qld) Inc.

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DISCLAIMER

Articles and advertisements appearing in *Veteran Torque* are published in good faith on the understanding that the content is legitimate, and no responsibility for their accuracy is accepted. Opinions expressed herein are solely the views and opinions of the contributors and are not necessarily the views and opinions of the Management or Membership of the V.C.C.A (Q) Inc.

Minutes of the 2016 Annual General Meeting of the Veteran Car Club of Australia Qld Inc.
held in the Clubrooms at 1376 Old Cleveland Road, Carindale.
Monday 5 September, 2016

President Bob Burley opened the meeting at 9.30 pm

Attendance as per General Meeting.

Visitors as per General Meeting

Apologies as per General Meeting.

Minutes of previous AGM

Moved to accept by Hazel Burley seconded By Carol Robinson Carried

Business arising: Nil

President's Report:

Moved to accept by Bob Burley and seconded by Albert Budworth. Carried.

Bob made special mention to thank all the outgoing committee members for their dedication and support. He also feels it is really great to enjoy dinner at the club rooms on club meeting nights.

Treasurer's Report:

A copy of the audited report is available for the meeting to peruse and copies are available to members upon request. Hazel moved that the Treasurer's report be adopted. Seconded Bob Collett Carried.

Moved Hazel Burley, Seconded Syd Norman that Carwardine and Associates be appointed as auditors for the club for 2016 - 2017. Carried.

Moved Hazel Burley and seconded Albert Budworth that the SAG review annual subs and report to the Committee with their recommendation. Carried.

Events Report: Russell that the club members have enjoyed a very busy year celebrating the club's 60th Anniversary. Attendance is very encouraging.

Magazine Report: Another good year with good support from members. More articles are always welcome.

Library Report: Nil

Webmaster Report: Peter was absent from the meeting, but had sent a report which Bob Burley read out. Bob Burley thanked Peter for keeping us well informed through the club web site.

Dating Officer Report: The committee had dated a few veterans this past 12 months, as we are coming to the end of the Veteran Period there will be fewer to date except those in the club not already dated.

Facilities Report: Nil

Historian's Report: Nil

Election of Office Bearers:

President Bob declared all positions vacant and handed the meeting over to John Day to conduct elections.

Results are as follows.

- President: Bob Burley: nominated by Peter Arnold and seconded by Wayne Aberdeen No other nomination. Bob elected.
- Immediate Past President. Bruce Wright.
- Vice-President: Peter Arnold nominated by Hazel Burley Seconded by Carolyn Robinson. No other nomination. Peter elected.
- Treasurer: Hazel Burley: nominated by Carolyn Robinson seconded by Albert Budworth No other nomination. Hazel elected.
- Assistant Treasurer: No Volunteers – will require a new Treasurer next year as Hazel will need to step down as Treasurer
- Secretary: Rhonda Guthrie. Nominated by Peter Arnold and Seconded by John Day.
- No other nomination. Rhonda elected.
- Event Director Albert Budworth Nominated by Peter Arnold and Seconded by Alan Robinson. No other nomination. Russell elected.
- Facilities Manager David Hackshall Nominated by Albert Budworth and Seconded by John Day No other nomination. Bob Burley will check with David and see if he is happy to continue.

- Magazine Editor Carolyn Robinson Nominated by Bob Burley and Seconded by Rhonda Guthrie. No other nomination. Carolyn elected.
- The signatories for all BOQ accounts will be Robert Burley (President), Rhonda Guthrie (Secretary), Hazel Burley (Treasurer) All cheques to have any two to sign.

Other positions were filled as follows:

- Dating Committee Chairman. Ross Guthrie, Bob Collett & Syd Norman
- Member Liaison. Ross and Rhonda Guthrie Nominated by Janette Farnell seconded John Day
- Librarian. Wayne Aberdeen Nominated by Albert Budworth & seconded by Les Allen
- Historian. Denis Martin
- Web Master. Peter Ransom Nominated by Carol Robinson Seconded Trevor Farnell
- Delegate to National Body. Bob Burley
- Delegate to Queensland Historic Motoring Council. Albert Budworth.

The meeting closed at 10.00 pm

Rhonda Guthrie
Hon Secretary

President's Annual Report 2016

I'm happy to report that our Club still has over two hundred members.

This year because of our 60th Anniversary rallies, we have had the pleasure to get to know more of our country members a whole lot better. This is very important, the magazine is their only link as to what's happening, yes phones do work but this is a vital link to them. So we will be making doubly sure they are well informed. Thankfully we have Carolyn Robinson as our editor again this next year, we the committee will make sure she gets everything she needs from members as well.

Our website is constantly being updated and added to. It is easy to use and is a great PR site with articles and photos. Peter Ransom clearly puts in a lot of time. Thanks.

Our monthly meetings are well attended and everyone has and uses the opportunity to have their say. We still have a BYO dinner prior and a time for a chat, this seems to be popular and I do hope it continues.

We have had a busy year rally wise and all have been well attended, we do try to cater for everyone, sometimes we get it right

Our yearly Swap was down a little this year but a lot of us came home with some treasures. Wayne and Hazel, with the help of Pam and Rhonda Guthrie provided the BBQ sausage sizzle, always a hit. The smoko on the verandah was huge, again.

The Dating Committee has been active, I know they strive to come up with true and fair assessments. No complaints so far.

Property Management. David still has his busy times and has some projects coming up on the clubhouse, waiting for the longer days. The rental house is fine, the clubhouse is used every day and gets its share of wear, we strive to keep it looking presentable

The mowing gang still seems to keep the grounds looking good, however this summer we have a list of things to do. During the year there have been many working bees. This will continue this summer as some gardens and garden edges need to be replaced, and a new rear gate installed and gutters on the sheds.

Now the church next door is finished we need to fix or replace the adjoining fence and gate. Also we need to fix all the gardens etc. from the street to the rear of the property. The area between the fence on the church side needs some major upgrade.

While I have mentioned rallies earlier in relation to the 60th Anniversary events, I still need to thank a few people.

Wally & Bev Lanagan for the Dalby Rally.

Ross & Rhonda Guthrie for the Yamba Rally.

Russell & Susan Nieass for the Mackay Rally.

Dave & Fay Martin, Les & Christine Wassmuth and Tom & Jan Callow for the Ayr Rally

Russell & Susan Massey for the Stanthorpe Rally

My thanks to everyone for the time and effort you put in to organize these wonderful rallies. So many people, so many interesting things to see and do, so much camaraderie between all our members.

Russell Massey, our Events Director has done a great job for a number of years. Thanks for all you have done to make our outings very enjoyable.

Thanks to the efforts of my wife Hazel for looking after the club finances.

Many thanks to all the committee for their commitment during this year, lots of meetings and always a full house. I am proud to be able to have worked with you all.

Bob Burley, President, 01/09/2016

Webmaster's Report - 2015/2016

Our web site continues to present up-to-date Events information for our members and to display high-quality images of cars, people and various attractions as seen at our various events. I'm also slowly adding images and links that I hope will be of interest to our members and other visitors to our site. As in previous years I express my thanks to everyone who has sent photos. Rhonda Guthrie gets the gold pin this year! Thanks, too, to the couple of unsung heroes who get on my case when I publish something that's not quite right – proof-readers, if you will.

For quite a while now the site has been used as the download origin for digital copies of *Veteran Torque* and there's no doubt that seeing the pictures in colour is a major improvement over the monochrome hard copy. Whether we need to continue the password access copies of *Veteran Torque* is a moot point – I believe we're about due to consider a simpler and more open approach.

You may have noticed that I rarely mention the names of individuals on our site. Call me paranoid, but I feel it would be too easy for a naughty person to look at our Events calendar, look at who attends most rallies and figure out when our members are likely to be away from home for a week or so. The recent theft of extremely valuable headlights from Phil Fletcher's home makes it clear that (a) this stuff happens and (b) you'd better be sure your insurance is set up correctly.

In the cyberworld nothing new is happening right now but I'd like to think that some of the ideas suggested by SAG some time ago, mainly to do with the interaction between VCCA(Q) and our tenant clubs, may yet come to fruition.

Finally, and nothing really to do with the web site but as an example of how technology is omnipresent these days, I've noticed a really marked increase in the number of our rally cars being navigated by smartphone in moments of cartographic confusion.

Peter Ransom, September 2016

Editor's Annual Report 2015-16

Another Club year in which, with the (largely unsolicited) contributions from you, the members I've managed to produce eleven issues, mostly on time.

Again special thanks go to the two Guthrie ladies for your photographs from events/rallies past. Unfortunately some of the photos contributed by other members taken on phones are not of high enough quality to reproduce satisfactorily, so don't be upset if yours aren't always included.

Overall, reports of past events seem to be more popular than daily chronicles.

This is YOUR magazine, and I rely on your technical articles, information on coming events – and keep those jokes coming in.

As long as there continue to be some members without internet access to *Veteran Torque*, unfortunately due to postage restrictions I'm restricted to a maximum of 18 A4 pages for both the printed and website versions. This is to ensure that no members are disadvantaged.

My thanks to Peter Ransom for having the magazine available on the Club website so promptly –he's your first port of call if you have problems accessing it.

And finally, remember the deadline – 20th of each month – to send material for inclusion.

Carol Robinson, 5 September 2016

Dating Committee Report 2015/16

A good majority of the Veteran vehicles in our Club have already been dated. Therefore it has been a quiet year.

Those who have requested their vehicle to be dated are as follows:

Bob and Kate Gibson	1912 Argyll
Geoff and Barbara Clegg	1913 Talbot
Grahame and Joan Bridge	1914 AC Sociable.
Ian and Nola Herse	1916 Ford Model T

2016 has been a busy year for rallying as we have celebrated the Club's 60th Anniversary

The members who are on the Dating Committee are the following:

Bob Collett, Sydney Norman, Paul Blake and Ross Guthrie acting as Chairman.

Ross Guthrie

Dating Committee Chairman. September 2016

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Mephisto Returns to Queensland

One of Australia's most significant war relics *Mephisto* has returned to Queensland after it was temporarily loaned to the Australian War Memorial by Queensland Museum from June 2015 to May 2017.

Mephisto is the only surviving German A7V *Sturmpanzerwagen* tank in the world, after being captured during the First World War near the French town of Villers-Bretonneux in July 1918. The tank was salvaged by two tanks from the Gun Carrier Company supported by a party (a sergeant and 12 men) from the 26th Battalion, comprised mainly of Queenslanders. The recovery was carried out at considerable risk under the cover of darkness and the abandoned tank was towed behind allied lines. It was then sent to Australia as a war artefact, arriving in Brisbane in June 1919 where it was towed by two Brisbane City Council steamrollers to the old Queensland Museum.

Weighing in at 34 tonnes, *Mephisto* has undergone specialist conservation at the Australian War Memorial, such as installing replica guns, replacing oils and fluids within the engine, and corrosion treatments on the body of the tank. *Mephisto* will continue to undergo further remedial conservation works by Queensland Museum curatorial staff while housed in a 'carcoon' (a de-humidified balloon-like cover) at The Workshops Rail Museum in Ipswich ahead of its display in a new permanent gallery, scheduled to open in late 2018 at Queensland Museum Southbank.



First World War tank, *Mephisto*, housed safely inside a carcoon while it undergoes further conservation work.

Events 2017

[Other Clubs' events are shown in Italics]

- 9-16 Sept. *Rally West, to be held in Geraldton.*
 17 Sept. *All British Day. Vivian St, Tennyson. 8.30am – 2pm. Display Cars: \$20 with plaque.*
 24-30 Sept. *National Veteran Rally at Clare, SA, followed by (1 October) "Down Under London to Brighton Run for Veteran Cars and Motor Cycles"*
 7-9 Oct. Temora stop-over on return from Clare Rally. Details from Rhonda
 4 November "Emission Free Day". –
 Travel by Ferry, -- Foot – Train...to lunch destination at Rosewood.
 16 December Club Christmas Party.



Proposed for early 2018.

- 4 February Breakfast at the Clubrooms.
 10 March Possible Social Function.

Some Future / Invitation Events

2018

- 15-18 March VCCA Vic. Annual Single and Twin Cylinder Rally, based at RACV Resort in Cobram. Expressions of interest to Andrew/Frances McDougall, email amfi@dunollie.com.au.
 21-25 March National 1 & 2 Cylinder Tour, Deloraine, Tasmania.
 Further info from Tour Director: Joe Clippingdale jaclipp@bigpond.com / Ph. 0363961144

30 March-2 April. (Easter) Morris Registers of Aust. 21st National to be held on Fraser Coast. For information contact Colin Schiller, colin.schiller@bigpond.com

25-27 May VCCA NSW. Invitation Rally for 1 & 2 Cylinder Veteran Cars and Bikes, to be held at Yamba.
 Details below: Entry forms available from Rhonda.

You are invited to come to Yamba on the NSW North Coast for a short 1 & 2 cylinder Veteran Car and Bike Rally next year.

Yamba is at the mouth of the Clarence River 670km. north of Sydney and 270km. south of Brisbane. The Pacific Highway has improved greatly and most of the major works will be completed by next May.

The rally will be based at the Calypso Tourist Park in the centre of Yamba phone 02-66468847 calypsoyambaholidaypark.com.au There are good facilities with plenty of trailer parking. I have made tentative bookings for cabins and powered sites in my name. It is a busy period with many people heading north. Bookings need to be made ASAP. Please tell the reception you are Veteran Car Club and mention Rod Holmes' name.

The proposed programme is Friday- a short shakedown run of 25km. around Yamba with stops at the beaches, marina, lighthouse and town area.

Evening:- happy hour, then a BBQ featuring local foods, Yamba prawns, Dorrigo Beef and potatoes, Coffs bananas, local salads and fruit. All at Calypso, bring chairs, plates cutlery and drinks.

Saturday – a 75 km. run to Maclean then along the river on Woodford Island through cane fields and farms to Brushgrove Hotel for lunch then back the other side of the island and home. All flat on quiet rural roads.

Saturday night – Dinner at Yamba Bowling Club

Sunday – 35km. South to Angourie and Lake Woolewayah, flat with short hills.

Please try to dress in period clothes on Saturday and for the dinner.

We look forward to seeing you next May.

Rod and Ruth Holmes (E:) rodutholmes@gmail.com (P) 02 6657 2765 (M) 0427 572 765

23 – 29 Sept. National Veteran Tour, Forbes, NSW (organised by Newcastle Branch)

2019

2 March Tenants' 25th Anniversary Lunch. (Clubrooms)

30 Aug.-6 Sept. Horseless Carriage Car Club of America (HCCA) S-E Australia Region International Tour in Bathurst, See Club Website.

17-23 September National Veteran Tour. (Qld) Headquarters will be Bargara Caravan Park.

29 Sept. – 5 Oct. National Model T Ford Rally, Maryborough.

2020

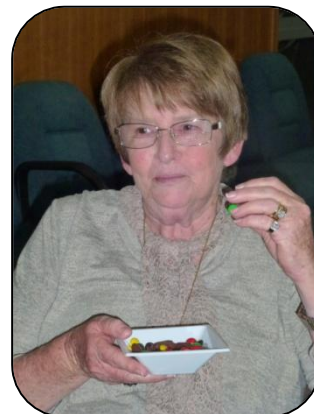
National Veteran Rally, Victoria

National 1 & 2 Cylinder, Queensland.

At the Club Annual Dinner



Table Decorations

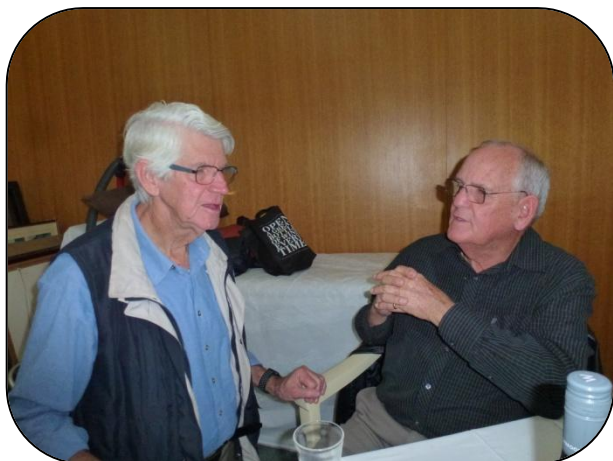


*Pam's chocolate
fix*

Glynn receiving the President's Trophy



So this is what's meant by a "Bottomless Coffee"



Why 4 Feet 8.5 Inches is Very Important

[As read by Albert B during a break in the Annual Dinner]



Railroad Tracks

The U.S. Standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number.

Why was that gauge used? Because that's the way they built them in England, and English expatriates designed the U.S. Railroads.

Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why did 'they' use that gauge then? Because the people who built the tramways used the same jigs and tools that they had used for building wagons, which used that wheel spacing.

Why did the wagons have that particular odd wheel spacing? Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.

So, who built those old rutted roads?

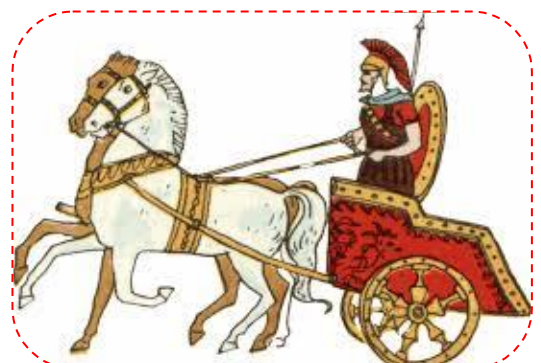


Imperial Rome built the first long distance roads in Europe (including England) for their legions. Those roads have been used ever since.

And the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels.

Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing.

Therefore, the United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot. In other words, bureaucracies live forever.



So the next time you are handed a specification, procedure, or process, and wonder, 'What horse's ass came up with this?', you may be exactly right.

Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses.



Now, the twist to the story:

When you see a Space Shuttle sitting on its launch pad, you will notice that there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah.

The engineers who designed the SRBs would have preferred to make them a bit larger, but the SRBs had to be shipped by train from the factory to the launch site.

The railroad line from the factory happens to run through a tunnel in the mountains and the SRBs had to fit through that tunnel.

The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.



So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's behind.

And you thought being a horse's rear end wasn't important!

Now you know, Horses' Rear Ends control almost everything.

Explains a whole lot of stuff, doesn't it?

* * * * *

A smidge of a bee's whisker.

The home builder's guide to precise measurement – David Christian

[Taken from "*Wheelspin*", and reproduced in "*Small Torque*" August 2017.]

I knew we were building a precision sports car when my close friend and helper, Roly May said "*can you pass me the micrometer please*". We were fabricating the aluminium skin of a new Puma Clubman in my garage at the time and during the course of the light hearted banter that occurs between friends working together on a project I became fascinated by the non-absolute units of measurement we were using instinctively. Having been an engineer in the auto industry most of my working life, I realised that building a car in the back shed required a different dimensional mindset to motor vehicle mass production.

I have attempted to quantify some of the non-absolute units we used in a light hearted way. The first of these is the term "smidgen". When applied to our task of sheet metal fabrication, a smidgen is about 2mm – at least that's how we tended to use it. I imagine that a smidgen applied in the shipbuilding industry could be about 10 times that. The term is of Scottish origin and when applied to cooking, it has been quantified as 0.03 of a teaspoon. A derivative of smidgen is "smidge" – which is about half of a smidgen.

On the other end of the scale is the unit of "ball park". If a dimension is in the "ballpark" it is about 10mm from an ideal situation. "Ball park" is an American term which quite possibly originated from the rather loose tolerances applied to motor car offerings from Detroit in the 1970's. The unit of "ball park" is usually applied when the edges of the sheet metal will be hidden from view by the addition of parts later on. The dimension "tad" is more of a dynamic unit applied when setting up a cut line or locating a hole. A tad is slightly more than a smidgen – usually about 3mm. Like smidgen, a tad is a singular unit and there is no such dimension as "two tads" or "three tads". The term "bit" is often used too – and once again "a bit" is a small dimension of about 2-3mm, and is cumulative, "a bit more". This measurement was probably coined during the industrial revolution and in the 1980's was borrowed by the digital electronics industry where it can vary between one and zero.

A "fraction" is a dimension which goes back to the imperial measurement days and is still commonly used in America. It refers to "a fraction of an inch" – which has a very wide tolerance band and explains why it has fallen out of favour with European and Japanese manufacturers. Generally I found that a fraction is somewhere in the region of 5-10mm and therefore falls just under the "ball park" dimension. A dimension which has been taken from the precision of nature, namely the insect world, is "bee's whisker". A bee's whisker is a very small quantity – usually less than 1mm. Just as a bee's whisker enables a bee to gauge the size of small apertures to gain access, in the car building world it frequently applies to hole sizes and the need to enlarge them to make them fit for purpose by a "bee's whisker".

On the other end of the scale, the dimension "heaps", borrowed from the civil construction industry applies to linear measurement where the person fabricating has been extra generous in the cut length. Heaps could be as much as 20mm in excess and will then require an adjustment to shorten the item by "a bit" or maybe a "smidgen".

The dimension "a touch" is probably the hardest one to define as it is derived from the hand manipulating of the item being sized. It is not only a very small measurement of 1mm or less, its very use appears to warn the fabricator against the use of a heavy hand. Such delicacy is often not a strong point in metal fabricators.

I hope the above is of some use to any aspiring car builders and/or restorers.

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How to Load a Trailer – Vicki Forsyth

Last week I booked auto lecky to replace UHF in Fourbie and replace the trailer plug as it was old and no cover and untested. I'd never towed with the fourbie before as Barry got too crook to go anywhere. So UHF got done but not the trailer plug so re-booked auto lecky for trailer plug this week by Wednesday. Wednesday evening no new plug. Told them they would hear from me if it didn't work. Lost too much time with washing blankets and gear as the kids were crook in the truck yesterday. Another saga on top of day. So didn't get to collect work/friends trailer till this morning. Guess what? No lights! Dropped trailer and went and hired one as my plug was checked out twice. Nearly \$400 later, guess what? No #%€£+¥{ \$@;,:? lights. Gave the plug a kick and a shove. Yeah, I've got lights. Rang auto lecky and told him what I thought. So home. Start *Nevertire* for a run down the block and she won't pick up speed. Now what's going wrong. Said Bugga it, load her up and check her out at Mum's.

So I began to load her up, on my own for the first time. Photos show what happened. I overshot the front of the trailer. Easiest way out - get a crane and hoist the front back. Crane arrived, told him what I wanted him to do and showed him where to sling it. Crane driver said he was scared stiff as we did it. But it worked out great. Strapped her down and headed for Mum's. Arrived here. Had a coffee with sister, chatted and then said I had to look at *Nevertire*. We unloaded her and got her going. I threw the kids in her, jumped up and said to Joy, come on get in. Backed out of driveway. I think Joy was a bit scared. You do sit high up in her. Took off - still not right, so stopped, thought about it, moved gear stick, then realised something. I am a blonde, Sheila, dipstick. I had it in the wrong gear driving at home, stuck in low and when I loaded it I must have slipped it into high gear. Off we went down the road. I was literally whooping and hollering. She was going like a charm. Joy was laughing and enjoying the drive. So back in the driveway we went. *Nevertire* was loaded up for tomorrow and given a grease-up, oil added and put to bed. I enjoyed a crownie whilst doing this. Came upstairs an hour or so ago and on second one. Should think about my eulogy and tea before I get too mellow. It was also around this time I realised I had left a bag at home. Yep, all my good clothes for tomorrow's event. What else? have another crownie.

Cheers everyone.





Seen recently when out and about.

What Is It?

[Answers to the Editor].

Some Signs of the Times from Wallingford, U.S.A.



Must have been dedicated to Donald Trump