

THE VETERAN CAR CLUB OF AUSTRALIA (QLD). INC.

Joint Patrons: Her Excellency the Honourable Dr Jeannette Young PSM, Governor of Queensland
and Professor Graeme Nimmo RFD

VETERAN TORQUE

MAY 2022



Three 1916 Dodges rallying around Kingaroy

[Photo: K. Brooks]



VCCA(Q) - 2021 - 2022

Joint Patrons: Her Excellency the Honourable Dr Jeannette Young PSM, Governor of Queensland
and Professor Graeme Nimmo RFD

All correspondence to the Club should be addressed to the following as appropriate:

President:

president.vccaq@gmail.com

Treasurer:

treasurervccaq@gmail.com

Secretary:

secretary.vccaq@gmail.com

Editor:

redbubble@picknowl.com.au

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).

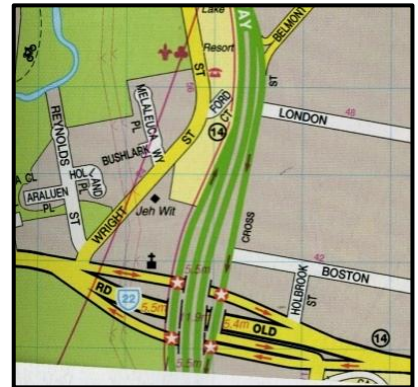
Meetings commence at 7.30 pm, and Visitors are always welcome.

The Club website is:

www.vccaq.com

Membership fees for 2021-22 only are:.

Full Membership (single):	\$ 50	Joint Membership	\$ 55
Country Membership (single):	\$ 38	Joint Membership:	\$ 41
Associate Membership	\$ 38		



There is an additional joining fee of \$30.

Note: THERE IS AN ADDITIONAL CHARGE OF \$15 FOR THOSE MEMBERS REQUIRING A MAILED OUT COPY.

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

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

Or By Cheque, made payable to Veteran Car Club of Australia (Queensland) Inc.
(Please use full name as above to comply with bank requirements.)

(Note: The Social Fund account is: A/C 21823868 BSB 124 026)

Membership Application Forms are available from the Secretary at the address below.

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

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



The lateness of this month's magazine is due to waiting for the President's Report.

Carol R. (Editor)

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President's report April

Just prior to our April General Meeting I received a phone call and within minutes things were put into motion to postpone the Chinchilla rally due to flooding. The weather had been closely monitored for days and once the enormity of this weather event became apparent, decisions had to be made. Disappointment was the feeling across the room understandably as everyone began processing what was unfolding, and thoughts went to those members already on the road headed to Chinchilla.

Then as a shining light through clouds another call was received and unbeknown to us plans were changing. By the next morning I had been contacted with an alternative to counter this disappointment. An impromptu event had been proposed in Kingaroy. This allowed every member en route to continue and those members due to leave some minor adjustment to accommodation but still enjoying the weekend driving their cars. I was both proud and impressed. Geoff, Barbara, Len and Fiona took an unforeseen situation and provided a solution so the rest of us, would not skip a beat. I admire Keith and Anne for not letting the upset stop them from attending. This event took the name impromptu to another level, with no routes planned, it was fly by the seat of your pants. Every morning we lined up and were told where we were headed and where we were stopping for food. Thirty three people enjoyed morning teas, lunches and dinners. The local support was absolutely fantastic and they didn't disappoint. Proof that a spontaneous event can be a huge success. Plus this served as a shake down debut for the Saxon and Dodge. Rob and I thoroughly enjoyed the weekend and regardless of Whitey's belligerent attitude to running smoothly there was no tow truck involved. Lucky for us being in Kingaroy meant Whitey could be left in familiar hands for some minor adjustment and is now back on the road better than ever. If you haven't made use of the impromptu guidelines yet I would encourage you to do so.

With the National 1 and 2 cylinder rally in Narrandera sneaking up we will have many members on the road very soon and I wish them safe travels and I hope the rally is wonderful. Look forward to many photos.

This month has evaporated and I'm sure May will be just as busy so until then...

Happy Motoring

Sally

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Contributions on any subject of interest to members are always welcome.
You are reminded that the deadline for receipt is the 20th of each month.

I would particularly like to acknowledge Kevin Brooks and John Day for their contributions

(Carol R. Editor)

DISCLAIMER

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 VCCA(Q) Inc.

The Kelly Gang Rides Again

Kevin Brooks

*There was disappointment among members when the word was passed around
That the rally at Chinchilla had gone awry
Seems the wet roads were impassable and the rally routes were shot
So 'twas decided to postpone it till it's dry.
We'd been all prepared to travel and the news left little joy.
Then up spoke young Len Kelly, "Let's go to Kingaroy!
There are Members who are anxious to display their vehicles new.
Geoff and Barb's '17 Saxon, Glenn and Bev's '16 Dodge too !"*

*(It was actually Geoff Clegg who prompted Len at first
But once young Len got going, things happened with a burst
The word spread quickly among the cancellation confusion.
An impromptu rally was the obvious solution.)*

*The Saxon looks terrific and has become an awesome ride
Frank Hack up in Heaven must be bursting his shirt in pride.
It has a few teething problems - we've all been there before
But they'll soon be ironed out and Barb's faith in it restored.*

*And the Dodge, after much searching, has fulfilled Glenn Adams' mission
It'd been sitting restored for twenty years. What an acquisition.
(Only trouble in Glenn's eyes, it's very blue on blue.
Should he paint the guards black, pinstripe it or just leave it ?
Glenn is in a stew.)*

*And "The Dodge Brothers", Bartley, Day and Adams, they are as thick as thieves
Telling each other tall Dodge stories, hard for others to believe.
And at each smoko we'd find them gathered in a huddle
Usually supplying answers to Glenn Adams' latest puzzle!*

*Enough of them. What of the rest of us?
All told there were fourteen vehicles, putting in Len our trust!
The Donges' Brush, the Jarretts' Maxwell, the Martins' Reo and the Callows' Renault
Made up the light contingent.
The routes were mostly flat so there was no room for whingin'!
(It was great to see Bill and Jean's Maxwell running so well.
The car's a little darling but it's given them some hell!)
The Humberette is firing, thank you, John Handley, for persistence
My decision to leave it home, Joyce met with little resistance.
Thank you to Glenn and Bev for our seats in "D.B. Blue".
(Spent reassuring Glenn his imagined noises were not new.)
Old Whitey chose to play up, with "no comment" on a second chance
But President Sally made a statement in her skin-tight "oil slick" pants.
Friday saw our morning tea behind the church at Brooklands*

*Perhaps not much spiritual gain but pleasant among the woodlands.
Then we were off to Maidenwell for lunch at the General Store.
Most partook of the local pies with piles of chips galore.
We found the Stewarts missing. "Miss T" had refused to start.
But they arrived a little late. She'd had a change of heart.*

*Saturday we were off to Wooroolin markets and we wound in and out the trees.
Some got lost up a rough gravel road and they arrived displeased!!!
(Kevin bought some ginger fudge and knew he was on a winner.
Joyce would think he was a darling. He knew that she loved ginger!)*

*Sorensens , without poodles, Lam and Brusco, you'd think would have space to fill
But instead their Talbot sported two drooling hounds, "Winston" and "Churchill"
Along the way a strange smell filled them with suspicion.
I don't know the verdict. They thought it was transmission.
(We and a beagle toured Australia and it wasn't a big decision:
Often there was an awful smell and it wasn't the transmission!)*

*However, a fine lunch was to follow on the road to Coolabunia
The Fergusons organised it all and we all clapped, "Good on ya!"
Michael and Jodi had met the Petersons on an earlier planned Chev Run
Knowing lunch in a hundred-year-old barn would be appealing fun.
We arrived to find our tables set among the memorabilia.
Displaying our cars across the lawn where - thankfully- it was a little hillier.
You see, while over lunch, I thought, "Does the Kelly Fiat have a starter?".
The answer came just after lunch -Yes, Fiona pushing harder!*

*Sunday was to be a simple run, just down the road to Nanango
But for us sitting at morning tea, there came a big surprise though!
Outside Coolabunia School, on a morning bright and sunny
Who should come hopping? Yes! the Easter Bunny!
Each one of us received an egg because we had been good.
Of course we needed chocolate. We'd been starved, she understood.*

*We were left to our own devices. Most had a bakery lunch.
And we returned to our lodging, a self-satisfied happy bunch.
While our Happy-hours were filling - and some liquid flowed as well,
For our parting dinner, we decided on the R.S.L.*

*So off we went to dinner in a taxi and a bus.
There was a fulfilled feeling, riding in each of us.
What a wonderful group of Members and we said goodbye till when.
But again thanks to Len Kelly, **The Kelly Gang rode again!***

** * * * **







ANNUAL TOWN CRIERS COMPETITION, WYONG, N.S.W.

Syd and Pauline Norman have recently returned from the Town Criers Competition held at Wyong on March 26th. Syd, who is the Town Crier for the Scenic Rim, said it was a great experience. Congratulations to Pauline who won the Award for the Best Dressed Escort.

The Champion of Champions overall Title went to Judy Campbell from the Campaspe Shire, (Echuca) and Murray River Council.

The 2023 Competition will be held in Victor Harbor, S.A. on April 4th.

* * * * *

When a group of Town Criers come together for a competition, it is known as "a bellow of criers"



The call or cry of the town crier, **"Oyez, oyez, oyez!"**. 'Oyez' (pronounced 'oh yay') comes from the French *ouïr* ('to listen') and means "Hear ye". In medieval England The town crier would begin his cry with these words, accompanied by the ringing of a large hand bell to attract attention. It was his job to inform the townspeople of the latest news, proclamations, bylaws and any other important information, as most folk were illiterate and could not read. The cry would then end with the words, 'God save the King' or 'God save the Queen'. Having read out his message, the town crier would then attach it to the door post of the local inn, so 'posting a notice', the reason why newspapers are often called 'The Post'.

The original role of the Town Crier was to patrol the streets after dark, acting as peace keeper, arresting miscreants and taking them to the stocks for punishment and posting their crimes to show why they were there. It was also his job to ensure fires were damped down for the night after the curfew bell, and at public hangings to read out why the person was being hanged, and then to help cut him or her down. The Main requirements of the role were the ability to read, a loud voice and an air of authority. Bellmen would be paid for each proclamation they made: in the 18th century the rate was between 2d and 4d per cry.

Town criers were protected by law. Anything they did was done in the name of the monarch, therefore to harm a town crier was an act of treason. This was a necessary safeguard as the town criers often had to announce unwelcome news such as tax increases!

April Southside Rally.

Another successful South Side Rally was held 20/04/2022 with 16 club Members, 7 cars consisting of 3 veterans, 1 vintage, 2 post vintage and one modern attending. As with our previous South Side Mid-Month Rally the members attending came from between Tweed Heads in the south to Capalaba in the North

The run was from the Alberton boat ramp on the Albert River to Cabbage Tree Point (Charlie Hammel Park) overlooking Tippler's Passage at the southern end of Moreton Bay.

Here we enjoyed a pleasant BYO morning tea by the southern bay waters and took the chance to socialise for an hour or so. After morning tea the rally moved on to Jacobs Well for lunch where we all took the opportunity to indulge in a sit down lunch at the Jacobs Well Tavern before returning home.

Apart from these rallies being a good social event and giving us a chance to use our vehicles, the general public seem to take a good deal of interest in the vehicles when we stop for morning tea and the like. Who knows our presence out there may engender interest in persons who may be inclined to wish to acquire a veteran and join our club.

The weather gods were smiling upon us with bright blue skies and no rain. All those who attended successfully completed the 50 kilometre rally with no break downs.

Our next South Side Rally will be on **Wednesday 18th May 2022**. All club members are welcome to attend. If you are interest in attending please let Trevor Farnell know by e-mail so you can be included on our listing for more detailed updates closer to the rally date (trevorfarnell@bigpond.com)

Janette and Trevor Farnell





Bayside Vehicle Restorers Club Inc
Invite you to join us for our annual

Biggest Morning Tea

This year a car display will be held in
conjunction with this event



On Saturday 28th May 2022



At Ormiston State School

**Cars for display to arrive from 9.30am
for setting up**



Morning Tea will begin at 10am



Entry will be via Dundas Street

Entry fee of \$5 per car for the display

\$2pp entry fee into the morning tea.

**There will also be our wonderful big raffle
on the day.**



**All proceeds will be given to
*Queensland Cancer Council***



RSVP please by 21st May for catering purposes
secretary@baysideclub.org.au

Thank you for your support

No dogs or smoking allowed on school grounds

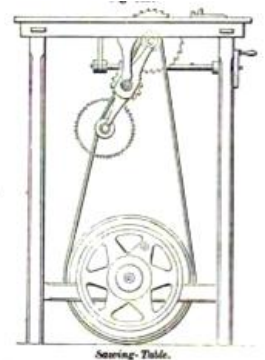
Early Inventions by Women

Keeping on the theme of International Women's Day, the following are some early discoveries credited to women.

1813.

TABITHA BABBITT (1779-1853) **THE CIRCULAR SAW**

She was a member of the Shaker Society, a group who were believers in Christ's second appearance, who is credited with inventing the first circular saw for use in a [saw mill](#) in 1813. According to the Shakers, Babbitt was watching men use the difficult two-man [whipsaw](#) when she noticed that half of their motion was wasted. She proposed creating a round blade to increase efficiency. The circular saw was connected to a water-powered machine to reduce the effort to cut lumber. She created a notched tin disk and rigged it to spin with the pedal push of her spinning wheel. With this simple invention, wood could be cut with a fraction of the time and effort it took using the old pit saw.



The first circular saw she allegedly made is in [Albany, New York](#). In the summer of 1948, a version of Babbitt's saw, built to her specifications, was on display at a [Shaker](#) exhibit in Cooperstown, N. Y., as a loan from the [New York State Museum](#). As a Shaker, her religious beliefs prevented her from receiving a patent. While members of the religion were widely admired for their inventiveness and hard work, they believed in sharing ideas freely and leaving their inventions unpatented. Because Babbitt did not patent her circular saw and the reference to her invention exists only in Shaker lore, there is controversy over whether she was the true first inventor of the [circular saw](#).

JOSEPHINE COCHRAN, (1839 –1913) was an American who invented the first commercially successful [automatic dishwasher](#), which she designed in the shed behind her home; she then constructed it engaging the assistance of mechanic George Butters, who became one of her first employees.

In 1870 she and husband William, who had become a prosperous dry goods merchant and politician, moved into a mansion and she joined Chicago society. After a [dinner party](#), some of the heirloom dishes became chipped while washing up, prompting her to search for a better alternative to handwashing the china. She also wanted to relieve tired housewives from the duty of washing dishes after a meal. She is claimed to have said "If nobody else is going to invent a dish washing machine, I'll do it myself!"

Once her patent was issued in December 1886, she founded Garis-Cochrane Manufacturing Company to manufacture her machines. She showed her new machine at the [World's Colombian Exposition](#) in Chicago in 1893 where nine Garis-Cochran washers were installed in the restaurants and pavilions of the fair and was met with interest from restaurants and hotels, where hot water access was not an issue. She won the highest prize for "best mechanical construction, durability and adaptation to its line of work" at the Fair. Garis-Cochran Manufacturing Company, which built both hand and power operated dishwashers, grew through a focus on hotels and other commercial customers and was renamed as Cochran's Crescent Washing Machine Company in 1897.



A Romanian stamp was issued in her honour following her death, in 1913.

In 1949, the first dishwasher based on her design was introduced to the public.. Cochran was posthumously inducted into the [National Inventors Hall of Fame](#) in 2006 for patent 355,139 issued on December 28, 1886, for her invention.

MARIA E. BEASLEY (1836–1913) was an American [entrepreneur](#) and [inventor](#). Born in [North Carolina](#), she grew up with a strong interest in mechanical work and learned about the profession of [barrel-making](#) from her grandfather. Between 1878 and 1898, she patented fifteen inventions in the United States: these included a footwarmer, an improved life raft, and an anti-derailment device for trains; however, her primary success as an inventor rose from a specialty in [barrel-making machines](#) and processes. Beasley licensed a patent to the [Standard Oil Company](#), exhibited her work at the [World's Industrial and Cotton Centennial Exposition](#) and the [World's Columbian Exposition](#), and founded two companies for the design and manufacture of barrels (one of which later sold for \$1.4 million, the equivalent to \$42,222,963 in 2021).



The following article was provided by Rodney Anderson, a member of the VCCA(Vic).

The First Automobile fitted with Pneumatics

Everyone knows *Michelin* makes tyres - but not everyone knows *Michelin* was first to demonstrate pneumatics on an automobile. And very few know the automobile used for that demonstration was a *Michelin*.

It all started with the *Paris-Brest* bicycle race of 1891 when for the first time '*un velo*' was fitted with a pair of pneumatics made by *Michelin*.

Three years later in July 1894 all sorts of horseless carriages 'raced' towards *Rouen*. Fillings were tested along the way as none of the reported 21 contestants at the start that Friday morning at *Port Maillot* in *Paris* was fitted with pneumatics. The wheels were fitted with traditional iron bands or a solid rubber '*bandage*' that allowed all the terrible vibrations coming from the *pave* to be transmitted directly to those on board. Mechanics also profited by repairing the various parts that ruptured going along or refitting or replacing pieces that had simply fallen off.

Andre and his brother *Edouard Michelin* were convinced that pneumatics needed to also be fitted to the automobile and were stimulated to search for a solution. The upcoming *Paris-Bordeaux-Paris* race loomed as the ideal opportunity to not only test but also demonstrate the solution – a cushion of air!

Without further ado, a comparison was made between the impact on a steel spoked wheel with a solid rubber tyre and another with pneumatics. The results were clear – the spokes failed on the one fitted with solid rubber but succeeded on the other.

The *Michelin* brothers then set about making three cars 'in house' for the purpose of demonstrating their pneumatics over 1200 gruelling kilometres!

On 3 June 1895 the convoy of *Michelins* is recorded as departing *Clermont-Ferrand* for *Paris*.

On the way up at *Orleans*, one of the *Michelins*, a modified Benz nicknamed *l'Hirondelle* [Swallow], broke down due to issues with the cylinder and was abandoned.

The second *Michelin* nicknamed *l'Araignee* [Spider] is recorded as being a Peugeot re-purposed to accommodate a Daimler marine motor with the larger diameter wheels at the front like the 1884 *de Dion Bouton et Trepardoux*.

There is a report the Spider had been wrecked on an earlier test somewhere between *Clermont-Ferrand* and *Moulins*. Maybe the Spider was re-built in time to be wrecked a second time. Either way, this *Michelin* does not appear in *Paris*.

Undeterred, the *Michelin* brothers drove on, arriving in *Paris* in time for the start in the remaining *Michelin* that had like the Spider been made up 'in house' at *Clermont-Ferrand* using a so-named *Type 3 Peugeot quadricycle* to fit a 4 hp Daimler motor ('... *un quadricycle Peugeot type 3 a moteur Daimler de 4 cv.*') On test 'under the cover of night' the mechanic forgot to re-adjust the brakes after a wheel change. When the brakes were next applied the wheels locked up and the car finished up against a tree and caught fire. The car was re-built but the more powerful 4 hp Phoenix motor in a chassis designed for the 2 hp V 2 Daimler motor proved 'awkward'. The imbalance and absence of differential gears on this *Michelin* made the steering imprecise and the car zigzag – hence the name '*L'Eclair*' [Lightning].

A trunk was fitted to the rebuilt car with drawers 'a little like a military caisson' to carry all the spare parts, tyres and inner tubes. Enough spares, tyres and tubes to get the *Michelin* from *Clermont-Ferrand* to *Paris* in time for the start on 11 June 1895 and then a further 1190 km from *Paris* to *Bordeaux* and back – a 'real raid car' ('... *en veritable voiture de raid...*').

The *Michelin* [Entry No. 46] with *Andre* and *Edouard* on board arrived at *Port Maillot* in time to be part of the column that set off slowly towards the official start opposite the entrance to the *Chateau de Versailles*, but not before everyone had time to have a good look at the pneumatics on the *Michelin*. It is said that '*Emile Levassor* couldn't believe his eyes when he saw the *Michelin* riding on air. One of the tyres was duly deflated to convince him.'

The size of the pneumatics was 1010 mm x 65 mm on the rear and 1000 mm x 65 mm inflated to 70 psi all round!

En route to the start, 'the parade itself was swelled by ... horse drawn carriages and spectators following on bicycle.' Keeping to 'a cautious average speed of 12 kilometres an hour', the prologue provided the chance for the public to discover the personalities and their vehicles.

'At nine minutes thirty seconds past twelve, a man dressed in white jacket waistcoat cravat and drooping brimmed hat appeared on the starting line.'

By 12:47 pm the organisers were getting worried for the fate of Entry No. 46 that had still to arrive. A comment is reported to have been made along the lines of '... how are they going to get to *Bordeaux* if they can't be bothered to turn up in *Versailles*'.

Entry No. 46 had suffered their first setback in *Paris*! Water had been poured into the petrol tank!!

By way of explanation as to how this may have happened, it is worth noting that the water required to cool the motor is poured into one of two tubes at the front – both tubes connect to the tubular chassis. The water is circulated through the chassis by a friction driven water pump running off the flywheel. The petrol tank on a contemporary Peugeot is set back behind these tubes under the seat, but the *Michelin* was configured differently to house a much larger tank that led to the filler cap for the petrol tank being in close proximity to the tubes!

There was a further setback before the *Michelin* brothers eventually arrived at the start. The *Michelin* was then the last entrant in the *Paris Bordeaux Paris* to start at 1:17 pm to great applause from the huge crowd.

'The history of the race is rife with the tales of the trials and tribulations of its unfortunate competitors' and an ordeal for the *Michelin* brothers from the beginning. 'Tormented' for the entirety of the itinerary 'by worn tyres and broken spokes.'

'Not only did their skimpy overburdened tyres need changing every 150 km, but they also kept bursting on' uneven *pave*.

The *Michelin* brothers knew it was going to be tough, but certainly never expected the steel spokes to fail and their wheels collapse so readily.

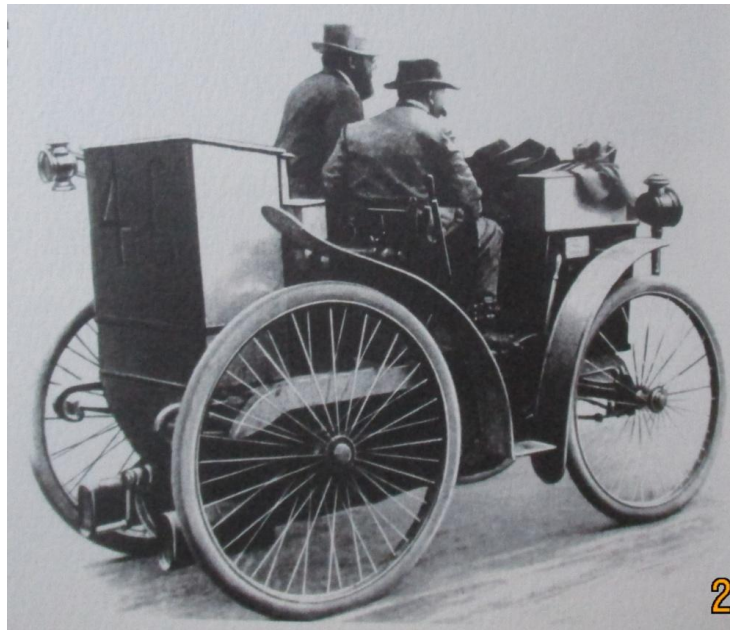
They had brought a supply of 7 mm steel rods with them in reserve, but clearly not enough because they ran out of spokes and discretely sought recourse to 'an external source, something which the Draconian rules prohibited. Maybe they thought what the officials didn't see, the officials wouldn't know.'

Entry No. 46 reached *Bordeaux* 27 hours behind *Levassor* on 13 June at 1.10 pm.

An unconvincing performance that could only be overcome by successfully reaching Paris!

To be continued ...

ORLÉANS :		
N° 3	De Dion.....	4 h. 34'
5	Panhard et Levassor.	4 h. 40'
8	Peugeot.....	5 h. 36'
6	Panhard et Levassor.	5 h. 40'
28	Panhard et Levassor.	6 h. 48'
12	Roger.....	6 h. 56'
16	Peugeot.....	6 h. 57'
24	Bollée.....	6 h. 59'
1	De Dion.....	7 h. 1'
13	E. Roger.....	7 h. 54'
20	Serpollet.....	8 h. 9'
7	Panhard et Levassor.	9 h. 19'
37	Vincke.....	9 h. 38'
40	Delannoy.....	9 h. 45'
14	Duncan et Suberbie..	9 h. 46'
18	P. Gautier.....	10 h. 3'
46	Michelin.....	0 h. 45'
BLOIS :		
N° 3	De Dion et Bouton...	6 h. 20'
5	Panhard et Levassor.	6 h. 42'
15	Peugeot.....	7 h. 33'
6	Panhard et Levassor.	8 h.
8	Peugeot.....	8 h. 5'
16	Peugeot.....	9 h. 7'
12	E. Roger.....	9 h. 47'
28	Panhard et Levassor.	9 h. 47' 30"
1	De Dion.....	10 h. 20'
13	E. Roger.....	11 h. 5'
20	Serpollet.....	11 h. 10'
7	Panhard et Levassor.	0 h. 40'
14	Duncan et Suberbie..	2 h. matin
18	Gautier.....	4 h. 30'
46	Michelin.....	6 h. 30'
24	Bollée.....	8 h.



* * * * *

[Thanks to John Day for the following]

BOB TREVAN'S CONDENSER

Well known veteran car man Bob Trevan had nine of his collector cars flooded in the recent Lismore floods. His shed was built 15 years ago, three feet above the highest recorded flood level. The flood this year was eight feet higher than that record. So, the 1906 Model K Ford, an amazingly original unrestored International High wheeler, several Veteran and Vintage Model Ts, a Falcon and an early Mustang went under.

Post flood, Bob found coils and condensers have failed. He went to a local auto shop to get a replacement 12V condenser.

Bob has glaucoma these days, but through his bleary eyes, spotted a blonde 18 year old behind the counter, (enough to get his blood pressure up once.) He asked for "a 12V condenser." "What model car?" "Just a basic 12 V condenser," says Bob. Blonde's fingers blur over the keyboard. "How do you spell that" she says? Bob's up for the fun "basic, B-A-S-I-C." "What year says the blonde?" "1920s " says Bob. After studying the screen and entering the data again, she said "We don't have a listing for a 1920 Basic." "Thanks" said Bob and walked away shaking his head.

Where are the spare parts men of years gone by, with instant recall of part numbers without referring to catalogues?

* * * * *

Minutes of the Six Hundred and Eighty Sixth Meeting of the Veteran Car Club of Australia (Qld) Inc.

Held in the clubrooms at 1376 Old Cleveland Road, Carindale.

Monday 4th April 2022.

Commenced 7.35pm

Apologies: Rob & Pam Guthrie, Lauren Forster, Allan & Dianne Lyons, Kathy & Frank Muggeridge, Alison Day, Kathy Day, Trish Hanley, David Hackshall, Carol & Alan Robinson, Susan Massey & Louisa Massey.

Attendance on Zoom: Joe Jarick, Wally & Bev Lanagan, Keith Bartley, Graham Crittenden, Grant Vormister, Ross & Rhonda Guthrie, Paul Blake, John Handley & Glenn Adams.

Visitors: Tony Sykes

Attendance: 42 as per sign in book.

President Sally York welcomed everyone and thanked them for their attendance, also thanked those who joined us on zoom.

Sally introduced Tony Sykes who is an insurance broker. He is a licensed insurance broker with 20 years' experience. Tony gave a talk on the insurance business, it has been a tough market in the last couple of years what with covid and all the flooding, but not to worry even with all the payouts be assured the insurance business is still making money. He spoke about car insurance suggesting that Shannons is the best as they give you the first right to salvage and your choice of repairer. He also spoke about Home and Contents insurance, flood insurance, travel insurance, landlord insurance and club insurance. Tony answered several questions from the members. Sally thanked Tony for all the information and presented him with a certificate and a pen.

Minutes of the March meeting: as published in the club magazine. Hazel moved that they are a true and correct record. Seconded by Rob York. Carried.

Business Arising: Nil

Correspondence:

Inward:

- Land Valuation.
- Rent from Model A Ford club
- Account from CleanZone
- Deed of agreement from Historic Racing Car club
- Club magazines.

Outward: Nil

Business Arising from Correspondence: Nil

Hazel moved that the inward correspondence be received. Seconded by Albert Budworth. Carried.

Treasurers Report: Steve moved that his report be accepted, and the accounts be passed for payment. Seconded Syd Norman. Carried.

Events:

Rally in Chinchilla has been cancelled/postponed. Three out of four rally routes are impassable due to flooding. Will look at running this event later in the year. Phil to send email to let everyone know, also to ring the caravan park. Bev to speak to the caterers, are there any out-of-pocket expenses, Bev to check. Maybe run an impromptu rally this coming weekend.

Southside mid-week rally was well attended, everyone had a good time on their first rally. Future Southside mid-week rally will be on the third Wednesday of each month. Everyone is welcome, please let Trevor know if you are going to attend, the information for the rally will be on the VCCAQ Facebook page.

26th – 31st May Pittsworth rally

26th – 31 July Millmerran Rally.

National & Invitation Events:

28th April – 1st May Orange District Antique Motor Club. Autumn Tour pre 1931 vehicles.

8th – 14th May 1 & 2 Cylinder rally, Narrandera NSW.

18th July – 11 August, Brisbane to Broome, for more information contact Peter Arnold
parnold4@bigpond.com

23rd – 28th October National Rally, Busselton WA. busso2021@gmail.com

Property: The house had been rented, the dishwasher and one fan need to be replaced.

Working bees will now be on the second Tuesday of each month.

Couldn't find out who did the damage to the lawn outside the clubrooms, but it has been fixed up.

Dating: In Ross's absence, Sally presented Phil Power with his Dating certificate and the 100 year badge for his 1916 Overland.

Social Club: Glynn reported that things are not progressing for the social club. The social club is made up of every member of the VCCAQ, it is separate from the workings of the VCCAQ. Everyone can have a say and the social club would like to have your input of what you would like to do, any suggestions will be appreciated. It was suggested that the tenant clubs could be invited to functions, also suggested that any profits from a function could be donated to charity possibly breast cancer or prostate cancer. Another suggestion was to host something for the Starlight Children's Foundation, maybe take the children for a ride.

Peter reported on the progress of the disabled toilet. Demolition has been done, waiting on a concreter and plumber to come in, Craig will then start the framing etc.

As there are no covid restrictions the hall has gone back to the normal seating plan.

Website: The impromptu rally form is on the website, it will have a password, this will be emailed to all members when it is ready.

Security: All is working well. The NBN goes down regularly, need to sort this, look at a back up service. Service provider is Dodo. It was suggested to get a signal booster, will investigate it.

General Business: Motorfest is on the 19th June, the entry form is on the RACQ website. Will need to have drip trays/carpet/cardboard if cars are parked on concrete or bitumen, a fire extinguisher is required for every 20 cars. There is an area for parking trailers, cars in on Saturday and out on Sunday. Everyone attending must have at least 2 covid vaccinations.

The next meeting is on 2nd May, this is a public holiday, also the Narrandera rally starts that weekend.

May 15th looking for cars to display at North Harbour.

Skite. Syd and Pauline went to the National Town Criers Competition for the first time. Pauline won the trophy for the best dressed attendant.

Kevin thanked John Handley for all the work he did for the Humberette, hopefully taking it for a run this coming weekend.

John Handley has found another prospective new member who has just bought a Flanders, another Qld car.

Meeting Closed: 9.10

Hazel Burley.....
Acting Secretary

Sally York
President, VCCA(Q



Early photos of Millmerran

and of Pittsworth (slq).



A LITTLE BIT OF.....HUMOUR

If Microsoft Built Cars...

1. Every time they repainted the lines on the road you would have to buy a new car.
2. Occasionally your car would die on the freeway for no reason, and you would just accept this, restart and drive on.
3. Occasionally, executing a manoeuvre would cause your car to stop and fail and you would have to re-install the engine. For some strange reason, you would accept this too.
4. Macintosh would make a car that was powered by the sun, was reliable, five times as fast, twice as easy to drive - but would only run on 5 percent of the roads.
5. The Macintosh car owners would get expensive Microsoft upgrades to their cars, which would make their cars run much slower.
6. The oil, gas and alternator warning lights would be replaced by a single "general car default" warning light.
7. The airbag system would say "are you sure?" before going off.
8. If you were involved in a crash, you would have no idea what happened.