

THE VETERAN CAR CLUB OF AUSTRALIA (QUEENSLAND) INC.

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

VETERAN TORQUE

DECEMBER 2014



*A young Greg Hill driving an IHC Motor Buggy
in the first Goodna Jacaranda Festival, October 1968.*





COMMITTEE MEMBERS OF VCCA(Q) 2013/2014

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Wayne Aberdeen (07) 3396 8556

Club Delegate to Qld Historic Motoring Council:

Albert Budworth (07) 3361 2424

Honorary Life Members:

RACQ; Hugh Kimlin Grahame Wilkinson

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

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

(On the corner of Old Cleveland Road and The Gateway Arterial Road – Refidex Map

182 E5).

Meetings commence at 8.00 pm and VISITORS ARE WELCOME.

The telephone number for the Clubrooms is (07) 3843 0010

The Club has a new Website: www.vccaq.com

Membership fees (Due July 1) are:

Full Membership (single): \$50; Joint Membership: \$55,

Country Membership (single): \$40; Joint Membership: \$45.

Associate Membership \$40

There is an additional joining fee of \$30.

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 20th of each month.

Please send contributions to:

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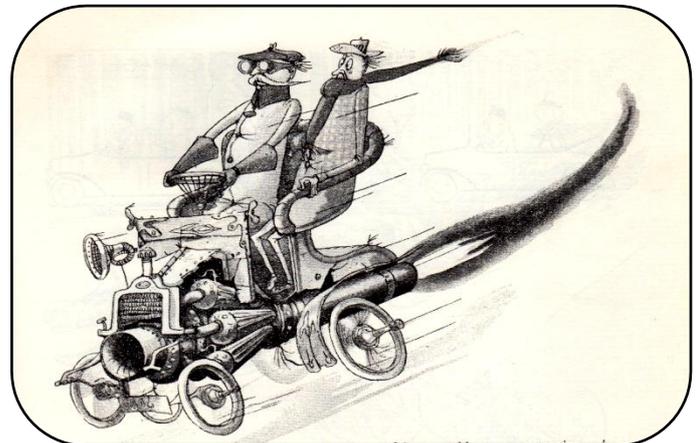
All other correspondence to:

The Secretary, VCCA (Q) Inc

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CARINDALE QLD 4152

email secretary.vccaq@gmail.com



“No , same old car – new engine”

**FIVE HUNDRED AND ELEVENTH GENERAL MEETING OF VETERAN CAR CLUB OF AUSTRALIA QLD
INC
HELD IN THE CLUBROOMS AT 1376 OLD CLEVELAND ROAD, CARINDALE
ON MONDAY 3 NOVEMBER, 2014 AT 8.00PM**

Opening: President Bob Burley opened at 8:00pm

Attendance: 45 members were present as per attendance book.

Apologies: Graham and Irene Donges, Peter and Lyn Arnold, Ross and Rhonda Guthrie, Frank and Kathy Muggerridge (all returning from the Kalgoorlie National Veteran Rally,) Alan and Carolyn Robinson, Neil and Jan Sims

Adoption of previous General Meeting Minutes: Proposed Janette Farnell. Seconded Barry Downton that the minutes of the previous General Meeting held 6 October 2014 be confirmed as printed. Carried

Business arising from previous minutes: Nil

Correspondence:

Inwards:

- Urban Utilities bill for water/sewerage \$226.62
- 21 reciprocal Club magazines
- Thank you from Prostate Foundation of Australia for our donation of \$100 towards research and community support.
- Response to questionnaire on email/snail mail Veteran Torque from Glenn and Rosemary Smith

Correspondence Outwards

- Get well card to Gwyn Wells. (Gwyn and Ken are both recovering well and expect to see us at Mon Repos in December.)

Business arising from correspondence: Nil

The A/Secretary moved that Inwards be accepted and Outwards adopted.
Seconded . Syd Norman. Carried.

Treasurer's Report: The Treasurer, Hazel Burley, moved that her report be accepted and that accounts be passed for payment. Seconded. Trevor Farnell. Carried.

Events: Russell/Kevin Brooks reported on plans for Mon Repos in December. Full details are in Veteran Torque and in emails sent to all intending entrants by Terry and Regie Lewis. Those needing accommodation in Bargara are offered trailer and veteran parking at Mon Repos at Terry and Regie's place. All entrants are urged to wear period costume for the night parade and on Sunday at the display at the Bert Hinkler Aviation Museum.

QHMC Report: Nil

Dating Report: Nil

Facilities Report:

- Concrete grey water tank lid has been replaced after a car drove over the original and ended up "in it."
- Front door lock on clubrooms needs repair. David to handle.
- No tenant in club rental house to date. Noise is an issue to the 5 couples who inspected it at the latest "open house."

Historian Report: Nil

Webmaster Report: Veteran Torque is to be offered digitally from the December edition.

Librarian Report: Nil

Magazine Report: Nil

General Business:

- John Page asked that bulk email to members use the "blind copy" process, so that club members' email addresses cannot be hijacked by others.
- It was agreed that a left over DVD of the 2012 Ipswich National Tour, be given to new members as part of their welcome pack.
- The search is on for a Berliet engine that came to Queensland some years ago. More parts have become available and the finder wants to reunite them with this engine. Contact Bob Burley with any ideas on the identity of the engine/owner.

- Barry Dowton told a disturbing story on the destruction of the original wooden body on his 1907 Brush, by West Indian Termites. The car was imported from USA some years ago and passed through quarantine at the time. It seems West Indian Termite eggs can lay dormant for up to 30 years, before hatching when conditions are right. They are a dry wood termite and do not need to go to ground for water. Apart from destruction of the original body, the extermination of the pests involved expensive autoclaving of the whole car and impregnation with nasty chemicals.
- Peter Ransom mentioned a 1913 Hudson Model 37 restoration project that is available.
- Kevin Brooks' research has shown that when your transponder does not go "beep" when you pass through toll points on our Toll Roads, their cameras record your number plate, and your account is debited anyway. PLUS \$0.45 for their trouble. Older transponders with worn out batteries are particularly susceptible. Check your statements!
- Merv. Thompson reported briefly on the recent Kalgoorlie National Rally. Watch Veteran Torque for full reports.

Meeting Close: The meeting closed at 8:55pm

Next Meeting: Monday 1 December 2014

John Day
A/Secretary



President's Report

The November meeting sure was lively and that's the way we like it. The ideas will flow if we are all wide awake.

The good news is that the rental property now has a suitable tenant.

The last working bee was held over as the mowing had been done already and David is presently moving into his new home. Vicki has the gardens looking as good as they can for Christmas. Thank-you to you both.

I was impressed with Barry Dowton's report at the last meeting about the termite damage on his imported veteran car. This clearly shows that all the expensive fumigation processes overseas, on the boat, and on the dock here, all failed. This is a clear message to all, don't assume it will be OK, get under and have a look yourself! How strong are the wooden axles in your Brushes. Most veterans have a lot of wood so be vigilant!

This, also was brought up at the November meeting, I received an email from a David Broadbent. "One of your Queensland members drove to Melbourne a few years ago to pick up a early Berliet engine that had been recovered after 30 plus years from beneath the waters of the Eildon Weir. Turned out to be the exact engine for his car!

The car had belonged to a family from Bonny Doon. Engine had been removed from the car and was running a saw bench that was abandoned when the Weir was built and the town flooded. Anyways, I have finally found the remaining box that has the camshaft, gears, and some aluminium castings. Sadly I don't have the member's name and wish to unite the parts to the engine!" Phone 0437 289 934.

Let's hope this all goes well. I looked on the members list and cannot find anyone in our Club who owns one, maybe someone can recall this from days gone by.

The Christmas Party is definitely on track. Hazel has most of it stashed in the fireplace and on the billiard table - come to think of it even the spare room. The tree at the clubrooms has been assembled you know its starting to look a little like Christmas!

A thank you to Greg and Irene Hill for their efforts with the dressing of the window at the clubrooms with all the period clothing, then a special trip down again to undo it and put in the very plush Christmas display .

A Very Merry Christmas To All Members Past and Present.

Bob Burley.



EXHAUST GAS

Well really I should title this "Exhausted Gas" as that is how I feel after dealing with the bark and gum leaves that threaten to engulf our place at this time of year in the "mild spring weather". The bloke who invented air conditioning should have been made a saint two days before he was born!

We have returned to home base after one of our periodic jaunts to Adelaide. We happened to be there on Saturday 7 November, which was the day of the annual Christmas Pageant. This used to be staged by John Martins, a former large city Department Store, but is now the responsibility of the combined Credit Unions. It has grown into a marvellous spectacle from its beginnings in the 1920's, and now has some 50+ floats and numerous bands, and crowds line the city streets for hours prior to the starting time. Apparently now children waiting in the crowd are given coloured chalk and are allowed to write/draw on the roadways. One young girl had drawn the outline of a hopscotch game, and imagine her surprise when a senior police constable stopped his motorcycle and played a game with her - in his riding gear- ending it with a high five. There were gorgeous photographs in the next day's newspaper. As my daughter said, such things really "warm the cockles of your heart".

The other interesting thing we did was to visit Port Adelaide to see the hulk of the clipper ship, the *City of Adelaide* which formerly carried passengers between England and Australia. It was built in 1864 and made 23 voyages between London and Adelaide. It then worked in the American timber trade and later became a hospital ship and a Navy drill ship. It was abandoned in Scotland and finally rescued by Australian volunteers and brought to Port Adelaide in 2014. It now sits on a cradle on a large pontoon in No.1 Dock. The volunteer force hopes to restore it and make it available for public inspection within a few months. It is the worlds' oldest composite clipper ship (wooden hull on iron frames) and one of two surviving, the other being the famous, younger *Cutty Sark*.



Oh well, back to the bark and gum leaves.

Webmaster's Report

Coverage of recent events has been a bit slim lately but Rhonda called yesterday to tell me she has 6,000 pictures taken during the 4-month trip she and Ross have just concluded. Don't worry, you'll only see the cream!

Mr and Mrs Webmaster are looking forward to taking the Sunbeam on the Mon Repos rally and for once I'll be able to contribute our own pictures to the web site.

We're gearing up to make *Veteran Torque* available in digital form for all our members with Internet access. If you'd like a sneak preview, go to www.vccaq.com, mouse over the **More** tab and click on **Veteran Torque**. You'll be asked for a password - just enter **badboy** and all will be revealed. The download page may not look exactly like this when we go live and there'll be a different password, but you'll get the idea.

The Club Library has a very substantial collection of the HCCA's bi-monthly *Gazette*. Wayne Aberdeen is putting the finishing touches on an index that allows you to look up any topic of interest to see if anything's been published and if so, in what issue. Material published in the *Gazette* is usually incredibly comprehensive and of the highest quality, so this is going to be a very valuable research tool. When it's complete we'll be able to make it available via the web site - something to anticipate.

Peter Ransom

Kalgoorlie National Veteran Rally "The Sunday Evening Welcome."

After having been on the road for three months it was a very welcome function to be able to catch up with fellow Queenslanders and friends we hadn't yet met. The function was held at The Hannans Club. A beautiful building from the 1800's, with a white picket fence and roses growing in abundance.

We arrived before sunset to very hospitable staff who served the drinks, closely followed by trays of food. As more rally entrants arrived more platters of tasty finger food arrived. We then listened to the welcome speeches by the Mayor of Kalgoorlie /Boulder and the organising committee, still more food arrived. Towards the end of the evening, the pizzas from the on site pizza oven were a real hit. Comments heard were "*I have never been to a welcome function with so much food being offered.*" It was outstanding.

Special diets were very well catered for as this photo of Margaret Thompson shows.



Kathy Muggeridge

Day One Sightseeing]

After a very wet lead up to the start of the rally, Monday started with a sunny morning which persisted for the rest of the day.

This contrasted with the weather for the pre rally event, the centenary of motor racing at Lake Perkolilly which is a clay pan to the north of Kalgoorlie. Practice and time trials were held at the clay pan on Thursday and Friday. After spending some time out there, Tom and Jan Callow reported that it is a must see event so most of the Queensland crew planned to go out for the first races on Saturday.

Eleven millimetres of rain fell in Kalgoorlie on Friday night with much more at the lake putting an end to racing for the weekend. I mentioned that the lake is normally a clay pan and clay and water mix to make a very sticky mess. After spectators and competitors who were camping out there were towed out by tractors, they regrouped with us at the trotting track in Kalgoorlie to race on Sunday. Alas more rain overnight put an end to any hope of racing.

Fortunately our cars were housed in a pavilion on the grounds with only a few leaks so in the main were kept clean and dry ready for the main event. Today is promising to be a bottler with 84 cars lined up in the bright sunshine and we are all waiting in anticipation for the briefing.

It is an easy run today around Kalgoorlie to get a feel for the town and what it has to offer. First stop is the Flying Doctors centre and hanger for morning tea. Like last night at the welcome function the food is plentiful for those who paid for morning tea. The centre has a lot of interesting displays but the centrepiece of the visit is the inspection of the planes in the hanger. There are 2 planes waiting on call and we are told it is most unusual that both are still on the ground at this time of the morning.

They are single turbo prop Pilates aircraft worth \$4.5 million each for the basic plane with a further One million refit as an intensive care ward. They are capable of speeds of around 450kph and are pressurised to fly at altitudes of up to 32,000 feet although they can also fly at low altitudes when required by the patient's condition. We were hit with so many stats that my head could not absorb them but it was very informative and impressive.



Next stop was the Super Pit. This has to be the biggest man made hole in the ground I have ever seen. The idea of buying up all of the underground gold leases in the golden mile and starting an open cut venture was conceived by Alan Bond in his heyday. Today the hole has been dug half way to China and showing no sign of stopping any time soon. There are 40 of these huge trucks taking the gravel out to extract the gold. We are told that for every 7 loads taken out about a golf ball size of gold is extracted. That equates to around three million dollars per day worth of gold, again, very impressive.

Everybody is starting to get a bit hungry after digesting these huge figures so we are off to a delightful park for more food. In contrast to most of Kalgoorlie, it is grassed with shaded trees and covered picnic tables. There are also bird aviaries and water features and a kiosk. The kiosk was a bit over taxed with so many people wanting cappuccinos that I had to wait over half an hour for mine. I should have been satisfied with tea.

Lunch over it is off to the other side of town to the newly completed water reservoir which holds the water piped 400 or so kilometres from Perth. Again the numbers were staggering and I have not committed them to memory but it did provide a great opportunity to film the cars as they lined the road in on both sides.

The final stop for the day is the golf club for afternoon tea or a quiet drink from the bar. The setting was great overlooking a water feature but we still have to drive home and put the cars to bed so most of the Queensland crew returned to Princess Josephine AKA Donges motorhome for happy hour before retiring to our own camps for the night.

Tomorrow we will do it all again.

Peter Arnold

Day 2 Coolgardie Run

"They're passing us again."

As we set off for Coolgardie, the Brush settled itself into its happy travelling speed perfected on the Adelaide to Darwin run. As usual, we were overtaken by the Handleys in their 1909 Darracq and the Model T's. This time we were also overtaken by THE Napier and 1915 Buick and the 1914 Studebaker. We enjoyed the experience of overtaking by overtaking the Albions, and so we had a pleasant trip to Coolgardie with all the trees and shrubs looking refreshed after the weekend storms and some wildflowers still blooming. Many of the buildings in Coolgardie have been restored and Coolgardie is now an historic town with many historic displays including a pharmacy museum with an amazing collection of old time remedies and a great bric a brac shop.



Gaslight Parade

As described in the local newspaper, The Kalgoorlie Miner, dated 23 October, "Burt Street came to life on Tuesday night as hundreds of onlookers lined Boulder's main strip for the 2014 Veteran Car Rally gaslight parade. The newly revitalised facades provided a stunning backdrop as the vehicles fitted with lights or lamps of various descriptions moved in convoy up and down the street." The front page photo was Merv and Margaret Thompson's 1910 Renault and accompanying the newspaper article were photos of the Donges' 1911 Brush and the Arnold's 1910 Buick. While waiting for the sun to go down the participants and the crowd were entertained by a brass band and the Two Up Two Down choir.

The Queensland contingent finished the evening celebrating a significant birthday for Karen Pocock

Day 3 - Lay Day/Sightseeing

Today was Vehicle Display Day at Cruickshanks Arena 10am to 3pm with optional activities organised for both the men and ladies to partake in.

AUTOJUMBLE @ Cruickshanks

Hands-on Wurth Tools demo for the men @ Cruickshanks and sausage sizzle

Super Pit Tours by bus @ 2.30pm

Brothel Tour 1hr *make own booking, groups of 10 available @ \$20*

Museum visit

High Tea Ladies Lunch 2.30 – 4pm

BBQ dinner @ Cruickshanks Arena Rally HQ

Super Pit Tour:

After all the morning activities and lunch it was down to the serious business of going on the Super Pit Tour. We were all at the bus stop for a 2.30pm departure, all on the bus and excited about going down into the Super Pit. Excited to put feet on ground where we looked down 2 days earlier from an observation platform where the people looked like ants and the trucks looked like matchboxes. We travelled about 100 metres and the driver was not happy with the list of names given to him for security to enter the Super Pit so after about another 15 mins we all put our names on paper, heads counted and re-counted we were on our way.

Our first stop was to see the belt that takes all the waste rock back to the holes it was originally taken from, but not from the Super Pit. We then drive past a new motor waiting to be put in a truck when required. The size of the motor was an eye opener, driving a little further we drove into the garage section where we had a closer look at the trucks in the large shed where all the maintenance is done. The driver was giving a brief outline on how well the trucks and machinery were maintained and the motors tuned to perfection so that the big diesels don't blow black smoke.

Off again we drove past where the stick pickers worked, they are the people that sort by hand all the timber, tin and any other items that are disturbed from the original tunnels that were hand dug by the original miners. All the timber was taken from the trees growing around Kalgoorlie that you could not see a tree for miles in the days of tunnel mining. All the trees were treated with a mining by product from the gold extraction and the timber is still in very good condition after all these years.



We continued onto a small observation deck in the mine where we all got out to have a closer look at the big hole. We had to put safety glasses on to add to the other requirements we started off with such as long sleeves and enclosed shoes.

When on the deck you could see the true size of the pit up close. It is approximately 3.8 klm long, 1.5 klm wide and 570 mts deep. It is tapered down leaving shoulders all the way down to prevent the walls from collapsing in. You can also see where the tunnels dug by hand are exposed in the walls which can be dangerous for the machinery if not detected first. The pit is at its limit in depth at present, but the gold goes deeper and the shafts go deeper, so they are working on increasing the surface size. This is so they can dig the pit deeper, so they can chase the

gold which at present is amounting to approximately a golf ball size per truck load of rubble. At that rate you wouldn't think it would be profitable after all the digging, transporting and processing at the smelter out of town.

It is a far cry from what was there in 1893 when Paddy Hannan discovered gold on the 17th June. Many years later, in 1989 Alan Bond bought up 8 leases to turn the smaller pit mines into one giant super pit. Today, it is managed by Kalgoorlie Consolidated Gold Mines who are very conscious about air quality by checking regularly for impurities in the air. Water trucks keep damping down all the time to prevent dust as the mine never stops and Kalgoorlie and Boulder are so close. They are expecting to mine to 2029 with open cut. As the driver said, as techniques improve, the life of the mine might go further.



Ladies High Tea Lunch:

The Ladies High Tea was held at The Historic Hannans Club which officially opened on 28th May 1896 with 27 members and was a gentleman's club. It wasn't until many years later in December 1982, due to changing social times that the first female member was admitted to The Hannans Club. Today The Hannans Club is regarded as a meeting place for business people and popular for functions, parties and weddings. This venue was very fitting for such a high society event with ladies in period dress and seated at large round tables set with the finest vintage china. As the tables were very large they decided instead of the food being on tiered serving plates placed on the tables waitresses would come and serve us with pots of tea, plates of sandwiches, savouries and cakes.

On the Queensland table were Rhonda Guthrie, Margaret Thompson, Jan Callow, Kathy Muggeridge, Irene Donges and Shirley Mumme (from Darwin)



Day 4 Thursday -

"Drive to Ora Banda",

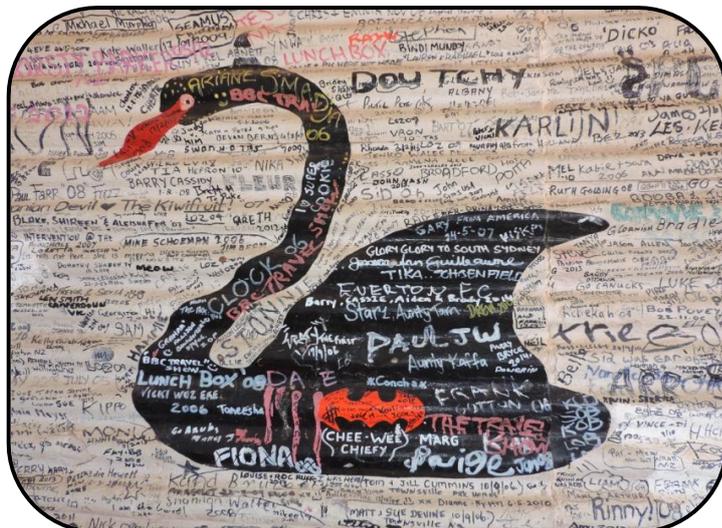
We awoke to another beautiful day, not a cloud in the sky. We were all looking forward to another day of veteran driving.

All drivers and navigators assembled at Rally Headquarters to receive our last minute instructions. Those of us who were unable to take a veteran to Kalgoorlie stood at the exit gate to wave them all off. Herby Harry (Harry Pyle Rally Chairman) exited in a cloud of dust, that Austin of his goes tooooo well.

Our first stop was at Broad Arrow, nothing there but an unusual pub. The locals and patrons had written their names or messages on the outside of the walls. Made for interesting reading. This was a morning tea stop if you had brought your own, also an excellent stop to do minor mechanical adjustments.



Jan and Tom Callow



From there we drove to Ora Banda, gold was discovered here in 1893, by 1910 there were 2000 miners and their families living in the area.

We enjoyed a great BBQ lunch, though it had become very hot and we were all looking for a shady spot.

From here we headed back to Kalgoorlie, stopping on the way for a quick lesson and a few games of the famous "Two Up" . Irene Donges did very well with her betting until she gave all the money to Graham (husband) to invest and he lost the lot. "Oh well, easy come -easy go". Luckily the rally committee had supplied all entrants with some FAKE money so all was well.



It was a very interesting day.

Rhonda Guthrie



Veteran Motoring

Can you spot the Veteran ?

Day 5 Friday

Friday's run was advertised as the '**Kambalda visit**' – a day of fun with old-fashioned games. We collected our 'Daily Rattle' running sheet and got the low down on the run at the drivers' briefing. After a short stop for refuelling, we joined the cavalcade of oldies (the cars, not the occupants) heading south on Celebration Road towards Kambalda. Just out of town we passed the BHP Kalgoorlie nickel smelter first built in 1972. Though we were warned to watch out for feral goats on the road side, only the odd emu was spotted quizzically watching the passing parade. We think that the unusual rattle of veteran engines must have had the more skittish goats heading for the hills. After a short morning tea stop on the roadside, the rally continued south to the small township of Kambalda.

The cars were directed onto Steinhauser Reserve and made a sensational backdrop to our lunch stop assembled on the lush green grass of the park. To keep us entertained, the rally committee had organised some games for the young at heart. A line up of ladies on the grass with rolling pins in hand is enough to bring a tremble to the knees of the strongest of men. However the ladies were there to compete for the inaugural 'Rolling Pin Trophy' for the longest throw – and yours truly was made proud by his lovely wife Gaye flattening the competition and rolling into first place. In the true Australian style, that trophy went straight to the poolroom. There were other games including quoits and a technical drivers' run around the streets of Kambalda which was won by John Oldland of WA in his handsome 1909 Maxwell.

The leisurely drive back to Kalgoorlie was mixed with a little sadness that the rallying was nearly over, and anticipation of attending the final dinner in the historic Boulder Town Hall.

Built in 1908 the stone hall houses the unique Goatcher painted stage curtain. This rare and amazing piece of artwork was very kindly displayed as a special treat for the National Veteran Rally's final dinner by the local council. The night was a combination of sumptuous food, entertaining speeches, even more entertaining auctioneering and presentations, as well as the wonderful time spent in the company of good friends tied by their love of these special vehicles. A great day to round off a great rally.

Don and Gaye Hill

Kathy and Frank Muggeridge



Future National Rallies

Queensland is scheduled to hold both a National 1 & 2 Cylinder Rally and a National Veteran Rally in succeeding years – 2019 and 2020.

At the next (December) General Meeting I propose to seek Members' views on the possibility of combining both these Events into one Rally.

Suggestions will be welcome.

Bob Burley

And We Think Kangaroos Are Dangerous

(Not exactly an old car story unless you can picture your pride-and-joy tangling with wildlife.)

Members may be interested to read the following extract from an article, **The Mighty Moose** in The Fall, 2014 edition of **The British Columbia Magazine**, (copied with thanks to the aforesaid magazine).

Far higher numbers of deer are killed on B.C. roads than moose. A study conducted by the University of Northern BC states that between 2006 and 2010, 35,968 deer were involved in motor vehicle collisions, compared to 3,565 moose – though only 25-35 percent of accidents are reported. Moose, however, inflict far greater damage to vehicles and their occupants. An average accident involving moose costs \$30,760 (USD) compared with \$6,617 for deer, according to studies conducted in Canada and the US.

Seemingly put together from spare parts, the moose, though belonging to the deer family, has the body of a horse and the legs of a giraffe. While a docile creature (we've had one wander casually as a cow along the road in front of our car), there are two characteristics of the moose which make it formidable.

Find yourself between a moose and its calf and those flashing front hooves make it more deadly than a bear; hit one with its long legs and it doesn't damage your radiator or grill. Instead its body rides up your bonnet and decapitates you! Better, methinks, to stick to kangaroos!



Kevin Brooks



Letter to the Editor

Dear Carol,

Following Kevin Brooks' article in last month's *Veteran Torque* I found these photos of a Vintage Lexington in Indiana in a private collection on one of our lunch stops when we crossed the U.S.A. in the Model "T" Rally to celebrate Ford's Centenary in 2003. I was impressed by the quality of the car.

The Company first started in 1909 making up-market cars. They were taken over by Auburn and the last car was produced in 1928.

Bob Collett.



Continuing Report on Adelaide to Darwin Rally by Peter Arnold

[Part I appeared in the September *Veteran Torque*]

At last report we were still in Katherine.
Today we arrived in Kakadu with only 400Km to cover in 3 days to the finish.

The work we did on the Buick yesterday in Katherine paid off as it is now running about 5-8kph faster and even better on the hills and the overheating has been overcome. I have actually had it over 54kph a number of times today and on one very steep hill we caught one of the faster cars as we accelerated up at over 48. You are probably wondering why I am so excited but that is a great improvement on the 40kph car we have been driving. We also jump up the slow stakes from 2nd slowest to about 4th slowest Yahoo!! Today was the last of the long days with over 280Km. The after lunch session is the hardest as it is getting quite hot now that we are in the north.

One day just runs into the next and it is hard to remember the day let alone the date. This morning when Lyn caught me at morning tea to change drivers she wished me happy anniversary. Neither of us knew the Date - just as well the phone remembers.

My last post from the Adelaide to Darwin Rally:

Today we drove the last leg of 83 kilometres into Darwin to finish at the old QANTAS Hanger. There wasn't a lot of fanfare but we all knew we had achieved something. Last night at Coomalie Airstrip was a cracker. The airstrip is an old bitumen WWII landing field now on a private farm and once a year they have a vintage fly in. Today is that day, postponed to coincide with our arrival. When we arrived at about 2.00pm there were only a couple of planes on the strip but as the afternoon progressed more arrived. As each one arrived they buzzed the strip at low altitude and high speed before banking to land. There were planes of all shapes, size and vintage. A beautifully restored Tiger Moth, a brand new Pitt Special doing extraordinary aerobatics and a huge Russian built Antinov made up the bi-planes. The Antinov later took up 16 skydivers who surprised us all when they landed on the strip.

Another Russian built plane, a beautifully restored Yack as well as another war bird whose name escapes me were also doing aerobatics. At the height there were about 20 planes including 5 ultralights on the strip and there were always multiple planes taking off and landing or just buzzing the runway.

In the evening a roast and fish dinner was served followed up with entertainment by a great bush band, an excellent fireworks display and then a raging bonfire.

This morning we were served a free breakfast by the strip while planes were fired up again, then we drove the cars onto the strip for photos with the planes. Did this stop the take offs and landings, of course not, they just flew over us and landed. Unfortunately the planned fly over by FA18's had not happened before we had to leave, the church service to commemorate the end of WWII was at 11am and we were half way to Darwin by then.

What a great way to finish such a memorable rally. The Buick finished so strongly that all we have to do is clean her up and she will be ready for the Kalgoorlie National in October. There is a bit of an empty feeling as we wish all of our fellow participants farewell at the final dinner at the Water Ski Club by the water on the Arafura Sea and watch the sunset over the water.

The hesitation I had before we started this marathon excursion quickly evaporated into exhilaration. Four of the Queensland crew will be tackling Kalgoorlie, Graham and Irene Donges, also a veteran of the Across Australia Rally, Merv and Margaret Thompson, John and Pam Handley as well as ourselves. Other Queenslanders on the run Gavin Mutton and Loretta Marron and Barry and Ida Deeth are heading home. Where next, who knows, but I am sure if there is another marathon planned most of us will sign up again, it was such a blast.

Peter Arnold



Some Coming Events

3-7 DECEMBER. BUNDABERG/MON REPOS RALLY. It looks as though this is shaping up to be an interesting and well-attended Rally. Those members going will have received an update from Terry.

Note from Kevin Brooks .."I STRONGLY RECOMMEND TO THOSE ATTENDING, THAT WHEN ENTERING CHILDERS, THEY TURN RIGHT ON GOODWOOD ROAD IMMEDIATELY AFTER WATER TOWER. That road is much smoother and quieter than the highway and leads directly on to the Bundaberg ring road, avoiding the city. Upon exiting, it is only a short trip to Mon Repos."

20 DECEMBER. SATURDAY - VETERAN CHRISTMAS PARTY . At the Clubrooms. Note Members planning to attend must pay Hazel at the December General Meeting at the latest.

AUSTRALIA DAY WEEKEND, 24TH 25TH AND 26TH OF JANUARY,

The **2015 Australia Day Holiday** will be the last time until 2018 that it falls on a Monday. It is planned to repeat this year's Event based at the Clubrooms. Members may want to again take advantage of camping at the club over the week-end.

Saturday: **Gymkhana.** [Albert has agreed to run it, with assistance from some members. BYO Smoko and Lunch. Suggest evening share Chinese meal: a Quiz and a Movie.

Sunday: **A Mystery Run.** Either BYO or purchase lunch. Evening Pizza/Pasta meal.

Monday: Participate in **Bayside Club's breakfast and run** if you wish, then return to Clubrooms for social chat, return home, etc.



22nd FEBRUARY. PAST MEMBERS' MEMORIAL RALLY. {JOINT WITH THE VINTAGE CLUB}

Will be run on the south side of the river in 2015. . In the following year it will be organised by the Vintage Club, on the north side.

The location will be the **Lota Esplanade Beach** Corner of Ernest Street & Esplanade Street starting at 7.00 am. BYO everything breakfast.

Members may like to unload their cars at the club grounds. The route via Tilley and White's Rd is fairly quiet, and there is a dual carriageway. Then return to the Clubrooms for chat, etc

***26 JULY. GRANDCHESTER COMMUNITY STEAMFEST ON SUNDAY THE 26TH OF JULY 2015, THE SMALL COMMUNITY OF GRANDCHESTER** (previously called Bigges Camp) will be celebrating 150 years of the first railway line in Queensland from Ipswich to Grandchester. The event will be held at the Grandchester Recreation Ground, School Road, Grandchester, and will be similar to that which the Club attended in 2010. Greg Hill will be organising a 3-4 day Veteran Event to fit in with this.



Some Swap Meets

For those members who regularly attend the annual **Toowoomba Swap-Meet**: in 2015 it will be held on 7TH AND 8TH FEBRUARY

31st May Brisbane Swap Meet - (QVVA) New Location - Carina State School Cnr Creek Road and Cuthred Street, CARINA. Gates open at 6.30am - \$10 Swap site including driver, \$5 per person.

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[Thanks to Bob Burley for the following]

Ten times Stronger than Steel in the 1940's - Henry Ford's Hemp Car

When we think of cars, we think of gasoline, steel, pollution, etc. Well, maybe you do not, but that is what comes to mind for me. Even though we have some innovative and visually pleasing cars on the road today, it is difficult to ignore the sheer environmental impact that modern cars create. What if cars did not have to be the way they are today? If you are a researcher of any kind of alternative information, you already know this to be true -especially given that the technology already exists today to make cars smarter, safer and more eco-friendly (no fossil fuels necessary).



But, did you know that Henry Ford spent more than a decade researching and building his Model-T car, which was not only constructed from hemp but was also designed to run off hemp bio-fuel? Whatever happened to this idea? According to Popular Mechanics, Henry Ford's first Model-T was built to run on hemp gasoline and the CAR ITSELF WAS CONSTRUCTED FROM HEMP! On his large estate, Ford was photographed among his hemp fields. The car, 'grown from the soil, had hemp plastic panels whose impact strength was 10 times stronger than steel.

To think that even one of the founders of a major car manufacturer was trying to give the world a vehicle that was safe, strong and clean for the environment, yet his invention was so suppressed that it is somewhat disheartening. How did we go from such an obvious and intelligent discovery, to using gasoline, steel and other non-harmonious materials? It's important to remember, not only do we need to look at the pollution factor of a material while in use, but also in the manufacturing and creation of it from raw materials. Looking at hemp, it complies with every eco-standard that exists today; in fact, it blows them out of the water.

The suppression of this technology is largely because hemp was outlawed in the US in 1937 due to the potential damaging effect it would have on many powerful industries at the time. I highly recommend you check out the full story on how hemp became illegal to get a better understanding. Here are a couple of videos showing the sheer strength of Ford's hemp vehicle as well as the possibility of hemp based vehicles and fuels. Hemp has a bright future. The prohibition of it certainly will not last forever given the amount of awareness being raised around the subject.

A Holiday Puzzle (answers next year)

Five club members enter their cars in the Concours at a National Rally. Their names are William Bloggs, Sally Forthe, Richard Head, Una Versall and Joseph Blow. They each enter cars with a different body style - one being a Coach; and painted in five differing colours; Red, Black, Blue, Green and Brown. From the clues given below, can you determine who drove which body style, the colour of their car and the order they placed in the Concours judging.

1. Richard's car was placed before the Black car, but after the William Bloggs car and the Tourer.
2. Una, as well as the tourer owner and the owner of the Blue car had all entered previous "Nationals", but it was the first time for William and the owner of the Roadster.
3. Sally's car was placed just one point behind the Green car and also one point ahead of the Blue Coupe in the very close competition.
4. The judging finished in this order: The Roadster, the Green car, the Brown car, Richard, then Una.
5. Una did not enter the Sedan.

You will probably find it helpful to use the solving chart provided below. Enter all the information from the clues, using an "x" to indicate a definite "NO", and a dot ".", to show a definite "YES".

	SEDAN	COACH	COUPE	TOURER	ROADSTER	BLUE	BLACK	RED	BROWN	GREEN	1	2	3	4	5	
WILLIAM																
UNA																
SALLY																
RICHARD																
JOSEPH																
1																
2																
3																
4																
5																
BLUE																
BLACK																
RED																
BROWN																
GREEN																

IDLE CHATTER

Chatter has been idle for a couple of months, perhaps because the tappets were too tight. Speaking of tappets - I have a copy of a letter a Victorian restorer received from the late Tony Ronald - who was "Mr Renault" in England years ago. The letter was in answer to a query about tappet clearance on AX engines. Tony had written "*the clearance should be 8/10th of a millimetre*". Our restorer wrote back asking if that meant 8 and 10 millimetres!. My conversion of the figure is 32thou, but a friend in Adelaide used the thickness of a hacksaw blade. I don't remember what I use.

Paddy's mate Mike came up with a perfect replica of an English banknote, but Paddy asked him why it was for £12 as nobody would cash it. Mike said an Irish bank would, so sent it over. Back came a reply "yes, we'll cash your note - would you like two sixes or three fours?".



CLUB MART \$\$\$ FOR SALE

*** 1912 AUSTIN 10/12 FULLY RESTORED, fitted with 'Melbourne' two seater body and 'chaperone' seat. \$35,000.00**

This quality four cylinder car was fully restored and completed in 2011 and has been dated 1912 by the Veteran Car Club of Australia (Queensland).

An advanced car for its era the Austin has a 4 cylinder engine with five main bearings, water pump and fan and is fitted with a four speed gearbox. It has a footbrake on the transmission and an emergency brake on the rear wheels. The car is also fitted with a full matched set of Howe and Burley lights with kerosene tail and sidelights and acetylene headlights and a matching acetylene generator. It is upholstered in deep button studded black leather and has a tan cloth hood. A weather proof tonneau cover is also provided for travelling.

A red cedar dashboard is complete with Austin speedometer, oil and air pressure gauges and a Smiths rim wind clock.



A large number of spare parts will be provided and the car comes with parts catalogue and other Austin literature of the day.

Email me on brumby1009@gmail.com and I can forward an album of photos and other information.

Mobile: 0418741036. Paul and Helen Blake, Pullenvale, Queensland, Australia

* * * * *

*** CLUB MEMBER NEIL COX, WHO HAS RELOCATED TO NEW ZEALAND, IS MANUFACTURING VASCO REPRODUCED TAIL LIGHTS.** The present model is either kerosene or electric, ie either 6 or 12 volt stop and tail bulb. The lamp is made in brass with a cast machined mounting bracket on the rear. Side glasses are bevelled.

Dimensions are: Height to handle, 250mm; width 110mm; overall width incl. side windows 180mm; depth from front to spade bracket mounting 110mm; Diam. of red glass 75mm; side windows 45 x 90mm.

Key Factors: A white light on the numberplate; A red light to the rear; A tell-tale white light for the driver; Kerosene or electric 6-12volt tail stop; mounting either side of numberplate. Delivery within a few weeks or ordering.

The price is \$NZ 450 plus freight.

Contact: Neil Cox, Ph. (NZ) 03 578 3455



WANTED

*** VETERAN (PRE-1905) CAR PROJECT, MAJOR RESTORATION NO OBJECTION.**

Contact: nick_jonckheere@hotmail.com, + 32 479 498700, (Belgium), or Terry Lewis, email terrylewisoz@skymesh.com.au

A little bit of...HUMOUR ☺ ☺ ☺

Walking into the bar at his favourite local, Mike said to Charlie the Bartender, "Pour me a large one - just had another fight with the little woman."

"Oh yeah?" said Charlie , "And how did this one end?"

"When it was over," Mike replied, "She came to me on her hands and knees."

"Really," said Charles, "Now that's a switch! What did she say?"

She said, "Come out from under the bed, you little chicken"

