

THE VETERAN CAR CLUB OF AUSTRALIA (QUEENSLAND) INC.

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

VETERAN TORQUE

NOVEMBER 2018



*The Governor the Hon. Paul de Jersey AC, Our Club Patron,
meets some Club Members at Bankfoot House.*

*{Photograph reproduced with permission of the
Official Photographer Barry Alsop,
and with acknowledgement to the Sunshine Coast Council}*



COMMITTEE MEMBERS OF VCCA(Q) 2018-2019

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

| | | | |
|---|------------------|----------------|---|
| <u>President:</u> | Peter Arnold | 07) 3298 5539 | email: parnold4@bigpond.com |
| <u>Immediate Past-President:</u> | Bob Burley | (07) 3886 0059 | email: bowtie@aapt.net.au |
| <u>Vice-President</u> | Syd Norman | 0427 452 261 | email: syd.norman@bigpond.com |
| <u>Treasurer</u> | Steve Forster | 0487 267 777 | email: ashmick@westnet.com.au |
| <u>Secretary</u> | Hazel Burley | (07) 3886 0059 | email: secretary.vccaq@gmail.com |
| <u>Events Co-ordinator</u> | Albert Budworth | 0429 780 980 | email: albertdianebudworth@outlook.com |
| <u>Property Director</u> | Russell Massey | (07) 3893 3414 | email: rvancode@iinet.net.au |
| <u>Committee Members:</u> | | | |
| | Glynn Hackshall | (07) 3208 2687 | email: daghack@bigpond.net.au |
| | Carolyn Robinson | (07) 3201 1986 | email: redbubble@picknowl.com.au |

Honorary Life Members

RACQ Phil Fletcher Hugh Kimlin Grahame Wilkinson

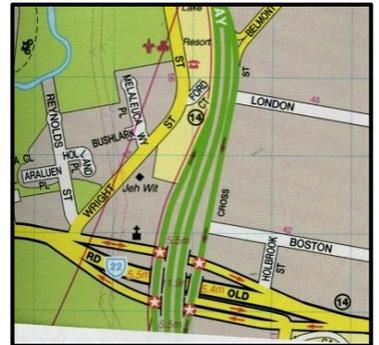
Webmaster Peter Ransom (07) 3359 2671 email pjransom@westnet.com.au

Qld Delegate to National Body Peter Arnold

Club Delegate to QHMC Albert Budworth

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 telephone number for the Clubrooms is (07) 3843 0010
The Club website is: www.vccaq.com



Membership fees as from 1 July 2018 are:.
 Full Membership (single): \$ 67 Joint Membership \$ 74
 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 \$10 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 (Hazel Burley)** 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 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

October was a very busy month for many with the National Rally in Forbes then some members taking extended holidays after the rally. Following that was the Glass Mountains Rally while we are only just back from a couple of weeks cruising Papua New Guinea.

Forbes was a great rally and while there are some lessons for us at Bundaberg, you had to search pretty hard to find something to complain about. John Bourke and his team really put on a good event and the support from the Council was very evident. The runs each day were well suited to veteran motoring and didn't over tax any of the vehicles, I think I only had to change down once on the whole rally. Parkes, Grenfell and Canowindra were visited as well as our host city of Forbes. The instructions were superb and the roadside signs were clear. In fact the signs have been purchased by the Federal Body, TAVCCA, and will be recycled for future events to save the cost to host clubs.

The gaslight parade was a big hit with the townsfolk who turned out in force. The main streets were closed off and a real fair atmosphere prevailed for the night. We had dinner in one of the pubs where the special for the night was a "toss the boss". Once you placed your order, the waitress tossed a 50 cent coin and you had to call, if you called correctly you got that meal free. The lady before me called heads for both meals and it came up tails for both, on the law of averages I figured it should come up heads on the next two throws and I so called. Guess what, I got two free meals.

There were 42 entries from Queensland and although 3 had to withdraw it was still a great effort with 27% of the entries. Next best was Victoria with 12%. Of course NSW topped the list with 44%. Ford topped the list of vehicles with 36 followed by Talbot with 11 and Hupmobile with 7. It was good to see 5 down from the north, Dave and Fay Martin in the REO, Les and Christine Wassmuth in Model T, Frank and Adrienne Cerutti in the Maxwell, Tom and Jan Callow in Model T and Glen Ridolfi riding with Greg and Irene Hill.

Unfortunately there were a couple of casualties, the Day's T Model didn't travel well on the way down as it was found to have a cracked chassis when it was unloaded and The Burley Singer sustained a big end bearing collapse on the second last day.

The next local event was the Glass Mountains Rally in conjunction with the celebrations at Bankfoot House for their 150th Anniversary. Now I am told that the organisation was perfect but for one thing, someone forgot to order the sunshine. Now John always says that we are the drought breakers but on this occasion we were many hundreds of kilometres away in Rabaul so I will have to let you take credit for this one John. While the rain did dampen things I am told that everyone had a good weekend and the rain did clear long enough to let the Governor do his bit for the celebrations. A big thank you also goes out to Neal and Jan Sims and Greg and Patricia Higgins who opened their houses to members during the event. In fact I have heard nothing but good reports of the weekend thanks to John and Alison's efforts. Maybe we need to look at a re-run of the weekend to see what was missed because of the rain.

While at Forbes, TAVCCA, The Association of Veteran Car Clubs in Australia held its AGM. As your delegate, I have just received the minutes so will give a full report next month but what is worth noting is that changes were made to the rotation of Chairman. Each State takes its turn at the chairmanship on an annual rotation. The delegate for the State usually takes on the role and historically the rotation is such that the state hosting the National Rally for that year holds the Chair. This has got out of sync over the years with states swapping their years for the National Rally to coincide with significant events. As a new rotation for National Rallies was agreed last year it was decided to realign the chairmanship with the result that it is Queensland's turn again this year.

The Montagu Trophy this year was awarded to Kelvin Callahan from Tasmania. Kelvin has been a stalwart of the Apple Isle movement for many years. He was their delegate to the Federal Body back in the early 90s when I was last involved, and has been on many of the committees organising their national rallies as well as many of the local events. Kelvin is a very deserving recipient of this prestigious award and we were very pleased to support his nomination.

Plans are well in hand for the London to Brighton Rally, Queensland style on Sunday 4th November. This year we have invited other tenant clubs to join us in their Veteran or Vintage cars and it seems that we have had a good response. At last count we will have over 40 cars lining up in London Road for the start.

I look forward to catching up then, Happy motoring.

Peter Arnold

FORBES NATIONAL VETERAN RALLY

From all reports this was a most successful Event organised by the NSW Club, and once again Queensland was very well represented.

Congratulations go to Julie and Terry Prodger for receiving "Best Veteran", for their 1913 Morris (awarded by Kelly Burke, the President's wife).



[Photo : Rhonda Guthrie]



[Photo: Terry Prodger]

and to Jenny and Chris Sorensen for the award for the Best American Vehicle for their 1906 Buick.



[Photo : Rhonda Guthrie]



[Photo : Chris Sorensen]

A Note from the Editor

- 1) As I have not as yet received any written reports from anyone who attended the Forbes rally, I have held over the photographs in the hope that a comprehensive coverage will be able to be included in the December issue.
- 2) As there was no General Meeting in October due to the absence of a large number of folk at the Forbes Rally, please remember to bring the minutes of the September meeting with you for approval at the coming meeting.

GLASSHOUSE MOUNTAINS RALLY - 12-14 OCTOBER

[Unless acknowledged otherwise, all photographs are those of the Robinsons]

The rain, rain and more rain didn't deter the Happy Campers from the Rocky Creek Scout Camp (our Headquarters). There was also bunkhouse accommodation available, and we had the full use of all the facilities, including the camp kitchen and hall.

On Friday afternoon we all headed to the Landsborough Museum, which houses a wide-ranging and very interesting collection.



Following our Museum visit, John and Alison announced that they had arranged for us to visit a newly-established orchid grower.

After negotiating and parking along a narrow and challenging driveway, we all trooped, umbrellas aloft, into the two orchid houses and most of the ladies emerged with some treasures, Janette in particular having her arms full.

Friday evening members enjoyed a sausage sizzle hosted by Greg and Patricia Higgins at their Landsborough Home. Due to the poor weather it was not possible to see the "spectacular views of the Glasshouse Mountains".

Unfortunately the inclement weather meant that the proposed **"Show and Shine"** Saturday Display Day which had been arranged as a fund-raiser by the Rocky Creek Scout Group had to be postponed until a later date.



Despite the disappointment of the cancellation of the "Show and Shine", we all congregated to listen to a talk about the history of the area by the Regional Scout Commissioner, Rob Cullen, who then took us on a walk taking in the aboriginal sites of the Rocky Creek area (this is Gubbi Gubbi country), including evidence still visible in the Creek of grinding grooves. We could also see tyre grooves where the Cobb and Co. Coaches had crossed the creek. Some members also wandered down to the shed where the blacksmith was at work.



Early afternoon we headed off for a scenic drive through the Mountains, but due to the inclement weather were unable to appreciate the glimpses of Mts Coonowrin, Coochin, Tibrogargan and Ngungun. After a detour to look at a Bora Ring we returned, passing some interesting wire horses displayed outside a house, to arrive at Jan and Neal Sims' home.

After a sumptuous afternoon tea, the men disappeared to inspect Neal's 1915 Buick and the ladies admired Jan's dolls and patchwork. Some of the ladies were heard to put in orders for a room like Jan's.



The day concluded with a most convivial evening at the 'historic' Landsborough Pub. - the food good and the servings were extremely generous.

Bankfoot House Heritage Precinct Anniversary Celebrations.

The inclement weather on the Sunday didn't deter a large crowd from attending the celebrations to mark the 150 year Anniversary of the House and of Old Gympie Road, the launching of the new Friends of Bankfoot House book, and the opening of the major renovations of the stable/garage by the Governor. The House was the staging point for the Cobb & Co. Coaches as it was half way to Gympie.

Due to the weather only five intrepid members took their vehicles along: Greg and Patricia Higgins (1911 Mitchell), Len & Rosemary Kennedy (1915 T Ford), Kevin and Joyce ('Yvette' Humberette) Bob & Hazel (Vintage Chev.) and Albert with his magnificent Bentley. Most members dressed in period costume.



Photo : Official Photographer Barry Alsop



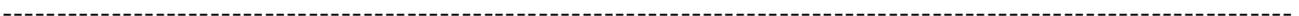
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Many thanks to John and Alison for all their efforts in organising such a great few days. Special thanks to local members Neal and Jan Sims and their daughter for their wonderful hospitality [and afternoon tea spread], and to Greg and Patricia Higgins for hosting members to an enjoyable evening sausage sizzle.

Carol and Alan



Bob's Big End

The number one big end exploded -it seems that there are some big chunks and mostly small bits and lots of powder which is thoroughly in every part of the engine. It appears to have had an oil problem, it seems to have trash in all the oil pipes and in the oil pump. I thought it was crumbling for a while with the prelude to the final bang. Not much more damage otherwise.

The engine is a gem light and strong steel crank, camshaft with a vernier adjustment, I will try to bring the cleaned engine to a meeting for a perusal.

Bob B.



WANTED

- * **SU CARBY 1 1/8"** (Gave some away and I now want one to experiment.)
23" (30x 3 1/2) TYRE for Museum car. Need not have legal tread.
Contact: Kevin Brooks 0412 720 035 brooks@goanna.tv

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.

EARLY WILLYS / OVERLAND ROUNDUP 2018

Thanks to Rhonda Guthrie for sending the following photos of Veteran Club Members who attended the above in Orange recently



Keith Wilson and Marie – Winners of “People’s Choice” Award



Rob York and Graham in “Whitey”



Graham and Marjorie



Former Member Arthur Walmsley with James



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RESTORATION PROJECT ANYONE ?

Some (non-car) friends recently spotted this car, which they referred to as "an old banger" in a garage in Cuba. just calling out for a restoration.

A challenge for you T-Ford folk perhaps?



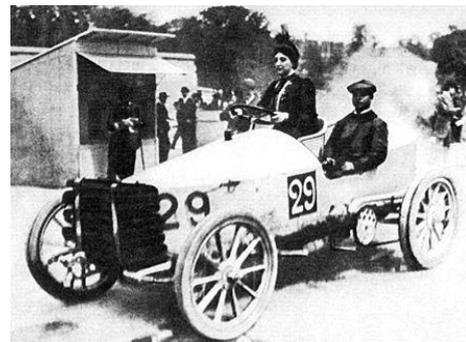
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MOTORING TRIVIA

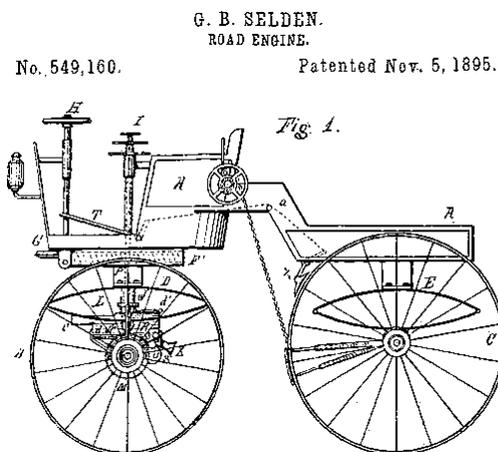
ON THIS DAY - 5 November 1895

"The Automobile Club de France was founded and organized 34 intercity races during the first 8 years of its existence. Among them were the first international race, the Paris-Bordeaux-Paris in 1898 won by Charron in a Panhard, and the first race to include a woman, the 1901 Paris-Berlin, with Madam Camille du Gast, also driving a Panhard (sic).

Paris-Madrid 1903 – Camille du Gast pilots her 30 hp De Dietrich, with starting number 29. Her upright seating position has been ascribed to the [corsetry](#) that the fashion of the time demanded."



Inventor George B. Selden received US Patent No. 549,160 for his "road engine" (gasoline-powered automobile), granting him the monopoly on the concept of combining an internal combustion engine with a carriage. Although he never became an auto manufacturer himself, every other automaker would have to pay Selden and his licensing company a significant percentage of their profits for the right to construct a motorcar, even though their automobiles rarely resembled Selden's designs. In 1903, the Ford Motor Company, which refused to pay royalties to Selden's licensing company, was sued for infringement on the patent. Thus began one of the most celebrated litigation cases in history, ending in 1909 when a New York court upheld the validity of Selden's patent. Henry Ford appealed the decision, and in 1911, the New York Court of Appeals again ruled in favour of Selden's patent, but with a twist: the patent was held to be restricted to the outdated construction it described. In 1911, every major automaker produced vehicles that were significantly different from that described in Selden's patent, and major manufacturers like the Ford never paid Selden another penny.



HOW TO USE THE DISHWASHER – FOR MEN



A little bit of.. HUMOUR

Three men who had obviously had a little too much to drink hailed a taxi.

The taxi driver figuring out that they were under the weather, started the engine and turned it off again, then said "We have reached your destination".

The first man gave him the money and the second said "Thank you".

The third man slapped the driver. The driver was shocked, thinking the third man knew what he had done, but then asked "What was that for"?

The third man replied "Control your speed next time – you nearly killed us!"

