

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

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

# VETERAN TORQUE

JUNE 2016



*Rob and Ross Guthrie in front of the Calypso Caravan Park  
at Yamba, ready to rally.*

*[photo courtesy Pam Guthrie]*



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



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

**President: Bob Burley**

email [bowtie@aapt.net.au](mailto:bowtie@aapt.net.au) (07)3886 0059

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

**Vice-President: Glynn Hackshall**

email [daghack@bigpond.net.au](mailto:daghack@bigpond.net.au)

**Treasurer: Hazel Burley** (07)3886 0059

email [bowtie@aapt.net.au](mailto:bowtie@aapt.net.au)

**Secretary Rhonda Guthrie** (07) 5536 2717

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

**Events Director: Russell Massey** (07)3893 3414

email [yvancode@iinet.net.au](mailto:yvancode@iinet.net.au)

**Property Director:**

**David Hackshall** (07) 3805 2041

email [david@pbiaustralia.com](mailto:david@pbiaustralia.com)

**Committee Members:**

**Carolyn Robinson** (07) 3201 1986

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

**Honorary Life Members**

**RACQ**

**Phil Fletcher**

**Hugh Kimlin**

**Grahame Wilkinson**

**Non-Management Positions:**

**Editor:**

Carolyn Robinson (07) 3201 1986

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

**Dating Committee:**

Ross Guthrie (Chairman) (07) 5536 2717

Paul Blake (07) 3878 6483

Bob Collett 0411 242 360

Syd Norman 0427 452 261

**Member Liaison:**

Ross/Rhonda Guthrie (07) 5536 2717

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

**Librarian:**

Wayne Aberdeen (07) 3396 8556

**Club Historian:**

Denis Martin (07) 3379 2530

**Webmaster**

Peter Ransom (07) 3359 2671

email [piransom@westnet.com.au](mailto:piransom@westnet.com.au)

**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)

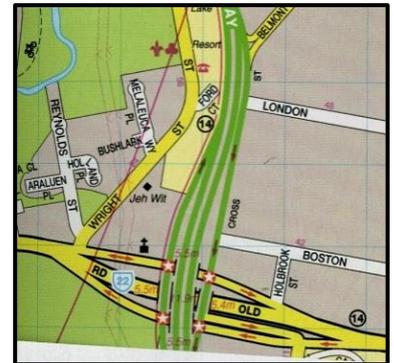
**Membership fees for 2015** (Due July 1) are:

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: There is an ADDITIONAL CHARGE of \$5 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.**

**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:

Carolyn Robinson  
8 Thoona Close KARANA DOWNS QLD 4306

Ph. (07) 3201 1986

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

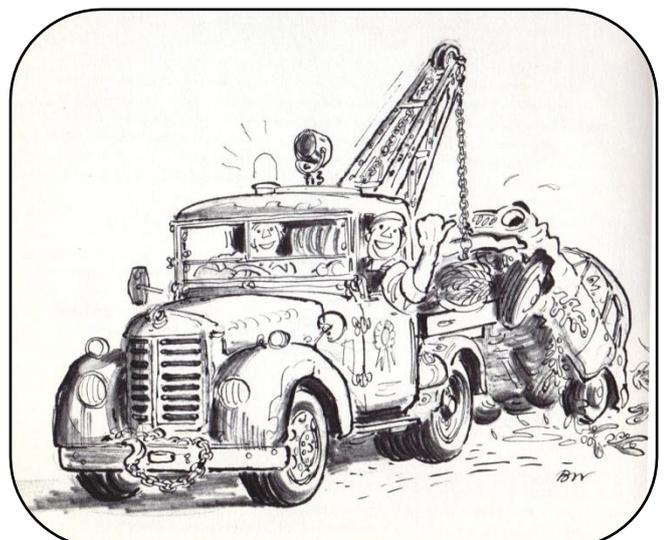
**All other correspondence to:**

The Secretary, VCCA (Q) Inc.

1376 Old Cleveland Rd

CARINDALE QLD 4152

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



## President's Report.

After the Committee Meeting on Monday 17<sup>th</sup> May, a few of us ventured down to the **Carina Leagues Club** to check out the venue for the

### **60<sup>th</sup> Anniversary Dinner and President's Dinner combined.**

It turned out to be an excellent venue for our purposes with lots to offer and at a reasonable price. It has a lift for the members who can no longer use stairs easily. There are many large screen TVs and a large white screen for showing photos etc The room will easily accommodate well over one hundred people. There's plenty of parking and it is close to our club rooms! This is relevant because some can leave cars at the club or car share, I believe some members will be at the Club over night, Maxi taxis could be another option.

The meals we had were very good and our meals on the night will be served at your tables. This venue was the best we have tried and at a good rate. This has been booked for a

### **Luncheon on the 6<sup>th</sup> August 2016.**

I do feel we had to do something different this year, it was getting a bit same same!

I invite anybody to put together some of the highlights of events from years past and could they please put them onto a USB stick and bring them along. More on this at the next meeting.

\* \* \* \* \*

#### New Subject,

**RACQ Representative Chris Hocken** will be at the Club to give a talk on an insurance plan for our treasures. I do suggest that this is aimed at RACQ members and a package to equal Shannons. Please come along and see what he has to say. Chris will be there to answer all questions.

\* \* \* \* \*

Just a short word about **The Old Petrie Town Steam Fest on 4-5 June**, There will be an optional car run on either day, or both, run route sheets will be available at the venue, and there is lots to see - markets, parades, eats, drinks, steam stuff, traction engines, fire museum, galleries, a pub, the Trade Guild with a working foundry and woodshop and many more, lots to buy, pottery and its shop and the blacksmiths will be doing demos.



To all who are going over the border to YAMBA, have a **safe trip** and I will see you down there, this is a great Rally / holiday.

Thanks to all who came to the working bee, a lot of things were done and now the list of to do's has come to light, so see you at the next one.

Bob Burley

**Minutes of the Six Hundred and Twenty Seventh General Meeting of the  
Veteran Car Club of Australia Qld Inc. held in the Clubrooms  
at 1376 Old Cleveland Road Carindale, Monday 2<sup>nd</sup> May 2016**

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

**Apologies:** Trevor Brosnan, Andrew Wright, Frank & Kathy Muggeridge, Trish Hanley, Frola Gilltrap.

**Attendance:** As per attendance book - 45

**Minutes:** The Minutes from the April Meeting were taken as read. Hugh Kimlin Moved they be accepted and Barbara Clegg seconded the motion.

**Business Arising from the Minutes:** Grahame Wilkinson mentioned that in the minutes we had an incorrect name – it was reported that Doug Briggs had passed away – the gentleman's name was Doug Cribb. Minutes – were passed - All agreed.

**Correspondence Inward:** Letter from Graham & Irene Donges requesting permission to arrange a Biennial Brush Rally under the auspices of the VCCAQ.– the next one will be in Dalby – July 2017.

Peter Arnold proposed that permission be given to the Brush Biennial Rally Committee to hold the Rally in Dalby 2017 under the auspices of the VCCAQ. John Day Seconded the motion, club members all agreed.

Newsletters from various clubs

**Outward:** Nil

Rhonda Guthrie moved that the correspondence be accepted. Trevor Farnell seconded the motion.

**Business Arising from the Correspondence:** Nil

**Treasurer Report:** Hazel reported the financial records to the club members and moved that they be accepted. Seconded Albert Budworth.

Historian Report: Denis Martin is working on another history report for the club newsletter.

**SAG:** Nil

**Web Site:** Nil

**QHMC:** Nil

**Editor:** Carol requested that some of the rally entrants who participated in the Traralgon Rally please write a rally report for the next newsletter.

**Dating:** Ross Guthrie mentioned that he was able to hand dating forms to Ian Herse re his Ford Model T.

**Events Co-Ordinator:** Russell reported that as he and Susan are unable to attend the Yamba rally in May they had joined Bob and Hazel with Ross and Rhonda on an earlier visit to Yamba in February. Russell confirmed that the roads are mostly flat and it should be an enjoyable week of veteran rallying.

Rhonda reported that to date there were 46 vehicles attending Yamba – thus giving us about 94 people. Rhonda mentioned that there were about 10 veteran vehicles coming from Interstate. Unfortunately a couple of the rally days would have to be swapped due to a local bridge closure for regular maintenance (it apparently is closed for one day per week).

Russell reminded everyone that the next Anniversary Club Rally will be in Mackay in July.

May 15 – National Motoring Heritage Day – Queens Park Ipswich. Vehicles are required to be in position at the park by 9.30am.

June 4<sup>th</sup> & 5<sup>th</sup> – Old Petrie Town is holding their annual steam weekend. The club committee thought it would be a good local club outing. Bob Burley has investigated a couple of short drives in which we can participate either one or both Saturday and Sunday during the afternoon. Chris and Jenny Sorensen have offered to bring one of their steam veterans.

Bob Burley asked if any Queensland Club Members were planning on attending the 2017 National Rally in Clare, South Australia – September next year. To date there are 5 families thinking of attending.

**General Business:** Albert Budworth mentioned that Motorfest is on 10<sup>th</sup> July 2016. This year BMW will have been manufacturing vehicles for 100 years. The BMW is planning on having 100 vehicles on display. Those who are interested in attending can take their veterans to the grounds on the Saturday, as per last year. If you are not planning on attending the Mackay / Ayr rallies the Committee would really appreciate you supporting this display day. The veteran vehicles will be sharing the area with the QVVA and the Vintage Car Club.

Albert Budworth reported that the RACQ has taken a 5 year lease on the Mount Cotton Driver Training Centre, with the idea to continue driving training in various weather conditions and training for learner drivers. The Government plans to invest \$15million into the Mount Cotton Driver Training Centre. There is also the possibility in the future of storage for veteran/vintage/classic vehicles.

13<sup>th</sup> May – Working Bee at the club rooms – lawn will require mowing – general maintenance on the building. The carpets in the club rooms are to be professionally cleaned so all the furniture will be required to be moved and replaced.

1915 Klaxon Horn, donated to the Club by the late Bill Ferris many years ago. After much discussion Peter Arnold moved that the club advertise the horn for sale in the newsletter. Anyone interested in the horn will be required to write an expression of interest in the purchasing of the horn to the Club. The committee to place a reserve price on the horn, and arrange a closing date. John Day seconded the motion – club members all agreed.

Grahame Wilkinson reported that he had such a horn on his Veteran and that it was a 6 volt.

Syd Norman reported on his recent trip to New Zealand – and the mechanical problems he had whilst travelling there and how he was able to purchase original parts from unusual business, thus keeping him on the road.

Joyce Brooks thanked everyone who contacted her, via mail – email or phone calls during her recent arm problem. Your thoughts and concerns were appreciated by both Joyce and Kevin. The Doctors have told her it will probably take a good 12 months before it is completely healed, but she is well on her way to recovery.

John Day reported on the Traralgon Rally – once again it was enjoyed by all who attended. The first day the distance was 170ks round trip which was too long for the slower cars. Another day they roads were very narrow and too hilly for the early cars. Unfortunately the display day was a wet day, it rained all day. The organisers were lucky to get 4 cars to the display area for the media to report on. The oldest veteran that travelled on the rally was the 1902 Thomas owned by Russell and Christine Holden BUT usually driven by their daughter with her “L” plates on. Sorry Russell I think you have lost that one.

Another interesting veteran on the rally was the 1906 White Steam Car owned by James McInnes from South Australia. He very kindly cooked bacon on the top of his engine, for anyone who was interested. I don't think he had many takers.

Rodney Anderson also brought along his newly acquired 1898 Renault, though he didn't take it on the road, it was only placed on display and driven on private property. Rodney and his family live in France for part of every year and had taken a keen interest in this very unique vehicle. When he travels back to France he takes the car with him, (I'm sure it could just about go as hand luggage).

Apparently Mr Louis Renault drove this vehicle in a race in 1899. It has been in storage for the whole of the 20<sup>th</sup> century.

Bob Burley reported that the Club needs to purchase a new microphone system the one in the club rooms for general use is not working properly.

#### Skites:

Allan & Dianne Lyons have purchased a 1918 Ford Model T Coupe. Allan and Merv are travelling south to collect it in the next few days. Congratulations another veteran for Queensland.

Graham Donges reported that he and Irene had purchased another 1911 Brush slightly different from the one they already own. It is still in the USA waiting for transport. Congratulations another veteran for Queensland.

Bob Burley displayed two of his brand new wheels he has had made for the Hupmobile they are restoring. Beautiful piece of workmanship. Bob explained how the wheels were made. How the timber spokes had to be dried etc.

Peter Arnold reported that in 2014 when they drove the Adelaide to Darwin in their Buick and then continued on to Kalgoorlie for the National Rally the spokes in his car wheels and the body gaps of his Buick altered depending on the climate in which they were travelling.

Meeting closed 9.pm

Rhonda Guthrie

Hon. Secretary

\* \* \* \* \*

### Coming Club / Sanctioned Events

[Invitation Events shown in italics]

- 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*
- 26 *June Vintage Club Concours in the grounds of Ormiston House, commencing at 10am.*
- 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**
- 3-8 *July Mackay 60<sup>th</sup> Anniversary Rally Mackay, immediately followed by:*  
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 Lunch. At the Carina Leagues Club. (more details next month)*  
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.*

## FROM PAST RALLIES

### Driving @ Dalby

Robert Lovell resting at lunch time in the Bunyas. [photo courtesy Kevin B.]

Wally and Bev sent these pictures of the cotton harvest.



Thank-you to Graham and Irene for the following report from the  
Traralgon Rally.

[This was the only one the Editor received]

After Monday's very pleasant drive through 'Devondale Farm' country to Maffra, Tuesday's drive was described as being a little hilly. It was. The Brush went up a lot of the hills in first gear. Slowly - yes, but it never faltered and we safely made it to Mirboo North which is actually south of Morwell and Traralgon. Some cars, however, did not make it and required assistance which was cheerfully supplied by Ross and Rhonda Guthrie.

And what a surprise as Rodney Anderson drove his very old Renault into the carpark. It looked like a glorified billy cart but it was in fact the first model of Renault, car No 7, previously owned and used by Louis Renault as his own personal car. We thank Rodney for this rare opportunity to touch, see and smell this French national treasure which now has been returned home to France.



## Hi All - From Syd Norman May 2016

I am a bit slow in responding to the wonderful thanks for a great trip to New Zealand with my 1938 Morris 8/40 roadster (*'Morrie'*) and retro caravan (*'Midge'*). The rig was sent over in a container in December and I picked them up in Christchurch in January 2016 with the invaluable help of Lindsay Crossen of the M8 Tourer Club of N.Z.

A very warm welcome was followed by a trouble free inspection of the vehicles so I decided to go to Akaroa and the first challenge of steep hills. No problems and only 1 first gear climb. Back to Little River for the night, and to work out how to plug into power in N.Z. – different to Aus.

With family and friends we went to Geraldine which included a great visit to the Motor Museum there and a nice social evening on the farm in lovely balmy but cool weather.

Next stop was to the Vero International Rally in Dunedin. The Rally was arranged by a promotions group who had obviously never run a car rally before. 600 cars running around with rally instructions that had no distances between points, made for some very interesting and dangerous outings with lots of frustrated drivers. Add to this the fog and rain, the food that ran out, international entrants stated as being from N.Z. and poor traffic management, this made for a very "memorable" event that has seen the numbers of entrants drop each time. Enough grumbling, the Rally entrants were great company.

Several people suggested I attend the Edendale Crankup weekend and I camped in a cow paddock for 3 nights while I had a great time amongst the hundreds of tractors, steam engines and farm equipment. The parade through the town before the event was incredible as hundreds of vehicles snaked around the streets. In its 29th year I was the first International Exhibitor who brought a vehicle.

From Dunedin I headed south to Invercargill and Bluff, the most southerly port in NZ and the weather improved greatly. On my way into Invercargill I let the smoke out of the 6 volt generator in the Morris and put a call out to the NZ Morris Tourer Club for help. Their local member, David turned up in a Morris 8 Tourer, declared the generator terminal and took it and the regulator away. I walked into town and visited Hayes Hardware, the home of the World's Fastest Indian, a great visit where I even had my photo taken sitting in the machine. An amazing display of Bert's bikes and history as well as many other bikes and cars, all on display in a Hardware Store where you can still buy a single bolt, nut or washer.

The next morning David rang to say that the generator was fixed. He "just happened" to have a new 6 volt armature and field coils and had repaired the regulator. Incredible service that I was very grateful for. Thanks David.

On the road again I went to Bill Richardson's Transport Museum, an amazing collection of over 250 trucks, Ford cars dating back to 1904, hundreds of petrol bowlers, and lots of wonderful automotive paraphernalia, all housed in huge buildings covering a city block. Bill's daughter now runs the Museum and was very taken with my vehicles as she also collects old caravans and VW Kombies. A quick visit to Bluff, the most southern port which I visited by ship in the 1990s, then to "Demolition World", a village built from Demolition products and quite an amazing place to spend a couple of hours. I nearly had *Morrie* and *Midge* put on display there.

From Invercargill I headed north to Queenstown to meet some friends that I travelled with off and on for most of my visit. We found Queenstown to be very busy and touristy and based ourselves at Cromwell, a delightful country town, and visited Arrowtown and Clyde, two historic towns really worth a visit.

Having been told that *Morrie* wouldn't pull *Midge* up the Haast Pass, we proceeded to do exactly that, with only one pinch requiring first gear. Going down was probably more "interesting" after the brakes faded.

We toured the west coast and visited beautiful glaciers, lovely gardens and amazing waterfalls, and were pleased with the friendliness of the helpful locals and the "I" sites.

With the ferry crossing from Picton booked, we were in trouble when *Morrie* blew a head gasket on a very long steep mountain pass. We limped into Wakefield (a small village, found accommodation and booked the vehicles to be towed the 160km to Picton. When the manager heard of the \$650.00 towing cost, he decided to find the bits to repair the car, and by 8am next morning called to take me into another tiny town with a pub, servo and 3 houses only 15km away. The mechanic's wife let me rummage through the cupboards under the bench and I eventually came up with a new old stock Morris 8 Series E valve regrind gasket set in an old box but complete. So \$50 later and 2 hour's labour I had the gasket fitted, a new steering arm on the manager's tractor, and we were on our way again, arriving on time for the Ferry crossing to Wellington.

A wet but smooth crossing had us in a 10km traffic jam in pouring rain for our arrival in the North Island, and we missed the friendliness of the South Island.

With our destination being Napier we visited a private motor museum in Fielding on the way, arriving early on the Saturday for the street parade. I was able to win a parking pass to park in Marine Parade and was joined by the 120 cars after the parade. The Art Deco Weekend showcases an amazing town, lovely cars, people, costumes and food. Another event handed to a promotions group that seems to have lost the point on cars.

Friends took us up to Mt Te Mata Peak for the great views before we headed north again. On our way to Auckland we visited the Aratiatia Rapids, Huka Falls, the Hot springs and even had a dip in the ocean at Waihi Beach. The city of Auckland has many lovely attractions and we visited as many as time allowed before preparing the vehicles for the trip home again.

By this time *Morrie* was showing the strain with loose body screws, plenty of squeaks and the door handles falling off. *Midge* had nearly bald tyres and was suffering sunstroke, so it was timely to load them back in the container.

So, New Zealand did us proud with 6,600kms of relatively trouble free motoring at around \$1.80 per litre for fuel over the 8 weeks of touring. I have no idea of the number of photos taken by passers by and the number of requests to allow us to go on Facebook pages, but there are lots of shots of the "rig" around the world now.

Vehicles and passengers arrived safely home by the end of March and we are preparing for the next adventure. We were invited to join a Rally in Austria so who Knows ???

I really wish to thank the great people we met, and those who assisted us to have a very memorable and enjoyable holiday in lovely New Zealand. You all did your country proud. Many thanks from Syd. *Morrie* and *Midge*.



## The INA National Brush Rally.

Fifteen cars gathered in Wedderburn for the First National Brush Rally in perfect weather, even by Queensland standards. We believe it to be the world record for the largest collection of Brush cars ever assembled internationally in recent history. The cars came from all States, there were 3 from New South Wales, 3 from Western Australia, 2 from Tasmania, 5 from Victoria, and 1 each from South Australia and Queensland.

Fourteen cars actually travelled on the rally. On the first day, every car made it back to town. There were mechanical issues along the way but all these were resolved and each day the cars lined up to go again. By the end of the rally, thirteen cars completed the last day's rally route. One was still driving but not well and only joined in once the cars arrived back in town. That's Brush reliability!

The country side was dry, dry, dry but the Wedderburn District is interesting being an historic gold mining area complete with bush ranger lookouts. Many of the cars did the hill climb up to Captain Melville's Lookout and Caves. The roads travelled were quiet and it was a pleasure to drive with no trucks on the road. The area is rich in history with gold mining the major focus. Inglewood was great for vintage shopping and some great treasures were unearthed. The locals report that the best quality eucalyptus oil is produced locally. It is produced from the same mallee bushes that the early pioneers of the industry used. They are ready to be harvested again every two years.

Our thanks to Andrew and Frances McDougall for organising a fantastic rally. It was decided that a National Brush Rally be held every second year on the alternate year to the One and Two Cylinder Rally. The next rally will be next year, 2017, in Dalby, Queensland.

Graham and Irene Donges.





## SPARE PARTS

Sorry but we couldn't resist sharing these gems from a mail-order catalogue with you:

Brilliant Mosquito Trap	If the mozzies were brilliant they wouldn't be trapped.
Compact metal drying rack	Have heard of expanded metal, but not compact.
Portable garden sprayer	Not many people carry their garden around
Mini exercise bike	No use for Toyotas
Stool to wash in safety and comfort	Who'd want to wash a stool?
Corner dog bed	Must be a new breed.
Folding dog car ramp	Dog must be folded correctly.

## SOME THOUGHTS FOR THE DAY

*The real art of conversation is not only to say the right thing at the right time, but also to leave unsaid the wrong thing at the tempting moment.*

*He who hesitates is probably doing the right thing.*

*Long ago when men cursed and beat the ground with sticks, it was called witchcraft. Today it's called golf.*

*The older you get, the tougher it is to lose weight, because by then your body and your fat have become really good friends.*

*Some people try to turn back their life's odometers. Not me, I want people to know why I look this way. I've travelled a long, long way and some of the roads weren't paved.*



It's some time since we've included some NATTY NUMBERPLATES. Here are a few.

OLD FELLA	(on a BMW)
GOT THIS	(on a black JEEP)
SO HOT	(on a JAGUAR)
HER BENZ	(Wonder if her husband has matching HIS BENZ?)

It seems that Victoria is no longer  
Recently spotted plate sporting

“The Place to Be” or “Victoria On the Move”.

“Victoria – The Education State” !!!

(Well, we know Queensland is no longer “The Smart State”!!)

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## DISCLAIMER

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Any 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 Veteran Car Club of Australia (Queensland) Inc.

## *“The Woman and the Car” 1909.*

*By Dorothy Levitt, a leading exponent of a woman's "right to motor".....continued*

Our early motoring heroine was born 1882 in London, the daughter of Jacob Levi, a prosperous jeweller, [tea](#) dealer and Commission Agent. The family surname was anglicised by 1901.

Little information is available about Dorothy's life except indications that she was an experienced horse rider, writing that remaining astride a galloping horse was easier than retaining a seat in a car being driven at speed!

In 1902 she was employed as a secretary at the Napier and Son Works in London, the company undertook work for Selwyn Edge on his Panhard et Levassor racing car. At this time the British motor industry was only beginning to develop; even the suggestion of motor races on public roads caused an outcry with hill climbs and speed tests having to be undertaken on private land.

When or how Dorothy met Selwyn is unclear, reports suggest they both appeared to have been "orientated towards self-publicity". Napier cars were driven by Edge in motor races and he piloted one to win the 1902 Gordon Bennett Cup, a race from Paris to Austria. While competing there he noticed the influence Madame Camille du Gast's participation had in drawing media attention to French racing cars. One suggestion was that Edge was seeking an English version of Camille to enhance the sale of British cars.

Camille du Gast was one of the richest and most accomplished widows in France,—a balloonist, parachute jumper, fencer, tobogganist, skier, rifle and pistol shot, horse trainer—as well as a concert pianist and singer. She was the second woman to compete in an international motor race.



*“In front of your car you will notice a handle”*

This month's quote from Dorothy ....

*“Starting one's engine is not the nicest thing about motoring when a woman is acting as her own driver and mechanic, but with the little cars no strength is required; it is only the big cars that need a swelling of muscle. There is a great knack in starting an engine, but this once overcome, ceases to be hard work.”*

Editor's Footnote:

*“Selwyn Edge, Director of the Napier Car Company and famous racing driver ... spotted Miss Dorothy Levitt amongst his staff, a beautiful secretary with long legs and eyes like pools. In a bid to promote his cars ... Edge decided that she should take part in a race, though first he had to teach her to drive. She surpassed his expectations by winning her class in the 1903 Southport Speed Trial, and proved such a good driver that she was taken on by De Dion for a major publicity stunt.” Jean Francois Bouzanquet<sup>L</sup>*

Thanks to Terry Lewis for supplying the following article.

### The Petrol Motor Industries of Great Britain 1907-1926

The development and construction of the internal-combustion engine for use in light and heavy motor-cars, motor sea-going craft and the aeroplane cannot be considered as confined to any particular district. Coventry, which was the first home of the bicycle trade, was, curiously enough, the town in which the first light motor engine was constructed by the Daimler Co, founded in 1896 for that purpose. From Coventry the trade spread in various directions, until there is hardly an engineering centre in the country which does not aspire to produce a good class of work in one or more of these lines. Every year at the Motor Show at Olympia new firms enter the field with an amazing fertility of inventive power in the modification and development of the motor mechanism. In the year 1900 there were 184 exhibitors, in 1913 there were 334 and the figure in 1925 was 532. In magnitude and importance this Exhibition has now become the chief gathering of the European motor-car world. To judge from the increase each year of the number of persons who crowd into Olympia, it is evident that there is a growing demand for the light and heavy car, and that, although marine engine-building and agricultural machinery may be under a cloud at the moment, the internal-combustion engine for road traffic can command purchasers at all prices among a public still far from "saturation."

This industry embraces the motor for passenger car transport and aeroplane purposes, and the internal-combustion engine of a heavier type for land and shipping purposes. It is a trade that has developed with extraordinary rapidity, and owes much of its efficiency to foreign enterprise and design, though the motor-cycle is a purely British creation. In 1907 the total number of motor-cars in use in the United Kingdom was 65,000; in 1925 the number rose to 911,000. But in 1907 the number of cars turned out by this country was only 12,000, showing how largely at that period we were indebted to the foreigner. In 1925, however, British production had increased to 153,000 cars, exclusive of motor-cycles. In England and Scotland the proportion of cars to population in 1925 was one car to forty-seven persons, much below the ratio in Canada, New Zealand and Australia, while in the United States the proportion in the same year was one car to every five persons, or over 22,000,000 altogether. It would thus appear that a very large market is still open in this country for inexpensive and handy vehicles, if the American practice is any fair guide.

In 1907 the estimated value of the motor-car output in England was £4,250,000; in 1925 it was £48,000,000 of which £37,500,000 represented private cars and £10,500,000 trade vehicles. In 1907 the British motor-car trade employed 53,000 hands; in 1925 this total had increased to 250,000. In 1897, when the Daimler Co. made its first car, half-a-dozen firms had been successfully at work on the Continent. Now that 29 years have elapsed, we find twenty-two firms in Great Britain having outputs of more than 1,000 cars per year. They are responsible for 94 per cent. of the total production. But, taking the smaller firms into account, sixty-one are producing cars regularly.

The output of all firms in 1922 was 38,000 cars; in 1923, 68,000; in 1924, 103,000; and in 1925, 132,000. Of the 1925 output 71% were 12 h.p. or under, and only 7% over 18 h.p. Of the total number of cars sold during 1925 in Great Britain, 69% were of British manufacture.

With regard to the output of commercial vehicles, the year 1923 produced 22,000; 1924 produced 32,000; and 1925 produced 44,000. Of the commercial vehicles sold in 1925, about 14,000 were light vans, 12,000 were motor-buses, 6,000 were light lorries, 4,000 were motor-coaches and charr-a-bancs, 3,000 were heavy lorries, 1,000 were heavy vans and 500 were taxicabs.

It is impossible to say which firm produces the best car, as types vary greatly according to the demands of purchasers, but certain producers stand out very prominently in their special class of manufacture. The chief firms producing luxury models at £1,500 to £3,000 are, in alphabetical order: the Bentley Motors, the Daimler Co., the Lanchester Motor Co., the Leyland Motors and the Rolls-Royce. Among the chief firms turning out luxury and sporting models at £1,000 to £1,500 are the Armstrong Siddeley Motors, the Bentley Motors, the Crossley Motors, the Daimler Co., the Lanchester Motor Co., the Rolls-Royce, the Sunbeam Motor Car Co., Vauxhall Motors and the Wolseley Motors. The last-named firm has been absorbed by Morris Motors (1926).

Among the firms turning out good quality cars at £650 to £1,000 are the Armstrong Siddeley Motors, the Austin Motor Co., Bentley Motors, the Clement Talbot, Crossley Motors, the Daimler Co., Humber, the Rover Co., the Star Engineering Co., Sunbeam Motor Car Co., Vauxhall Motors and the Wolseley Motors.

Smaller, less expensive cars at £300 to £650 are produced by A. C. Cars, Alvis Car & Engineering Co., Armstrong Siddeley Motors, Arrol Johnston, Austin Motor Co., James Bartle & Co., Bean Cars, Beardmore Motors, Clark Cluley & Co., Clement Talbot, Crossley Motors, Humber, Lagonda, Lawton Goodman, Lea and Francis, Morris Motors, Riley (Coventry), the Rover Co., Singer & Co., the Standard Motor Co., the Star Engineering Co., the Stode Engineering Works, the Sunbeam Motor Car Co., Swift of Coventry, the Triumph

Cycle Co., Vauxhall Motors, the Vulcan Motor & Engineering Co., Waverley Cars and Wolseley Motors. Many of these firms also produce cheap cars under £300, and, in addition, the following firms are engaged in that class of manufacture: Bayliss Thomas & Co., the Clyno Engineering Co., Jowett Cars and the Rhode Motor Co.

It is difficult to estimate the turn-out of individual firms, but it may be safely said that the ten firms turning out the largest number of cars are: the Armstrong Siddeley Motors, the Austin Motor Co., noted for its "Little Seven Austins," of which great numbers are turned out week by week, Bentley Motors, Crossley Motors, the Daimler Co., Morris Motors, Rolls-Royce, the Rover Co., the Standard Motor Co., and the Sunbeam Motor Car Co.

One of the most striking developments of the trade in the last few years has been that of Morris Motors (1926), which is referred to more fully in connection with Birmingham industries. This firm, with works at Birmingham and at Cowley, near Oxford, though its engines are made at the Hotchkiss Works at Coventry, has established a business, which is driving foreign-built cheap cars out of the country.

The S.T.D. Motors is a remarkable combination of three large firms, namely, the Darracq Co. of Suresnes, France (1905), the Clement Talbot (1902), and the Sunbeam Motor Co. (1920). The group is an important unit in British motor industry. The technical policy is directed by Mr. Louis Coatalen, a famous designer since the earliest days. S.T.D. is distinguished for its activity in motor racing, and may be considered to be in this respect the most successful firm in Europe.

The Standard Motor Co. was the first to introduce really efficient all-weather equipment (rigid detachable side windows, etc.), which has since become a feature of British cars.

The firms producing heavy cars, such as omnibuses, lorries and the like, are thirty in number. Those having probably the largest outputs are: the Albion Motor Car Co., the Associated Daimler Co., Dennis Bros., Leyland Motors, and John I. Thornycroft and Co.; but other noteworthy manufacturers are the Bristol Tramways and Carriage Co., Crossley Motors, Guy Motors, Halleys Industrial Motors, Bean Cars, Karrier Motors, Maudslay Motor Co., Scammell Lorries, the Star Engineering Co., Tilling-Stevens Motors, the Vulcan Motor and Engineering Co., and Walker Bros. Of these firms the Associated Daimler Co., registered in 1906, was originally known as the Associated Equipment Co., and was controlled by the London Electric Railways Co. and the London General Omnibus Co., until in 1926 it became separated from the latter group and passed under the control of the Birmingham Small Arms Co which had already absorbed the Daimler Co. It is probably the most important maker of commercial passenger motor vehicles.

If Great Britain was laggard in the development of the four-wheel motor car, she was from the outset in the front of the bicycle and motor-cycle industry, which originally centred in Coventry, and has now spread over a wider area. There are some ninety manufacturers of these machines, of which seven well-known firms may be mentioned as typical of the trade. Douglas Motors is a firm centred at Bristol; A. J. Stevenson (1914) at Wolverhampton; B.S.A. Cycles and Norton Motors and John Marston and Sons are established at Wolverhampton. Raleigh Cycle Co. carries on manufacturing at Lenton in Nottinghamshire, while Coventry is well represented by Triumph Cycle Co. The figures relating to the capital and output of these or any other firms cannot be obtained without considerable difficulty. But the export values afford a good indication of the steady growth of this trade, which doubtless supplies a far larger number of machines to the home market than to buyers abroad. It is apparent that Great Britain holds the leading position in the motor-cycle trade for both output and racing records, and on her merits she has captured all the important export markets.

The exports of motor-cars and parts from the United Kingdom in 1926 represented £9,120,000, while our imports were only £5,816,000 in value.

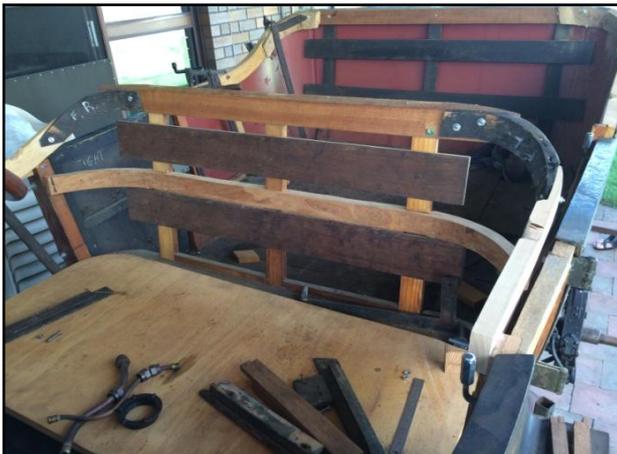
Kind of goods	1924 Selling Value	1912 Selling Value	1907 Selling value
Motor-cars and chassis	£40,059,000	£7,436,000	£3,585,000
Motor-cycles and tri-cars	£5,877,000	£1,613,000	£137,000
Bicycles and tricycles	£3,774,000	£2,121,000	£3,383,000
Parts of motor cars	£14,357,000	£2,042,000	£552,000
Parts of motor-cycles and cycles	£8,696,000	£2,286,000	£1,845,000
Aeroplanes and parts	£3,553,000	£36,000	-
Other products	£2,616,000	£761,000	£431,000
Repair work	£14,887,000	£1,744,000	£1,600,000
Totals	£93,819,000	£18,039,000	£11,533,000

## FOR URGENT SALE DUE TO ILL HEALTH

\$10,000

- \* **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.

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



FOR SALE FOR BEST OFFER - DECEASED ESTATE

1. **ALLDAYS** - thought to be a 6 litre 30/35hp model circa 1907-1914. The car is in need of a total restoration but appears to be complete mechanically with some mechanical work completed. A reproduction limousine body has been commenced however the vehicle would clearly benefit from a new touring style body. The Alldays & Onions Register believe this may be the only 30/35 extant. It is a very large car, available for the best offer. See photos.

2. **GREGOIRE** - this is an incomplete car, chassis and most mechanicals only. The car would need a major restoration or would be suitable for parts. Thought to be late veteran or more likely early vintage.

Both cars are located in an outer suburb of Melbourne. Contact Doug Perry, P; 03 97812633, E; [perry@shepard.com.au](mailto:perry@shepard.com.au), All submissions of offers must be received by 15 June.



**A little bit of.. HUMOUR** ☺ ☺ ☺

Jack goes to his friend Mike and says ...*"I'm sleeping with the Minister's wife. Can you keep him back in church for an hour after service for me?"* Mike doesn't like it, but being a friend, he agrees.

After the service, Mike starts talking to the Minister, asking him all sorts of stupid questions, just to keep him occupied. Finally the Minister gets annoyed and asks Mike what he's really up to.

Mike, feeling guilty, finally confesses to him...

*"My friend is sleeping with your wife right now, so he asked me to keep you occupied."*

The Minister thinks for a minute, smiles, puts a brotherly hand on Mike's shoulder and says...

*"You better hurry home now. My wife died a year ago".*

