

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

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

# VETERAN TORQUE

**MAY 2020**



*In Alison King and Andrew Winter's words:*

"Well, our Bilby was very disappointed not to be heading to Charleville to meet its cousins, so we thought we'd give it a taste of what to expect next year."



## 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](mailto:president.vccaq@gmail.com)

**Treasurer**

[treasurer.vccaq@gmail.com](mailto:treasurer.vccaq@gmail.com)

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**Editor**

[redbubble@picknowl.com.au](mailto:redbubble@picknowl.com.au)

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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](http://www.vccaq.com)

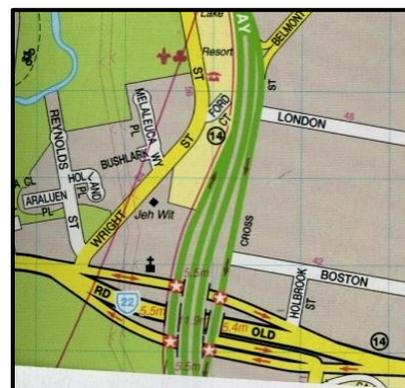
Membership fees 2019 – 20 are:.

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 20<sup>th</sup> of each month.**

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



## *President's Report*

Welcome to another month of lock down, although the news is looking promising for at least some relaxation in the foreseeable future.

### **National Rally Programme Postponed**

Not only have all Club events been cancelled for the next 6 months, also with the new rules for social distancing and movements generally, it is virtually impossible to use our recreational vehicles, including veterans, for anything else other than a road test after maintenance.

Burdekin has been cancelled and we are waiting to see if it can be rescheduled next year.

Those planning to go to Swan Hill will know that it is cancelled and at a hastily convened teleconference of the national TAVCCA delegates, it was decided to push the rotation of all national rallies forward one year. That means that Swan Hill (Vic.) will be in 2021 and Busselton (WA) will move to 2022. It is confirmed that our Charleville 1 and 2 will move to 2021 but the NSW 1 and 2 will remain at 2022.

With these changes we have decided to move the Brisbane to Broome to 2022 to keep it as a feeder to the Busselton Rally.

### **Next Event**

I have no idea when it will be, but Phil will keep the rally plans for Crows Nest and should there be an opportunity later in the year it can be resurrected at short notice.

We are also planning a function at the Club Rooms to mark the return to normality, if there is such a thing, once the rules are relaxed but again, I don't know when that will be. Stay tuned!

### **Meetings and Club Business**

All resident Clubs have suspended meetings for the foreseeable future in accordance with Government shut down. As a result, there will be a reduction in our expenditure while the building is not being used. The Committee has decided that we will reduce the rent for next quarter for each club by their proportion of amount saved. We will review the situation for subsequent quarters.

The business of the Club has continued with Committee Meetings being conducted through Zoom, an interesting exercise and very effective.

Clubroom housekeeping has stopped with cleaning services suspended. One of us looks in from time to time to collect mail and check the place. Other clubs are doing the same. The Committee will develop a plan for recommissioning the building once the Government relaxes the rules to allow for larger groups to meet again.

Working bees have been suspended with grass mowing the only activity with small groups of volunteers as needed. The Committee has approved the engaging of a contractor to take care of the mowing and associated work. It is planned for them to start in May.

### **Car Park Resurfacing**

I have just been notified that the work should start tomorrow on the resurfacing of the lower carpark. It should take about four days so will be completed by the time you read this. The line marking will then need to be completed with the first space allocated for disability parking.

### **New Members**

With so many things lately, I have been very lax in welcoming our new members so can I extend a warm Veteran welcome to you now: -

Warwick and Lyn Gardner from Inverell who have a 1908 Clement Talbot

Richard and Beth Payne from Urangan with a 1913 IHC Wagon

Bill and Jean Jarrett from Victoria Point with their 1910 Napier- Jarrott

Glenn and Jenny Campbell from Upper Orara in north NSW who are on the hunt for a veteran to fill a space in the garage.

Welcome to you all and we look forward to seeing you out and about once we are free again to do so.

In the meantime to all members, remember to wash hands, maintain social distancing and stay safe.

Happy Isolation

**Peter Arnold**

## ANZAC DAY - 25 April

### *In Flanders Fields*

By John McCrae\*



*In Flanders fields the poppies blow  
Between the crosses, row on row,  
That mark our place; and in the sky  
The larks, still bravely singing, fly  
Scarce heard amid the guns below.*

*We are the Dead. Short days ago  
We lived, felt dawn, saw sunset glow,  
Loved and were loved, and now we lie,  
In Flanders fields.*

*Take up our quarrel with the foe:  
To you from failing hands we throw  
The torch; be yours to hold it high.  
If ye break faith with us who die  
We shall not sleep, though poppies grow  
In Flanders fields.*

\*"In *Flanders Fields* was first published in England's *Punch* magazine in December 1915. Within months, this poem came to symbolize the sacrifice of all who were fighting in the First World War. Canadian Dr John McCrae served in WWI and was a surgeon at Ypres. He died of pneumonia in January 1918.

\* \* \* \* \*



During World War One, the Red Cross brought in the first widespread battlefield motor ambulances to replace horse-drawn vehicles, a change which was such a success, the horse-drawn variants were quickly phased out.

The equipment carried by the ambulance was changing fast at this time. Traction splints were introduced during [World War I](#), and were found to have a positive effect on the [morbidity](#) and [mortality](#) of patients with leg fractures. [Two-way radios](#) became available shortly after World War I, providing more efficient radio [dispatch](#) of ambulances.

Shortly before [World War II](#), a modern ambulance carried advanced medical equipment, was staffed by a [physician](#), and was dispatched by radio. It was frequently found that ambulances were [hearses](#) – the only available vehicle that could carry a recumbent patient – and were thus frequently run by [funeral homes](#). These vehicles which could serve for either purpose were known as [combination cars](#).



### *Austin K2 RAF Ambulance*

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#### Editor's Note:

There must be some amongst our Membership who have served in the Forces and have experiences to relate that would be of interest to other members.

Are there any surviving WWII members (other than Alan) within the Club?

## *Family Reunion with Locomobile Steamer - by Gary Day*

In the late 1960's my brother John gave me a ride in his recently purchased original Model A Ford and I was immediately hooked on old cars. After the purchase of a 1929 Dodge Brothers sedan, I joined the QVVA where I met lots of like minded members. One of these members was Jeff Shapcott who happened to have four daughters, one of whom (Kathy) was only a couple of years younger than me! Kathy's mother Jeanne was born in New Zealand and came to visit Australia where she met and later married Jeff and they raised the girls. In 1973, Kathy and I were married and we visited NZ for our honeymoon. It was on a visit to the family farm in Vipond Road Te Hana (about an hour's drive north of Auckland) that I learned about Kathy's grandfather Eric Vipond and that he had owned a circa 1900 Locomobile steam car.

In the late 1950's Jeff and Jeanne took their two little girls to visit the farm where Jeanne grew up. Eric still had the little steam car and also a mid 20's Stanley 7 passenger steam car. Eric purchased the Locomobile in 1922 in parts as it was by then, at only twenty years old, just an old outdated motor car that was no longer suitable for road transport. Jeanne remembers that the Stanley steamer took a long time to get up steam but during WW2, with petrol rationing, her Dad used the Stanley Steamer and with the family of three girls going up the long hill into Wellsford "the steam would billow out of the car and any passing motorists would yell out that we were on fire" Jeanne had two sisters and one of them (Betty) had a son John who lived on the family farm also. Both Jeanne and John still have fond memories of their father/grandfather restoring the Locomobile which he did during the 30's and 40's with the help of Mr Roy Tomlin from Auckland. Jeanne well remembers spending lots of time as the youngest daughter watching her father in the milking shed as he restored the old steamer

Not too long after the family had visited in the 50's, Eric decided to sell the Locomobile to Roy Tomlin who had helped him restore the car for years. Sadly Eric, a WW1 veteran eventually succumbed to infections from war wounds and died aged 75 years in 1964

In 1980 many QVVA members attended the International Rally in Rotorua NZ. My brother John, his wife Alison and Trevor and Janette Farnell and other members took their cars. Kathy and I attended as "rally supporters" along with Kathy's Dad Jeff and Mum Jeanne. During the course of the event, we asked some of the older NZ members if they knew of Mr Roy Tomlin who had purchased the family Locomobile all those years ago. Eventually we were in luck and found out that Roy still owned the car but was no longer active in the club scene as he too was getting on in years. Kathy's Dad and I made a quick visit to Auckland and Roy showed us the car. Roy naturally remembered Eric's daughter Jeanne and he actually offered to sell the car to Jeff to keep it in the family. After some time, Jeff and Jeanne decided that they would not purchase the Locomobile as there was quite a lot of concern regarding losing such an original steam car from NZ along with the associated costs of doing so. So sadly the family lost track of the Locomobile as we knew it was sold but were happy to know that it had remained in NZ with another caretaker.

Fast forward nearly 40 years to 2019 and Jeanne was now in her 90's and living in an aged care facility near us in the Redlands. She still is mobile with the use of a walker. Kathy and her three sisters decided that they would organise a nostalgic trip to New Zealand for Jeanne and that they would all visit John, their cousin who is their only living relative in NZ and lives in Auckland. John (Jeanne's sister Betty's son) was the young lad who had watched his grandfather driving the old Locomobile around the family farm.

Jeanne has some black and white photos of her Dad and John and another boy sitting in the car. The girls arranged for Jeanne and John to visit the family farm in Te Hana along with other places special to Jeanne including the cemetery where her parents are buried and the museum in Wellsford where some Vipond memorabilia is exhibited. Before they left for NZ, I was asked if there was any chance of locating their Grandfather's old steam car as three of the girls had never seen it before. Kathy was only a little girl and Jeanne had not seen it since the late 50's



One quick call to my brother John and he made some enquiries. Within a few days we had a list of likely contenders in New Zealand. Surprisingly there were at least half a dozen known Locomobiles including a few in the North Island. After some emails and phone calls which didn't produce any results, John Pauling in NZ gave us the information on most of the steamers and he stated that there was a car in Auckland which was very original and still had its original boiler. After a few phone calls I was able to finally get through to Mr. Peter Le Gros in Auckland and I introduced myself and asked if he happened to own the old Vipond family Locomobile from Te Hana and Bingo! Yes he was well

aware of the Vipond family connection and was only too happy to arrange for the girls to visit in a few weeks time! You can imagine how Jeanne and her four daughters felt knowing how they were going to see this missing piece of tangible family history.

On the day of the arranged meeting, Peter had prepared the old steamer and had it all steamed up ready for the family. No doubt Peter was pleased to finally meet them also. They were able to show Peter photos of the car on the farm with John (Jeanne's nephew and the girls' cousin) sitting in the car with a neighbour and with steam coming from it. Peter took each of them for a short trip around the neighbourhood and judging from the videos they took, it certainly gets along very well. It was certainly an emotional day for Jeanne who shed a tear to see this connection with her Dad from all those years ago. It was around 60 years since she had seen it and I think that they would have been just amazed to think that this old steamer was still in wonderful working order courtesy of it's dedicated owner and caretaker, Peter Le Gros.



*Peter and the Car*

Imagine if Eric and Roy could have witnessed this event how pleased they would have been to see it!



*Cousin John enjoys ride 60 years later*



*Jeanne enjoying her ride*



John is now in his seventies and has a very good memory of his childhood days and the early Locomobile history. He remembers recovering the water tank from a gully on the farm as his Grandfather had discarded it thinking it would not be usable. Roy Tomlin took it away and used it for patterns to make a new one.

He also remembers Eric and Roy making a pattern for the leather mudguards which they then sourced from somewhere in the USA. He told Peter about how excited they were when the guards finally arrived in an era decades before the internet or Ebay. John also has arranged for the "other boy" in the photo to visit Peter and John and he can re enact the scene from the photo taken in the 1950's. Peter says that the car is one of very few complete original 1902 Locomobile steamers in the world. I remember Peter telling me that he is actually a qualified engineer involved in the shipping industry where steam is used so he is very competent to be a caretaker of this unique piece of motoring history. I will now try to locate the Stanley steamer as it will no doubt be in a similar situation somewhere in the world. I would think that they could not be too common particularly a seven seater.



After their visit to New Zealand, the girls had to come back to reality only to find out that there was going to be a social isolation law come into effect about three hours after they had returned to Australia and Jeanne's Aged Care facility is naturally unable to have her return due to the risks involved. So they are all in social isolation but all so grateful that they were able to make this trip for Jeanne to enjoy in her twilight years. Also the emotional visit to Peter Le Gros and his hospitality just topped off an amazing trip for them all.

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We have only recently learned of the death on 3 November of long-time member Peter Shannon of Jambin.

Older Club members will be familiar with Peter's 1911 Napier which he and his late wife Betty drove in the 50<sup>th</sup> Anniversary Rally at Miles in 2006.

Our sympathy goes to his family.

## *From the Editor*

Now members are in lockdown this is the ideal time for you to:

- Tell us what restorations and / or repairs you are undertaking.
- Pass on any useful tips
- What other projects you are working on, etc.
- Send in any technical articles you have found that would be of interest to other members.

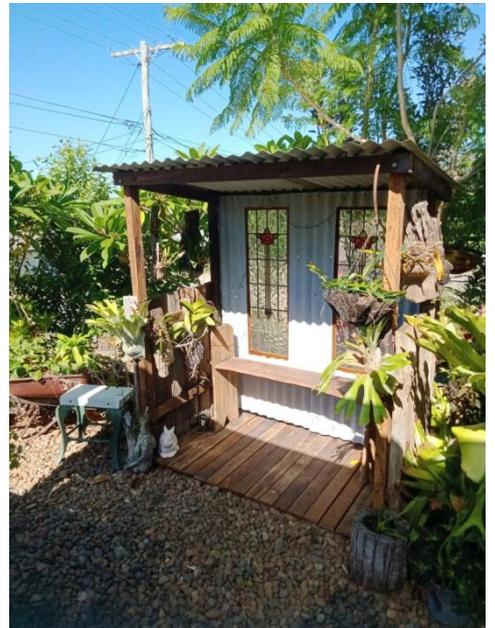
To start the ball rolling:

Ross Guthrie is working hard as evidenced:



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- Bob Burley is working on the Hupmobile. We look forward to an update on progress.

- John Day has built Alison a Bus Stop to sit in and admire the garden. The stained glass windows came from Shirley and Susan Hack.



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- Rhonda has sent us a picture of the Border closure as seen from the end of their street.

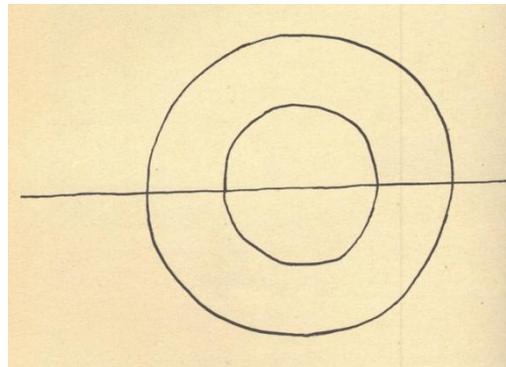
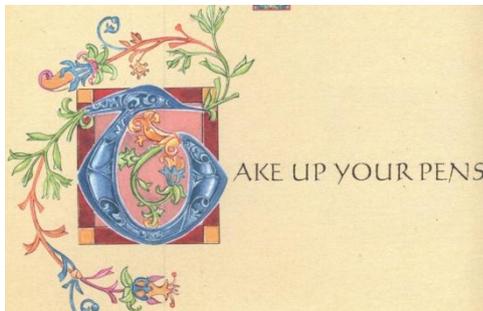
## Gone Viral

After 2 weeks of quarantine with her husband, Gertrude decided to knit him a scarf..



Just be careful because people are going crazy from being in lock down! Actually I've just been talking about this with the microwave and toaster while drinking coffee, and we all agreed that things are getting bad. I didn't mention anything to the washing machine as she puts a different spin on everything. Certainly not to the fridge as he is acting cold and distant. In the end the iron straightened me out as she said everything will be fine, no situation is too pressing. The vacuum was very unsympathetic...told me to just suck it up, but the fan was more optimistic and hoped it would all soon blow over! The toilet looked a bit flushed when I asked its opinion and didn't say anything but the door knob told me to get a grip. The front door said I was unhinged and so the curtains told me to....yes, you've guessed it ....pull myself together.

\* \* \* \* \*



Draw this figure without lifting your pen from the paper and without going over the same spot twice.  
[Solution next month]

\* \* \* \* \*

Spotted in the western suburbs.



**Albert's Word Search**  
**Cars and Trucks – Makes, Models and Styles**

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| FORD X 2      | SIMCA   | ERF     |
| ESSEX         | NSU     | COUPE   |
| MORGAN        | HOLDEN  | MERCURY |
| ELF           | MOG     | MOON    |
| BENTLEY       | VOLVO   | OPEL    |
| HUMBER        | UTILITY | ROVER   |
| BUICK         | ALFA    | MGA     |
| LAMBORGINI    | NISSAN  | HILLMAN |
| RAMBLER       | TRIUMPH | YARIS   |
| VIVA          | AUSTIN  | CABS    |
| TOYOTA        |         |         |

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*As 4<sup>th</sup> May should have been our normal General Meeting Night, the following are some events in motoring history from that date.*

**1904.** The Honourable Charles Rolls and Henry Royce met for the first time at the Midland Hotel in Manchester, UK. The two men quickly decided they should join forces to produce and market high-class cars – and set the seal on their agreement with a simple handshake. It was more than seven months until the contracts were signed on 23 December 1904, marking the official start of business for Rolls-Royce Ltd.

**1920.** American Harry Miller was granted a US patent for a race-car design that introduced many features incorporated into race cars in the following decades. Among Miller's countless patented breakthroughs were aluminium pistons and engine blocks, off-beat carburettors, inter-cooled superchargers, and practical front-wheel drive. Born to German immigrants in Menomonie, Wisconsin, in 1876, Harry Miller shunned his father's encouragement to become a painter and chose instead a career in engineering.



*1920 Miller TNT race car.*

*Some Motoring Trivia*

The late Colin McRae was the youngest ever World Rally champion at just 27 years and 89 days old.

Driving the Bugatti Veyron at its top speed of 253 mph will drain its 26.4 gallon tank in 19 minutes.

The British Army saved the Volkswagen Beetle. Major Ivan Hirst was ordered to take control of the heavily bombed Volkswagen factory at Wolfsburg in Germany. He oversaw the removal of an unexploded bomb which had fallen through the roof, and persuaded the British military to order 20,000 Beetles.

In Turkmenistan, car drivers are entitled to 100 litres of free petrol each month.

## *Not So Good Friday - Friday 27 March*

The tribe at an outer western Brisbane suburb rose early except for Whiskers the cat – as this was the one day we were allowed to have our handyman Jamie back because we were in isolation due to Alan's age.

Jamie arrived and after conversation in 2-metre voices he said he'd start to clear the gum leaves off the pool shade sail which was hanging down lower than a dachshund's tummy. He cleared a lot then came down off the ladder to survey the situation. Next thing he fell into the pool. This necessitated a trip to his home at Forest Lake to change clothes. He arrived back later to complete the job, so we asked him if he had brought his boogie board. He finally departed and there was brief panic as Alan thought he had accidentally taken the aluminium pole used for cleaning the pool. Hectic rushing around found it back in its correct place in the pool just before Carolyn tried to phone him.

Relative peace remained as we awaited the phone consultation from our doctor in Kenmore. She rang ten minutes early and after consultation with both of us said if we came straight in to the surgery she would give A. a quick check-over and we could have our flu injections at the same time. OK – so we'd be there in half an hour.

A went to get the garage keys, as he'd locked up before the phone call. But – the xxxxxx keys weren't in their usual place. Much panic – so we decided that we'd have to go in A's Kluger. We made it, talked to the Doctor, had the flu injections and came home successfully.

Now on the way in A. remembered we had a key to the top garage planted - yes planted – in the garden. Said key opened one side door and once in it was possible to open the other – on C's side – with the knob on the lock.

Smart guy A. figured if he bored a hole in the door of the bottom garage below the lock on the door it should be possible to open the door with the knob. – But not so. After strenuous drilling and knocking out the small piece, A poked his finger in, but there wasn't a knob. Next thought was to take a panel off the small end under the window in the back of the garage. Now the urgency for getting into the bottom garage was that the two lawn mowers were in there, and the grass (weed) growing on what can loosely be called the footpath was growing taller by the minute. While considering the situation A. checked again the myriad of keys we keep in a safe place in a container and found one that – now wait for it – fitted the bottom garage and then C. checked her house keys to find one for her side of the top garage! Now we're waiting to get to a locksmith / keycutter for duplicates.

After this we sat down and enjoyed our much needed pre-dinner tippie.

But – the elusive keys are still elusive.

The moral of the story is:

No matter what the problem is, there is always a KEY to it.

\* \* \* \* \*

*A little bit of.. HUMOUR*

Thou shalt not.....☹

Murphy showed up at Mass one Sunday and the priest almost fell down when he saw him. He'd never been to church in his life.

After Mass, the priest caught up with him and said, "*Murphy, I am so glad ya decided to come to Mass. What made ya come?*"

Murphy said, "*I got to be honest with you Father, a while back, I misplaced me hat and I really, really love that hat. I know that McGlynn had a hat just like mine and I knew he came to church every Sunday. I also knew that he had to take off his hat during Mass and figured he would leave it in the back of the church. So, I was going to leave after Communion and steal McGlynn's hat.*"

The priest said, "*Well, Murphy, I notice that ya didn't steal McGlynn's hat. What changed your mind?*"

Murphy replied, "*Well, after I heard your sermon on the 10 Commandments I decided that I didn't need to steal McGlynn's hat after all.*"

With a tear in his eye the priest gave Murphy a big smile and said, "*After I talked about 'Thou Shalt Not Steal' ya decided you would rather do without your hat than burn in hell, hey?*"

Murphy slowly shook his head. "*No, Father, after ya talked about 'Thou Shalt Not Commit Adultery' I remembered where I left me hat.*"