

THE VETERAN CAR CLUB OF AUSTRALIA (QUEENSLAND) INC.

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

VETERAN TORQUE

AUGUST 2019



Two 'Sister' Humpers on display at the RACQ Motorfest



COMMITTEE MEMBERS OF VCCA(Q) -2018 2019

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

President:	Peter Arnold	president.vccaq@gmail.com
Immediate Past-President:	Bob Burley	bowtie@aapt.net.au
Vice-President	Syd Norman	normansyd@gmail.com
Treasurer	Steve Forster	treasurer.vccaq@gmail.com
Secretary	Hazel Burley	secretary.vccaq@gmail.com
Events Director	Albert Budworth	albertdianebudworth@outlook.com
Property Director	Russell Massey	vvancode@inet.net.au
Committee Members:	Glynn Hackshall	daghack@bigpond.net.au
	Carolyn Robinson	redbubble@picknowl.com.au
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Dating Committee Chairman:	Ross Guthrie	guthrie45@bigpond.com
Club Liaison Officers:	Ross & Rhonda Guthrie	guthrie45@bigpond.com
Webmaster:	Peter Ransom	piransom@westnet.com.au
Club Delegate to QHMC:	Albert Budworth	
Qld Delegate to National Body	Peter Arnold	
Honorary Life Members	Phil Fletcher Hugh Kimlin Grahame Wilkinson	
Honorary Member:	RACQ	

The Club holds its meetings on the first MONDAY of each month (excluding January). Meetings are held in the VCCA(Q) Clubrooms at 1376 Old Cleveland Road, CARINDALE. (Corner of Old Cleveland Road and The Gateway Arterial Road – Refidex Map 182 E5).

Meetings commence at 7.30 pm, and Visitors are always welcome.

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



Membership fees 2019 – 20 are..

Full Membership (single):	\$ 70	Joint Membership	\$ 77
Country Membership (single):	\$ 53	Joint Membership:	\$ 58
Associate Membership	\$ 53		

There is an additional joining fee of \$30.

Note: THERE IS AN ADDITIONAL CHARGE OF \$10 FOR THOSE MEMBERS REQUIRING A MAILED OUT COPY.

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

Bank of Queensland A/C 21577447; BSB 124001, giving details of your name.

Or By Cheque, made payable to Veteran Car Club of Australia (Queensland) Inc.

(Please use full name as above to comply with bank requirements.)

Membership Application Forms are available from the Secretary (Hazel Burley) at the address below.

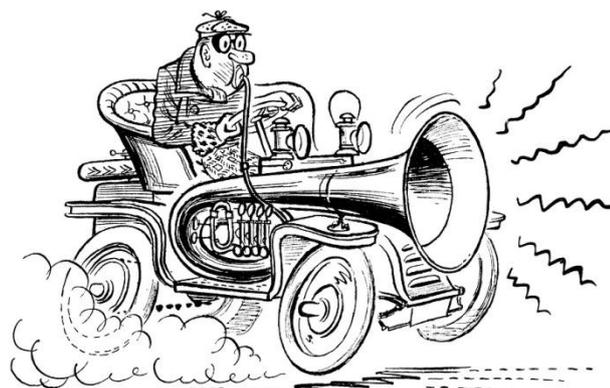
All articles for publication in "Veteran Torque" must be with the Editor by the 20th of each month.

Please send contributions to:

Carolyn Robinson, 8 Thoona Close, Karana Downs 4306
email: redbubble@picknowl.com.au

All other correspondence to:

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



Air Brakes !

President's Report

It is with pleasure that we announce on behalf of the President and Committee the arrival of sextuplet feather banners. These have been more than 9 months from inception to delivery and very relieved to welcome 4 banners at 3.1 metres and 2 at 3.8. The delivery did not go well as the stork tried to deliver 4 at 3.8 metres less than 2 weeks out from the Motorfest when we ordered 3.1.

He had to go back and remake our original order but agreed to send us 2 of the larger ones to get by. When he delivered them the order also included our 4 of the original order. Now we have 6 for the price of 4. Photos of our pride and joy can be seen elsewhere in the newsletter.

Motorfest

Thanks to all who attended RACQ Motorfest. With 15 cars on display including a 1917 Dodge Brothers Tourer and 1908 Humber from non-members (not for long we hope), it was a great display including the banners. The place was crowded with spectators from the time the gates opened and didn't thin out until the early afternoon.

I'm sure if you took our 15 as a percentage of the Veteran fleet in Qld and compared with similar response from other one make and period displays we would be right up there. Well done. It is a sign of the times when the majority of the prizes went to 1960s vehicles.

Committee Nominations

It is that time again when nominations for Committee positions for 2019/20 are due as the AGM will follow our September General Meeting. Please give some consideration to nominating as we would look forward to welcoming new faces on Committee. Most positions don't require a lot of work, but new faces and new ideas always contribute to a successful Committee.

Desert Motoring

As we have not been around much this month, I thought I would give a little bit of what we are up to. Last Tuesday, after the Committee meeting, Lyn and I set off on a 4WD trip to central Australia with the aim of doing a west to east crossing of the Simpson Desert.

We left early on the Tuesday and drove for 2 days on the bitumen to Thargomindah. Then another 100 Ks further west to Noccundra before heading south on the dirt to the border with NSW and then west to Cameron Corner. This is where Qld, NSW and SA state borders meet and was named after the surveyor who surveyed the border. There is a post right on the spot so you can straddle all 3 states at once. There is also a store there where you can buy fuel, food and grog, all at inflated prices, \$2.00 for diesel for example. It is called The Corner Store.

Lyn drives from morning tea to lunch so I am trying to type this on my lap while she tries to negotiate the corrugations and sand dunes. Spell check is getting good use. We are now well into desert country on the edge of the Strzelecki desert. Tonight we are camped on Merty Merty Station with a beautiful red sand dune behind us. Tomorrow we will head down the Strzelecki Track on our way to Lyndhurst where we will again have coverage and be able to send this report to Carolyn.

We will pass Mt Hopeless and Blanchwater Stations, both abandoned desert properties. The latter was where Harry Redford, Captain Starlight, came unstuck. He was the man who, with a number of accomplices, rustled over a thousand head of cattle from Bowen Downs Station in central Queensland and drove them to Adelaide for sale. On the way he sold the only white bull to the owners of Blanchwater Station. It became the main exhibit in his court case after he was eventually caught and charged with the offence. Interestingly he was tried in Roma and eventually got off.

From there we will travel up the Oodnadatta track following the original path of the Ghan railway to Dalhousie Springs and across the Simpson Desert. That crossing finishes in Birdsville and then a quick run home. Nearly 6.000 kilometres in 3 weeks.

See you at the August meeting ,

Happy motoring
Peter



**Minutes of the Six Hundred and Sixty First Meeting of the Veteran Car Club of
Australia (Qld) Inc.
Held in the Clubrooms at 1376 Old Cleveland Road, Carindale.
Monday 1st July 2019**

President Peter Arnold welcomed everyone, thanked them for their attendance, Meeting commenced at 7.35pm

Apologies: Bob Burley, Albert Budworth, Neal & Jan Sims, Glynn & Diane Hackshall, Allan & Dianne Lyons, Grahame & Dulcie Wilkinson. Iris Anderson, Gary & Kathy Day, Bev Lollback, Frank & Kathy Muggeridge.

Visitors: Nil

Attendance: 41

Minutes of the June Meeting: Minutes as published in the club newsletter were taken as read. Hazel Burley moved that they be accepted as a true and correct record Seconded by Glenn Adams. Carried.

Business Arising: Nil

Correspondence:

Inward: Membership application from David and Aleisha Straughan
Letter from the Governor to say he's not able to attend the National rally.
Resignation email from Jim Shannon
Cheques from QVVA, Mini car club & Model A Ford club & several members for their subs.
Account from CleanZone

Outward: Order form for the VCCAQ banners sent to Keytek.

Business Arising from the Correspondence:

Four double sided 3.1m feather banners were ordered, VCCAQ to have 3 Syd to have 1.
Hazel moved that the inward correspondence be received and the outward be endorsed, seconded by Trevor Farnell. Carried.

Treasurer Report:

Steve reported on the club accounts. The paper work is ready to go to the auditor this week. Steve moved that the report be accepted, and accounts be passed for payment. Seconded Carolyn Robinson. Carried.

Events:

14th July RACQ Motorfest. Most members are taking their cars in on Saturday.
19,20, 21July Esk rally organized by Kevin Brooks, he has ordered sunny weather. There are some dirt roads; maybe go to one of the hotels for dinner one night. \$5 payable to Kevin on arrival for the rally.
28th July Fish & Chips lunch on the Bay.
17th Aug Veteran Swap. Need volunteers to help with preparation of food.
7th Sept Handover Dinner at clubrooms
17th - 23rd Sept National Veteran Rally Bargara.
24th-27th Oct Landsborough Rally
2nd-3rd Nov Brighton Rally
16th-17th Nov Funkana at clubrooms
21st Dec Christmas Party

Several members attended the talk on the Canada Cycle & Motor Agency at the State Library. Very informative talk it will be put on the State Library website, one of the cars featured was a Talbot the same as Brett Hollingum's car.

The Charleville township is looking forward to the 1 & 2 Cylinder rally next April, the local council is helping out with the welcome function. There are posters up all over town advertising the rally. The entry forms have only been out for a month and already we have 15 paid entrants, 1 from WA, 1 from SA and 13 from QLD. Merv and Margaret Thompson are heading out to check on the rally routes, and we are still trying to get more sponsors.

The Bargara rally has more entrants from Tasmania than from Victoria. John Day and Peter Arnold are going up there to check the rally routes. Terry and Co have put in a submission to the council for \$5000.

Property Report: The working bees have been very well attended, thanks to all that arrived. We were picking up rocks from the fill and putting the rocks around the water drain. Now the trees are gone we can level the area and grass it.

Dating Report: Nil

Library: Nil

QHMC: Nil

SAG Report: Need to prioritise the construction of the disable toilet, will discuss this at the next SAG meeting. Had a safety audit done on the rental house, all is OK but two suggestions, first to put a handrail on the steps into the laundry, and it was suggested that we put a yellow line on the small step inside the house. The real estate agent is meeting with the tenants next month and will ask them to clean up the yard and carport. Perhaps we could put up a garden shed to help with their storage.

Web Master: Nil

Editor Report: Carolyn apologised for not updating all the members' fees on the inside cover of the magazine. She also requested that members keep us up to date with their address, email and phone numbers. Rally organisers are responsible to get someone to do a report on that rally for the magazine. If you receive a Veteran Torque magazine by mail please make sure you have paid your membership as this will be the last one sent to you.

General Business:

Still need someone to put something of interest in the shop front window.

Syd Norman moved that we send out an order form to all members for the green and gold polo shirts. Seconded Trevor Farnell. Carried

Rhonda to send out email to all members about ordering shirts.

The costume fair is on at the Rocklea Showgrounds on 21st July, Irene & Kathy will also be at this year's Veteran Swap on the 17th August 2019.

Frank Hack's daughter Susan has put Frank's cars up for sale, see newsletter.

Les Allen asked about the water problem from the gateway, no news from Transurban yet.

Syd Norman had the Standard back on the road then on the first drive he sheared the key on the drive shaft, this had now been fixed and it is back on the road again.

Peter Arnold had a skite, 50 years tonight since joining the Veteran Car Club Aust Qld.

Meeting Closed 8.35 pm.

Hazel Burley..... Peter Arnold.....

Secretary
Veteran Car Club Australia (Qld) Inc

President
Veteran Car Club Australia (Qld) Inc

Articles and advertisements appearing in *Veteran Torque* are published in good faith on the understanding that the content is legitimate, and no responsibility for their accuracy is accepted.

Opinions expressed herein are solely the views and opinions of the contributors and are not necessarily the views and opinions of the Management or Membership of the V.C.C.A(Q) Inc.



You are invited to the Annual "Handover Dinner"

When: Saturday 7th September 2019 at 5.30 pm

Where: At the Clubrooms 1376 Old Cleveland Road Carindale.

Cost: \$28 per person
(subsidised by the Members' Social Account)
\$35 per person (non-members)

Dress: Semi formal

Payments can be made either to Steve at the meeting in August
or by direct deposit into the Club account.
BSB 124001 Acc No 21577447.



Hot savouries will be served from 6pm,
followed by a main meal and dessert.



A fruit punch and tea and coffee will be available.

BYO alcoholic beverages.



Please let me know of any dietary requirements.

RSVP 30th August 2019

Hazel Burley, 3886 0059; 0439 673 086 secretary.vccaq@gmail.com

RACQ Motorfest 2019

We had I think 15 veteran cars at Motorfest this year, including 2 non Club vehicles – a 1917 Dodge Brothers black beauty owned by Bill Hurmit and a 1908 Humber owned by Rob Howard. Both of these gents are prospective new members now.

We were parked in the Pavilion in a great spot between the Bentleys and the BMWs and were overwhelmed by the public all day with lots of horn blowing and bonnets off. Several of the kids are off to buy a veteran now.

Weather wise it was a perfect day with a bit of a cool start and the whole event drew huge crowds. Parking the Veterans the day before seems a good idea as several of us had to catch up on the brass polishing before the show opened to the public. Our Maxwell failed to start so we took the 1910 Standard that has been under repair for the last 2 years and under the subdued lighting it looked fairly good. The Alldays and Onions had a flat tyre (on the bottom) and Old Whitey reverberated in the enclosed space but I believe we did the Veteran Club well.

The new Feathers arrived in the nick of time and looked very good inside and outside of the display area.

Albert's "modern" Bentley stood guard proudly just outside.

I did however feel that the RACQ has lost the plot on embracing the full spectrum of motoring as the awards, all but one, went to 1960s vehicles and there were no awards to recognize the special marques displayed like Bentley and Citroen, both celebrating their centenaries. Surely a beautiful Bentley or an extremely rare Citroen slightly outclass an EH Holden with a hippy costume..

We didn't take any photos so I hope that possibly Kevin or one of our other members might have done.

All in all a much better and safer display area and a good day for all involved. Well done.

Syd Norman

RACQ Motorfest A Success

As the person who wrote critically of our Club's experience at last year's Motorfest, let me be the first to say that the Motorfest organisers really went all-out to please us this year. Apart from the area being poorly lit- not RACQ's fault – our location, I thought, was excellent. We had space, location, exposure – and hundreds, possibly thousands of admiring visitors.

Our VETERANS were well away from the VINTAGE vehicles and our new "feathers" proclaimed what we were. In hindsight, I'd love to have seen in the subdued lighting, a 6'x3' spotlighted board explaining just what a VETERAN is, and emphasising our vehicles' part in history.

With a dozen of our cars present, we were well represented, with variety from The Day's '03 American Curved-Dash Olds to our English '14 Humberette, and various years and Makes in between. A potential member, Rob Howard, brought along his '08 Humber and we took the opportunity before leaving, to take a 'snapshot' of the sister cars.

Thank you, Fellow Members, for supporting both our Club and RACQ Careflight.

Kevin Brooks



ESK IN PICTURES





Kevin needs new glasses !!



Joyce jumps out so Yvette can get up the hill !



Lunch stops



British Motoring Firsts

The first motor cars to appear on the road.

It is generally accepted that the Hon. Evelyn Ellis was the first person to drive on British roads. He imported a Panhard et Levassor into Britain in June 1895 and undertook his famous journey from Micheldever in Hampshire to his home at Datchet in Berkshire. For some time it was claimed that a 2hp Benz Velo imported by Henry Hewetson in November 1894 was the first in Britain, but it is now believed this did not take place until later in 1895.



By the end of 1895, following further importations, it was estimated that there were 14 or 15 cars on Britain's roads – a figure which had increased dramatically by 1900 to approximately 700 – 800! The million mark for private cars was reached in Britain in 1930, with 10 million in 1967.

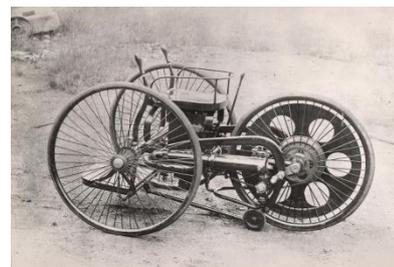


Fredrick William Bremer, a plumber and gas fitter, built the first British four-wheeled petrol-engined motor car. Starting work in 1892, when he was 20, the still incomplete car made its first run on a public highway in December 1894.

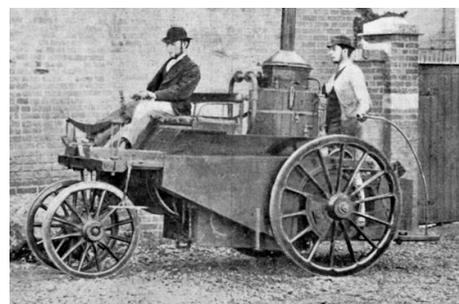
Edward Butler of Newbury patented his Petro-Cycle in 1884 and had one running by 1888. He abandoned his plans to build production versions of the single-seat tricycles due to the 'Red Flag' Act.

John Henry Knight of Farnham was an engineer and enthusiastic inventor with a

keen interest in photography and locomotion. With the help of engineer George Parfitt, in 1895 he created the first purpose-built, petrol-driven, three-wheeled car to be run on the roads of Britain. In order to improve stability, a fourth wheel was added the following year. This pioneering British car is on display at the National Motor Museum.



Cycle makers Charles and Walter Santler of Malvern Link, Worcestershire, built a steam car in 1889 which was subsequently fitted with a single-cylinder gas engine and then rebuilt again with a single-cylinder 'petrol' engine in 1894. Santlers went on to build several other cars between 1897 and 1913 when they launched a range of light cars for general sale.



The first motorist charged for speeding:

Walter Arnold of East Peckham, Kent, had the dubious honour of being the first person in Great Britain to be successfully charged with speeding on 28 January 1896. Travelling at approximately 8mph/12.87kph, he had exceeded the 2mph/3.22kph speed limit for towns. Fined one shilling and costs, Arnold had been caught by a policeman who had given chase on a bicycle.

The first motoring fatality:

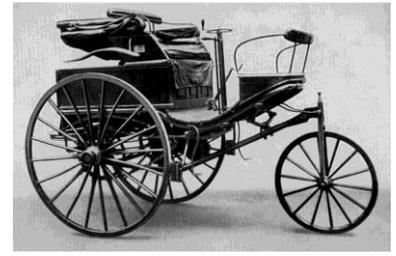
Mrs Bridget Driscoll of Old Town, Croydon became the first motoring fatality on 17 August 1896, when she was run over by a Roger-Benz car at Crystal Palace, London. Employed by the Anglo-French Motor Co, Arthur Edsell was driving at 4mph/6.44kph when he hit Mrs Driscoll, fracturing her skull in the process.

The first driver to die from injuries sustained in a motoring accident was Mr Henry Lindfield of Brighton when his electrical carriage overturned on Saturday 12 February 1898. He died of shock the following day, caused by the amputation of one of his legs. According to the 19 February 1898 copy of Autocar, he had only driven the car two or three times and the accident was probably 'due to the fact of the speed being so high' – 16 or 17mph (25–27kph) – 'a pretty high speed for a novice to maintain.'

The first crash to cause the death of a car passenger occurred on 25 February 1899 at Grove Hill, Harrow. Major James Stanley Richer, 63, died four days after the accident without regaining consciousness. The driver, Mr E.R. Sewell, had been demonstrating the vehicle, a Daimler Wagonette, to Major Richer, Department Head at the Army & Navy Stores, with the view to a possible purchase for the company. Mr Sewell was killed on the spot, becoming the first driver of a petrol-driven car to die in an accident.

Karl and Bertha Benz

On July 3, 1886, mechanical engineer Karl Benz drove the first automobile in Mannheim, Germany, reaching a top speed of 16 km/h (10 mph). The vehicle was powered by a 0.75-hp one-cylinder four-stroke gasoline engine which was a refinement of the four-stroke engine designed by fellow German Nikolaus Otto, who had refined his design from Étienne Lenoir's two-stroke engine. The horseless carriage had a water-cooled internal combustible engine, three wheels, tubular framework, tiller steering, and a buggy-like seat for two. The vehicle incorporated elements that would characterize the modern vehicle, including electrical ignition, differential, mechanical valves, carburettor, oil and grease cups for lubrication, and a braking system.



As is often the case, Benz was not the only person working on such a design, but he patented his work first. As such, he patented all the processes that made the internal combustion engine feasible for use in an automobile. In 1879, he was granted his first engine patent, and in 1886 he received a patent for his first automobile.



Bertha Benz, and the First cross-country automobile journey

On 5 August 1888 39-year-old Bertha, Karl's wife, , drove from Mannheim to Pforzheim with her sons Richard, thirteen and Eugen, fifteen in a Model III Benz, supposedly without telling her husband and without permission of the authorities, thus becoming the first person to drive an automobile a significant distance, though illegally. Before this historic trip, motorized drives were merely very short trials, returning to the point of origin, with the assistance of mechanics. Following wagon tracks, this pioneering tour covered a one-way distance of about (66 miles). Although the ostensible purpose of the trip was to visit her mother, Bertha Benz had other motives— to prove to her husband, who had failed to adequately consider marketing his invention, that the automobile in which they both had heavily invested would become a financial success once it was shown to be useful to the general public; and to give her husband the confidence that his constructions had a future.



She left Mannheim around dawn, solving numerous problems along the way Bertha demonstrated her significant technical capabilities. With no fuel tank and only a 4.5-litre supply of petrol in the carburettor, she had to find ligroin, the petroleum solvent needed for the car to run which was only available at pharmacies, so she stopped in Wiesloch to purchase the fuel. At the time, petrol and other fuels could only be obtained from chemists, so the chemist in Wiesloch became the first fuel station in the world.

She cleaned a blocked fuel line with her hatpin and used her garter as insulation material. A blacksmith had to help mend a chain at one point. When the wooden brakes began to fail, Bertha visited a bootmaker to install leather, making the world's first pair of brake pads. An evaporative cooling system was employed to cool the engine, making water supply a big worry along the trip. The trio added water to their supply every time they stopped. The car's two gears were not enough to cope with hills and Eugen and Richard often had to push the vehicle. Bertha reached Pforzheim just after dusk, notifying her husband of her successful journey by telegram. She drove back to Mannheim several days later by a shorter route.

Her trip received the publicity she had sought. And was a key event in the technical development of the automobile. The pioneering couple introduced several improvements after Bertha's experiences. She reported everything that had happened along the way and made important suggestions, such as the introduction of an additional gear for climbing hills and brake linings to improve brake-power. Her trip proved to the burgeoning automotive industry that test drives were essential to their business.

Today, the event is celebrated every two years in Germany with an antique automobile rally. In 2008, the Bertha Benz Memorial Route was officially approved as a route of industrial heritage, because it follows Bertha Benz's tracks of the world's first long-distance journey by automobile in 1888.



Odds and Ends

ACKNOWLEDGEMENTS

Thanks to the following Club Members who have contributed in some way to this issue of *Veteran Torque*:

- ❖ To Pam and Rhonda Guthrie, Kevin and Joyce Brooks, and Wally and Bev Lanagan for photographs.
- ❖ To Syd Norman and Kevin Brooks for reports
- ❖ To Alan Robinson for suggestions and for proof-reading

- ❖ AND To Gawdy Green Copy and Print, Ipswich for cheerfully and efficiently producing the monthly hard copy, often at short notice.

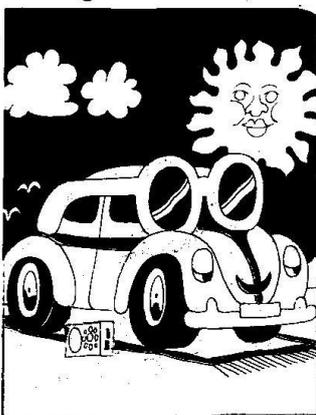
- ❖ Thanks to Dennis Smith for cleaning up his shed and discovering a chart titled "*Dulux Daffy Definitions*" and for Pam for sending them. She suggests "*they may help amateur painters to appear 'professional' when discussing any problems that may arise during or after painting their pride and joy*".
A selection are reproduced below, and more will follow in coming months.

Adhesion



The degree of attachment of a paint film to the underlying material with which it is in contact.

Baking



The process of drying and hardening a paint coating by heating, usually at a temperature above 65°C.

Blow Holes



Eruption of the paint over holes in solder loaded areas, and/or plastic metal filler.

Blushing



Lacquer films turning white or milky during application, due to cold moist weather conditions.

* * * * *

PUZZLE TIME

An easy one to begin with. – [Solution next month]

A Papal legate wants to attend a secret meeting held between Cathar knights. In order to be let in, he has to give the Password to the guard at the entrance. He hides himself and listens to the people who present themselves to the guard. A man arrives. The guard says to him "*Five*", the man replies "*Four*" and the guard lets him pass.

A second man presents himself. The guard says to him: "*Six*" and the man replies "*Three*" and passes.

The final man appears. The guard says to him "*Seven*". He replies "*Five*" and enters. The Papal Legate's turn comes. The guard says to him: "*Nine*".

What should he reply to be allowed to enter?

* * * * *

Last month's "What is it?" was obviously too easy. Thanks to the usual respondents, John Day and Greg Hill, who had the correct answer. The car was a **1914 NAG**.

* * * * *



FOR SALE

****1904 Minervette** is the smallest of a long line of high quality Minerva cars made in Belgium from 1900 to 1939. It has a 5hp single cylinder engine. Four others are known to survive, in Melbourne, Spain, Kuwait and Ireland. This is an Australian delivered car with fascinating history.
Asking \$70,000 ONO



****1924 Big X**

Henderson Motorcycle:

Exelsior, 1300 CC, 4 cylinder in line motor. Totally original bike, foot clutch, sprung saddle seat. The aluminium sidecar was handmade in 1923 by Melbourne coach maker Goulding. This sidecar was the first one he made. He took this unit with him touring the US for a year promoting his sidecars. Upon Gouldings return it went on **this** bike.
Asking \$75,000 ONO



****Lathe.** Approx 600mm hardened bed, 140 mm swing, 3 and 4 jaw chucks plus extras. 3 phase.
Asking \$2,000 ONO



****Vertical milling and drilling machine.** Hafco MetalmasterHM 46 with some extras. Had little use. Single phase.
Asking \$1,250



Very old power hacksaw.
Single phase.
\$\$ Make an offer



Phone/text Susan Stephenson for further details.
0430 602 224. All items located at Rochedale.



Two Traffic trucks with bodies made in Ipswich by A.E. Roberts, who was the father of Don Roberts, an early member of the Queensland Veteran Car Club.
[photos from Alex Gow's collection]

A little bit of.. HUMOUR

A lady brought a very limp duck into a veterinary surgeon. As she laid her pet on the table, the vet pulled out his stethoscope and listened to the bird's chest. After a moment or two, he shook his head and sadly said, "I'm sorry, your duck, *Cuddles*, has passed away." The distressed woman wailed, "Are you sure?" "Yes, I am sure. Your duck is dead," replied the vet. "How can you be so sure?" she protested. "I mean you haven't done any testing on him or anything. He might just be in a coma or something."

The vet rolled his eyes, turned around and left the room, returning a few minutes later with a black Labrador Retriever. As the duck's owner looked on in amazement, the dog stood on his hind legs, put his front paws on the examination table and sniffed the duck from top to bottom. He looked up at the vet with sad eyes and shook his head. The vet patted the dog on the head and took it out of the room. A few minutes later he returned with a cat. The cat jumped on the table and also sniffed the bird from head to foot. The cat sat back on its haunches, shook its head, meowed softly and strolled out of the room. The vet looked at the woman and said, "I'm sorry, but as I said, this is most definitely, 100% certifiably, a dead duck." He turned to his computer, hit a few keys, producing a bill, which he handed to the woman.. The duck's owner, still in shock, took the bill. "\$150!" she cried, "\$150 just to tell me my duck is dead!" The vet shrugged, "I'm sorry. If you had just taken my word for it, the bill would have been \$20, but with the Lab Report and the Cat Scan, it's now \$150."