

THE VETERAN CAR CLUB OF AUSTRALIA (QUEENSLAND) INC.

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

VETERAN TORQUE

MARCH 2020



Old Cobb & Co Track, Charleville

In Graham's words:

"Come Hell or high water, we weren't going to let this mishap with my Patrol stop us from planning an Outback Experience for you to remember. After overcoming this embarrassment, we have amended our routes to avoid places like this for our veterans. Can't believe this was two years ago!"

April 1-7 2020, National 1 & 2 Cylinders, we are ready for you."

VCCA(Q) - 2019 - 2020



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

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

President:

president.vccaq@gmail.com

Treasurer

treasurer.vccaq@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 Clubrooms phone number is (07) 3843 0010

The Club website is: www.vccaq.com

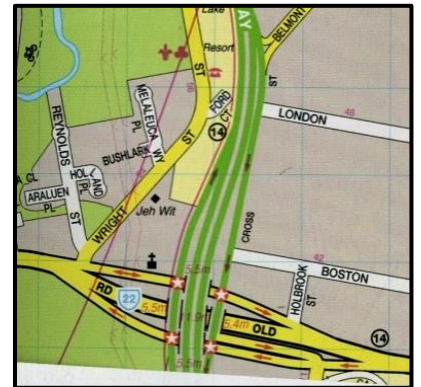
Membership fees 2019 – 20 are:.

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

Country Membership (single): \$ 53 Joint Membership: \$ 58

Associate Membership \$ 53

There is an additional joining fee of \$30.



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

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

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

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

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

Membership Application Forms are available from the Secretary 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

"It was the first car we ever owned"



President's Report

We have started off the year with a new TAVCCA Membership Directory which has been again edited by Michael Holding of the Victorian Club and we thank Michael for this great work. This time it is a single book with the details of each member listed alphabetically.

Missing is the list of vehicles in the National veteran fleet which it is thought could in future be held on the TAVCCA website with no reference to contact details. Only members could get this information from the directory. This concept will be explored at the next National AGM.

Under new management is our Queensland website. Peter Ransom indicated last year that he planned to retire from the position in February after many years developing and maintaining the current site. Russell Massey has taken over the position with Graham Donges as his back up. We extend a big thank you to Peter for looking after our digital presence so competently all that time and congratulate him on the many compliments he has earned in the process. We also thank Russell and Graham for stepping into the role.

With only a few weeks before the start of the National Veteran 1 and 2 Cylinder Rally in Charleville, many of us, including me, are still preparing for the event. The Buick is still a tri-wheeler and her trailer has again been cut down ready for manufacturing of a new hard top. Only a few days work he says optimistically. Your Rally Committee is working tirelessly to have all of the detail in place before our arrival. There will be a few surprises when we get out there and from what I am seeing I think you will enjoy it.

On the way home there are a few of us going to stop off in Roma for a few days to enjoy the Easter in the Bush festival there. The Roma Car Club is hosting the rally in conjunction with the festival and last count there were more than a dozen veterans registered.

The next club event after Charleville will be the Crows Nest rally which Phil Fletcher has planned for May. Please note that this has been changed to a mid-week event in order to visit a couple of venues not available on a weekend. The dates will now be the 19th to 21st May for rally days suggesting arrival on the Monday 18th and departing on Friday 22nd.

As a date claimer for July, our Burdekin members have again organised a North Queensland rally in conjunction with the National Machinery Rally. Details and entry form are included in this issue, and also available on our website.

Our monthly working bees are just keeping up with the general mowing and tidying up of the yard now that the showers continue to fall, and the sun shines brightly between. We are investigating contracting someone to mow the grass around the clubrooms on a regular basis leaving the paddock for our working bees. This may allow some time to be devoted to other regular maintenance.

The April meeting will be a social meeting as many of our members and most of the committee will be in Charleville for the 1 and 2. We will discuss the possibilities at the March meeting.

Happy Motoring.

Peter Arnold

Some more Dulux Daffy Definitions.

Halo or Haloing



Dark shadow around the outer edge of a spot repair.

Hammer Finish



A finish produced by certain coloured enamels containing metal powder which, on controlled spray application dry with an appearance similar to hammered metal.

Heavy Bodied



If the apparent viscosity of a paint is high and remains so under ordinary conditions of application, the material is said to be 'full bodied' or 'heavy bodied'.

Holidays



Skipped or missed areas, left uncoated with paint.

**Minutes of the Six Hundred and Sixty Seventh Meeting of the
Veteran Car Club of Australia (Qld) Inc.
Held in the Clubrooms at 1376 Old Cleveland Road, Carindale.
Monday 3rd February 2020**

President Peter Arnold welcomed everyone, thanked them for their attendance, Meeting commenced at 7.32pm

Apologies: Alan & Carolyn Robinson, Bob Burley, Frank & Kathy Muggeridge, Merv & Margaret Thompson, Paul Blake, Lauren Forster, Ian & Nola Herse & Dulcie Wilkinson.

Visitors: Bill & Jean Jarrett. Peter welcomed our new members Michael & Jodi Ferguson.

Attendance: 49

Minutes of the December 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 Syd Norman. Carried.

Correspondence:

Inward:

Application for membership from Bob & Diane Carruthers, 1916 Buick.
Inquiry from Glenn Campbell about joining VCCAQ
VCCQ 65th Anniversary invite to the Annual Concours on 28th June 2020 at Ormiston House.
Inquiry from Bill & Jean Jarrett re membership 1910 Jarrott
Inquiry from Richard Payne in Hervey Bay re joining VCCAQ 1913 IHC Max Express Wagon.
Deed of Agreement from Studebaker Car Club.
Accounts from Origin, Telstra, Urban Utilities, CleanZone.
Invitation for President & Secretary to a luncheon at Government House.

Outward:

Letter to Bob Carruthers for SIVS registration.
Welcome letter to Len & Fiona Kelly.
Welcome letter to Michael & Jodi Ferguson.

Business Arising from the Correspondence: Nil

Hazel moved that the inward correspondence be received, and the outward be endorsed, seconded by Bob Collett. Carried.

Treasurer Report:

Steve reported on the club accounts. Steve moved that the report be accepted, and accounts be passed for payment. Seconded by Albert Budworth. Carried.

The question was asked "Do we need the landline phone? Can we merge it with the internet account, Russell to enquire? To be discussed at committee.

Events:

1 st & 2 nd February	Toowoomba Swap
9 th February 2020	Club Breakfast
26 th February	Retirement Village visit at Victoria Point
12-15 March	Caboolture Vickers Vimy flight celebration. Museum entry \$16.
1 st April	Charleville 1&2 rally
10-13 th April	Roma Easter rally
2 nd & 3 rd May	QHMC Toowoomba rally.
16 th May	Brighton School 100 th anniversary.
17 th May	David Hack Classic
19 th -21st May	Crow's Nest rally
6 th June	No emission day, Train to Cleveland, ferry around the Islands.
13 th June	Dayboro Boules with VCCQ
20 th June	Caboolture Swap
28 th June	65 th Anniversary VCCQ, Ormiston House.

28th – 1 August Burdekin rally based at Ayr showgrounds. Entry on website, entries close 30th June. Accommodation at the showgrounds is very basic, \$20 per night. The organisers will take up offer of funds from rally reserve account.

22nd August Veteran Swap

The Crows Nest rally, the aviation museum is only open on Wednesdays, propose to move rally from 23rd-25th dates to 19th-21st May.

Phil Fletcher moved that the Crows Nest rally now be from the 19th May to 21st May 2020. Seconded Kevin Brooks. Carried.

Phil is also looking at doing another rally in the Warwick area visiting the Lesley dam, Killarney, steam train to Hendon, a homestead, visit Keith Wilson and Peter Harris premises.

Graham Donges reported that he has had an official email, the Governor is going to come to the Charleville rally, it's only 7 weeks away. We're well organised and have 77 paid entries, the town is very excited about our rally there will be write up in the local paper, the council have been very generous. It will be good to help the local businesses and the country people. Joe Jarick inquired who was going to the Roma rally, there are 10 veteran entries on the books for the Easter in the Country rally. It's a great rally, the accommodation at the gun club is highly recommended, there are 15 sites available.

Peter Ransom has now resigned from the job of webmaster, he has handed it over to the capable hands of Russell Massey and Graham Donges at a meeting last week. Thanks to Russell and Graham for taking on this position. Secretary to write a thankyou letter to Peter Ransom for all the hard work he has put in to making our website one of the best.

Property Report: Only 10 days since the mowing was last done and it need doing again, there is a working bee this Saturday 8th everyone is welcome to come and help. Russell thanked Trevor for fixing the wheel on the ride on mower. There was a bit of work to be done in the tenant house after the tenants moved out, a couple of plastering jobs to be done and now need some paint on it, the carpet was fixed and have arranged for a handrail to be put on the laundry steps. Many thanks to Albert for his help in fixing all this. The managers aren't doing a good enough job, the worst problem is they don't return phone calls so can't discuss any problems with them. The tenants didn't leave it clean enough so had to get in a bond cleaner, also we had to mow the yard, so we are claiming 100% of the bond they paid.

Dating Report: No dating forms have been returned yet, so nothing new to date. Ross Guthrie presented Kathy Day with her dating certificate for her 1916 Dodge.

QHMC: QHMC are now back to having monthly meetings, next meeting is on 27th Feb 2020. TMR meeting in March, the new SIVS and impromptu events are on their website.

Web Master: Russell spoke about the meeting with Peter Ransom, Peter showed him how it all worked, and he was happy to be able to put the link in for the Feb magazine, he also put more into the events section.

Editor Report: Nil

General Business: The new directories have arrived, thanks to Michael & Claudia Holding for organizing the directory, eventually this will be web based. Note Kevin designed the front cover.

The submission to the Transport Dept has been lodged, we have had acknowledgment, there were 55 submissions lodged, 28 were from car clubs.

It will be the 50th anniversary of the 1970 rally while we are in Charleville, there was a film made of the rally and we're trying to get a copy of it. Greg Hill has found a copy of it in Canberra at channel 7, it is on 1-inch film, need to transfer it to DVD. Trevor knows someone who could do that, it was suggested to ask channel 7 to make the copy for us.

Kevin wiped out the side of his trailer, this has been repaired by John Farrier. Kevin found out from his insurance company that any trailer towed behind your insured car is covered to the value of \$1000 for accidental damage.

John Day said there is a great article in the latest Horseless Carriage about fitting LED lights to gas lights.

Joe Jarick had a skite, he recently went to Qld Gaskets for some help with the fuel tank under the seat of his De Dion, the guys there noticed his carefully made gaskets for the filler cap which they commented on. Within ¾ hour they had made better fitting ones and cut strips for the fuel tank and didn't charge him

they were just happy just to see the car. Joe had priced gaskets from China and they were very expensive.

Alan Carpenter priced the material for the hood on his Little, he found varying prices and found it was a lot cheaper from England however the price of the freight was exorbitant.

Graham Donges would like a meeting with all the helpers for the Charleville rally before the meeting at 5pm.

Trevor's 1910 Buick radiator was in bad repair, couldn't find anyone to fix it, eventually Bob Brims at Murwillumbah said he would look at it. He made a new top tank and spent a lot of time cleaning out the original core, it was a lot of work and he only charged \$700, he even polished it.

Alan Carpenter had the Little painted and then had to clean out the radiator with small brushes.

Peter took out his sailing boat after 3 weeks of getting it ready, he and Lyn spent 3 days over at Moreton Island.

Meeting Closed 9 pm.

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

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



2020 VCCA(Q) Burdekin District Tour

Below is a letter from our North Queensland members inviting us to join them for a rally from 28th July 1st August. This will be preceded by the Queensland Heritage Rally 23rd to 26th July. Both events will be based on the Ayr Showgrounds.

A few years ago, some of us attended the Heritage Rally in Biloela and then went on to Ayr for a veteran rally and were pleasantly surprised with the Heritage event. While predominantly a machinery event there were numerous interesting exhibitors along with vehicles from the surrounding districts, plenty to see and do over the few days. From what I have heard, most of us who were on that rally will be returning this year so please join us and enjoy the NQ hospitality.

The Secretary
V.C.C.A.(Q) Inc.
1376 Old Cleveland Road
CARINDALE, QLD. 4152

Dear Hazel,

We are hosting the 2020 VCCA(Q) Burdekin District Tour - a 5 day Veteran car rally to be held from the 28th July to 1 August 2020 in the Lower Burdekin, centred around Ayr and Home Hill which is also well suited for 1 & 2 cylinder vehicles as the terrain is mostly flat.

For those wishing to attend, an Entry Form is available on the VCCA(Q) website or by contacting the following:

Dave Martin
77 Mackenzie Street
AYR, Qld. 4807
Email: fadamartin3@bigpond.com
Phone: 0409 832 044

OR

Les Wassmuth
P O Box 988
AYR, QLD. 4807
Email: cwazzy@bigpond.net.au
Phone: 0447 889 974

ENTRIES CLOSE: 30th June 2020

In 2020 the Queensland Heritage Rally is to be held in Ayr, the weekend of 23rd to 26th July, and we thought it would be a perfect opportunity to have a car rally to coincide with this event, the idea being that for anyone wishing to come a few days early can also put their cars on display at the Q.H.R. as exhibitors, if they so desire. For those wishing to exhibit at this rally and take advantage of the exhibitors camping priority policy, please Google **QHR 2020** for details. Please note that those wishing to secure camping on site should register asap to avoid disappointment and there are only a few 'pet friendly' sites available. If further details are required please contact Tom Callow - Email: tom.callow@bigpond.com or Phone: 0419 826 258.

Following on from the QHR Rally ongoing camping at the rally grounds will be available to VCCA(Q) Burdekin District Tour entrants for the 5 days of their rally.

Thanking you for your assistance.

Regards,

Les Wassmuth (on behalf of Organising Committee)

If you are interested in both events and wish to camp on the Showgrounds, you need to register as an exhibitor and pay for your camping as soon as possible. Follow the instructions above and pay for camping up to and including Sunday night. On the Monday the camping reverts to the Showgrounds and we will then pay for the rally week. Cash or cheque will be required as they don't have any eftpos facility. It will still be \$20 per night for power and Tom warns that the amenities are fairly basic but adequate.

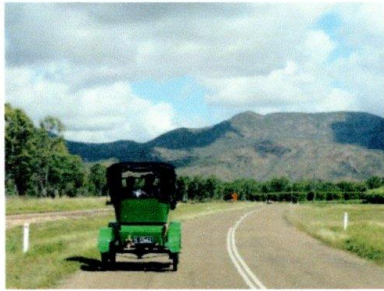
If you require a cabin or motel there is a list at the end of the registration form with contact information. The motels in order of proximity to the Showgrounds are; Ayr Max, Ayrlane and Parkside although the Brandon Hotel and Caravan park is also popular and only a few K's north of Ayr on the Highway. It also has cabins as does Burdekin Cascades Caravan Park.

Hope to see you in Ayr

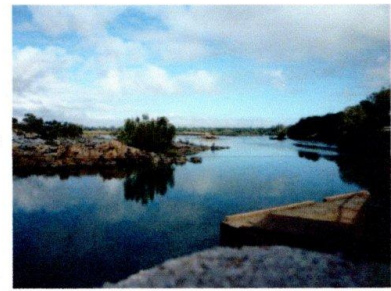
Regards

Peter

Peter Arnold
President VCCA(Q)



2020 VCCA (Q)
Burdekin District Tour
28th July - 1st August



Entry Form -
Entries close 31st May 2020

Entrants Name

Navigator Name

Entrants AddressPost Code

Entrants Mobile contact &

Email address

Veteran Vehicle Year Rego

Declaration I hereby declare that I/we are entering this event in the knowledge that the Veteran Car Club of Australia (Qld) Inc and the organisers of the rally will in no way be held responsible for the loss or damage of my vehicle/s parts or accessories, or personal effects or monies. I/we, the entrant(s), on behalf of all those persons listed on this entry form, waive the right of action at law against the Veteran Car Club of Australia (Qld) Inc. or the organisers of the event.

Entrants Signature Date

The club members from North Qld have offered to host a 5 day Veteran car rally to be held from the 28th July to 1st August in the Lower Burdekin, centred around Ayr and Home Hill which is also well suited for 1 & 2 cylinder vehicles as the terrain is mostly flat.

Please send completed form to Dave or Les

\$5.00 entry to be direct debited to Rally Account BSB:124 185 Account No. 22 126 679 - stating name and event or given to club treasurer at a club meeting prior to the closing date or 1st June club meeting night at the latest.

For more details please contact –

Dave Martin
77 Mackenzie Street
Ayr 4807
Email fadamartin3@bigpond.com
Ph 0409 832 044

or

Les Wassmuth
P.O. Box 988
Ayr 4807
Email cwazzy@bigpond.net.au
0447 889 974

QHR (Qld Heritage Rally) will be held at the Ayr Showground from the 23rd – 26th July for more details please check Google QHR 2020. For those wishing to secure camping on site at the Ayr Showground should register asap to avoid disappointment. If further details are required please contact Tom Callow email tom.callow@bigpond.com or Ph 0419 826 258 - closes 31st May 2020

CROWS NEST VETERAN CAR RALLY –

MAY 19TH TO 21ST, 2020



This is a mid-week 3 day Hub Rally based at the Crows Nest Caravan Park.

It is envisaged that you will need to arrive on Monday 18th and leave Friday morning 22nd to fit in the three days of rallying.

The Caravan Park is well-appointed and well run and provides cabins, some on-site vans, powered and unpowered sites, drive-through sites, parking for our trailers and a Camp Kitchen and barbecue and meeting area and laundry facilities (and a swimming pool) and free WiFi. It also boasts a proper restaurant on-site which serves the surrounding area and the C/V Park.

Crows Nest has a service station, a separate motor repairs workshop, shops, cafes, a small supermarket, a very fine bakery and a well-known 2nd hand furniture shop to browse in. And south along the Highway are some tourist attractions, shops and fuel outlets.

DAY 1 involves a total run estimated at 112 kms, travelling west through Haden and on through Peranga and Quinalow to Maclagan and returning via a more southerly route via Goombungee. It's an interesting and pleasant drive now that the drought is over and offers some interesting historic features. Lunch arrangements are yet to be settled but are most likely to be in Quinalow or Maclagan.

DAY 2 is a quite different day. We travel west to Mt Darry then south to Oakey to spend perhaps an hour to an hour and a half at the Oakey Army Air Services Museum for an interesting guided tour of their exhibits – including some very interesting early aircraft from the early years of the 20th Century. From there we head east for lunch at the Meringandan Pub – famous for their food – particularly for their steaks! Then it's back to Crows Nest via Goombungee and Bergen for a 4 pm finish. Again it's just over 100 kms for the day.

DAY 3 is different again. First we head north-west to Cooyar along the New England Highway. The traffic is not heavy on a Thursday. I have checked it out and will be up there to confirm it before the March Club Meeting. Lunch is at a nice café in Cooyar, then home via a south-western route through Highgrove, Kulpi and Rosalie, then east through Goombungee (from a different direction) and then to Crows Nest – again a bit over 100 kms. and expect to be back around 4 pm.

The routes are not totally level but have been planned to minimise challenging topography and that has been achieved reasonably well – but there are a few hills that cannot be avoided.

For those with a little adventure left in them, we're investigating the prospect of visiting Taabinga Homestead near Kingaroy on the way home on Friday, thence home via Yarraman.

SOME CABINS AND POWERED SITES HAVE BEEN TENTATIVELY BOOKED FOR US AT THE CARAVAN PARK - BUT IT IS IMPERATIVE TO BOOK AS SOON AS POSSIBLE AND TO LET ME KNOW YOU'RE COMING SO I CAN ENSURE ENOUGH PLACES ARE KEPT FOR US AT THE CARAVAN PARK AND SO I CAN PROVIDE NUMBERS FOR THE LUNCH VENUES AND THE ARMY FLYING MUSEUM.

PHONE FOR THE CARAVAN PARK IS - 07 4698 1269

Website - www.crowsnestcaravanpark.com.au

Email - bookings@crowsnestcaravanpark.com.au

I look forward to seeing you on the Rally – and if you have a spare seat, invite a member whose car is not going.

Phil Fletcher Phone (07) 3378 6743 Mobile - 0408 803 182

Email -bayard4c@gmail.com

* * * * *

The Club Breakfast

Thanks to Hazel, Chefs Albert and Murray and all their helpers for once again putting on a great breakfast which despite the forecast was enjoyed by around 40 folks.



Rockhampton's Steam Tram - Almost a Secret - Kevin Brooks

On my visits to Rockhampton over the years, I heard occasionally about the tram that operated at weekends in the Gardens but never realised its significance. Following the Bargara Rally, we travelled on to Rocky to stay with old friends, Sue and Peter Finnigan. (They own one of my earlier restorations, a 1929 Ford "A" Tudor.). Peter suggested a visit to the little Museum at Rocky's original railway station and there I met for the first time, a genuine steam tram – not just any old steam tram but the only known operational Purrey Steam Tram in the whole world!



Photo: Archer Park Rail Museum

Built by Valentin Purrey in France, these trams operated in both the Mediterranean region and in South America. Following the success of gold mining in Mount Morgan at the end of the 19th Century, Rockhampton became a flourishing centre. In 1908, the local Council purchased several trams from Bordeaux, France, and they continued in operation from 1909 until 1939 when they were replaced by diesel buses. Over that period, they carried thousands of passengers but were notorious for accidents. (It's probably unfair that this is recorded because I'm sure our Brisbane trams had their share of encounters – not to mention the new Gold Coast's mishaps.)

Apparently, the trams were not just a local service as I read trams towed carriages as far as Yeppoon and a twilight run there proved very popular. One can only imagine!!

The current tram was restored by volunteers as a Bicentennial Project and is pieced together from various skeletons. It operates from a tiny firebox beneath the driver's compartment, burning coking coal. In 1988 a large contribution was made by a local paper to have the tram run on a large tourist circuit of Rockhampton but sadly it never came to fruition. However, for a very small fee, passengers can travel a kilometre or so, as we did, along a Rockhampton street, passing importantly across another busy street while other traffic waits. It's a relaxing trip back in time and what a money spinner for Rocky it would have been if the proposed circuit had come to fruition.

The old Rocky Station where the tram is now located, is in itself a well-produced "exhibit" where on the platform, various "fibre glass people" wait for the train. One sits playing the accordion, a soldier is ready to depart and a dog eyes off a coop full of chickens waiting on a trolley. The refreshment room of old is operational and you can still duck in for a coffee and a sausage roll before boarding your imaginary train.





For a steam buff it's a must but I recommend it to all who want a nostalgic trip back in time.

Kevin B.

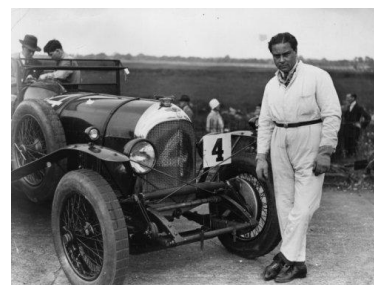
On this day 2 March

1903.

THE STANDARD MOTOR COMPANY, was founded in Coventry in 1903 by Reginald Walter Maudslay. He is reputed to have said "I want my car to be composed purely of those components whose principles have been tried and tested and accepted as reliable standards, in fact, I will name my car the Standard car." The fortunes of The Standard Motor Company were mixed to say the least. By 1924 the Company had a share of the market comparable to Austin, but by the late 1920s profits had fallen dramatically due to heavy reinvestment, a failed export contract and poor sales of the larger cars. John Black joined the ailing company and by increasing productivity, masterminded the huge success of the company in the 1930's. A new sleeker styling was introduced in 1934, together with a four speed gearbox with silent second and third gears, and, synchromesh on second third and top. These cars were attractively styled with a big car look, but competitively priced and easy to drive. The quality of Standard running gear may have been a major factor which attracted William Lyons to use the smaller chassis and engines to produce up-market saloon cars, initially in the early '30's with Swallow bodywork, and later with his own body styling. This enterprise began marketing cars under the familiar name of Jaguar from 1936, but continued to use Standard chassis and engines for several years. It purchased Triumph in 1945 and in 1959 officially changed its name to Standard-Triumph International and began to put the Triumph brand name on all its products. For many years it manufactured Ferguson tractors powered by its Vanguard engine. All Standard's tractor assets were sold to Massey-Ferguson as of 31 August 1959. As of 28 September 1959 Standard Motor Company was re-named Standard-Triumph International Limited. A new subsidiary took the name The Standard Motor Company Limited and took over the manufacture of the group's products. The Standard name was last used in Britain in 1963, and in India in 1987.

1926.

Bentley Motors Ltd was reorganised with Woolf Barnato as Chairman, W O Bentley as Managing Director and Hubert Pike, Ramsay Manners and John Kennedy Carruth as Directors.



1947.

Enzo Ferrari drove the first 125S vehicle out of the factory gates. Like the 815, it was a racing sports car, but unlike its Fiat-powered 8-cylinder predecessor, the 125S featured a V12 engine (the "125"), a trait it shared with most Ferrari cars of the following decades. The 125S was the first vehicle to bear the Ferrari name when it debuted on May 11, 1947 at the Piacenza racing circuit.

A History of Holden

In 1856 an English immigrant James Alexander **Holden** opened his **Holden saddlery** business in **Adelaide** with the name of J.A. Holden & Co. He quickly became a reputable manufacturer of horse saddles, harnesses and equipment. The Company supplied equestrian equipment in the Boer War. It gradually began to change its focus to manufacturing vehicle hardware.

In 1885 Harness and carriage maker Henry A. Frost became a partner in the firm, and it was renamed Holden & Frost. The Company manufactured products including "harnesses, saddlery, travel goods, gun cases, whips, crops and vehicle hardware."

In 1905 Edward W. Holden, grandson of James, joined the Firm and – perhaps thanks to his keen interest in the burgeoning automobile industry – the firm opens a upholstery department in 1910.

In 1914 The Company built its first car body. Over the next decade, newly separate entity Holden's Motor Body Builders Ltd builds bodies for chassis imported from the US and Europe. This is helped by federal wartime trade restrictions limiting the importation of complete cars.

In 1924 US General Motors signed an exclusivity deal with Holden, and acquired the Company in 1931. The merged company was named General Motors-Holden's Ltd and the famous lion-and-stone logo first appeared **in 1928**.

The first prototype was built at GMH in Detroit and is now in the National Motor Museum in Canberra, and was registered as JP 480.

In 1948, following research and planning in Australia and Detroit, Holden's first Australian car – and, indeed, the first Australian – is rolled out. Number 48 215. Famously, Prime Minister Ben Chifley said "she's a beauty!" while unveiling it.



The 1950s saw rapid expansion and several models built off the 48-215 design. In 1963, the EH goes into production, becoming the best selling model thus far.

The Holden Monaro, the Company's first V8 arrived in 1968.

The HQ Kingswood landed in 1971 and went on to sell a mammoth 485,650 units – a soaring high which no model since has been able to match.

The Commodore, likely Holden's most iconic range of vehicles, arrived in 1978, the first model being an adaptation of a German GM sedan.

In 1991, Toyota beat both Holden and Ford to market leadership for the first time – one of many signals Asian car domination was inclement. But in 1996, the Commodore started a 15-year run as Australia's favourite car.

The VT Commodore released in 1997 quickly became one of the best-selling Holdens of all time, with a huge 303,895 units built between its launch and 2000.

The Monaro returned in 2001 to much fanfare. Thousands of left-hand-drive models were exported to the US as Pontiacs.

The VE Commodore came in 2006, engineered from the ground up in Australia instead of being based on a foreign platform.

The writing was on the wall in December 2013. Following (ultimately unsuccessful) battles with the Federal Government over subsidies and financial support, GM announced Holden would become a sales-only brand in Australia. Manufacturing would end in 2017 and the Port Melbourne engine plant closed in 2016. It had been in continuous operation since 1948.

The final Australian-built Holden car – a red Commodore V8 – rolled out of the factory in October 2017. It was also the last Australian car full stop.

In February 2020, General Motors announced the Holden brand would be retired permanently.

Some light relief.

DON'T MESS WITH THE OLD FOLKS..(with thanks to Kevin B.)

The old lady handed her bank card to a bank teller and said:

"I would like to withdraw \$500."

The female teller told her,

"For withdrawals less than \$5,000, please use the ATM."

The old lady then asked, *"Why?"*

The teller irritably told her:

"These are rules. Please leave if there is no other matter. There is a queue behind you."

She then returned the card to the old lady.

The old lady remained silent..

But then she returned the card to the teller and said,

"Please help me withdraw all the money I have."

The teller was astonished when she checked the account balance.

She nodded her head, leaned down and said to the old lady,

"My apologies Granny, you have \$3.5 million in your account and our bank does not have so much cash currently. Could you make an appointment and come again tomorrow?"

The old lady then asked,

"How much am I able to withdraw now?"

The teller told her, *"Any amount up to \$300,000"*

The old lady then told the teller that she wanted to withdraw \$300,000 from her account.

The teller did so quickly and handed it to the old lady respectfully.

The old lady kept \$500 in her bag and asked the teller to deposit the balance of \$299,500 back into her account.



Sometimes - just sometimes, we Old Folks will have the last say!

* * * * *

And here's a Bad DAD Joke

A young man kept a worm called MOTOR as a pet.

Each night when he came home he called "Motor" and the worm would appear.

One night it didn't, and the young man desperately kept calling "Motor".

Finally he fixed his gaze on a large green apple on the mantelpiece, and gave one last call -

Then - Outboard motor!



MARKET PLACE - All States please copy

WANTED

* **REMAINS OF RUSHMORE LIGHTS**

Two tops, four holes

Any remains of five holes lights.

Contact: Grant Vormister 0405505955 grantski002@hotmail.com



FOR SALE

** **11ftx6ft COVERED CAR TRAILER**

Tandem box trailer with part fibreglass/part vinyl cover.

Includes:

- Electric winch & good battery; Ramps & tie downs; ATM 2000kg;
- Over ride brakes; RWC on sale

Price: \$3900. Contact: John Farrier on 0400759256

* * * * *



** **I am putting on the market my cars listed below. Any reasonable offer considered.**

1911 Star

1927 Dodge

1924 Palladium

1980 Cadillac Eldorado

1981 Cadillac evolution 1 no 2 of 300 Pierre Cardin (rare)

1983 Datsun 280ZX (full rego)

Contact: Penny Stanbridge, email: p.stanbridge@hotmail.com phone: 0413 665 830

* * * * *

*** **COMPLETE SET OF AUTOMOBILE QUARTERLY BOOKS.**

There are 206 books in total starting with Volume 1. No.1 published and purchased in 1962. All subsequent editions were obtained by the continuing subscription until it ended with Vol. 52 No.1 when the books ceased being published in 2012. There are also 6 indexes and a suede brim logo cap. The set is in excellent condition. There are a few of the earlier editions with age damage (photos can be provided or inspection is welcome) Price is \$3800 but negotiable.

Enquiries by email to frolagilltrap@gmail.com or phone 0418342580.



*** **THE SECOND JAMES FLOOD BOOK OF EARLY MOTORING.**

Pristine Condition

Price reduced, open to offers.

Contact: Alan Carpenter; 0415 684 422; E: aandrcarp@bigpond.com



Henry Fritz, the Kenilworth Butcher, towing an old butchers' cart behind his Dodge Tourer. (with acknowledgement to Alex Gow).

(Editor's Note: Those familiar with SA smallgoods will appreciate the appropriateness of the surname "Fritz" for a Butcher).

* * * * *

A little bit of.. HUMOUR

Blonde's Walk to Heaven

A blonde, a brunette and a redhead all die. In order to get into Heaven though, they must go up 100 steps, each containing a joke. The trick is that they must not laugh.

The brunette goes first and laughs at the first step and is sent to Hell. The redhead goes next and makes it to the seventh step before she laughs.

Finally, it's the blonde's turn. She gets all the way to the 99th step before she laughs. God asks her: "You were so close, why did you laugh?", and she responds, "I just got the first joke!".

