

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

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

# VETERAN TORQUE

JULY 2015



*Bruce and Val Wright's 1916 Buick will be on display  
at the RACQ Motorfest on July 12*



## COMMITTEE MEMBERS OF VCCA(Q) 2014-2015



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

### **President: Bob Burley**

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### **Immediate Past-President: Bruce Wright**

### **Vice-President: Glynn Hackshall**

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

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### **Secretary: Irene Donges** (07) 3204 6935

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### **Property Director:**

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Paul Blake (07) 3878 6483

Bob Collett 0411 242 360

Syd Norman 0427 452 261

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#### **Librarian:**

Wayne Aberdeen (07) 3396 8556

#### **Club Historian:**

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#### **Webmaster**

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#### **Queensland Delegate to National Body:**

Wayne Aberdeen (07) 3396 8556

#### **Club Delegate to Qld Historic Motoring Council:**

Albert Budworth (07) 3361 2424

### **Honorary Life Members:**

**RACQ;**

**Phil Fletcher**

**Hugh Kimlin**

**Grahame Wilkinson**

The Club holds its meetings on the first MONDAY of each month (excluding January).

Meetings are held in the VCCA(Q) Clubrooms at 1376 Old Cleveland Road, CARINDALE.

(Corner of Old Cleveland Road and The Gateway Arterial Road – Refidex Map 182 E5).

Meetings commence at 7.30pm during the winter, 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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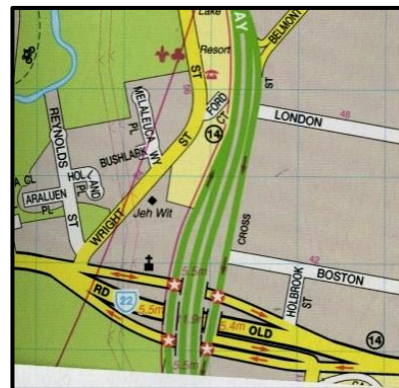
### **All other correspondence to:**

The Secretary, VCCA (Q) Inc.

1376 Old Cleveland Rd

CARINDALE QLD 4152

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



**MINUTES OF THE SIX HUNDRED AND SEVENTEENTH GENERAL MEETING OF THE VETERAN CAR CLUB OF AUSTRALIA QLD INC. HELD IN THE CLUBROOMS AT 1376 OLD CLEVELAND ROAD, CARINDALE, MONDAY 1 JUNE 2015**

Opening: President Bob Burley opened at 7.38pm .

Attendance: 36 members were present as per attendance book.

Apologies: Syd Norman, Dulcie and Graham Wilkinson, Iris Anderson, Russell Massey, Greg and Irene Hill, John and Alison Day, Trish Hanley, Trevor Brosnan, Joe Jarick, Frola Gilltrap, Geoff and Barbara Clegg, Andrew Wright, David Hackshall, Visjna and Joe Timkiv

Visitors: Raema Carpenter.

Adoption of previous General Meeting Minutes: 1. Trevor Farnell 2 John Farrier. Moved that the minutes of the previous meeting held 4 May be confirmed as read.

Correspondence:

Inwards:

Frank Cerutti. Combined Motor Clubs hosting a swap meet on Sunday 19 July in Townsville  
Lynda Schekoske from RACQ re article by Bruce Wright for Road Ahead magazine.  
Hamish McDonald asking if any Brush owners have any items to be included in the "Buy, Swap or Sell section.  
Coffs Harbour Festival 29 and 30 August invitation and newsletter with application form.  
Nine Newsletters

Outwards:

Condolence letter to Dunshea family.  
Thank you letter to Brothers Leagues Club, and \$200 donation

Business arising from correspondence None.

The Secretary moved that Inwards be accepted and Outwards adopted. Seconded Bob Collett. Carried.

Treasurer's Report: Hazel Burley moved that her report be accepted and that accounts be passed for payment. Seconded. Carolyn Robinson Carried.

Events:

Grandchester Rally.

The Gatton and District Historical Society has a village in Gatton and will allow our club to use their grounds and facilities for caravan parking and camping. Showers, toilets and power are available at a cost of \$10.00 per night per person.

The village is located in Freeman Road next to Lake Apex.

Gatton also has 2 motels. The Gatton Motel at 74 Railway Street and the Gatton View Hotel / Motel at 111 Railway Street

It is planned to arrive in Gatton during Wednesday 22nd July and tour the district on Thursday/Friday/Saturday. Tours will be arranged by Greg Hill. On Sunday 26 July, drive to Grandchester for the railway celebrations. The Historical Society plan to provide dinner for the group on Saturday night. Price is still to be determined.

QHMC Report: No Report.

Facilities Report: The clubhouse roof is being fixed.

Historian Report: There are two items to report. Ian Hayne, one of founders of Nambour Antique Automobile Club, has passed away. He restored Ross Guthrie's De Dion.  
Bob Gibson who owns an Argyll, is donating all his Argyll resources to Library. Our thanks to Bob.

Webmaster Report: Webmaster absent.

Librarian Report: Nothing to report.

Magazine Report: The Editor requested that she be notified when listed classified items are bought or sold.

Dating Report: There are eight cars eligible for 100 Year Badge. They will be presented at the Presentation Dinner on 1 August.

## General Business

- The President expressed concerned that the rubbish bins were containing more rubbish than use of our clubrooms generated.
- RACQ Display Day 12 July. Copies of the Event Engagement Brief were distributed for perusal. Vehicles will be able to be parked on Saturday afternoon 12 - 5pm and left overnight. Exit time is Sunday 4.00pm. Four vehicles are required for the RSTC display. They are Bruce Wright's Buick, Kevin Brooks' Buick, Trevor Farnell's Model T and Hackshall's EMF. Eighteen vehicles will be on display. Barry Downton will bring the International Harvester. Access is through Mein St. There will be four security personnel on duty. Saxon of Frank Hacks is an original RST car. John Day is talking with Shirley to ascertain its availability. Bob Collett will check with John. Trailer parking is same as last year. Trailers can be left overnight.
- Kevin Brooks met Ron Griffiths who asked to be remembered to those who knew him. Kevin reported that RACQ Gold 50 card covers any vehicle. Member of the club has to be the driver of the vehicle. Vehicles are also covered in Ultra and Ultimate.
- QHMC rally. Good run to Harrisville. Thanks to Greg Hill for a well planned rally. Erik Larsen won the Mayor's choice for Veteran Cars. Thanks to Kevin Brooks for writing a report for the magazine.
- Rhonda Guthrie reported that she and Ross have planned a five day club rally based in Yamba. The meeting agreed with the suggestion that the rally be used as the 60th Anniversary rally. The rally is planned 22 - 27 May which is a Monday - Friday rally. The base is Calypso Caravan Park which is in walking distance of the shopping centre. Invitations will be issued to other veteran car clubs.
- Albert Budworth reported that on 8 June Repco is having a 25% off sale.
- Bob Collett is looking for two accelerator linkages.
- Phil Fletcher reported that after waiting for thirty one years, a front axle for the Bayard has been found in Paris

Meeting Close: The meeting closed at 8.42pm.

Next Meeting: 7th July.

I. Donges  
Hon. Secretary

## **Webmaster's Report**

Pictures from the Ipswich and Pittsworth weekends are now showing on the 2015 Galleries page. We took the H\*ds\*on (\* = secret code so you can't identify a v\*nt\*g\* car) to Ipswich and enjoyed meandering about the countryside. A date with my daughter in WA for her 40<sup>th</sup> precluded any involvement at Pittsworth, but gave me the opportunity to see, 50 years on, a car I'd found on a farm near Northam back in 1965. It's another vintage car - a 1925 18/55 Talbot saloon - and most recently the property of the late Rex Downie, who was known to the veteran Talbot community. My interest in the 18/55 is purely academic, to do with the bodywork: nobody can figure out who built it. There are no sill plates, nothing on the firewall, nothing at all. It was exported to Australia as a tourer and I suspect rebodied about 1931-32, but I feel it will take a lot of research to solve the mystery.

If you're in the West with three or four days to spare, take the opportunity to explore the south-west, and especially the southern coastal areas if you like spectacular scenery. From Yallingup south and all the way around to Esperance you'll find Good Stuff. Leeuwin Estate Winery near Margaret River is brilliant - be sure to see the art gallery - as is the quirky Bakery at the bottom end of Margaret River's main drag. The Gold'n'Grape Gallery near Pemberton has mouth-watering timber products and jewellery. Confession: I'm a sandgroper, had to plug my home State a bit.

Toodles the Sunbeam is looking forward to an outing at the VCCQ Concours, and has also been eying off the 2016 Anniversary programme - plenty there to keep us busy.

\* \* \* \* \*

## **A Note From Rhonda:**

Plain Green Caps embroidered with the Club Badge will be available for sale at the coming meeting  
Price : \$18.50

## President's Report

Well, RACQ Motorfest has shown a rise in numbers this year; we have a few cars coming out of the woodwork for the display, which is a fantastic effort from everyone.

Hope everyone can come over to have a look under the John Power Stand at Eagle Farm Racecourse.

See you all on the 12<sup>th</sup> July 2015 - don't forget the people displaying their cars can take them in on the Saturday.

The President's Dinner is coming up on the first of August. It will be our Presentation Evening as well. Please pay for your dinner prior to the 18<sup>th</sup> July 2015.

Now for the exciting news, as you all know 2016 will be our Club's 60<sup>th</sup> Year Anniversary! So the Committee has hatched a great plan, for a whole year of celebrations, which includes FOUR Rallies spread out so as to involve as many members as possible.

There will be a Dinner as well at the club rooms. A Marquee was and still is under discussion, however we would have to replace the garden borders etc. - you get the picture.

There will be more meetings to grow the project into a final format. There will be a formal announcement at the next meeting.

The running of the Club in general is good with a lot on offer rally wise and socially. There is a list as long as your arm of things to be done in and around the clubhouse. We are getting it all done but it takes time as there is always someone using the club rooms.

So in general I'm happy, if you're not, ring me.

Bob Burley.



## Who thought Maths was boring!

Good tip for veteran owners who need to know the idle speed or simply want to know.

### To measure idle speed on a four cylinder engine.

Count a valve movement with the engine running at idle over 12 seconds.  
Be wary with the next bit or you might lose a finger, just be careful, trust me it's easy.

Place a finger on a rocker or a cam follower or even a valve spring, anything valve- related, pushrods are good and often exposed on veterans.

Once you have the count, check it two or three times to see if it matches. It will only take a minute.  
Anyway now the math, - multiply this by ten, no calculator needed.  
This will give you the answer.

EG. Thirty movements multiply by ten equals three hundred revs per minute;  
8. x 10 equals 80. And so on. Go find the band aids and try it - beware of hot bits and greasy parts and plug leads that bite, other than that you will find this easy and accurate.

Good luck , I would like to know who has the slowest idle speed in the Club. I bet it's either Les Allen with the Renault or John Day with the Oldsmobile.

President Bob .



## QHMC QUEEN'S BIRTHDAY RALLY – PITTSWORTH. [From Wally and Bev. Lanagan]

There were 70 well presented vehicles of varying makes and models representing almost every year from 1911 onwards at the QHMC Queen's Birthday rally in Pittsworth. It was pleasing to see such a good roll up of pre 1930 vehicles including three real veterans and several other members of the Veteran Car Club who had come in different vehicles.

After a cold start we had a beautiful fine day, and, following morning tea in Centenary Park the cavalcade in somewhat chronological order moved off for a street parade through Pittsworth. A pleasant drive took us to Back Plains State School where the ten parent families of fifteen students prepared a barbecue lunch for us.

On returning to Pittsworth the cars were displayed at the Pittsworth Historical Museum which was celebrating Queensland Day. There are very interesting displays including a rare Jelbart Engine in the machinery shed, military artifacts in a newly constructed purpose built building, exquisite lace displays at the museum.

The evening meal at Tattersall's Club Hotel was enjoyed while old silent movies were accompanied by much loud audience participation.

On Sunday we set off for Leyburn, and after visiting the talented "Bush Furniture Man" with his solid timber furniture some enthusiasts put their cars around the "Leyburn Sprint" circuit. We also visited the airstrip used by the Liberator aircraft during World War 2 and where the 1949 Australian Grand Prix was held.

On we went to Nobby for lunch in the park opposite Rudd's Pub. As all Queenslanders know this is Dad and Dave country where author Steele Rudd (Arthur Hoey Davis) wrote some of his famous books.

The theme for dinner on Sunday at The Tatt's Hotel was Aviation and 12 VCCAQ members' efforts culminated in a table of aspiring passengers preparing to board the Aethereal Airship manufactured by Messrs Fireside & Burns. They were appropriately dressed Edwardian with labelled luggage, tickets and hand made cigars. Due to the legality of cigars on airships Wally had brought along an authentic fire extinguisher in case of accidents.



Monday's delightful drive was around more of the Darling Downs where crops of sorghum are still being harvested and cotton still being picked. Once again we enjoyed 'running board' morning tea while chatting with others, this time, at the pleasant little town of Mt Tyson.

On returning to Pittsworth we gathered for another wonderful meal at the Hotel where presentations of prizes and trophies were made. Time now to say farewell to fellow rallyists and head for home.

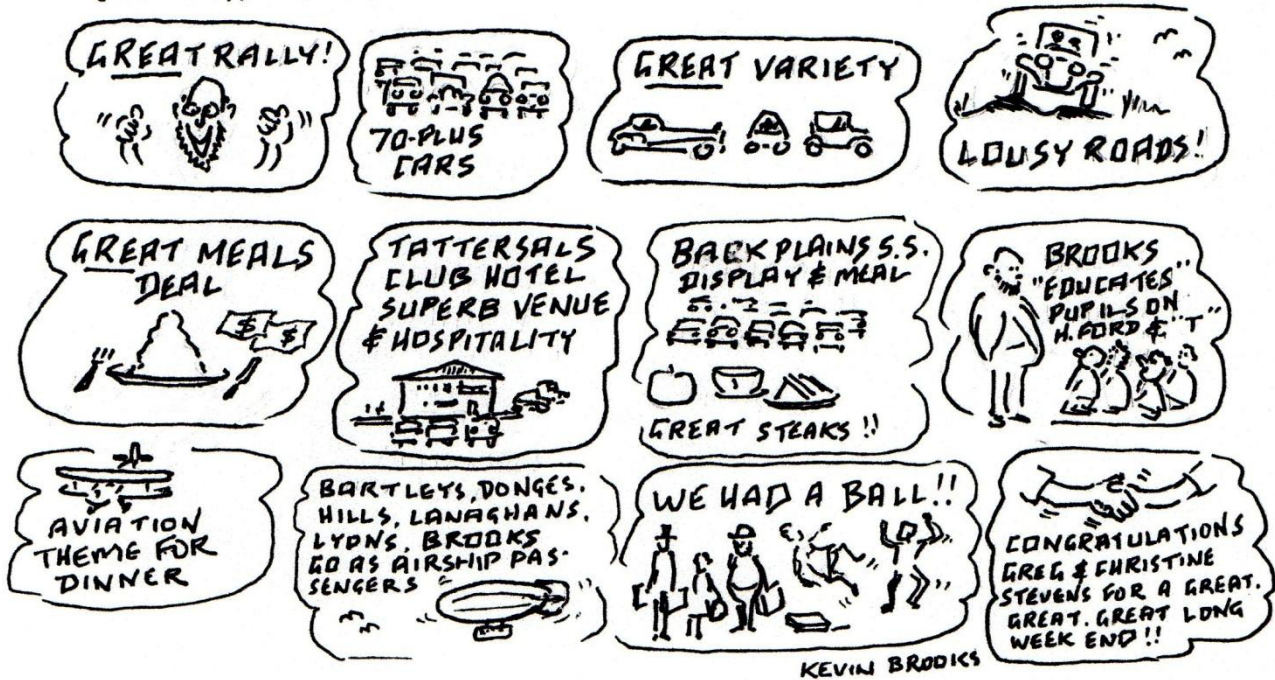
The weekend was very enjoyable and well organised with special thanks to QHMC Rally Directors Greg and Christine Stevens.

## PITTSWORTH IN PICTURES

[From Kevin Brooks]

President Bob's asking for a report on Ipswich last month and the responding comments indicated that I wasted my time on a written report. Obviously some members don't read so this is for you:

QHMC Rally, Pittsworth



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## FROM GREG AND IRENE HILL.

We went to the QHMC Pittsworth Rally last weekend and what a wonderful event.

There were about 70 cars but half were vintage and veteran. Most of the others were in the 1950's and very few modern things.

The organising was outstanding and the quality of rally sheets and rally routes were probably the best I have ever seen. The meals and venues were also perfect.

The local hotel supplied non stop morning and afternoon tea all weekend and also catered for evening meals.

On Sunday night, the theme was 'aviation' and our 12 veteran members dressed as passengers on a 1910 Airship flight from USA to England.

The QHMC certainly showed other clubs how a rally should be run and has now set an extremely high standard. A perfect weekend.



## From the Editor's Desk



A recent incident at my local supermarket car park has prompted me to pose the question:

*What is the most unusual motoring sight you have seen?*

There will be a prize for the best response received.

A few days back I parked next to a black Mazda 3 (nothing unusual about that, you might say).

*I happened to glance at the wheels, and couldn't believe what I saw – all four wheel trims were encased in covers intricately crocheted in a shell pattern, in different shades of multi-coloured wool!*

Perhaps a new project for some of our craft-minded lady members?

Next time I go shopping I plan to be prepared to snap the photographic evidence.

PS It was around 9.30am, and no, I hadn't been drinking!

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## COMING EVENTS

12 JULY RACQ MOTORFEST. At Eagle Farm Racecourse.

26 JULY BUNDABERG VVC. 'OLD CAR RUN' Period Dress encouraged. 8am BBQ Breakfast;

9.30 Observation Run; 11.30 Static Display/Sausage Sizzle; 1.30pm Run to Bargara.

RSVP Gloria 0428 551 012; Kym 0429 957 082.

22 TO 26 JULY. GATTON TOUR AND GRANDCHESTER STEAMFEST

On 26 July Grandchester is celebrating 150 years since the opening of the first railway line in Queensland and the Veteran Car Club has been invited to this event.

Greg Hill has arranged a 3 day event touring in the Gatton district then attending the Grandchester event on Sunday.

The Gatton and District Historical Society has a village in Gatton and will allow our club to use their grounds and facilities for caravan parking and camping. Showers, toilets and power are available at a cost of \$10.00 per night per person. The village is located in Freeman Road next to Lake Apex. Gatton also has two motels, The Gatton Motel at 74 Railway Street and the Gatton View Hotel/Motel at 111 Railway Street.

It is planned to arrive in Gatton during Wednesday 22<sup>nd</sup> July and tour the district on Thursday /Friday/ Saturday, then drive to Grandchester on Sunday 26<sup>th</sup> July for the railway celebrations.

1 AUGUST ANNUAL PRESENTATION DINNER. At the Clubrooms. From 5pm. Dress: Formal. Savouries served from 6pm, followed by roast meal and dessert. BYO drinks; punch supplied. Replies to Hazel (3886 0059) by 18 July. 12-16 AUGUST. NORTHERN RIVERS VINTAGE AND VETERAN CAR CLUB 55<sup>TH</sup> ANNIVERSARY RALLY.

Entries close 24 July. Enquiries to Robert & Meryl Lovell 02 66219682 m 0427 257 190

22 AUGUST. (Saturday) CLUB SWAPMEET. From 8.30am. Queensland's only Veteran/Vintage Swap. Gold Coin Admission. Tea, Coffee and Sausage Sizzle available. Irene and Kathy will be there with their Vintage Clothing Boutique.

22-23 AUGUST DDVVMC. - 2015 FUEL CONSUMPTION TEST, based at Clubrooms, Toowoomba. Saturday – short run; evening pizza and movies. Sunday tour over measured route. Further info. contact Graham Allum 0403 528 331, email [greenmodela@bigpond.com](mailto:greenmodela@bigpond.com)

29-30 AUGUST. COFFS HARBOUR CENTENARY OF RAIL. Further info. contact Susie Robson 0401 531 534; email [centenarymotorfest@gmail.com](mailto:centenarymotorfest@gmail.com)

20 SEPTEMBER. ALL BRITISH DAY. St Joseph's Sports Ground, Vivian St, Tennyson. Display vehicles \$15 incl. Passengers. Public parking \$5. Contact: Ross Kelly 0411 746 215, or [allbritishday@gmail.com](mailto:allbritishday@gmail.com)

19 DECEMBER. CLUB CHRISTMAS PARTY





## Bulletin Lotto "Winners" Diane and John Farrier - A Short Story New Zealand South Island

Early November last year Diane and I had a short break in the south of New Zealand.

Apart from the fabulous scenery and fantastic wines there are some amazing museums full of old cars, trucks & bikes.

The first museum we found in a small town called Geraldine on our first day out of Christchurch. They had a De Dion just inside the door (an original 2cyl from 1907). A good start.

A couple of days later we came across two more museums side by side on our way into Wanaka. They were the Warbirds and Wheels museum and the Transport and Toys Museum. Both had extensive collections of everything transport.

Who would go to NZ and not try to see Burt Munro's Indian? Not only do Hayes Hardware in Invercargill have Burt's bikes and on display in the store, but also a large collection of other cars and bikes. The best hardware I've ever been to !!



As a bonus to visiting Hayes Hardware we also found out about Richardsons Transport World, also in Invercargill. They had over 300 trucks, 150 petrol bowlers and quite a few cars on display (1/2 a day was not enough time).

All in all a great trip, not just for the vehicles.

PS we have heaps of photos (vehicles) and would be happy to share.

John and Diane



# The Ethanol Issue

[Extracted from Moss Technical Services article]

Gasoline containing ethanol has become the new standard for fuel, and it presents a new set of challenges and work for classic car owners. You've got to be vigilant now to ensure a good running engine and prevent damage to your cherished car.

## What's the problem, you ask?

The key problem is that ethanol absorbs water from the atmosphere. In fact, fuel with 10 percent ethanol absorbs up to 50 times more water than standard gasoline. Older gas tanks found in many classic cars vent to the atmosphere, increasing the likelihood that moisture will be absorbed into the gas tank at a rapid pace. The end result of water in the fuel is phase separation.

## Fuel Phase Separation Problems

What happens to your car and its performance when water causes fuel phase separation?

Reduced fuel longevity: A gasoline/ethanol blend absorbs water until it triggers phase separation. The blend has a 90-day product life in a closed tank, but lasts just 30 to 45 days in a vented tank often found in classic cars. With 10 percent ethanol blends, owners are supposed to replace the fuel in vented tanks about once a month by driving or draining, taking into consideration the humidity in the atmosphere and temperatures.

Lower fuel octane: The ethanol in a gasoline blend provides some of the octane rating. When phase separation occurs, the octane rating of the remaining fuel can drop by as much as three points.

Poor engine performance: The fuel pump could easily pick up a slug of the water/ethanol slurry at the bottom of the tank, interrupting the flow of gas to the engine. This will cause the engine to miss, run rough and possibly stall altogether.

Corrosion and rust: Water in the bottom of the fuel tank and inside the fuel lines cause corrosion and rust, and the solvent properties of the ethanol will loosen that up, along with bits of sediment and deposits. The resulting debris floating in the fuel could clog fuel filters, fuel lines and carburettor float valves.

## Specific Parts Affected by Ethanol

Fuel tank: Ethanol could dislodge sediment and deposits in older gas tanks and fuel lines. Loose debris in the fuel could clog the fuel filter, or cause engine flooding if the carburettor float valve sticks.

Fuel pump: Rubber diaphragms inside the fuel pump may have problems with ethanol exposure

Carburettor float valve: Float valve needles on early cars were brass, and these were replaced with plastic needles or brass needles with Viton (a specific type of rubber) tips. Ethanol can cause plastic needles to swell up and stick either open or shut, causing either massive flooding, or starves the carburettor for fuel.

Carburettor floats: The Zenith-Stromberg floats made of foam covered with a skin may deteriorate when exposed to ethanol. Other plastic floats, like those used by SU, may also be affected.

Hoses: Ethanol could dry out or deteriorate rubber hoses.

Seals: Ethanol could shrink, swell or deteriorate seals, depending on the material.

Gaskets: Ethanol may deteriorate the rubber in rubber/cork composite gaskets. Fibre washers and gaskets are not affected.

Aluminium and aluminium alloy parts: Aluminium and alloys fare fine with 10 percent ethanol, but are damaged by 25 percent ethanol.

## Avoiding Ethanol Problems

Run your engine on fresh fuel from a major supplier in a location with lots of traffic.

Add fuel stabilizers when you put gas in your car to lengthen the life span of the fuel.

Buy higher-octane gasoline to ensure the minimum octane necessary for good performance.

If you have a closed tank, make sure it is truly closed. Listen for a hiss of air escaping when you take the gas cap off after driving.

Consider adding a second fuel filter between the tank and the fuel pump to protect the fuel pump from damage from loose debris from the tank.

Keep engine parts well lubricated to counteract the solvent effect of ethanol.

Regularly inspect all fuel system components, seals and connectors from the tank to the carburettor.

Ensure there are no leaks and the system is in good shape.

## Ethanol Solutions

1. Use a fuel stabilizer when you put gas in your British car

Most of us don't drive our classic cars on a daily basis, so the short gasoline/ethanol life of 30 to 45 days in a vented tank, or 90 days in a closed tank, is a problem. In order to extend the life of your car's fuel and delay the phase separation that will eventually occur, you can add a fuel stabilizer to your tank every time you put fuel into it if you're not sure you'll use the gas within the product life span.

2. Test your tank periodically for water presence and phase separation.

When you're not driving your car and putting fresh gas into the tank, or after the car has been sitting over the winter, you can test your tank to determine if water is present or if phase separation has occurred.

\* \* \* \* \*

## THE JERRY CAN!

During World War II the United States exported more tons of petroleum products than of all other war material combined. The mainstay of the enormous oil-and gasoline transportation network that fed the war was the oceangoing tanker, supplemented on land by pipelines, railroad tank cars, and trucks. But for combat vehicles on the move, another link was crucial—smaller containers that could be carried and poured by hand and moved around a battle zone by trucks. Hitler knew this. He perceived early on that the weakest link in his plans for blitzkrieg using his panzer divisions was fuel supply. He ordered his staff to design a fuel container that would minimize gasoline losses under combat conditions. As a result the German army had thousands of jerrycans, as they came to be called, stored and ready when hostilities began in 1939.

The jerry can had been developed under the strictest secrecy, and its unique features were many. It was flat-sided and rectangular in shape, consisting of two halves welded together as in a typical automobile gasoline tank. It had three handles, enabling one man to carry two cans and pass one to another man in bucket-brigade fashion. Its capacity was approximately five U.S. gallons; its weight filled, forty-five pounds. Thanks to an air chamber at the top, it would float on water if dropped overboard or from a plane. Its short spout was secured with a snap closure that could be propped open for pouring, making unnecessary any funnel or opener. A gasket made the mouth leak proof. An air-breathing tube from the spout to the air space kept the pouring smooth. And most important, the can's inside was lined with an impervious plastic material developed for the insides of steel beer barrels. This enabled the jerry can to be used alternately for gasoline and water.

Early in the summer of 1939, this secret weapon began a roundabout odyssey into American hands. An American engineer named Paul Pleiss, finishing up a manufacturing job in Berlin, persuaded a German colleague to join him on a vacation trip overland to India. The two bought an automobile chassis and built a body for it. As they prepared to leave on their journey, they realized that they had no provision for emergency water. The German engineer knew of and had access to thousands of jerrycans stored at Tempelhof Airport. He simply took three and mounted them on the underside of the car.

The two drove across eleven national borders without incident and were halfway across India when Field Marshal Goering sent a plane to take the German engineer back home. Before departing, the engineer compounded his treason by giving Pleiss complete specifications for the jerry can's manufacture. Pleiss continued on alone to Calcutta. Then he put the car in storage and returned to Philadelphia.

Back in the United States, Pleiss told military officials about the container, but without a sample can he could stir no interest, even though the war was now well under way. The risk involved in having the cans removed from the car and shipped from Calcutta seemed too great, so he eventually had the complete vehicle sent to him, via Turkey and the Cape of Good Hope. It arrived in New York in the summer of 1940 with the three jerrycans intact. Pleiss immediately sent one of the cans to Washington. The War Department looked at it but unwisely decided that an updated version of their World War I container would be good enough. That was a cylindrical ten-gallon can with two screw closures. It required a wrench and a funnel for pouring. That one jerry can in the Army's possession was later sent to Camp Holabird, in Maryland. There it was poorly redesigned; the only features retained were the size, shape, and handles. The welded circumferential joint was replaced with rolled seams around the bottom and one side. Both a wrench and a funnel were required for its use. And it now had no lining. As any petroleum engineer knows, it is unsafe to store gasoline in a container with rolled seams. This ersatz can did not win wide acceptance.

The British first encountered the jerry can during the German invasion of Norway, in 1940, and gave it its English name (the Germans were, of course, the "Jerries"). Later that year Pleiss was in London and was asked by British officers if he knew anything about the can's design and manufacture. He ordered the second of his three jerrycans flown to London. Steps were taken to manufacture exact duplicates of it.

Two years later the United States was still oblivious of the can. Then, in September 1942, two quality-control officers posted to American refineries in the Mideast ran smack into the problems being created by ignoring the jerry can. I was one of those two. passing through Cairo two weeks before the start of the Battle of El Alamein, we learned that the British wanted no part of a planned U.S. Navy can; as far as they were concerned, the only container worth having was the Jerry can, even though their only supply was those captured in battle. The British were bitter; two years after the invasion of Norway there was still no evidence that their government had done anything about the jerry can.

My colleague and I learned quickly about the jerry can's advantages and the Allied can's costly disadvantages, and we sent a cable to naval officials in Washington stating that 40 percent of all the gasoline sent to Egypt was being lost through spillage and evaporation. We added that a detailed report would follow. The 40 percent figure was actually a guess intended to provoke alarm, but it worked. A cable came back immediately requesting confirmation.

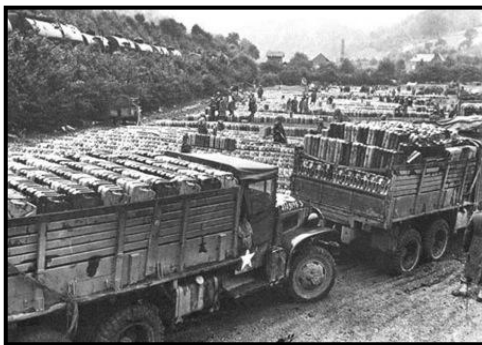
We then arranged a visit to several fuel-handling depots at the rear of Montgomery's army and found there that conditions were indeed appalling. Fuel arrived by rail from the sea in fifty-five-gallon steel drums with rolled seams and friction-sealed metallic mouths. The drums were handled violently by local laborers. Many leaked. The next link in the chain was the infamous five-gallon "petrol tin." This was a square can of tin plate that had been used for decades to supply lamp kerosene. It was hardly useful for gasoline. In the hot desert sun, it tended to swell up, burst at the seams, and leak. Since a funnel was needed for pouring, spillage was also a problem.

Allied soldiers in Africa knew that the only gasoline container worth having was German. Similar tins were carried on Liberator bombers in flight. They leaked out perhaps a third of the fuel they carried. Because of this, General Wavell's defeat of the Italians in North Africa in 1940 had come to naught. His planes and combat vehicles had literally run out of gas. Likewise in 1941, General Auchinleck's victory over Rommel had withered away. In 1942 General Montgomery saw to it that he had enough supplies, including gasoline, to whip Rommel in spite of terrific wastage. And he was helped by captured jerrycans.

The British historian Desmond Young later confirmed the great importance of oil cans in the early African part of the war. "No one who did not serve in the desert," he wrote, "can realize to what extent the difference between complete and partial success rested on the simplest item of our equipment—and the worst. Whoever sent our troops into desert warfare with the [five-gallon] petrol tin has much to answer for. General Auchinleck estimates that this 'flimsy and ill-constructed container' led to the loss of thirty per cent of petrol between base and consumer. ... The overall loss was almost incalculable. To calculate the tanks destroyed, the number of men who were killed or went into captivity because of shortage of petrol at some crucial moment, the ships and merchant seamen lost in carrying it, would be quite impossible. After my colleague and I made our report, a new five-gallon container under consideration in Washington was canceled.

Meanwhile the British were finally gearing up for mass production. Two million British jerrycans were sent to North Africa in early 1943, and by early 1944 they were being manufactured in the Middle East. Since the British had such a head start, the Allies agreed to let them produce all the cans needed for the invasion of Europe. Millions were ready by D-day. By V-E day some twenty-one million Allied jerrycans had been scattered all over Europe. President Roosevelt observed in November 1944, "Without these cans it would have been impossible for our armies to cut their way across France at a lightning pace which exceeded the German Blitz of 1940."

In Washington little about the jerry can appears in the official record. A military report says simply, "A sample of the jerry can was brought to the office of the Quartermaster General in the summer of 1940."



## HOW THE BRITISH REVERSE ENGINEERED THE JERRY CAN

The British first became aware of the superior design of the Jerry Can compared to their fuel can when Germany invaded Norway in 1940 and they quickly realised just how well they worked.

It is not certain whether the British managed to capture any in Norway, or had to wait for the second can of the three from Pleiss' collection to arrive in Britain. Whichever way, when the British actually received a sample can, it was sent immediately to the Pressed Steel Company in Birmingham (UK) for reverse engineering.

This time rather than trying to improve on it, the British simply copied it exactly by: measuring the can and its parts; analysing the materials; making working drawings of the can; and then rapidly setting up mass production in many plants.

Nowadays the British reverse-engineered jerry cans would be disparagingly called "knock offs", "counterfeits" and "look-a-likes" by highly paid PR consultants, but it is worth remembering that the British jerry cans were equal in quality and performance to the German ones – and helped win the war against the Nazis

**Queensland Historic Motoring Council Inc.**  
**General Meeting**  
**Thursday 28<sup>th</sup> May 2015**



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Meeting Opened at: 7:40pm

Present: Delegates as per attendance sheet.

Apologies: . R. Manning, A .Connors L. Griffiths.

New Delegates: Nil.

Visitors: Nil.

Minutes.

The minutes of the March Meeting have been emailed or Mailed to Clubs and Delegates and tabled.

Moved: T. Shields that the minutes be accepted. Seconded: M. Thompson. Carried

Business from minutes: Nil.

**Inwards Correspondence:**

- 1 Usual Club Magazines by mail and email.
- 2 Mark Penrose seeking information re a 1926 Singer owned by grandmother in Cairns. Passed to Cairns Club.
3. South Burnett Club request for dating certificate.
4. Chris Kyte seeking information on registration of vehicle. Passed to Rod Graydon.
5. Cairns Club seeking information re SIVS Program.
6. South Burnett Club notification of change of officers.
7. Advertising Brochure re Michelin Tyres.
8. Report from Roma Club on activities on National Motoring Heritage Day.
9. Greg Hill (Veteran Club) Thankyou letter for a successful and enjoyable national Motoring Heritage Day.
10. Request for vehicle display from Holy Spirit Catholic School new Farm.
11. Flyer from RACQ re Enthusiasts Tour 2016.
12. Minutes from W.A. Council of Motoring Clubs April meeting.

**Outwards.**

1. South Burnett Club dating certificate.
2. Rod Graydon request from Chris Kyte.
3. Card to Geoff Connor's family.
4. Get well cards to Val Connors and Lindsay Harris.

Rod Graydon and Trevor Shields notified the meeting that recently losses to our membership were Geoff Connor, Rob Dix, Bernie Higgins, Brian Hall and Ray Fleming.

Moved T. Shields that the inward correspondence be received and the outward adopted.

Seconded by C. Hinxman. Carried

**TREASURERS REPORT – Available from the Secretary**

**Moved C. Stevens seconded T. Beutel that the Treasurers Report be accepted. Carried.**

## **DTMR REPORT:**

Rod Graydon reported that he has given a presentation to the veteran Club which was very well received and will do more as requested by clubs. Rod will be doing a presentation to the Sunshine Coast Antique Car Club at their Meeting on the 4<sup>th</sup> Tuesday in July at 7pm.

On a question from Graham Allum rod advised that Concessional Registration to personally registered vehicles and not company cars. RACQ has a special arrangement to register their Historic Vehicles. There could be another change to the Dating certificate but only in name. Suggesting it could be named a SIVS Eligibility Certificate.

DTMR representatives have been attending some historical vehicle events.

Please contact Rod direct with Problems relating to registrations and for presentations to your club meetings.

The next meeting with DTMR is on June 28.

## **WEBMASTER.**

Scott reported that more information has been added to the Website and this is an ongoing operation. Please send information and Flyers to the secretary or the Webmaster to be placed on the website.

## **National Motoring Heritage Day:**

Greg Stevens reported that the NMHDay was a huge success with 170 vehicles registered and many more turning up on spec.

It is proposed that the event will be held again next year with the Ipswich City Council extremely enthusiastic for it to continue.

RACQ QHMC Rally Pittsworth

Greg reported that the Pittsworth Rally was under control and 69 entries had been received to date.

## **General business.**

The Vintage Speedway Association explained their situation with Insurance as to not being covered when doing demonstration laps.

President Christine advised that QHMC are not insurance agents and each club must arrange their own insurance to suit their needs.

Renewal of insurance is usually due in July, August or September depending on which company you are with.

The Gatton Truck Show will be held on Sat 26<sup>th</sup> September.

President Christine reminded all that the next meeting is followed by the AGM and all delegates are requested to consider taking a position on the QHMC Committee, especially the position of secretary as the present secretary will definitely not be available for the coming year.

Meeting Closed at 8.35pm.

The next general meeting is on the fourth Thursday in July followed by the AGM.

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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.



## CLUB MART \$\$\$



[Note: Members' "For Sale" and "Wanted" notices will normally appear in three consecutive issues.  
If you sell or obtain an advertised item will you please notify the Editor]

### FOR SALE

- \* **TANDEM TRAILER.** Used for towing veteran car. 2 wheel brakes. Hydraulic override. Electric winch. Vinyl cover over metal framework. Zip closures. Secure and waterproof. Good condition. Inside measurements. Length 12'. Height 6'. Width 6'. Price: \$4000.00  
Contact: Frank Muggerridge. 0409 362 773. 0438 362 773. [Fkmugga@bigpond.com](mailto:Fkmugga@bigpond.com)



- \*\* **1912 CROSSLEY** Eng. No. 1670; build date April 2-12 Chassis No. 1680.  
All contact to be made through my email address.  
Contact: E. Cheney, email [oldjoe21@hotmail.com](mailto:oldjoe21@hotmail.com)



\*\* I can no longer close the doors of my sheds, or find space to work on a car. I cannot use my trailer because it has a car living in it. So I offer almost my entire collection for sale. Check my website . All are offered except the 1910 Brush, the 1917 Model T, and the 1923 Matchless outfit. The rest will remain on the market until 3 of the larger items are sold, then the ad will be cancelled. Cars include 1911 1 and 1908 2 cyl. Reo, 1930 AJS Saloon, 1912 T brass tourer, 1926 T ute, 1914 Twombly, 1917 Rauch & Land Electric, 59 Ford Edsel, 65 Mustang, 88 Thunderbird, 70's Lincoln, 1920 B&S Red Bug, and a couple of others I can't remember. Bikes as per the web site. All located on Brisbane's northside. Call Merv Kroll on 0428 723292, or email on [merv@kroll.id.au](mailto:merv@kroll.id.au)

### WANTED

- \* **REAR COVER FOR DREADNAUGHT SIDELIGHT.** Cover is 102mm in diameter with a red glass in centre.  
Will consider a whole light or parts.  
Contact: John Farrier, 0414 986 783; email: [Gemhunter@gmail.com](mailto:Gemhunter@gmail.com)



**If undelivered please return to:  
1376 Old Cleveland Road,  
CARINDALE. QLD 4152  
V.C.C.A.(Q) "Veteran Torque"**

### ***A little bit of...HUMOUR***



She had hurried to the chemist to get medication, returned to her car and found that she had locked her keys inside. The woman found an old rusty coat hanger left on the ground. She looked at it and said, "*I don't know how to use this.*" She bowed her head and asked God to send her some HELP.

Within 5 minutes a beat-up old motorbike pulled up, ridden by a bearded man who was wearing an old biker skull rag. He got off of his cycle and asked if he could help She said: "*Yes, my daughter is sick. I've locked my keys in my car. I must get home. Please, can you use this hanger to unlock my car?*"

He said, "*Sure*", walked over to the car, and in less than a minute the car was open. She hugged the man and through tears said, "*Thank You SO Much! You are a very nice man.*"

The man replied, "*Lady, I am NOT a nice man. I just got out of PRISON; I was in prison for car theft*".  
The woman hugged the man again sobbing, "*Oh, thank you, God! You even sent me a Professional!*"

