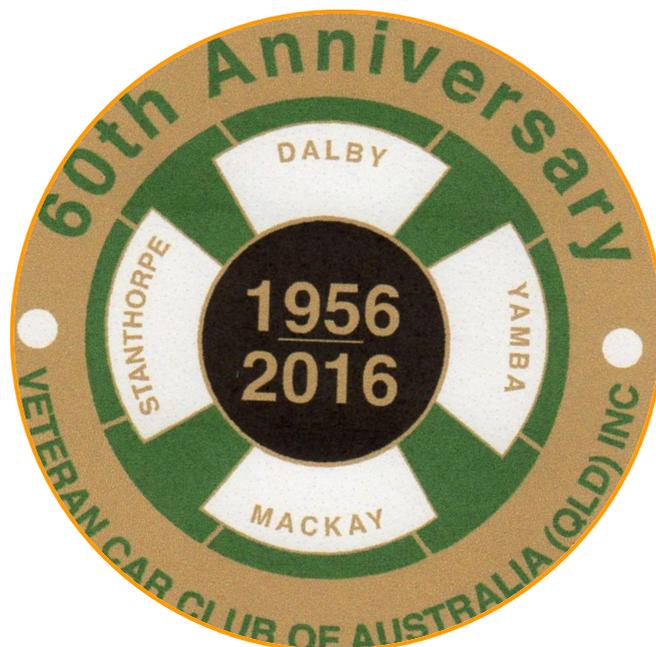


**THE VETERAN CAR CLUB OF AUSTRALIA (QUEENSLAND) INC.**

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

# VETERAN TORQUE

MAY 2016



## COMMITTEE MEMBERS OF VCCA(Q) 2015-2016



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

**President: Bob Burley**

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1986

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**Honorary Life Members**

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**Phil Fletcher**

**Hugh Kimlin**

**Grahame Wilkinson**

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**Queensland Delegate to National Body:**

Bob Burley (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 has a new Website: [www.vccaq.com](http://www.vccaq.com)

**Membership fees for 2015** (Due July 1) are:

Full Membership (single): \$60; Joint Membership \$65.

Country Membership (single): \$50; Joint Membership: \$55.

Associate Membership \$50

There is an additional joining fee of \$30.

**Note:** As from 1/7/2015 there is an **ADDITIONAL CHARGE** of \$5 for those members requiring a mailed copy.

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

Bank of Queensland A/C 21577447; BSB 124001

Membership Application Forms are available from the Secretary.

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

Please send contributions to:

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email: [redbubble@picknowl.com.au](mailto:redbubble@picknowl.com.au)

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1376 Old Cleveland Rd

CARINDALE QLD 4152

email [secretary.vccaq@gmail.com](mailto:secretary.vccaq@gmail.com)



*"I'm getting a bit worried about Kev"*

## President's Page

This year with all that's coming up is going too fast, I'm having trouble keeping up.

Our second 60<sup>th</sup> Year Rally In Yamba is only weeks away (22---27<sup>th</sup> of this month). Hope you are all ready, this one is very pretty countryside and mostly flat! Very suitable for single and twin cylinder cars.

After being invited to bring our veteran cars to Old Petrie Town Steam Fair we have decided to turn it into a two day event. VCCAQ will be on the list as one of the displays. However I thought we could, after lunch go for a run out Samford way - not too many hills on one or both days.

Runs will be on and decided on the respective days, I have already done the routes and if not used they will be used another time. Have two options long and short , and only gold coin donation. (See 'Coming Events') For people staying overnight we can organize a bus to pick us up and drop off cause most of us do like a few settlers to soften the muscles from driving our bone shakers. Dinner can be had at the revamped Norths R S L. There are a myriad of choices in the area, and a lot to see and do.

Then we are in July. 26 of us are going to Mackay and a few on to Ayr. Therefore we will be short 26 cars for RACQ MOTORFEST, SUNDAY 10<sup>th</sup> JULY .. So I do hope that whoever is still in Brisbane would get their cars to Motorfest to represent VCCAQ. I have had a meeting at the venue with RACQ management and explained our case so it has been decided we will be in next to the vintage cars. QVVA will be taking up just inside the front gate. Our VETERANS will be next door in a better place I believe and next to that will be the tail end of the BMWs who are this year's stars as it is the 100<sup>th</sup> year of BMW. The venue has had a big makeover and will be better for all and we still have a prime spot.

There is a working bee 2<sup>nd</sup> FRIDAY IN MAY. Grounds need a tidy, garden edges trimmed and of course the telegraph poles need to be converted into garden edges. Plus a few little jobs, and of course a good morning tea and a chat.

Bob B

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Many thanks to all the very kind Club members who visited, telephoned and emailed me after my recent surgery. Your kind thoughts and wishes helped me through many trying days, and certainly lifted my spirits.

Thanks again. Hazel Burley



Hazel's Home



The proud grandparents become acquainted with new Grand-daughter Lillian Monica.



**Minutes of the Six Hundred and Twenty Sixth Meeting of the Veteran Car Club of  
Australia Qld Inc. held in the Clubrooms at 1376 Old Cleveland Rd. Carindale,  
Monday 4<sup>th</sup> April 2016.**

Opened by: President Bob Burley commenced the meeting at 7.50 pm and thanked everyone for attending.

Attendance: As per attendance book.

Apologies : Hazel Burley, Joyce Brooks, Frank & Kathy Muggeridge, Trevor & Janette Farnell, John & Alison Day, Ross & Rhonda Guthrie, Merv & Margaret Thompson, Les & Bernice Allen, John & Christine Page, Alan & Carolyn Robinson & Trevor Brosnan.

Minutes : The minutes from the previous March meeting were taken as published in VeteranTorque Magazine. Moved: Hugh Kimlin, Seconded: B Wright.

Business arising from the Minutes: Nil

Correspondence:

Inward:

1. L. J. Hooker, house report.
2. Smith Family, letter of thanks for donation from the Club.
3. Various magazines.

Outwards: Nil

Business arising from correspondence:

Treasurer's Report: The Chairman read the report (from the Treasurer) giving the financial position of the Club, and requested that the report be accepted.

Events Co-Ordinator: Russell Massey reported on the last event in Dalby, many thanks to Wally & Bev Lanagan and Keith & Anne Bartley for a wonderful rally, lots of interesting venues and many pleasant memories.

The second of our 60<sup>th</sup> Anniversary rallies is in Yamba in May, this rally is organized by Ross & Rhonda Guthrie, and we are looking forward to another wonderful rally.

Q.H.M.C. Report: Shannon's award in magazine.

Webmaster's Report: Peter Ransom had nothing to report.

Dating: Nil

Editor's Report: Nil.

Historian Report: Denis Martin – nothing to report.

General Business:

- President spoke about RACQ Motorfest, a lot of members will be away at the Mackay Rally. Discussion about the Yamba rally in May.
- No bin liners in the kitchen.
- RACQ to come re insurance and address at a future meeting.
- 2019 National Rally, discussed the possibility of organizing the rally at Bargara, near Bundaberg.

Skite – John Que had a speedo sprocket for a front wheel of a veteran car.

Bob Burley – Number 4 grandchild arrived 31/3/16 Lillian Monica Burley.

Geoff & Barbara Clegg talked about the adventures on the NZ rally.

Dulcie Wilkinson spoke about Bundaberg Club Life Member who passed away, Doug Briggs.

Raffle was won by John Que – a tray of fruit.

Meeting closed at 8.35pm.

Hugh Kimlin

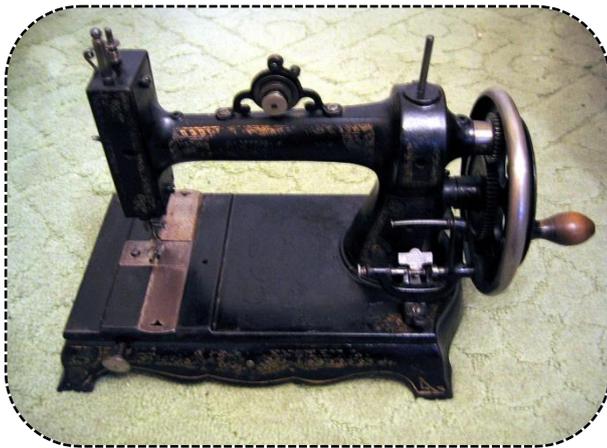
## Webmaster's Report.

You wouldn't think there'd be much of a link between veteran car events and ukulele festivals, would you? Well, I performed at the Sunshine Coast Ukulele Festival in Kenilworth a few days ago and was completely gobsmacked by the number of ukesters who were camping for the 4-day event! Hundreds, literally hundreds of motor homes, caravans and tents in every style and combination imaginable, and everyone there with a common interest - just like us! But instead of looking at engines and polishing brass they were playing and singing. The whole thing, including campsite allocation, was organised online via their website and ticketing system. In fact, that was the ONLY way you could get involved. I wonder how long it'll be until we approach our National Tours/Rallies this way?

Along a slightly different line, the cost of printing and postage is forcing more clubs to terminate the distribution of hard copy newsletters. Ironic, isn't it, when Australia Post jacks up its charges so that customers can't afford the service? The problem is that no matter how many volunteers help with editing and production, the printing and posting pipers must be paid, and the cost of a printed newsletter becomes out of proportion to the annual subscription. A digital newsletter costs the Club nothing.

A few pics have come in from the 1&2 in Victoria and they're on the Galleries page, with more to follow. I'm fascinated by the White steamer, which appears to have been sold by their UK agent in London. White was a household name in the US long before the motor car – they made sewing machines.

Peter Ransom.



A White 'Peerless' Sewing Machine, ca 1885  
(from Gravesham Sewing Machine Collection, UK.)



[Photo courtesy Rhonda Guthrie]

\* \* \* \* \*

## Seniors Texting Code...

ATD..At The Doctors.  
BTW..Bring the Wheelchair.  
FWIW..Forgot Where I Was.  
GHA..Got Heartburn Again.  
LMDO..Laughing My Dentures Out.  
OMSG ..Oh My! Sorry, Gas.

BFF..Best Friend Fell  
BYOT..Bring Your Own Teeth  
GGPBL..Gotta Go Pacemaker Battery Low.  
IMHO..Is My Hearing-Aid On  
OMMR..On My Massage Recliner.  
ROFLACGU....Rolling On Floor Laughing And Can't  
Get Up.



## 60<sup>th</sup> Anniversary Rally Information

The Queensland Veteran Car Club Committee is planning to produce a 60<sup>th</sup> Anniversary Booklet during 2016.

If you have joined the VCCA(Q) in the past ten years or have purchased another veteran vehicle, we would like to receive a photo of your vehicle and a short story. The story is meant to be the history of the car, not the owner.

There are quite a few new members and cars in our organisation and this is a great way to keep a record of the Club history.

There is a great deal of work involved in producing this type of souvenir, so we would like the information no later than the end of May 2016.

Thank you for your support, we look forward to producing an up-to-date record of the vehicles in this enthusiastic Club. It will be something to remember and look back on during the next ten years.

I'm very happy to receive your information and photos by email, or you can post this information to PO Box 74 Tweed Heads 2485 NSW. [This is Ross and my personal Post Office box].

Rhonda Guthrie 07 5536 2717; 0417 737 773;  
Hon. Secretary

[guthrie45@bigpond.com](mailto:guthrie45@bigpond.com)

\*\*\*\*\*

If you haven't entered for one or more of the Anniversary Rallies, but would really like to attend, please come. Complete the entry form, enclose your Entry Fee or do it digitally through the bank, these items need to be completed. We would really like to have your company. We still have lots of Anniversary rallies to come, there's Yamba in May, Mackay and Ayr in July, then Stanthorpe in September.

The Dalby rally was just sooooo much fun and we're expecting the Yamba rally to be just as enjoyable. We're looking forward to rallying with you all.

Russell Massey, Events Director

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### The Yamba Rally



Ross and I have planned a relaxing few days. For the ladies dressing in period clothing is optional.

Please note we will not be travelling on the Pacific Highway at any time during the rally.

If you have not booked into the Calypso Caravan Park I suggest you park your car outside the camp grounds in Harbour Street under the trees.

The Guthries and Burleys are camped on site nos. 131 & 132 which is where we will gather for our welcome - registration and Sunday evening meal, also our evening meal on the Wednesday, and any time when you may want to have a chat.

Each morning we will assemble in the Bowls Club Parking Grounds, River Street as from 8.30am, departing any time between 9.30am and 10am - no hurry you are on holidays.

Monday 23<sup>rd</sup>

We will travel to Brooms Head for a fantastic view of the beautiful coast of NSW.

Tuesday 24<sup>th</sup>

We are going bush, well to Bushgrove.

Wednesday 25<sup>th</sup>

We will leave the cars behind and catch the ferry to Iluka.

Thursday 26<sup>th</sup>

Will be our biggest day of driving, but don't fret, once again the road is FLAT.

Friday 27<sup>th</sup>

Is the shortest day of driving, turn yourself around twice and you will have just about completed the drive. But there is lots to see.

Our final gathering will be at the Yamba Bowls Club, for dinner on the Friday evening.

We look forward to rallying with you in Yamba in a few weeks time and we're happy to answer any questions either by email or phone.

Ross and Rhonda Guthrie,

[guthrie45@bigpond.com](mailto:guthrie45@bigpond.com)

07 5536 2717

0417 737 773

## Coming Club / Sanctioned Events

[Invitation Events shown in italics]

- 15 May National Motoring Heritage Day. "Picnic in the Park" in Queen's Park, Ipswich. Period costumes requested to be worn. Free entry for 200 vehicles. Cars must be on display from 9.30am – 2pm. A day to promote the historic motoring movement to the public.
- 22-27 May. Yamba. 60<sup>th</sup> Anniversary Rally. Further details elsewhere this issue.
- 3-5 June RACQ/QHMC/QVVA "Hillbilly Rally".based at DDVVMC, Rocla Court, Glendale. Enquiries Graham/Susan Porter 0407 257 440, or [graham@cpmetal.com.au](mailto:graham@cpmetal.com.au)
- 4-5 June Old Petrie Town Steam Fair. Traction Engines, steamrollers, steam toys, engines, cars tractors, trucks, buses and more. Fire Brigade Museum, Potters, Blacksmith, Men's Shed, will all be open. Plus the Markets. Gold Coin donation to Museum. Members are prepared to do work for visitors within their trades at a reasonable cost. We plan to make this an extended Club event for those interested. Contact Bob Burley for further details or: [livestem001@yahoo.com.au](mailto:livestem001@yahoo.com.au)
- 26 June Vintage Club Concours in the grounds of Ormiston House, commencing at 10am.
- 3-8 July Mackay 60<sup>th</sup> Anniversary Rally Mackay, immediately followed by:
- 10 July RACQ Motorfest .Eagle Farm Racecourse, Lancaster Rd, Ascot. Open to public 10am-3pm. The featured marques this year are BMW (100<sup>th</sup> Anniversary) and Corolla (50<sup>th</sup> Anniversary). *If you are not going to the Mackay/Ayr Rallies, please support this event*
- 11-16 July Ayr/Home Hill - 60<sup>th</sup> Anniversary Club Rally.
- 24 July Henry Ford's Birthday Rally, (he would have been 153 years old). The Model T and Model A Clubs of Queensland invite all T and A owners to join them on a run from our Clubrooms to Fort Lytton on Sunday 24 July 2016. Phone Ron Johnman on 0419 932 136 for details.
- 6 August Club Presentation Dinner
- 20 August.[Saturday] Club Swap [Veteran and Vintage only]. From 8.30am. At the Clubrooms. Gold Coin Admission. Tea, Coffee and Sausage Sizzle available.
- 18-23 September. Stanthorpe 60<sup>th</sup> Anniversary Rally.
- 1 – 3 October. Maryborough & Dist. A.C. 7<sup>th</sup> Custodians' Rally. Enquiries: Ken Ashford 4122 2111
- 28-30 October. 7<sup>th</sup> Annual Queensland Heritage Rally, (at Oakey Showgrounds) hosted by Toowoomba & District Old Machinery Soc. Enquiries: Allan Boardman, 0428 547 168. Camping facilities are available. Members are invited to display our cars either for one day or all three days. Registration forms available from Rhonda.

## National Rallies

- 31 Oct.-4 Nov. 2016 National Veteran Tour, based at Ulverstone, Tasmania. See Club Website for further information.

### 2017

- 24 – 30 September National Veteran Vehicle Rally, Clare Valley, South Australia, Daily runs 80-200km round trip; to Burra, Mintaro, Kadina, etc. on sealed roads, only 1 or 2 climbs. Enquiries to Peter Templer 0417 081 502, or check website: [www.vccsa.org.au/events-2/National-Veteran-Vehicle-Rally-Clare-2017](http://www.vccsa.org.au/events-2/National-Veteran-Vehicle-Rally-Clare-2017)  
Why not come early and take part in "Motorfest SA" in Adelaide 18-23 Sept.

### 2018

New South Wales

### 2019

Queensland.

# What Happened To It?

[From Club Historian, Denis Martin]

A few weeks ago I visited “*Hurlton*” \*, one of Brisbane’s grand old Victorian style homes – huge rooms, mahogany staircases, cedar doors and window surrounds and marble fireplaces. It was built in 1889 in Laurel Avenue, Chelmer for Joseph William Sutton (1844-1914) who had established Sutton’s Foundry over on Kangaroo Point in 1879. Not long after it was described as “one of the largest engineering firms in the State”.



“*Hurlton*” 1928



*Sutton's Kangaroo Point Foundry ca. 1890*

Like Robert Smellie, Walkers of Maryborough, Southern Cross in Toowoomba and later Evans Anderson & Phelan, Suttons won many contracts for both government and private works. Up until two decades or so ago it was not unusual to see some of Sutton’s work around the city and on the river. There were iron girder railway bridges and old iron hulks like the *Maid of Sker* and the *Iceberg* doing duty as gravel barges.

A railway bridge near our old family home had an impressive builder’s plate:

J.W. SUTTON  
ENGINEERS  
BRISBANE  
1889

*Wikipedia states that J.W. Sutton was not only an engineer, but also a shipbuilder, inventor and pioneer in electric lighting and X-ray in Queensland.*

“*Hurlton*” was open for inspection prior to an auction intended to downsize a life time collection of antiques. The purpose of my visit was three fold, viz. To view the house upstairs and down, to see if any antique clocks were offered, and to find out where Mr Sutton’s Turner-Miesse steam car would have been garaged. The Miesse was a Belgian made car made under licence in England and sold as the Turner-Miesse. Sutton acquired his in c. 1906. It was said that he had the larger condenser moved from out front to under the floor where it kept cooler in our climate. Cleaning the oil sludge from the condenser tubes was a very messy task and frequently necessary but without the condenser one gallon of water was used every two or three miles.

When the car was being sold the main selling point seemed to be “*It Runs on Kerosene*”. I don’t know what happened to it perhaps someone saved the little three cylinder horizontal engine. Chris Sorensen would have been interested in the car.



[\* Editor’s Note] –

The name ‘Hurlton’ was derived from the surnames of Mary Hurley and Joseph Sutton.

## 1899 Renault

Rhonda has sent this photo of an 1899 Renault, believed to be No. 8, which was at the recent 1 & 2 Cylinder Rally in Victoria. It now lives in Western Australia.



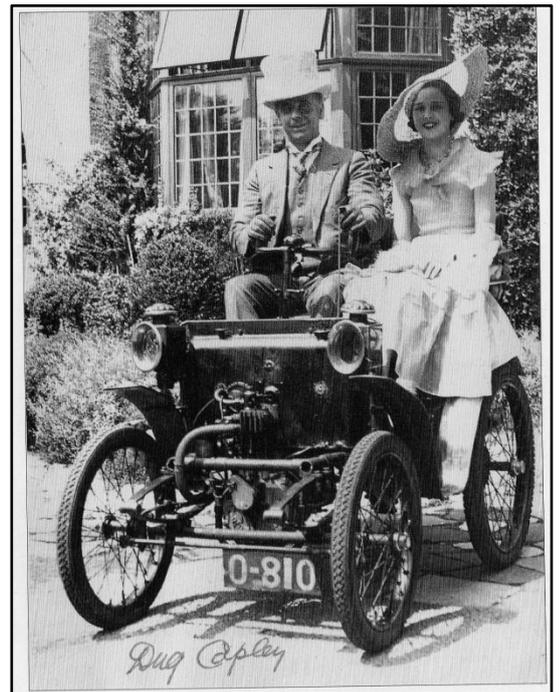
Now some years back I received unannounced from somewhere a copy of a book titled "*The Renault File*". I can only assume that all members of the Renault Frères Club received one to celebrate the Renault Centenary.

The first car illustrated appears to be identical to the photograph of No. 8 (above) and is described as Renault prototype 1898. This was fitted with a 1-cylinder De Dion engine and had a top speed of 22 mph.

The prototype was so successful that few changes were made for the first production model.

The cars were exhibited at the Paris Salon de l'Automobile in June 1899 and 16 orders were received. This started the long running line of Renaults.

Alan Robinson



[Left to right]

The 1897 de Dion quadricycle with Marcel Renault in the passenger seat,  
The prototype  $\frac{3}{4}$  HP of 1898 with Louis Renault at the upright steering wheel, and  
The first production Model 1  $\frac{3}{4}$  HP driven by Paul Hugé  
[from "*The Renault File*", Dove Publ. 1998).

## *“The Woman and the Car”.*

Thank-you to Régie Lewis for providing the following. Watch for more articles in upcoming issues

***“From a collection of articles published in the ‘Daily Graphic’ in 1909 By Dorothy Levitt “the premier woman motorist and botorist\* of the world”.***

**Dorothy Elizabeth Levitt**, (born **Elizabeth Levi**; 5 January 1882, died 17 May 1922) was the first British woman racing driver, holder of the world's first water speed record, the women's world land speed record holder, and an author. She was a pioneer of female independence and female motoring, and taught Queen Alexandra and the Royal Princesses how to drive. In 1905 she established the record for the longest drive achieved by a lady driver by driving a De Dion-Bouton from London to Liverpool and back over two days, receiving the soubriquets in the press of the Fastest Girl on Earth, and the Champion Lady Motorist of the World.

Dorothy Levitt became the leading exponent of a woman's "right to motor" and in 1909 published "The Woman and the Car: A Chatty Little Hand Book for Women Who Motor or Want to Motor", based on her newspaper column in "The Graphic". She also gave many lectures to encourage women to take up motoring.

She tried to counter the clichés about mechanically ignorant females:

*"I am constantly asked by some astonished people "Do you really understand all the horrid machinery of a motor, and could you mend it if it broke down? ... the details of an engine may sound complicated and look "horrid", but an engine is easily mastered."*

Her book contained many tips, including carrying a ladies hand mirror, to "occasionally hold up to see what is behind you". Thus, she can be said to have pioneered the rear view mirror seven years before it was adopted by manufacturers.



Quote : “Twenty or thirty years ago, two of the essentials of a motorist – some acquaintance with mechanics and the ability to understand topography – were supposed to be beyond the capacity of a woman’s brain. However the average woman is probably quicker than the average man in gathering from a map the information which it has to offer and so with the mechanics. If a woman wants to learn how to drive and to understand a motorcar, she can and will learn as quickly as a man”.

\* Editor’s Notes:

- (1) The *Star* of 21 September 1907 reported: “*The latest hideous made-up word is “botor”, to signify a motor boat. The inventor ought to be subjected to all sorts of hideous tortures*”.
- (2) Dorothy Levitt won the “Championship of the Seas” in the Great Motor-boat Race at Trouville, France in 1903 against all comers, after which the boat, the *Napier* was purchased by the French Government for £1,000.



A WWI Model T type Ambulance



Australian Nurses at Gallipoli  
[Source: Aust. Govt Gallipoli Records]

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## The Real ANZAC Biscuit Story. Source - NZ Army Museum

“Biscuits! Army Biscuits! Consider the hardness of them. Remember the cracking of your dental plate, the breaking of this tooth, the splintering of that.” *From Army Biscuits by Ormond Burton.*

Does this bring to mind images of our troops at Gallipoli eating the ANZAC biscuits we know and love today? Staff at the New Zealand National Army Museum did some research and found that contrary to popular belief there were no ANZAC biscuits at Gallipoli. The standard Army biscuit at this time was a rock hard tooth breaker also called the ship's ANZAC biscuit.

Although it's a myth that ANZAC biscuits were sent and eaten by troops in Gallipoli, some evidence suggests a rolled oats biscuit was sent to troops on the Western Front, although this was not widespread.

The majority of rolled oats based biscuits were in fact sold and consumed at fetes, galas, parades and other public events at home, to raise funds for the war effort. This connection to the troops serving overseas led to them being referred to as “soldier's biscuits”. Fundraising was co-ordinated by local Patriotic Funds, raising 6.5 million pounds for the New Zealand war effort.

The basic ingredients for a rolled oat biscuit were: rolled oats, sugar, flour, butter with golden syrup used as a binding agent (no eggs). This made them not only nutritious and full of energy but also long-lasting.

After Gallipoli, New Zealand and Australian troops were universally known as ANZACs. The term ANZAC soon became of great national significance, so much so that in 1916 to save the ANZAC legend from exploitation, the name became protected by law.

It is fitting then, that after WWI, the most popular rolled oat biscuit had the name and association of ANZAC applied to it and thus the legend of the ANZAC biscuit began.

*“...The first use of the name Anzac in a recipe was in an advertisement for Anzac Cakes in the 7th edition of the St Andrew's Cookery Book, published in Dunedin in 1915, the year of the landing at Gallipoli. These cakes may have been like rock cakes; however the recipe left out the mixing instructions. They were not a form of Anzac Biscuit...”*

*“In 1917, The War Chest Cookery Book published in Sydney included a recipe for Anzac Biscuits. However the recipe was for another type of biscuit altogether (using eggs, cinnamon and mixed spice, and rice flour). The prototype of today's Anzac Biscuit appears in The War Chest Cookery Book under the name Rolled Oats Biscuits.”*

.[Professor Helen Leach, Professor of Anthropology, Otago University]

## Our 1909 model LD Maxwell runabout. Frank Cerutti

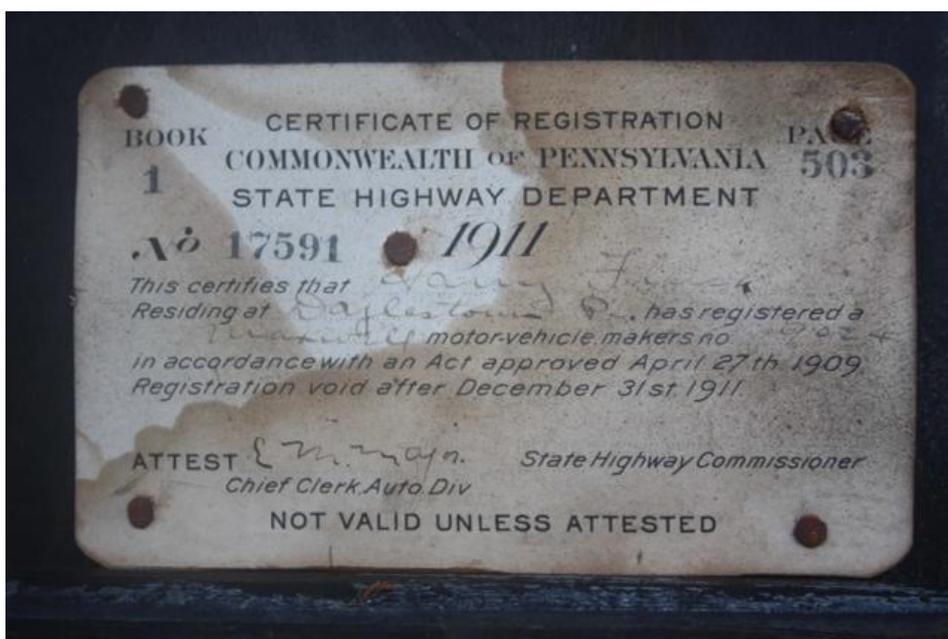
In October 2010, soon after the first Ayr Tour by the Veteran Car Club of Australia (Queensland), Adrienne and I decided that we wanted to participate in veteran touring. We were at the Ayr tour that year in my 1916 60hp N type Dennis fire engine. But the logistics of moving a vehicle weighing 4.5 tonne and being 3.2m tall was an expensive and complicated proposition. Even the flat-bed low-loader had to have a drop-deck to keep the head of the wheeled fire escape out of the low voltage service lines which cross suburban roads. So we started looking.

Whilst surfing the Horseless Carriage Car Club For Sale advertisements I saw a 1907 Maxwell was for sale in Florida. I rang the owner, Ross Walkup. Ross agreed to send me links to a Facebook address and to YouTube addresses advertising the car. While at the YouTube addresses looking at the Walkup car I saw another Maxwell, a 1909 model LD for sale. Adrienne preferred this car because it had a hood, separate seats and a mother-in-law seat. I emailed the owner, Rod Tenniswood about the status of his car. Rod replied next day that the car had been sold and shipped to Australia.

Then, unsolicited, we received an email from Greg Forbis, a friend of Rod Tenniswood, offering us his 1909 model LD Maxwell. The car was 95% complete, running and had a hood. We both agreed to continue on the basis that we are mutually interested in the transaction proceeding.

Greg told us he bought the car from a gentleman in Flint MI, about 50 miles distant. He was a collector and Greg's friend Rod Tenniswood bought an 06 Cadillac from him. Greg went with Rod to see and buy the car. The man had this Maxwell and insisted that Greg needed a car too.

One of the historically significant features of the Maxwell is that there is the original 1911 registration card still nailed under the front seat. It was issued in 1911 by the Commonwealth of Pennsylvania to a Harry Fluck (pronounced Flook) of Doylestown PA. I have since learned that before 1912 in Pennsylvania, the person was registered and not the car. Annually a car owner had to pay a registration fee to the state and would be issued a set of plates. Whenever that person drove a car he would attach his own plates. Further, as registration was an annual event there was no guarantee that an owner would get the same registration number in a following year. This also meant there are many plates around for present collectors.



**Original registration card.**

Harry Fluck as an apprentice blacksmith in his brother's employ, 3<sup>rd</sup> from the right.



With advice from Trevor Farnell, VCCA(Q), we contracted with an importer to bring our Maxwell into the country. The importer recommended a terrestrial, covered-in carrier to bring the car from Michigan, diagonally across the US to California. We had to meet all the import requirements of the Australian Government before we could proceed.

I picked up a Splitdorf model G low tension magneto and a Rushmore acetylene generator, which were missing from the car, from 2 vendors in the US and had them shipped to Greg. Greg also had collected a spare hood, with bows, irons and the remains of the material. The car was ready with all these parts and the vehicle was picked up 10<sup>th</sup> May 2011 from de Witt, MI.

Meanwhile in April 2011, working with dimensions provided by Greg, I, with my very good friend Norm Morley, built an enclosed trailer to bring the Maxwell home. The trailer was designed mindful of the Maxwell width and the 1927 P type Swift length. The Swift is our vintage touring vehicle.

On Saturday 4<sup>th</sup> June, 2011 the vessel Cap Blanche departed Long Beach CA with the Maxwell as cargo. On Wednesday 29<sup>th</sup> June, Cap Blanche was unloaded in Sydney and the container holding the Maxwell was transferred to a coastal service to Brisbane where it was unpacked on Friday 15<sup>th</sup> July. We were ready to pick the car up on Monday 18<sup>th</sup> July following a 1,350km drive towing the new trailer.

On Friday 22<sup>nd</sup> July we called in to Ayr on our way home and met with the Ayr club members to show off the acquisition. When we arrived home we were greeted by Norm Morley and friend Barry Parsons. We four unloaded the car and pushed it into the shed.

The first showing of the car was to be the 2012 National Veteran Tour at Ipswich in September 2012. So in the interim the car was completely stripped and rebuilt. The only part not touched, except for cleaning, was the engine. I had driven the car and the engine ran well. The body is all-steel in construction except for the two main runners between the body and the chassis. These were in excellent shape. There was a little rust to be cut out at the back of the tub and the driver's front mudguard had to be repaired properly. An accident in its early life had been repaired with round head bolts instead of rivets and plenty of body filler.

I think that this accident resulted in the car being put away only to be found 30 years later, in the 1960s as a barn find. Such is the good condition of the mechanical components. The body filler in the repair is estimated as from the 1960s.

Most other panels required minor repair as expected with a vehicle over 100 years old. The body was painted Maxwell Green after swatches of the original colour were uncovered under layers of later paint. New upholstery was made and fitted by a tradesman from Ayr, who grew up with these

vehicles. The brass lights were refurbished in Adelaide with new brass spinnings utilised where necessary. I prepared all the bodywork for paint and the paint was professionally applied in Townsville.

I made the wiring loom and installed a modern coil and condenser into the switchbox on the dashboard. The original design is single primary and twin secondary ignition coil, which is neatly replaced by a Harley Davidson coil with identical function. This has worked well for many miles until a condenser failure recently at the Dalby Tour, which is presently under investigation.

Since it was put on the road with 9,137 miles on the odometer, it has now clocked 10,954 miles, a distance of 1,817 almost trouble-free miles. It has failed to get us home on 2 occasions, at the 2013 National 1&2 Cylinder Tour in Canberra (carburettor) and the 2013 Victoria Veteran Tour at Moama (big end bearing).

Our initial thoughts after the Ipswich tour were that the car was too slow to be enjoyable on that type of tour and was more suited to the 1&2 tours. However, we have re-thought our position and a veteran tour can be enjoyable if you get away early and let the high powered cars catch and pass. The Goulburn and Colac Tours were proof for us.

We love our Maxwell, which is called 'Alice' after Alice Ramsay, the first lady with 3 other ladies on board to drive a 1909 Maxwell across the continental United States in 1909 from North-East to South-West.

Frank Cerutti



*The car as bought*



*As it arrived*



*Finished*



*Touring*

## News from Q.H.M.C. March General Meeting



The full Minutes of this meeting are available on the QHMC Website ([www.qhmc.org.au](http://www.qhmc.org.au)), together with other pertinent information

Some items in those Minutes that may be of interest to Veteran Members include:

### **RACQ QHMC Rallies (**

- Clubs required to host the QHMC Rallies for 2017 and beyond. It is traditional for the SQ QHMC Rally to be the weekend preceding the second Monday in June (generally the second weekend in June) and the NQ QHMC Rally is over the Easter weekend.
- QHMC sponsors each QHMC Rally providing \$700 for each event, supply perpetual trophies and three small trophies. RACQ generally contributes \$1000 to the event. It is the responsibility of the host club to apply for RACQ sponsorship.

### **GENERAL BUSINESS**

Bailey Rowe raised the subject of SIVS registration documentary requirements and apparent inconsistencies in these requirements as set out in various TMR documents. It appears that a particular Customer Service office is requiring a different (higher) standard of documentation than others. After considerable and very lengthy discussion from both the committee and the floor, it was decided to refer the matter to TMR for follow up.

Malcolm McLaren asked about the NSW logbook trial and suggestions from a QHMC member club's newsletter that there were moves to harmonise requirements between States and Territories. The committee members present have not seen the article in question.

Russell Manning commented that standardisation of vehicle standards and road rules was an ongoing process and had been for many years. There is already a requirement that vehicle standards and road rules be standardised across the country (and they largely are) - unless there is a very good reason to have State / Territory specific rules - but this can take considerable time to achieve. His understanding is that this harmonisation did not extend to things like registration schemes at this point. Malcolm went on to mention other issues raised in the article however the committee had no knowledge of them and was unable to comment. It was suggested he contact the article's author.

Malcolm also mentioned a newspaper advert aimed at service station operators and their requirement to advise the State Government of fuel sales volumes etc. This is believed to be related to the impending introduction of an ethanol mandate. It was explained that QHMC was represented at the public hearing but that a certain politician present effectively prevented any discussion that was not supportive of ethanol. Also, the original proposal which would have meant that there would still be reasonable access to non-ethanol (standard) ULP fuel had been altered after the public hearing without any public consultation and the number of outlets that will be allowed to retail non-blended fuels is likely to be much reduced. This was entirely a politically driven outcome.

The QHMC website has further comment on this subject.

Craig Williams asked about suggestions that TMR was going to update its registration system and whether this would result in a new SIVS system or a log book system being introduced and whether QHMC should be working on a proposal to government in case this happens. Russell advised that the references to the antiquated system being used by TMR - which they are looking to update - actually refers to the registration database that supports the registration system. We've heard nothing that suggests there will be a change to the registration system in the short term however a couple of meetings back Rod Graydon mentioned that TMR would not consider any changes to SIVS until the New South Wales trial had been completed and the outcome analysed.

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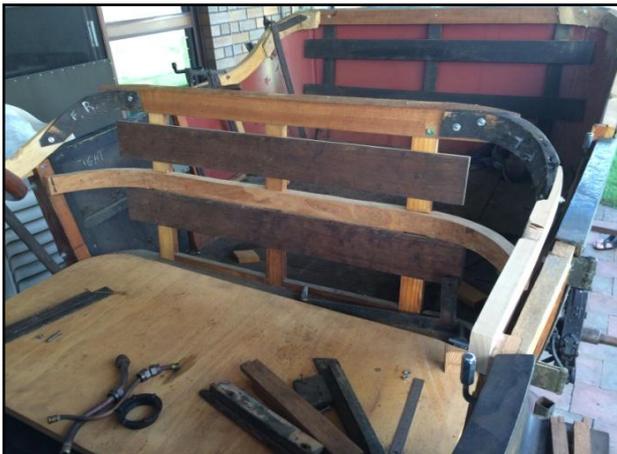
The letter which follows originally appeared as a letter to the editor in *The Sydney Morning Herald* about 28 February, and is reproduced here from an article by Graham Allum in *Restored Cars* #236, May-June 2016.

*"It's about time the Authorities did something about older drivers on our roads. For far too long older drivers have caused havoc as they hog the left lane, stick to the speed limits (even the roadwork limits) and stop at stop signs, causing great inconvenience and often preventing others from doing whatever they like. Another major concern is that by avoiding fines and demerit points, they are not doing their bit for the revenue of our state and are therefore placing a further burden on younger drivers. Until older drivers can prove that they are proficient at weaving in and out of traffic, driving while texting, tailgating, using drugs or doing burnouts, they must be banned from holding a licence."*

# FOR SALE

- \* **1915 BUICK CX25 TOURER.** Partly restored. Body work almost finished, chroming done, motor currently disassembled but complete. Needs new mudguards but otherwise complete car. All chassis work done well by an accomplished tradesman. Selling by Joe and Visjna Timkiv only because of ill health.  
[The car has been driven and a video is available upon request]

For further information, contact Visjna: email: [vispomana@gmail.com](mailto:vispomana@gmail.com) or 07 3389 0736; 0448 961 393.



**\*TOY HAULER ENCLOSED CAR TRAILER**

\$25,000 ONO

Don't waste money on Motels or tents - sleep in style. Toy Hauler Enclosed Car Trailer. Less than 2 years old. 2.5 metres wide. Will fit sedan or smaller. 4 wheel electric drum brakes with brake away unit. Fully enclosed with 5 Screened Windows, Hatch, front kitchen with running water, and storage cupboard. 80litre water tank underneath. LED lighting inside and out. Full size roll out awning with complete screened annexe with roll up windows and door. Electric Winch in front in cupboard, Solar Panel on roof connected to battery in trailer. Back door opens and closes with remote control electric winch. Ramps included to drive car into. Trailer. Tie down points. Inside are 2 full size single beds with mattresses that fold down when car is out. Large checker plate storage box on drawbar. Excellent condition. Safety Certificate will be provided when deposit paid. View at Kallangur Qld.

Contact: Either: Bob Burley ([bowtie@aapt.net.au](mailto:bowtie@aapt.net.au) / (07) 3886 0059,  
Or: Keith Gordon ([keithkaren75@yahoo.com.au](mailto:keithkaren75@yahoo.com.au) / 0432 483 228.



**\*\*\*TANDEM CAR TRAILER,** Registered until October 2016 Very good condition

- Current Safety Certificate
- Hydraulic over-ride brakes
- Heavy Vinyl cover over metal frame with zip closures
- Secure and waterproof
- Electric Winch
- Inside Measurements=Length-12ft.Height-6ft.Width-6ft

Open to reasonable offers.

Contact: Frank Muggeridge 0409 362 773 or (0438 362 773)



**\*1909 MODEL A TWIN CYL MAXWELL.** Just completed National 1 & 2 Cyl. rally at Morwell. A two cylinder horizontal opposed engine. A complete set of Brass Lamps and horn included, not shown in photo. POA Graeme Edwards 0418 347 216 E [graelyn48@gmail.com](mailto:graelyn48@gmail.com)

**\* 1913 MODEL 4-37** Restoration Project. A lot of restoration work has being already done on the chassis.

Have six new tyres (875 X 105) and a full set of Electric lights. Bodywork has being commenced.



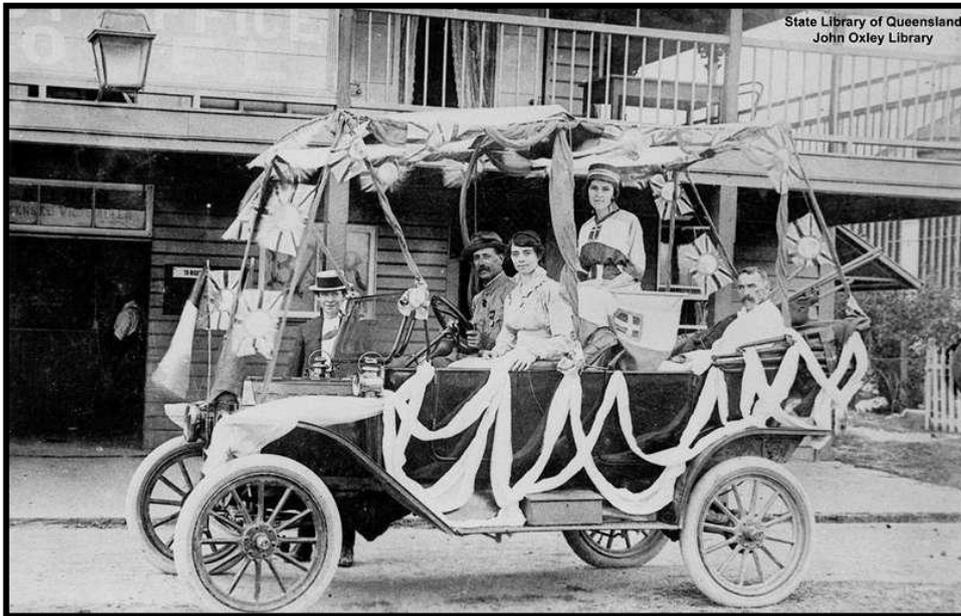
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"A 1912 Ford in Stanthorpe celebrates the end  
Of the War 1918".

[From John Oxley Collection, State Library of Qld]

[Don't think we're likely to see this on our Rally in September]

**A little bit of.. HUMOUR** ☺ ☺ ☺

### **The damned British**

A fleeing Taliban, desperate for water, was staggering through the Afghan Desert when he saw what he thought was an oasis on the horizon. Hoping to find water, he hurried on, but he only found a lone British Soldier selling regimental neck ties from the back of a vintage Bentley.

The Taliban asked, "*Do you have water?*"

The soldier replied, "*There is no water sir, the well is dry. Would you like to buy a neck tie instead? They're only £5 each.*"

"*You idiot infidel!*" the Taliban shouted, *I do not need an over-priced tie. I need water! I should kill you, but I must find water first!*"

"*No problem sir,*" said the soldier, "*It doesn't matter if you hate me. If you continue over that hill for about two miles, you'll find the Sergeant's Mess. It has all the ice cold water you need..*"

Cursing him, the Taliban staggered away and over the hill.

Several hours later he staggered back, collapsed with dehydration & rasped..... "*Curse all of you! They won't let me in without a flaming tie.....!*"