

THE VETERAN CAR CLUB OF AUSTRALIA (QUEENSLAND) INC.

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

VETERAN TORQUE

APRIL 2018



*The Thompson and Brooks vehicles
on the recent Victorian 1 & 2 Cylinder Rally*
[photo Margaret Thompson]



COMMITTEE MEMBERS OF VCCA(Q) 2017-2018

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

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Vice President: **Glynn Hackshall** (07) 3208 2687
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Club Delegate to Qld Historic Motoring Council

Albert Budworth 0429 780 980

Honorary Life Members

RACQ

Phil Fletcher

Hugh Kimlin

Grahame Wilkinson

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 8.00 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 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.

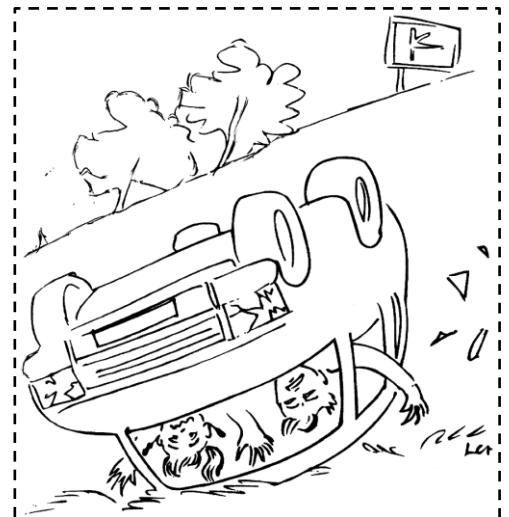
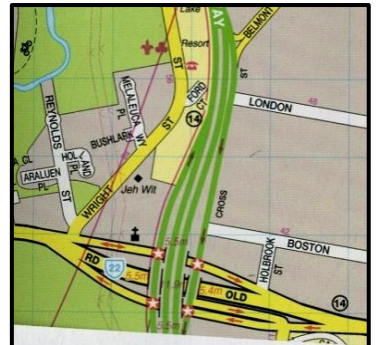
Please send contributions to:

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

"Oh, stop moaning! You said you wanted to go for a spin!"



President's Report



With the Commonwealth Games starting in less than a weeks' time, I expect there will be quite a few attending some of the events both on the Gold Coast and Brisbane while others will be getting well out of the place. We are part of the latter and will be on a cruise for part of the time.

The Trivia Night was a great success with the Social Club raising \$100 to donate towards Vicki Forsyth's fund-raising for the World's Greatest Shave. I understand that as of last week Vicki is sporting a crew cut. There was a good roll up of members and friends with heads full of trivia with Albert as the Head Trivia Poohbah. Thanks Albert for organising the night with the help of the rest of the Social Club Committee.

Last meeting saw Paul Blake give a demonstration of his new found skills in gear cutting for the gear box on his De Dion. This created a lot of interest judging by the number of members who gathered around the display after the meeting. Even some of the ladies commented on how they enjoyed the talk. I hope we can get more talks like this at future meetings. They don't have to be car related, the topic can be anything that would be of interest to our members.

Next meeting we will have as our guests, Dirk and Trudy Regter from the Netherlands. They are driving their veteran "T" Ford around the world and are more than half way around. After completing their New Zealand leg they arrived in Brisbane more than a week ago. They are currently waiting for their cars to arrive in preparation for their departure on 9th April on the Australian leg. Dirk and Trudy will give a presentation on the highlights of the trip so far.

Merv Kroll is helping to co-ordinate their Australian leg and has the Consul for the Netherlands eager to flag them off. Any member wishing to join Dirk and Trudy at the start to see them off and accompany them for a short distance is welcome to do so. It will be at Pelican Park, Clontarf from around 9.00 on Monday 9th April.

I also suggested at the last meeting that we would hold a costume bazaar following the April meeting where people can trade, sell or swap items of period costume which have shrunk in the wardrobe, or are no longer needed. As this meeting will be on Easter Monday and we already have other speakers, I think it would be best to hold it over to the May meeting. This will give you more time to dig out those unwanted items.

The next event will be the Boules Championship at Dayboro hosted by the Vintage Car Club followed by lunch at the Dayboro Hotel on Saturday 14th April. For those who have never played boules before. It is played with a small white ball which is tossed ahead of you and players use larger silver balls which are tossed at the white ball. The one closest to the white ball wins. Like bowls, golf and many other sports, everybody goes to the bar afterwards to discuss the moves and how to improve for next time over a few drinks and a good pub lunch. I am sure it will be a great day and we need to secure the Fletcher – Choyce Trophy for the Veteran Car Club so please come along.

For those going to the Commonwealth Games, enjoy your time there, especially John Day who is volunteering as a driver for the duration, a job I don't envy given the traffic problems that have been predicted.

Peter Arnold
President

**Minutes of the Six Hundred and Forty Seventh General Meeting of the
Veteran Car Club of Australia Qld Inc.
Held in the Clubrooms at 1376 Old Cleveland Road Carindale
Monday 5th March 2018**

Welcome: President Peter Arnold opened the meeting at 7.30pm and thanked everyone for attending.

Attendance: 48 Members as per attendance book

Apologies: Grahame & Dulcie Wilkinson, Iris Anderson, Jan Sims, Frank & Kathy Muggeridge, Jennie Ransom, Alan & Carol Robinson, Glynn Hackshall, David Hackshall, Michael Hackshall, Russell & Susan Massey

Minutes of the December Meeting Minutes as published in the club newsletter, so will be taken as read. Rhonda Guthrie moved that they be accepted as a true and correct record, seconded Bob Burley - Carried

Business Arising: John Day mentioned that the secretary had the incorrect year for Russell Massey's veteran. It should have been 1913 NOT 1917. Sorry Russell.

Correspondence:

Inward:

Magazines from various Clubs

Telephone Account

Laidley Swap 6/5/2018

Letter from the Parliamentary Library receipt of 60th Anniversary Book

Quote to clean the club rooms

Invoice – Guardian – Checking of the fire extinguishers

Outward:

Letter - Gateway Church Thanking them for attending to the garden between the two properties.

Business Arising from Correspondence: Nil

Rhonda moved that the inward correspondence be received and the outward be endorsed, seconded by Trevor Farnell Carried

Treasurer Report: Hazel reported on the club accounts, she moved that the report be accepted. Seconded by Albert Budworth Carried

Events: 2018

10th March Social Function at the clubrooms – \$10.00 per person This is to be a Trivia night from 5.30pm – Pizza plus dessert, evening meal, after we have enjoyed our meal more trivia and finish the evening with a cuppa. Club members to invite friends or other clubs to take up a table.

14th April Vintage Car Club is organizing a day run to the Dayboro Hotel for lunch (Saturday) . We are invited – please let Peter Ransom know if you are planning on attending. This sounds like a fun day so let's participate.

6th May "Funkhana" at Clubrooms This is planned to be a fun day please invite friends and family to enjoy the day withus. It is a BYO BBQ lunch. Tea & Coffee freely available in the club kitchen. Lots of room on the verandah for lunch.

17th- 28th May **North Burnett Rally** Terry Lewis is suggesting we extend our May event and commence our tour at Mt Perry 2 nights then on to Monto 2 nights finally either Mundubbera/Eidsvold or Gayndah for 2 nights before heading to Yallakool Caravan Park to continue with the Goomeri rally - 12 days of glorious country rallying.

25th - 28th May **South Burnett Rally** This tour is being organized by Phil Fletcher, with assistance from Steve Forster and Glynn Hackshall. Information in the February Club Veteran Torque. Remember you need to book your accommodation. website is www.yallakoolpark.com.au email yallakool@southburnett.qld.gov.au Phone (07) 4168 4746. Address: Barambah Road, Moffatdale Q Contacts are Nicky or Ken

.... June Albert is looking at having another non car day watch this space.

5th July This will be the 100th Anniversary of when a 1912 Overland was driven from Brisbane Town Hall to the Toowoomba Town Hall. This was accomplished in 2 hours 7 ½ minutes back in 1918 it was a distance of 85.5 miles the Driver being Mr. P.Z. Eager Mechanic Mr. W. G. Webb. I wonder how

long it will take today. This vehicle is now owned by Graham Crittenden (a club member), he is planning on driving the same vehicle to Toowoomba on the 5th July 2018 departing from the Brisbane Treasury Building to the Toowoomba Post Office. If you would like to join him in your veteran please contact Graham directly, his phone number is in the club register or contact Rhonda and she will give you his number.

15th July RACQ - As we have another rally in July we need YOU to attend this special public display day. By attending the RACQ day we are able to show off the history of the early motoring industry and show the public what cars were really like when first designed and built.

11-22 July - Sir James Blair - Re-Enactment Tour through Central Queensland. (Details from Peter Arnold)

4th August Presentation Dinner at the club rooms

18th August Veteran & Vintage Swap Meet. Saturday – club rooms – gentleman's hours 8am start.

23 – 29 Sept. National Veteran Tour, Forbes, NSW

3rd - 4th Nov London to Brighton - short local run on the Sunday commencing from the club rooms, lunch has been arranged at the "Brighton Room" at the Redland Sporting Ground complex. Let's celebrate this event together.

15th December Veteran Christmas Party

Other Club Invitation Events

30 March-2 April. (Easter). QHMC/ CDHVC North Queensland Rally (Atherton Tablelands). For info: contact cdhvcsecretary@hotmail.com

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

30 March-1 April. (Easter) in The Country Biennial Rally. Roma Historical Motor Club. Info: email: rally@romahistoricalmotorclubn.com.au If you are interested in attending this rally please contact the Roma Club direct.

12-13 May Dalby 40th Anniversary Rally – Wally & Bev Lanagan

25-27 May VCCA NSW. Invitation Rally for 1 & 2 Cylinder Veteran Cars and Bikes, Yamba.: Entry forms on the club website, or (E:) rodruitholmes@gmail.com (P) 02 6657 2765 (M) 0427 572 765

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

2019 2nd March Tenants' 25th Anniversary Lunch. (Clubrooms)

2019 30 Aug.-6 Sept. Horseless Carriage Car Club of America (HCCA) S-E Australia Region International Tour in Bathurst, See Club Website.

2019 17 - 23 September National Veteran Tour. (Qld) Headquarters will be Bargara Caravan Park. Expressions of Interest and Bulletin No. 1 now out. Check club website – Have you booked your accommodation ?????

2019 29 Sept. – 5 Oct. National Model T Ford Rally, Maryborough. Info pack: email MTOQ2019rally@hotmail.com

2020 National Veteran Rally, 1 & 2 Cylinder, Queensland .

Dating: Ross Guthrie reported that he was waiting for paper work to be returned from the relevant club members who have requested dating papers.

Library: Nil

QHMC: Nil

Editor Report: Nil

Web Master: Nil

Historian: Nil

SAG Report Nil

General Business:

Graham Donges spoke of his & Irene's offer to be the Rally Directors for the future 1 & 2 National Rally to be held in 2020. The town that has been chosen is Charleville. This will be an "Outback Adventure" - different - exciting. Merv & Margaret Thompson with Ross & Rhonda Guthrie have offered to join with Graham & Irene to plan this event. These 6 folks plus club President Peter Arnold held a meeting tonight at 6pm to discuss the idea. Everyone was very excited with the idea of Charleville as our destination. Adrienne Cerutti

has designed our logo and the Expression of Interest forms are already printed and ready to be taken to the 1 & 2 National Rally in Tasmania later this month.

Peter Arnold mentioned that he feels the club is becoming more active and maybe it is time to think about having an Events Committee rather than leave it up to one person. He asked the club members to think about volunteering to assist the current & future Events Co-ordinator.

Peter would also like to shorten our club meetings so there is more time for restoration hints / discussions. Are you prepared to give the club members a talk or do you know someone who could give a talk to the club members on various parts / sections of restoring a veteran vehicle?

Peter reported that a Dutch Couple are planning on touring Australia in their Model T. The Model T is due to arrive in Australia on the 7th April and hopefully continue their journey on the 9th April. It was suggested we invite the couple to speak at our April Club Meeting 2nd April. Peter to liaise with Merv Kroll. If they are passing your way why not invite them in for a coffee. Let's show a bit of Australian hospitality.

Kevin Brooks requested if possible could the club provide a club flag or banner to be placed on display at the RACQ display day in July. This day is a great event for advertising our club. We need to promote the club, show the general public what the early cars are really like. Not just cars like we have today.

Janette Farnell, asked if the club had been contacted by James Milloy, Qride Tours Bike, Peter said he had contact with the gentleman and some of the committee was going to meet with him and have further discussions, regarding the use of the club grounds.

Peter Arnold reported that there is a possibility of another Telstra team looking at booking the club room for their meetings.

Peter also mentioned the need to update the club Articles of Association & Constitution. With the technology of today, it would be a lot more convenient for the club treasurer to pay the account directly rather than by cheque. As the club treasurer is at the club rooms only twice a month, we are always late paying the electricity account as the treasurer can no longer pay it at the post office so it has to be posted, this all takes time. Peter would like a few / couple of club members to check over the Club Articles of Association to see what needs to be brought up to date.

Albert Budworth spoke of a complete 1918 Overland vehicle for sale, but is in need of restoration. If anyone is interested please contact Albert as he has all the details.

Phil Fletcher reminded everyone about the South Burnett tour in May, he has been speaking to the caravan park and all the cabins he had booked at taken, so if anyone else would like to book a cabin he needs to know ASAP. Still plenty of power sites available. Phil had been out there last week and checked out the park and the mobile camp kitchen which he has arranged for our exclusive use.

Joe Jarick reported that he has had his De Dion painted, now ready for the next step. He has booked for the Forbes National Rally but not sure if the car will be ready. Let's hope so.

Glynn Hackshall has offered to keep a record of where we can get parts made / repaired / where work can be sourced. Peter Ransom stated that there was a section on the club web site for the club members to view regarding this matter.

Peter Arnold reported that he and Lyn had just recently purchased a 1909 Renault AX model complete but unrestored. So this will be a big project.

Alan Carpenter reported that Andrew McPhee has agreed to make a casting for the manifold required by the Maxwell.

Paul Blake brought along the gear box he has for his 1905 De Dion C Model. This vehicle has a 2 cylinder 12 hp engine. Paul explained how and what he had to do to make his gear box complete. He had arranged lots of photos which he placed on the TV screen. This talk was very interesting.

Next meeting: Peter would like club members to bring / buy Dress-up Rally Costumes – if they no longer fit you, maybe they will fit someone else.

Meeting closed 8.45pm

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

Peter Arnold
President
Veteran Car Club of Australia (Qld) Inc

[For those members who were not at the last (February) General Meeting, below is Paul Blake's presentation]

Another major gearbox rebuild - Paul Blake

A number of years ago I acquired the remains of a 1905 De Dion Bouton Type AC. Since then I have been slowly adding to my pile of parts until finally with a few other projects completed I decided I should bite the bullet and jump in.



Johnathon Homburg and family pose in the 1905 De Dion Bouton Type AC, which may be the car of which I have the remains.

The Type AC is a very different beast to the little single cylinder Ding Dongs that we are used to. It was the first major modification to the original design and included a pressed steel C section chassis which was the first departure from the tubular chassis of the early years.

The specifications for the Type AC included: -

- 12hp 2 cyl Engine
- Sliding pinion gearbox instead of expanding clutch type
- Pressed steel (C section) instead of tubular chassis
- 2,749mm wheelbase (compared to 1,820mm Type Y -small De Dion Bouton)
- 8500f for the chassis (compared to 3950f for the Type Y)

It seems that my veteran projects involve a difficult gearbox. My 1912 Austin project involved an empty gearbox case with some broken gears and bent shafts. Because this was a serious problem which seemed to have stumped previous owners I tackled this issue first and with much work and the help of great professionals I had a gearbox ready to go.

Looking at the gearbox for the De Dion Bouton I realised the gearbox was also a major issue

In the gearbox as found all the bearings had been flogged out due to lack of oil which had allowed the gears to override each other destroying them. The entire reverse gear assembly and the selector mechanism had been robbed to rebuild another gearbox. Lastly the oil lubrication pump and its drive gears were missing. The differential was missing the spur gears and the road axle drive gears. It was a mess but these De Dion Bouton transaxles are extremely rare so it had to be rebuilt.

Having what I thought was a fairly well equipped workshop I started to wonder whether I could make the required gears myself.

To be able to cut gears we need:-

- **A lathe to turn the gear blanks**
- **Suitable gear material eg EN110. This stuff is very very tough and difficult to work.**
- **A suitable vertical milling machine**
- **A rotary table with indexing head and adjustable tailstock**
- **The correct involute gear cutters**
- **What pattern of gears do we have? Over the last century two schemes emerged -the DP(imperial) system vs the MOD (Metric)system.**
- **But what did the French use? Strangely I found that in 1905 the De Dion Bouton company was using the imperial DP system for gear box gears and the MOD system for differential gears -go figure!**

So I thought “we can do this” and got stuck in to it. I found the involute gear cutters on Ebay in the USA. They cost about \$50 each including freight while new ones were hard to get and quoted at \$275 each! I also ordered the expensive E110 gear steel realising later that it is designed for 400 hp V8 engines not puny little veteran 2-cylinder cars. I could have chosen something cheaper and easier to machine.

And everyone forgot to mention to me –the milling machine needs to be humongous!

My milling machine is a lightweight 280kg which is good for making small parts but not capable of cutting large heavy automotive gears. When I tried to cut my first gear it just vibrated until the motor overload tripped!

A bloke I know has a big machine shop and I asked him if I could use his big 2-ton mill which is a large Bridgeport clone.

He agreed and so I set myself up in his workshop for some days.

It is critical to be able to mount the gear blanks in a very rigid rotary table/ dividing head and tailstock. Rigid mounting is the key. This set up allows you to turn the gear blank exactly the right amount to space the gears correctly. I already had this equipment available for my own milling machine and it is worth about \$800. The gear specifications are available on the internet.

In one of the photos I have the gear blank set up in the dividing head with the involute gear cutter on the right chomping its way through the tough blank to make the first tooth.
To give you an idea this 40-tooth gear took about 2 hours to cut.

After all the gears were cut I checked them for fit in the gearbox and then sent them away for heat treatment which cost about \$10 per gear.

There were quite a few other steps and jobs to restoring the gearbox: -

1. Welding up several cracks in the alloy housing
2. Fabricating the gear selector mechanism (I borrowed one to copy)
3. Turning new bronze bushes and making ne keyways and main shaft nuts
4. Modifying an early Ford V8 engine oil pump to become the transmission oil pump
5. Teaching myself to cut worm gears on the lathe to drive the oil pump

The finished gearbox with new gears and new bearings should be ready for another 100 years.

Lots of people helped me with this project. Firstly, Denis Martin whose generosity and enthusiasm has enabled me to acquire many of the parts for my car. Terry Gurr and Paul Grace for technical advice. Joe Jarick and other VCCAQ members for research, moral support and technical advice.

Finally, my friend Philip Riedel of Adelaide who generously loaned me gearbox parts to copy.

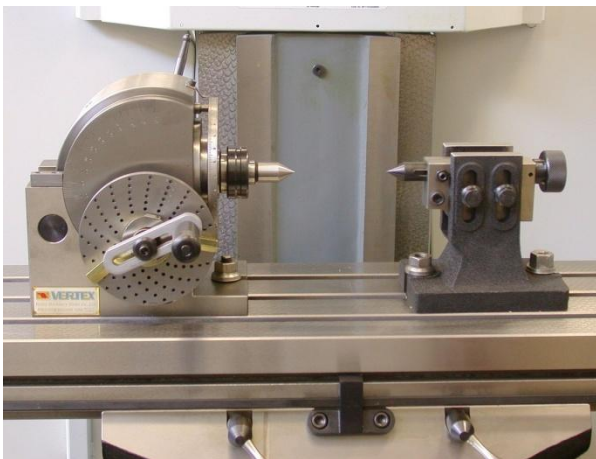
In summary a major project but one which is entirely achievable if you have access to a good workshop with a lathe and the necessary humongous milling machine.



Completed gearbox with new bushes and new gears cit. by the Author



The large Bridgeport type milling machine which was able to handle cutting automotive gears with relative ease



Indexing head as used by the author to accurately space the gear teeth.



Set-up and first tooth is being cut

A finished gear ready to be heat treated



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The Members and The Car

Bob and Hazel Burley and a Chevrolet - "Bulletin Lotto" Winners for March

IN THE BEGINNING.....

A pair of migrant kids growing up in Brisbane's outer suburbs, we didn't meet until the late sixties, went to the same high school but did not know each other till later on.

Hazel did not always attend school as she was needed on the farm as crops came and went. Bob grew up in West Chermshire, roaming around the bush in those days there were a lot of old cars, as it was the local dumping ground.

Many happy hours spent seeing how they were all put together – always did love the curvy lines of the bodies.

Our 1924 Chevrolet Superior 490, she may be a Chevrolet but by no means common. In the sales blurb of the day it was stated. "The 1924 Chevrolet was a most influential automobile. It showed that grace, style and colour could be an integral part of the low price automobile". Prices started at \$510 for the touring car.

Chevrolet had been trying to come up with something new to lower prices in the low car field. Previous to its release in 1923 Charles F. Kettering had been developing but not yet perfected (due to sales pressure) a new line of Chevs – the Copper Cooled Series, this also included Oakland and Oldsmobile sixes. They were technically brilliant but overheated badly and flopped. They got to production and some were sold but bought back by the Company. The only two surviving cars are in the Henry Ford Museum and the other in the Harrah Collection. If you want the whole story, there are some Chev history books that are a really good read. These were turbulent times in the motoring field.

Charles F. Kettering figured predominantly in the early history of General Motors and indeed the automobile. He invented the self starter, the high tension ignition system, the high compression engine, Freon refrigerant, the two cycle diesel and leaded gasoline (after trying to get rid of detonation in his air cooled engine). Boss Kettering had only one predominant failure, and that was one that seemed to be the simplest of all – the air-cooled engine.

Note these engines were used for many years doing all sorts of things and quite successfully eg running lighting plants, some are running to this day.

Whilst this was going on the general manager, William Knudsen had kept up development of the tried and true 490 cars. He was allowed to take the line-up of bodies that had been designed for the new car and fit them to a spruced up version of the model 490 chassis. This would give them a new Superior 490 line for 1923 and 1924.

The Superior 490 used a longer 103" wheelbase version of the old 490 frame (the T was only 100" wb) with quarter elliptic leaf springs front and rear, rigid axles, demountable rims on wooden spoke wheels and external two wheel brakes. The engine was the old water-cooled 490 in its tenth year. These were popular as speedway units light, strong and no bell-housing.

The transmission was the same old three speed remote mounted feeding a conventional leather cone clutch. The split-centre diff with spiral bevel gear. The Superior 490 line was priced at around \$500, just upscale of the Model T. The car had one feature that stands out, it handles corners beautifully. It owes this redeeming feature to its clever springing system, the harder you push it the better it works because the springs on the outside lengthen and the inside shorten and pull you round corners. It also has very little body roll. The car is light generally yet still robust.

Over the years we have a collection of its broken bits, big end bearing – failed due to an air leak into the external oil pump – now has an up-rated oil pump fitted.

Main bearing failure due to owner fitting large home-made inlet manifold and inch and one half SU carburettor plus modified camshaft shimmed valve springs etc – went well but not for long. A very expensive exercise.

Vacuum tank valve came loose in its housing therefore sucking raw fuel and lots of it into the engine via the copper vacuum line to the inlet manifold, biggest flood since biblical times. Exit main and big end bearing while on our first big rally in Bundaberg. Have learnt a lot since!

Differential failures due to trying to adapt "T" bits as Chev ones do not exist any more, first attempt pinion adaption failed on CC rally on Bribie Is. in 1983, numerous diff problems over the years, now OK as have made new driveshaft that takes T pinion, new T gearset with half Chev and half T carrier and custom made axles – owner so confident he demonstrated a wheelie only to snap driver's side axle key!

Diff out, AGAIN machined larger keyways and keys including side gears...Definitely no more wheelies – wallet now empty!

As a matter of interest there are no splines on the car except the centre of the main shaft its all square tapers and keys. This brings me to a bug I have had more trouble with than anything else, the leather faced cone clutch.

My first plan was to be rid of it and replace it with later bits. It only involved mounting a later smaller dia. flywheel and then building a custom starter motor and a new mounting system. Next make a new front gearbox front shaft then modify the clutch release to operate in the reverse direction the pedal had to turn the shaft it was mounted on to turn in the opposite direction. Think about it.

This set-up lasted about ten years with no trouble but as time went on I decided to put it back to original. First find all the relevant pieces, disassemble the whole thing, reline the leather cone and refit all the hardware only this time rebushing and renewing as we went, Great. I became an expert on making leather linings and also tried brake lining as a clutch facing. Still the perfect clutch operation eluded me, the problem I had was lack of drive until you come off the accelerator and back on again to get 100% lockup...on a rally, the one where we stayed at the Bulimba Barracks a year ago – a funny thing happened, we came along to a busy intersection, tried to declutch and pressed so hard I bent the clutch pedal side-ways, the car chugged on, we took a hard left missing the guard rail and the other traffic, great handling. A bit of tapping and prising straightening the pedal and off we go. After we got home I had time to think about the why and got on pulling it to pieces once again and as usual put the box to one side, went to the clutch, found nothing this time dragged the box out into the sunlight and started to have a look at the clutch drive coupling a rattling good fit, it could not be the problem. On closer inspection found a wear groove when I locked the box up then applied pressure to collar and pulled it back and forth it clicked into the groove then had to turn the other way to move on. The answer at long last!

What I had done was renew the leather thicker for more cushion and grip now it couldn't get past the groove as the flywheel was resisting all efforts as well, which explained why it worked when you blipped the throttle it unloaded the shaft and allowed the collar to get past whoopee.

Out one more time some creative angle grinding and bingo a perfect clutch! Smiled for a week! "Warning, leather clutches will overheat easily and do not like lots of traffic lights anyone who has one will agree."

Things to do before a rally – remove floorboard, top up oil in bronze clutch release bearing, oil seeps through wooden plugs, shot of neats-foot oil on to the clutch leather.

Check for signs of oil coming out of drain holes in outer ends of rear axle tubes if present drain excess from diff (it can get onto the brake lining) and put it back into the gearbox. This system ensures the universal joint and bushing in drive-shaft are lubricated, oil the rocker gear felts with the oil can. Twist down the grease cups, check oil and water, tyres and fuel. 1924 was the first year using a dipstick for engine oil, two cocks system before then.

The fuel tank that decided to rally on its own was a complete surprise, it was caused by a broken strap. See article in February magazine.

The bones of the car came from Morayfield, the missing bits came from America, New Zealand and most of Australia. The other bits have been made.

The car was restored by me with help from a lot of people, my father did all the wood in the body, it has stood up the best so far.

The work progressed as skills improved, again help came through dedicated restorers. Paint, sand it off, rub rub....rub, apply, rub...rub, lots of dust.

Ian Gilmour once said to me at a rally on Bribie Is "You know there is one like that on a property at Morayfield, it's only a parts car not much there you might get some bits". I said thanks Ian I know about it because this is it!

I did put the car up for sale once, had a few calls too, but just couldn't part with her.

Bob and Hazel Burley



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RHONDA'S RICH TURKISH DELIGHT SLICE, by popular request.
As enjoyed at the Quiz Night.

Ingredients

250g packet chocolate ripple biscuits	375g packet dark chocolate melts
100g butter, melted	½ cup cream
1 egg, lightly whisked	4 x 55g Turkish delight choc. Bars, finely chopped
¼ cup plain flour	

Method

1. Preheat oven to 200°C/180° fan-forced. Grease and line base and sides of a 30 x 20cm slice pan with baking paper. Process biscuits in food processor until fine crumbs form. Transfer to medium bowl. Add butter, egg and flour; stir until well combined. Press biscuit mixture over base of prepared pan; level. Bake for 10 mins or until firm. Cool completely in pan.
2. Meanwhile, place chocolate and cream in a small heavy-based saucepan over low heat. Cook and stir for 2-3 minutes or until chocolate melts and mixture is smooth. Transfer to heatproof bowl. Cool.
3. Sprinkle Turkish delight evenly over cooled base in pan. Pour chocolate mixture over top of Turkish delight, level. Cover with plastic wrap and chill for 4 hours or until firm. Transfer to chopping board. Cut into 32 pieces. Serve and enjoy....

The Quiz Night

From 5.30 people had begun to arrive, and by 6pm around 38 folk were seated at 6 tables and ready to play for sheep-stations (definitely not – and Google wasn't allowed).

Albert, ably assisted by Diane, started off at a cracking pace, not giving us very much time to fine-tune our answer sheets. Our table, "THE VETERAN VOICES" of Bob and Hazel, Pam and Rob and us began the evening well with our answers to the 2 IQ Sheets resulting in numerous scratchies being revealed. Definitely no fortunes were made here. From here we went downhill and were rapidly overtaken by "THE TOROS" table of Wayne and daughter Jacki, Ross and Rhonda and Lauren and Steve. We were particularly impressed with Wayne's work-sheet determining the diameter of the earth! Thanks, Lauren for bringing along a tableful from your school.

At the arranged time of 7.15pm a mound of pizza boxes were delivered, and greatly enjoyed by the hungry hordes, followed by tempting desserts prepared by a group of lady members (thank-you). By popular request, the recipe for Rhonda's "Rich Turkish Delight Slice" is reproduced elsewhere in this issue.

With our wits sharpened we returned to attempt to answer more categories, many of us discovering we didn't know as much about "Cars" as we had thought.

A great evening, and it was good to see folk from several other Clubs whom we hadn't seen for some time. Thanks Albert, and let's hope we have another similar evening before long.....Alan & Carol.



Some Coming Events - 2018

- 14 April (Sat.) Dayboro Pub Lunch & Boules Championship. We have been invited by the Vintage Club to join them. Let Peter Ransom know if you're coming.
- 6 May "Funkhana" at Clubrooms. From 9am Invite your friends – BYO BBQ.
- 17-24 May Country Tour, Burnett Region, Organised by Terry Lewis and John Handley, precedes the Goomeri Pumpkin Festival.
- 25-28 May Goomeri Pumpkin Festival. Organised by Phil Fletcher, assisted by Steve Forster & Glynn Hackshall. Info. / Entry forms on Club Website.
- 2-3 June Old Petrie Town Steam Fair.
- 15 July RACQ Motorfest.
- 11-22 July Re-Enactment Of Solicitor-General Blair's 1908 Tour. Contact: Lyn /Peter Arnold.
- 4 August Club Presentation Dinner
- 18 August Veteran & Vintage Swap Meet. At the Clubrooms – From 8am. Sausage Sizzle etc.
- 23 – 29 Sept. National Veteran Tour, Forbes, NSW (organised by Newcastle Branch). If interested in a few days around Dubbo beforehand, Contact Terry Lewis.
- 3-4 November "London To Brighton Day" around the Clubrooms area.
- 15 December Veteran Christmas Party.
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Some Other Clubs' Events

- 12-13 May RVAD 40th Anniversary Rally. Dalby. Invitation to "Step into the Past". Entries close 5 May Info: walnbev@bigpond.net.au / 46622736.
- 20 May David Hack Classic.
- 25-27 May VCCA NSW. Invitation Rally for 1 & 2 Cylinder Veteran Cars and Bikes, Yamba.: Entry forms on club website, or (E:) roduthholmes@gmail.com (P) 02 6657 2765 (M) 0427 572 765
- 16-17 June Capricornia Hist. Motor Club Inc. Annual Rally, Biloela, CQ. Contact Craig Cooper: 0407 138 204; /Wayne Kirwan 0488 700 350; e: cooper.ca@bigpond.com
- 20-22 July 8th Biennial Qld Heritage Rally, Biloela. Qld Heritage Park, Exhibition Ave, Biloela. Callide Dawson Machinery Preservation Club. : www.qldheritagerally.com.au; 4992 2400; email cdmpc@bigpond.com
- 16-18 Nov. VCC (NZ) National Veteran Rally, Nelson/Richmond, NZ. Theme: "100 Years of Veterans". Contact: jimnkyra@xtra.co.nz
- 2019**
- 2 March Tenants' 25th Anniversary Lunch. (Clubrooms)
- 22-26 April National Brush Rally, Goolwa SA. Info: e brushownersregister@gmail.com
- 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. Expressions of Interest and Bulletin No. 1 now out.
- 29 Sept. – 5 Oct. National Model T Ford Rally, Maryborough. Info pack: E. MTOQ2019rally@hotmail.com
- 2020** National Veteran Rally, Victoria
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A Note From The Editor

Check out the Club website (www.vccaq.com) where at present, you will find **Entry Forms / information for the following Coming Events**. If you don't have Internet access, they are available from the Secretary.

2018

- 18-28 May Burnett Tours 2 Choices: enter either or both of these events for a detailed exploration of the Burnett District. One is a 7-day tour from Mt Perry to Bjelke-Petersen Dam (Yallakool Caravan Park) the other is based at the caravan park for touring taking in The Goomeri Pumpkin Festival.
- 25 - 27 May VCCA (NSW) Yamba 1 & 2 Cylinder Car And Bike Rally
- 23-28 September VCCA National Tour Based at Forbes, NSW

2019

- 22-26 April. National Brush Rally, Goolwa. You will find important information here.

The Victorian 1 & 2 Cylinder Rally at Cobram.

[Report and photos from Margaret Thompson]

The Victorian 1&2 cylinder rally was based at the beautiful RACV Resort in Cobram where we all gathered for the start on Thursday 15th March for a short afternoon run around Cobram and afternoon tea at Thompsons Beach on the banks of the Murray River. There was a beautiful sandy beach that was most surprising to us to find on the Murray River. The large Murray Cod was carved out of a tree trunk and most people took the opportunity to have their cars photographed with it.



Friday was a big driving day 128 klm stopping at a small historic town called Tungamah for morning tea where one of the local ladies said we did not know you were coming to town so she contacted the school to let the teachers know. It is only a two teacher school with 16 students and they brought the students down to see the cars they were so excited to see such very old cars. After morning tea we drove onto an Olive Farm for lunch where the main building is over 100 years old and they have a museum on the property which contains a lot of history about the wool industry and local area.

Saturday started with a display of the cars in the grounds of the RACV Resort for the public and a small craft market for us all to enjoy. About 10.30 we all moved on to see The Drop which is over the border in NSW. This is where the irrigation canal separates into two different canals and provides water for 2,400 land holdings and the irrigation area stretches across 748000ha and has a capacity of 10,000ML a day. The Hydro power plant side of The Drop also provides 2.5mw of electricity enough to supply 1500 households. This was also our morning tea stop.

After leaving The Drop we travelled onto Finley for lunch at the local Museum and a visit to The Close Engineering & Steel works which has been operating for 125 years in the same family for 5 generations. They started the original Hornsby motor up that operated all the machinery with long belts and has been stationary there for the entire time. All the original machinery is still there on the dirt floor. The heat was extreme on this day and both cars and drivers were getting hot.



In the evening was the final dinner in the air conditioned recreation building where we feasted on a 3 course meal. Wine was supplied by Monichino Winery and the special labels on the bottles and placemats were the work of Frances McDougall.



Sunday was a half day with a run battling extreme winds to Monichino Winery for a delicious morning tea of scones, jam and cream plus other savoury and fruit platters.

Andrew and Frances McDougall provided us with a well organised rally that was well supported with approx. 67 vehicles.

Margaret Thompson (on behalf of the Thompsons, Brooks and Donges).

A ST PATRICK'S DAY WEDDING

Club members Pauline Dixon and Syd Norman tied the knot on St Patrick's Day. From all accounts it was a memorable occasion thoroughly enjoyed by all. We wish them a long and happy life together. [Photos: Rhonda Guthrie]



SOME UPDATES - WHERE ARE THEY NOW?

VET 001 1912 Waverley.	(ex- Tim Osborne)	Terry Lewis
VET 002 1910 Berliet 16-9 .	(ex-Tim Osborne)	
VET 003 1901 Toledo Steamer.	(ex-Tim Osborne)	Laurie Kathage
VET 005 1909 Stoewer.	Graham Crittenden	
VET 007 1911 Stoewer.	(ex- Eric Husbands)	Graham Crittenden
VET 012 1910 Napier 16hp.	(ex- Ed Ubergang)	? Bruce Wright
VET 013 1913 Rolls Royce.	Grahame Wilkinson	
VET 014 1913 Ford T.	(ex-Jim Casos)	Paul Casos
VET 015 1914 Overland.	(ex-Jim Casos)	Bruce Casos
VET 016 1905 Reo.	(ex-Ed Sims)	Andrew Gauld
VET 019 1906 Reo 2 cyl.	(ex -Ron Crampton ex- Ray Allan)	
VET 020 1915 Ford T.	(ex – Falconers Garage Gatton – Paul Watts)	Ray Ashford
VET 021 1910 Ford T.	(ex-Ed Ubergang)	Clayton family

- * The person in "Picture from the Past" was of course a very much younger Kevin Brooks, and was correctly identified by Greg Hill and John Day
- * Jak Guyomar has identified the motor marked "Detroit Gear & Machine Co." as most likely a Detroit. around 1914-15, and hopefully will have photos shortly..

4000 years later and we're back to the same language...



A little bit of.. HUMOUR

A Pirate walked into a bar, and the bartender said....

"Hey, I haven't seen you in a while. What happened? You look terrible."

"What do you mean?" said the pirate, "I feel fine."

"What about the wooden leg? You didn't have that before"

"Well," said the pirate, "We were in a battle, and I got hit with a cannon ball, but I'm fine now."

The bartender replied, "Well, OK, but what about that hook? What happened to your hand?"

The pirate explained, "We were in another battle. I boarded a ship and got into a sword fight. My hand was cut off. I got fitted with a hook but I'm fine, really."

"What about that eye patch?"

"Oh," said the pirate, "One day we were at sea, and a flock of birds flew over. I looked up, and one of them scored a direct hit in my eye."

"You're kidding," said the bartender. "Can you lose an eye just from bird poo?"

"It was my first day with the hook."

