

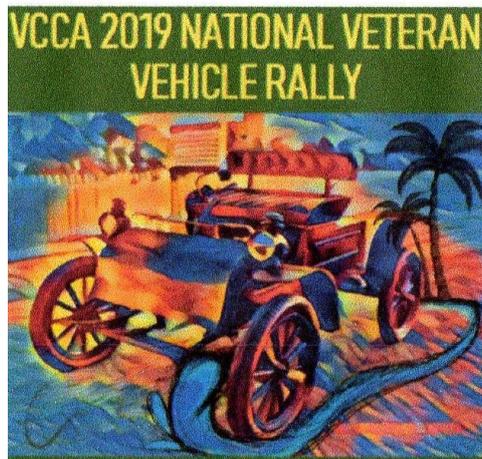
THE VETERAN CAR CLUB OF AUSTRALIA (QUEENSLAND) INC.

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

VETERAN TORQUE

JULY 2019

Bundaberg/Bargara



Will YOU be there?



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

Honorary Life Members

RACQ Phil Fletcher Hugh Kimlin Grahame Wilkinson

Webmaster Peter Ransom pjransom@westnet.com.au

Qld Delegate to National Body Peter Arnold

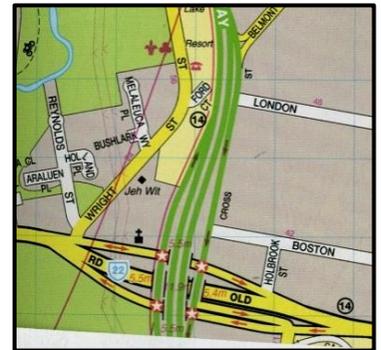
Club Delegate to QHMC Albert Budworth

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 as from 1 July 2019 are:

Full Membership (single): \$ 70	Joint Membership \$ 77
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 \$10 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 (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



"You hear a funny noise then?"

President's Report

I have had to pen this report early as Lyn and I are sailing off to Fiji and Tonga for the last 2 weeks of the month, returning in time for the July meeting.



The first of the 2 events we have participated in so far this month was the **No Emissions Day** when 22 members set out on a day trip by train and light rail (tram) to Broadbeach on the Gold Coast. For most of us it is a place we don't go to very often, leaving it for the tourists, however it was interesting to travel through Southport and Surfers Paradise by tram and see the development in that area. Thanks to Steve and Lauren for your organisation.

The Petrie Steam-fest again this year saw the usual steam displays with traction engines, steam rollers and portables all working away demonstrating various machinery in operation. The traction engines are just incredible to watch moving around the site. Our son Stephen and the grand children joined us, and the kids had the opportunity to get up onto one of these huge engines which made their day. Stephen drove the Hupp and we went in the Armstrong. Bob Burley had the Singer back on the road which was good to see, and Bob and Trish also joined us in the Saxon. There was a good rollup of vehicles from the Vintage Car Club, Jaguar, Mini, MG, Morris, and BVAC members as well as the Stationery engine group. As usual the Devonshire tea at the bakery was superb and the markets drew a good crowd.

The **working bee** was again well attended with the yard still taking priority. This month it will be on Wednesday 17th July and we should be able to focus on the gardens as the weeds are starting to take over.

Motorfest

We have a good contingent attending the RACQ Motorfest on Sunday 14th July. It looks like 15 veterans will be on display at Eagle Farm Racecourse. If you are not displaying your car there is still plenty to see on the grounds if you want to come for the day.

Esk Weekend

Kevin and Joyce have organised a long weekend of rallying based in Esk. We have rallied here in the past but not for a few years and it is a great area for rallying with interesting countryside and lots to see. The bakeries in these small towns are always good with lots of health food to choose from. Unfortunately, we will miss this one but wish you well for the weekend.

Feather Banners

The artwork for the feather banners was approved at the last meeting so the order has been placed and we should have the banners in time for Motorfest.

New Members

Again this month we welcome new members to the club, **Bob and Helen O'Connor** have joined with a 1911 Overland. Bob has attended the last few meetings and is no stranger to the club. His father was a member many years ago and Bob enjoyed rallying in a different Overland as a young chap.

Keith and Jill Fowlie from Maryborough also join as Associate members. We met them on the C2C rally helping Ken and Gwyn with the organising. While they currently enjoy rallying other heritage vehicles, they would like to get into a veteran.

Welcome to our Club and we look forward to your company on future events. I think that makes nine new families have joined us in the last three months

Happy Motoring.
Peter Arnold

**Minutes of the Six Hundred and Sixtieth Meeting of the Veteran Car Club of
Australia (Qld) Inc.
Held in the Clubrooms at 1376 Old Cleveland Road, Carindale.
Monday 3rd June 2019**

President Peter Arnold welcomed everyone, thanked them for their attendance, meeting commenced at 7.30pm

Apologies: Neal and Jan Sims, Trish Hanley, Dulcie Wilkinson and Bev Lollback

Visitors: Bob O'Connor and Graeme Smith

Attendance: 40

Minutes of the April 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 Alan Carpenter. Carried.

Business Arising: Nil

Correspondence:

Inward:

Membership application from Malcolm Wegener: he has 1912 Model T Ford.

Membership application from Keith & Jill Fowlie, they are looking for a veteran car.

Membership application from Bob O'Connor

Email from John Day, taking his Oldsmobile to Shailer Park school

Email from QHMC, they will now hold their committee meeting every 2nd month in the committee rooms at the club rooms.

Accounts from CleanZone, Origin (gas) & Telstra

Letter from Telstra, increasing fixed line rate.

Outward:

Thank you letters to Keith & Jill Fowlie, Burrum & District Museum, Hervey Bay RSL, Darren Everard, Deputy Mayor, Burrum River Caravan Park, Roger John, events coordinator, Jaysh & Springvale Garden Centre.

Business Arising from the Correspondence: Nil

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. Steve moved that the report be accepted, and accounts be passed for payment. Seconded Trevor Farnell. Carried.

Events:

14th July RACQ Motorfest. Peter to liaise with RACQ.

19th, 20th 21st July Esk rally organized by Kevin Brooks, not long runs, time for happy hour.

28th July Fish & Chips lunch on the bay.

17th Aug Veteran Swap

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

Property Report: Russell thanked all those who came to the working bees, a special thanks to Bob Burley for fixing the tree lopper and the mower. Also, a special thanks to Glynn Hackshall for all his work on the shed proposal. As the grass growth will slow over winter we will take the time to work on the gardens.

Dating Report: No applications.

Library: Nil

QHMC:

Big changes, the new President is Tom Lewis. Albert is now the DTMR rep, next meeting is in September.

SAG Report: Shed extensions are not going ahead.

Web Master: Nil

Editor Report: All reports in by the 20th of each month please. John Handley's report came in too late for the printed copies of the magazine, however it is in the one on the website.

General Business:

Feather Banners: the logo has been done, now we need to get the banners printed. The dark background fades and the message becomes hard to read, suggest having yellow/gold background with dark green writing for longevity. Members were shown several designs of banners and it was decided to go with the double-sided feather with Veteran Vehicles on one side and Veteran Vehicles, built before 1919 on the other side. The cost for the double-sided banner is \$330 for 2, this comes with the pole and carry bag. The car foot stand is \$50.

Motion: John Day moved that we accept the quote for the double-sided feather. Seconded by Syd Norman. Carried.

Club shirts: Looking for a company to buy business shirts and polo shirts, Rhonda and Steve have investigated a company down the coast and got their prices, they don't make ¾ sleeve shirts for the ladies. Trevor to inquire at a business in Beenleigh to see what they can offer and their prices. Michael Hackshall suggested a company that makes football shirts could offer something more colourful.

Graeme Smith presented Peter with a number 1 magazine of the Veteran Car Club Qld printed in 1969. He found it at a garage sale and thought we would like it.

Subscriptions for 2019-2020: The committee recommends an increase of \$3 making the fee for a single full member \$70.

Motion: Steve Forster moved that the subscription be increased by \$3 for an ordinary membership. Seconded Carolyn Robinson. Carried

The house tenants have mown the grass, the committee to look at a solution to the amount of junk in and around the yard, talk to the real estate and find out when the next inspection is.

Janette Farnell asked if we can put up some more pictures around the club rooms.

A request for someone to put something of interest in the shopfront window by July.

Gary and Kathy Day have bought a 1916 Dodge Brothers roadster, he has already started restoring it.

Geoff and Barbara Clegg bought Frank Hack's Saxson, it need to be restored.

Meeting Closed 9pm.

Hazel Burley.....
Secretary
Veteran Car Club Australia (Qld) Inc

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

CLUB NOTICES

From The Editor

To Our Country And Interstate Members

I always welcome articles etc. from "Non-Brisbane" members telling us what's happening in your area - events you have attended, technical articles etc.

Remember – it's YOUR Club too.

Carol Robinson.

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Club Rallies and Events

As is the practice in many Clubs, it would be appreciated if the person responsible for a particular Rally/Event would, prior to the event, delegate someone to write a report for *Veteran Torque*.
Photographs are always appreciated.
Deadline for receipt is always the 20th of the month.

Change Of Details

If any Club Member has recently changed either their email address or telephone number, please let the Secretary (secretary.vccag@gmail.com) and the Editor (redbubble@picknowl.com.au) know promptly so that Club records are kept up-to-date.

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Club Shirts

If any Member wishes to, Rhonda can arrange to have the Club badge embroidered onto their own shirt, [though it must be a new one].
Older shirts can have a cloth badge sewn on.

Contact Rhonda on guthrie45@bigpond.com or Ph. 5536 2717

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Market Place

WANTED

- ** **SMITHS 4 JET CARBURETTOR** to suit Humberette
Contact: Kevin Brooks 0412 720 035 brooks@goanna.tv
- ** Wanted for a New Zealand friend, contact with the Australian owner of a **LONG DISTANCE AUTOMOBILE** (or bits thereof), manufactured by the U.S. Long Distance Automobile Company, 1901-1903. Contact: Kevin Brooks 0412 720 035 brooks@goanna.tv



This radiator emblem belonged to the Long Distance vehicle that was manufactured by the U.S. Long Distance Automobile Company of Jersey City, NJ between 1901 and 1903. The Long Distance came in one, two, and three cylinder engines and sold from \$1000 to \$4000 depending on the body model. The company stopped selling the Long Distance in 1904, reorganizing as the Standard Motor Construction Company and producing a Standard automobile

THE BROOKS ESK-APADE, JULY 19 -21

Friday: 60 km,

Start 10am latest A little unsealed road. M/T BYO, Lunch Toogoolawah, BYO or Forage!

Saturday: 90 km,

Start 9am Sealed roads. M/T BYO, Lunch Coominya, Hotel \$17, Hot Food Shop or BYO

Sunday: 80 km

Start 9am Some unsealed road. M/T T'wah but suggest BYO, Lunch Harlin BYO.

On Days 1 & 3, we pass Esk Bakery, located on left up street. There is considerable parking around to left, immediately before Bakery. They do sell artery-cloggers and there is ample time both days if you care to stop for M/T supplies. On Day 1 there is certainly no rush and while I have not investigated Counter Lunches, such is a possibility. On Day 2, should you not choose the Pub lunch or BYO, be aware there is only the one hot food shop and I do not know their capabilities.

IF YOU WERE NOT AT JUNE'S MEETING AND ARE ATTENDING THIS RALLY, PLEASE ADVISE ME NOW IF YOU WANT SATURDAY'S COUNTER LUNCH!!! I NEED NUMBERS.

Kevin Brooks: 0412 720 035 for any further information.

Esk early 1900's



Low Emissions Day Sat 1st June 2019 -- Syd Norman

We ended up with 22 of us at lunch but there were adventures in getting to Burley Heads.

The northern travellers found that there was no rail service due to track works, so they were bussed to Altandi I believe (unless Peter drove them). Murray, Albert and Diane actually started from Roma Street on the Gold Coast line and Russell and Susan joined at Park Road.

The Farnells, Normans and Garry joined at Beenleigh, and I obviously missed where Bob and Hazel and several more joined the train. We changed to the Light Rail system at Helensvale for the 45 minute trip to Broadbeach South and the end of the line.

The Light Rail is an experience with traffic running alongside, curvy tracks and often 45 degree bends up and down hills in an articulated tram. It seems to be well used and on the way back several courteous folk let the older and less mobile ones have a seat as the signs to "hold on" are well meant.

We walked into Australia Fair for a few to browse or have blood tests (hopefully not pressure from the trip) and after a well earned morning tea with confused service, we strolled to the Burley Heads Surf Club for lunch. The Casino didn't get a look as they weren't giving out free samples. We all seemed to enjoy a nice lunch with good service that would be worthy of a revisit in the future.

No one seemed to want a dip in the ocean or a stroll on the beach so a revisit in warmer weather might be nice. Actually the weather was quite nice but a little windy

The tram back didn't seem as long as on the way down and we only had a short wait for the train again. We did have a little emissions as we drove to the station but I don't think the lot of us created too much CO2 apart from lots of talking.

The train and tram trip for those of us Seniors from Beenleigh only cost around \$6.00 each way so pocket emissions were reasonable too.

Well done Albert, I think we all had a good day and only a couple went to sleep on the train.

ARE YOU FINDING IT DIFFICULT TO SOURCE THOSE HARD-TO-FIND COSTUME ITEMS FOR THE UP-COMING VETERAN NATIONAL RALLY IN BARGARA?

On Sunday 21st July, at Rocklea, Irene and Kathy will again be participating in the Vintage Fashion Fair where they specialise in Edwardian and 20s era clothing and accessories. There will be a huge selection at this fair.

On Saturday 17th August, Irene and Kathy will have a stall at the Veteran Clubrooms Swap with Edwardian era fashion items. Here there will be a smaller selection but comprehensive just the same.

Tea dresses, evening (Titanic style) dresses, casual wear, bathing costumes, hats, purses, gloves, shoes for the ladies and frock coats, 8 styles of hats, blazers, bathing costumes, waistcoats, and more for the gents should yield some suitable outfits.

There will also be plus fours, plus eights, Argyll socks, parasols, fans, walking sticks, cravats, bow ties on offer.

In September at the Veteran National Rally, Bargara Irene and Kathy have arranged to set up 'shop' with Edwardian era fashions and accessories for both men and ladies, on registration day.

This is with our friends from afar in mind, who may not arrive with an outfit, but wish to participate in our "Edwardian fashion frenzy".



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The first Automobile imported into Australia

Originally Prepared by John Pender Esq., Brunswick. [4.9.14]

"This car was made to the order of Mr John Pender of Brunswick, by Max Hertel* of Chicago, U.S.A.

It arrived in Melbourne on the 8th November 1897, and the first run was made on the 13th November**. Nine miles were travelled on one gallon of stove naphtha. The mechanism of the car is practically controlled by one lever. For starting, the lever was drawn back, thereby operating a pawl and ratchet, and making the crank shaft revolve. This movement filled the cylinders with the gas or charge, and also compressed it for ignition. Immediately the engine started, the trip on the lever was released, and, by a forward movement of the lever itself, a catch held the pawl out of action. To stop the car the lever was pulled slightly back to release the driving gears, then, by pulling the lever hard back, the break (sic) was applied to the wheels. On top of the lever, which is hollow, a small handle fitted with a coarse screw operates, by means of connecting rods, the air valve in the pipe between the oil tank and the cylinders, and admits air to mix with the gas charge. The water and oil tanks were placed under the seat, but have been removed to permit inspection of the engine."



Notes

- [1] (Trove's) summary of the glass plate photograph above says "Shows two men seated in what appears to be a bicycle with four wheels, with the steering wheel in the centre".
- [*2] Max Hertel established a motor business in Chicago in 1895. He entered one of his early cars in a race held in Chicago 28th November 1895 but it failed to start due to mechanical problems.
- [**3] Mr Pender's first trial run was a 9 mile journey from Brunswick to the Coburg Tram Terminus.
- [4] The vehicle is now in the collection of Museums Victoria.

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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.

ON THIS DAY - 1st JULY

1860 CHARLES GOODYEAR (59), American inventor of vulcanised rubber, died a pauper. Goodyear began his career as a partner in his father's hardware business, which went bankrupt in 1830. He then became interested in discovering a method of treating india rubber so that it would lose its adhesiveness and susceptibility to extremes of heat and cold. He developed a nitric acid treatment and in 1837 contracted for the manufacture by this process of mailbags for the U.S. government, but the rubber fabric proved useless at high temperatures. For the next few years he worked with Nathaniel M. Hayward (1808–65), a former employee of a rubber factory in Roxbury, Mass., who had discovered that rubber treated with sulphur was not sticky. Goodyear bought Hayward's process. In 1839 he accidentally dropped some India rubber mixed with sulfur on a hot stove and so discovered vulcanization. He was granted his first patent in 1844 but had to fight numerous infringements in court; the decisive victory did not come until 1852. That year he went to England, where articles made under his patents had been displayed at the International Exhibition of 1851; while there he unsuccessfully attempted to establish factories. He also lost his patent rights there and in France because of technical and legal problems. In France a company that manufactured vulcanized rubber by his process failed, and in December 1855 Goodyear was imprisoned for debt in Paris. Meanwhile, in the United States, his patents continued to be infringed upon. Although his invention made millions for others, at his death he left debts of some \$200,000. He wrote an account of his discovery entitled *Gum-Elastic and Its Varieties* (2 vol.; 1853–55).



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1898

German-Austrian inventor and automobile pioneer, SIEGFRIED SAMUEL MARCUS (66), died. In the early 1870s he put an internal combustion engine on a simple handcart. This appliance was designed for liquid combustibles and made him the first to propel a vehicle by means of gasoline. Today, this car is well known as "The first Marcus Car". In 1883 a patent for a low-voltage ignition magneto was given to Marcus in Germany. This design was used for all further engines and, of course, the famous "Second Marcus Car" of 1888–1889. It was this ignition in conjunction with the "rotating brush carburettor" that made the Second Car's design very innovative. In 1888-1889 Märky, Bromovsky & Schulz built the "Second Marcus Car", which can still be seen in Vienna's Technical Museum. This car made Marcus well-known all over the world. This car was named a Historic Mechanical Engineering Landmark by the American Society of Mechanical Engineers.

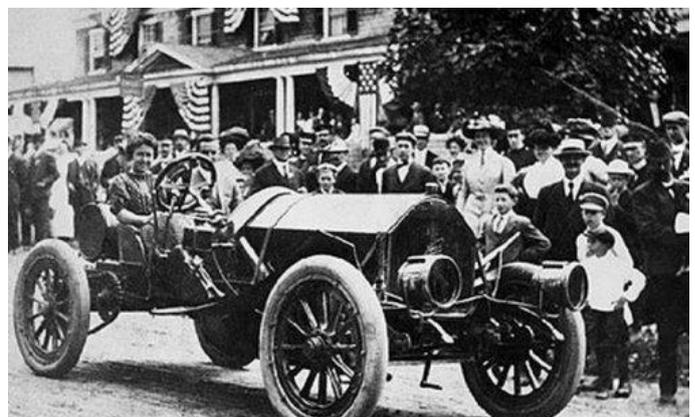
Second Marcus Car



* * * * *

1899

MME LABROUSSE, believed to be the first woman to compete in an automotive speed event, finished fifth in the Paris-Spa race.



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:



Asking \$75,000 ONO

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.

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



WHAT CAR IS THIS? [Answer next month]

A little bit of.. HUMOUR

When his lawnmower broke, Harry's wife, Jenny kept hinting to him that he should get it fixed, but somehow he always had something else to take care of first, the shed, his Veteran, the car trailer, the boat,...always something more important to him.

Finally she thought of a clever way to make her point. When Harry arrived home one day, he found Jenny seated in the tall grass, busily snipping away with a tiny pair of sewing scissors. Harry watched silently for a short time and then went into the house. He was only gone a minute or so, and when he came out again he handed Jenny a toothbrush and said "*When you finish cutting the grass, you might as well sweep the driveway*".

The Doctors say Harry will walk again, but he will always have a limp.

