

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

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

**VETERAN TORQUE**

**JULY 2020**



*Syd and Pauline participated in a “Mother’s Day Cruise”  
(photo reproduced with permission of the Tamborine Bulletin).*



## 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:**  
**Treasurer**  
**Secretary**

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

**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.**

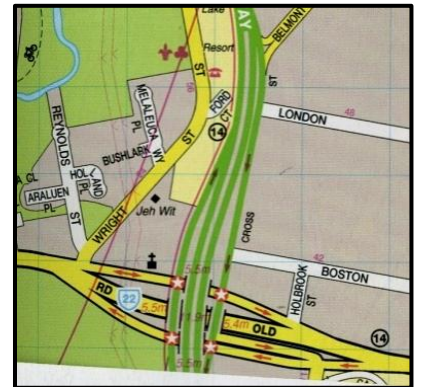
**All articles for publication in "Veteran Torque" must be with the Editor by the 20<sup>th</sup> of each month.**

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)

*Working from home. In pyjamas. Angry at the world. Filled with anxiety. Nothing is different.*



# *President's Report*

Welcome to another month of restrictions, although the light is looking brighter.

## **Clubrooms**

As long as Stage 3 goes ahead as planned on 10<sup>th</sup> July, we will be ready to open the clubrooms for general meetings albeit with some restrictions. All resident clubs have been notified and most are planning on resuming meetings after that date.

The committee members set up the seating after the last meeting to test the social distancing measures and a dedicated hand washing station has been established at the second sink in the kitchen. The cleaner will resume duties on July 9<sup>th</sup> and then weekly thereafter and will leave sanitiser and paper towels for clubs to use before and after meetings.

Unfortunately, we have had to keep the kitchen closed until restrictions further ease.

## **Committee Meetings**

We have resumed committee meetings at the clubrooms as we meet during the day and can use the auditorium. For clubs who use the committee room this is now limited to 4 people while the restrictions last.

## **General Meetings**

Unfortunately, the new eased restrictions won't be in place for our July meeting. Our first General Meeting under the new arrangements will be **Monday 3<sup>rd</sup> August**. We will not be able to enjoy dinner beforehand and supper is also off the menu.

## **1970 International Rally Movie**

As it is now 50 years since the first Australian International Rally, I have been working with Greg Hill to find a copy of the 1970 International Rally movie to have it copied to digital format for its 50<sup>th</sup> anniversary. I'm pleased to say we were successful and will show it after the August meeting in lieu of supper.

There are still a few of our members who were on the rally including Graham Crittenden in Old Whitey and Malcolm Sypher in his Rover and both still have the cars. Other members were either navigators or back up crew including Grahame Wilkinson, Greg Hill, Doug Partington and Linda and myself. John and Alison Day were also there in their Vintage Model A Ford. Many of the cars in the Club were on the run although they are now with different owners. Geoff Clegg's Talbot was there driven by his parents, Graham Crittenden's Stoewer driven by his parents, Keith and Ann Bartley's Star then owned by Ed Uebergang, Terry and Regie Lewis's Waverley owned by Tim Osborne, Ed Sims Reo now owned by Andrew and Christine Gauld. The RACQ Rambler was also there with its then owner Wal Anderson, although driven mostly by Doug Partington. I hope I haven't missed anybody, as the memory bank is not what it used to be.

## **Events**

It looks like our V&V Swap may be able to go ahead on the 22<sup>nd</sup> August. We don't have more than 100 people on the grounds at any one time and we can certainly satisfy social distancing requirements. We just need to make sure that Stage 3 goes ahead as planned on 10<sup>th</sup> July.

It is also looking good for our rally programme, Phil has confirmed that the Crows Nest rally has been rescheduled to 25<sup>th</sup> to 27<sup>th</sup> August. The Caravan Park has held a number of cabins and anybody planning to go should phone and book before the southern nomads arrive. The phone number is 07 4698 1269. As I write, Phil is in Crows Nest finishing the planning and as there is still no meeting this month, full details will be emailed out soon.

There may even be an opportunity to fit in another later in the year as we will not be travelling to Victoria for the National in October.

## **Working Bee Saturday 4<sup>th</sup> July**

The property is looking good with the new mowing contractor taking care of the grass so it is time to tidy up the gardens and take care of a few small maintenance jobs. To try to have that finished before the clubs get back to a normal meeting schedule, we have called a Working Bee for Saturday 4<sup>th</sup> July from 8.00am. All volunteers will be most welcome

## **AGM**

The AGM was due to be held on the 7<sup>th</sup> September, but as a number of positions will become vacant this year the committee thought it wise to postpone it to the December meeting. President and Secretary will both be up for grabs and if anybody has a desire for any of the roles please come forward, it is a very rewarding experience and a great Club to be part of the management group.

## **Membership**

With everything that has happened this year your committee decided not to increase the membership fees this year. The invoices have been sent out and remember that a direct debit to the bank account is the easiest way to pay your subs.

Still a couple of months before we meet again but in the meantime enjoy your extra freedom.

## **Peter Arnold**

*We have recently learned of the death of Club Member Ken Burchill.*

*Ken was the owner of a Maxwell Q that he had brought in from the States and which he was in the process of restoring.*

*Ken was a long time friend of Alan Carpenter of some fifteen years, and according to Alan was responsible for keeping the Little on the road when he had problems with it.*

*The following Club Members have recently had health issues. We hope they are all now well on the way to recovery.*

- Dulcie Wilkinson had a fall which resulted in a spell in hospital to repair a broken leg. She is now recovering back in the Nursing Home.*
- Bernie Forster is recovering at home after a stay in Hospital.*
- Graham Bridge has had a shoulder reconstruction*
- Trevor Farnell has a new knee*

## CROWS NEST VETERAN CAR RALLY -AUGUST 25<sup>TH</sup> TO 27<sup>TH</sup>, 2020

This is a mid-week 3 day Hub Rally based at the Crows Nest Caravan Park previously scheduled for mid-May. You will need to arrive on **Monday 24<sup>th</sup>** and leave **Friday morning 28<sup>th</sup>**.

The Caravan Park is well-appointed and well run and provides cabins, including some de-luxe and two bedroom 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 free WiFi. It boasts a restaurant on-site which serves the surrounding area and the C/V Park.

Crows Nest has a service station, a separate motor repairs workshop (RACQ service base), shops, cafes, a small supermarket and a very fine bakery, But the well-known 2<sup>nd</sup> hand furniture shop has closed. 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 and Brymaroo where a surprising monument to little-known WWII military aviation history nicely complements our visit to the Army Air Services Museum at Oakey next day. It's an interesting and pleasant drive now following the easing of drought conditions and it offers a number of interesting historic features. Lunch is currently intended at Peranga Bowls Club.

**DAY 2** is a quite different day. We travel south on the Highway for 5 kms, then west along the Pechey-Maclagan Road, pass through Goombungee and about 13 kms beyond we turn south to Oakey to spend some time at the Army Air Services Museum for a guided tour of their exhibits – including some very interesting early aircraft from the beginning of the 20<sup>th</sup> Century. There is a charge for the Museum. We head north for lunch at the historic Goombungee pub, Then it's back to Crows Nest via Bergen for a 4 pm finish. Distance about 119 kms on mostly easy roads.

**DAY 3** is different again. It's been shortened and hills have been cut to the unavoidable minimum by changing from the earlier Cooyar destination to Kingsthorpe. We head north out of Crows Nest for five kms then west on the Haden- Crows Nest Road turning off it at Bergen just before the hills and head south to Goombungee then south to Kingsthorpe and return via the Meringandan Pub for lunch, after which one may choose to visit the Cooby Dam, the Highfields tourist traps, the Pioneer Park and Village or a small restoration workshop, returning to Crows Nest around 4.00pm – about 123 kms. for the day.

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 PROVIDE NUMBERS FOR THE LUNCH VENUES AND THE AIR MUSEUM.

PHONE FOR THE CARAVAN PARK IS - 07 4698 1269

Website - [www.crowsnestcaravanpark.com.au](http://www.crowsnestcaravanpark.com.au)

Email - [bookings@crowsnestcaravanpark.com.au](mailto:bookings@crowsnestcaravanpark.com.au)

Those who submitted Entry Forms for the May dates please contact me to confirm whether you are coming. Others please let me know of your interest and I will arrange for you to receive an Entry Form – but most importantly, contact the Caravan Park and book your accommodation.

Phil Fletcher Phone (07) 33786743 - Mobile - 0408 803 182

Email - bayard4c@gmail.com

It is claimed that the town was named after **Jimmy Crow**; his statue stands in the heart of Crows Nest and is a reminder of the friendly relations which existed between some Aborigines and some of the early European Settlers. Crow lived in a hollow tree. He used to advise the bullock teamsters and travellers who passed through the town and he was held in such respect that the town was named after him and the statue was placed in the centre of town to honour him. There is a plaque which explains: *"In the early days when teamsters visited this area Jimmy Crow, an Aboriginal named by early settlers, used a hollow tree as his gunyah. He was relied on for information and directions. This place was used as a camping place by teamsters and travellers and became known as Jimmy Crow's Nest hence the name 'Crows Nest'."*



## *Mother's Day Cruise 2020.*

On Mother's Day Syd and Pauline ran a Cruise around the local Riemore Estate for the locals to participate in and view a great collection of local cars. This was the second Covid cruise run in the Estate and the local folk sat by their front fences and watched the parade of Classic and Veteran cars run around all of the streets.

Around 30 Classics and 2 Veterans took part and the event was considered a good fun day by all.

Teddy was even able to phone his Mum while on the run in the 1910 Standard.

Now we just wait for the "Freedom cruise" in the near future  
Unfortunately, there are no shots of the Classics as, many will know, when driving a Veteran all hands are required and the passenger has to hold onto her hat.

*The following photos are reproduced with permission of the Tamborine Bulletin.*



## The History of Concessional Registration in Queensland

The Veteran Car Club of Queensland was formed on 27 May 1956. Members' cars could be fully registered or operate on a day or weekend permit obtained by visiting the Main Roads Office in Albert Street, Brisbane. This became a tiresome procedure, particularly for country members, so an alternative method was sought.

Alan Sypher and Tim Osborne were both club members and also businessmen in Brisbane. They were friends with the then manager of the Registration Branch, Mr. Bill Clarke, and Bill became a regular passenger on many early club events. Bill Clarke could see the problems being experienced by club members and decided to look into the problem.

A concessional registration system was introduced by the Main Roads Department which used standard issue registration plates, but at a reduced annual fee. This system worked well for veteran cars, but by the mid 1960s it was decided that a special number plate format was required.

A square Veteran plate with white print on a black background was introduced on 18 February 1968. The first batch of numbers 001 to 200 was issued for cars. Plates 201 to 299 were issued for motor bikes on 31 May 1968.

The next problem was how to distribute these new number plates, and the Main Roads Department decided to allocate them in the order that the vehicles were first concessionally registered.

Qld Veteran plate 001 was issued to Tim Osborne for his 1912 Waverley on 18 February 1968. A later batch of Veteran plates 300 to 999 was available, but number 411 was the last Veteran plate to be issued, on 29 September 1998.

Qld Vintage number plates were first issued on 11 May 1970 with 001 to 200 and 300 to 1199 being issued with black print on a white background. Motor cycle number plates were issued for 201 to 299. In 1980, Qld Vintage number plates from 1200 to 9999 were issued with green print on a white background.

Qld Historic plates were introduced on 23 November 1978 for later model vehicles. These were black background with white print and numbers ranged from 1000 to 9999. Qld Historic plates for motor bikes were introduced on the same date with a number range from 100 to 999. There seemed to be an overlap as Historic plates were issued to some Veteran and Vintage vehicles while other vehicles were still issued Veteran and Vintage plates.

The 30 year rolling date for Classic and Historic vehicles was granted on 24 December 1985.

The "S" plates starting at number 10000 were introduced in July 1998 to overtake all previous concessional number plates.

Greg Hill

The following is reproduced with permission from Bob Trevan

news comes from Bob Trevan about the early buggy life in the town. He enclosed the copy on the left of "our first used car ad" from the Northern Star dated 20/1/1911.

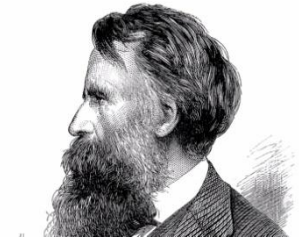
**F O R S A L E.**

Why drive a horse when you can get a MOTOR-BUGGY to seat three adults, 12 horse-power, 2 cylinders, double ignition (magneto and battery), hood, side lamps, large acetylene head-light, space for luggage, splendidly finished, easy to drive, cheap to run, thorough working order; trial given. Price only £85. Owner getting larger car; must sell. Early inspection invited at HARRISON and TREVAN'S GARAGE (next Macgregor Dunn's Office), Lismore.

Note.—This machine is cheaper to run than a horse, is capable of over 20 miles per hour, and will pull easily through sand or mud. Six similar machines in use in Lismore.

## HISTORY OF PNEUMATIC TYRES

In 1845, Robert W. Thomson (1822-1873), a Scottish engineer patented the air-filled tyre, which greatly reduced vibration and improved traction. Despite his genius, his idea was ahead of its time. Rubber was too expensive for the tyre to be profitable, and the pneumatic tyre was forgotten.



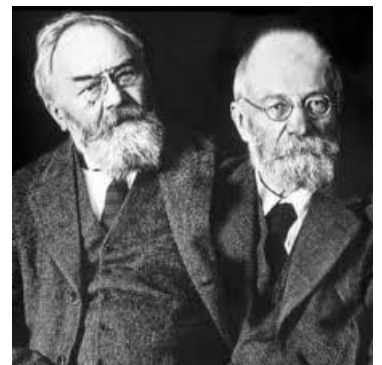
In October 1887, John Boyd Dunlop, a Scottish vet living in Belfast developed the first practical pneumatic or inflatable tyre for his son's bicycle when his son complained of a sore bottom after riding to school over cobbled streets. Dunlop's solution was to replace the hard rubber tyres with air-filled pneumatic ones and he noticed that the ride became a lot smoother. Using his knowledge and experience with rubber, in the yard of his home in Belfast fitted it to a wooden disc 96 centimetres across. The tyre was an inflated tube of sheet rubber. This proved not only more comfortable but faster too, as his son began consistently winning cycle races.



At a famous cycle race on the Queen's College playing fields in May 1889, Dunlop persuaded the cycle champion Willie Hume to use his new pneumatic tyres. Hume won the race, creating such a demand for the new tyres that the Dunlop Rubber Company was swiftly formed. The invention caught on like wild fire and soon Dunlop's tyre replaced all other forms of tyres in the world. The patent was granted on 7 December 1888.

It took another seven years for someone to make the leap. André Michelin and his brother Edouard, who had previously patented a removable bike tyre, were the first to use pneumatic tyres on an [automobile](#). Unfortunately, these did not prove durable.

*The Michelin Brothers.*



It wasn't until Philip Strauss invented the combination tyre and air-filled inner tube in 1911 that pneumatic tyres could be used on automobiles with success. He applied an invention of his father Alexander Strauss and produced "a combination fabric reinforced hardened rubber tyre and rubber inner tube". On December 2, 1890, Alexander Strauss and Joseph F Bromley were granted US patent 441,820; "Tire for Vehicles and Wheels. The word tire is believed to be derived from the word "attire", referring to the dressing of the wheel by the wheelwright. The 1st solid rubber tire was produced in 1846 by Thomas Hancock. The early pneumatic tires were mainly covered with leather, some held together by rivets or laced.

In 1898 Frank Seiberling founded the Goodyear Tire and Rubber Company, naming the company in honour of Charles Goodyear (1800-60) who in 1839, by adding sulphur to melted latex, invented the vulcanised hard wearing rubber that the first rubber tires were to be made from. It wasn't until 1844 that Goodyear applied for and was granted US patent #3,633 for vulcanized rubber.

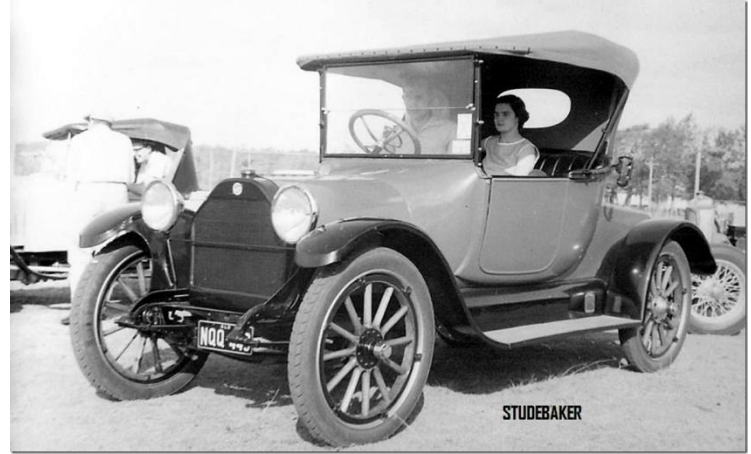


## WHERE ARE THEY NOW?

[With acknowledgement to Greg Hill]



*Dave Fiechtner's Renault*



*? John Akers 1916 Studebaker?*

*The unidentified Renault with pre-Veteran "N" number plates probably at the first Kankanya at Slacks Creek in 1966*



*Leon Birss' Renault*



*SOME HUMOUR*  
[With thanks to Kevin B]

A man walked out to the street and immediately catches a taxi in New York City .

The Cabbie says, "Perfect timing, you're just like Brian. "

Passenger: "Who?"

Cabbie: "Brian Sullivan. He's a guy who did everything right all the time. Like my coming along when you needed a cab, things happen like that to Brian Sullivan, every single time."

Passenger: "There are always a few clouds over everybody."

Cabbie: "Not Brian Sullivan. He was a terrific athlete who could have won the Grand Slam at tennis or played golf with the pros. He sang like a bird, danced like a star and played the piano . He was an amazing guy."

Passenger: "Sounds like he was something really special."

Cabbie: "There's more. He had a memory like a computer, remembered everybody's birthday and knew all about wine. He could fix anything. Not like me. I change a fuse, and the whole street blacks out. But Brian Sullivan could do everything right."

Passenger: "Wow... Some guy that Brian."

Cabbie: "He always knew the quickest way in traffic and avoided every traffic jam. Brian never made a mistake, and he really knew how to treat a woman and make her feel good. He would never answer her back even if she was wrong; and his clothing was always immaculate, shoes highly polished too. He was the perfect man! No one could ever measure up to Brian Sullivan."

Passenger: "An amazing fellow. How did you meet him?"

Cabbie: "Well, I never actually met Brian. He died. I'm married to his bl\*\*dy widow."

\* \* \* \* \*

[Thanks to Rhonda G. for forwarding the following]

**BREAKING NEWS on the  
CORONAVIRUS**

ALERT!!  
The CoronaVirus Can Be Spread Through Money. So If U Have Money At Home, Put All The Money into a Plastic Bag N Put it Outside The Front Door. I'm Collecting All The Bags Tonight For Safety. The Virus Doesn't Spread Through Coins So Keep Those. Just Doing What I Can <sup>100</sup>

**NEVER IN MY  
WILDEST DREAMS  
DID I IMAGINE  
I'D GO UP TO  
A BANK TELLER  
WITH A MASK ON  
ASKING FOR MONEY.**

The Spread of COVID-19 Is Based On Two Factors:

1. How Dense The Population is
2. How Dense The Population is

**Does anyone know if we can take showers yet or should we just keep washing our hands ??**

Is it too early to put up the xmas tree yet? I have run out of things to do.

**If you've run out of things to do, you could pen a contribution For Veteran Torque. [Ed.]**

## A CLASSIC COINCIDENCE

Part of my old-age therapy is reading and what better reading for an old car nut is there than the magazine "Thoroughbred & Classic Cars" which I collect from our local newsagent monthly.

Much to my surprise in the June 2020 issue there is an article on the restoration of a 1920 Angus Sanderson car. As I read the article I realised I knew that car and the story is as follows.

Way back in 1931 my mother, my brother and I went to live temporarily at Swansea on the east coast of Tasmania where the climate was thought to be better for my brother's health. Our "home" was The Guest House operated by the Morey family, Frank, Maud and four children.

Now Frank owned an Angus Sanderson car which was very unusual as in those days most people had a Ford or Chevrolet. Even at the tender age of eight I was becoming a car nut so was very intrigued by the A/S. It was a medium sized car with a 4 cylinder engine, but what I remember most was the horn button in the top front corner of the driver's door, supposedly to be operated by the driver's knee. The body was painted mid green and I think the hood was fawn.

The present owner is Tom Sanderson, a great-grandson of the founder of the original Company. He had been looking for a car for years and found an advert. On Australian 'Gumtree', but the owner didn't want to sell it as it had lived in Tasmania all its life.

This jiggled my memory as I then felt sure it was Frank Morey's car. I knew the car well and had many rides in it but lost track of it during the War (1939-45). Later I heard that it had gone to Pearns Steam Museum at Westbury, so when we were rallying at Devonport I tried to track it down but received a negative response. It is pleasing to know that it still survives.

One thing the article mentioned is that when collected the car had four extra wheels. The wheels on the car were three different sizes. This I can explain as in the 1930's Frank had wheels altered to run a larger section tyre because the original size tyres were unavailable in Tasmania. Fortunately the four extra wheels were the correct size.

A run I remember most happened one fine day when Mrs Morey suggested we go for a picnic to Spiky Bridge, a convict structure about four miles south of Swansea on the main road. The Angus as it was known couldn't hold the tribe of adults and children so Bill Room – a local with a Chev. – loaded up the rest including me. We were trundling along beautifully on the gravel road when we came to a slight uphill rise with a slight right hand bend at the top. Mrs Morey who was leading took the rise well but not the bend, and continued straight on through a wire fence, bounced over a large flat rock and landed in a cloud of dust in the paddock. Fortunately there was no harm done to the car or passengers. Mrs Morey never drove again. I don't remember if we continued on the picnic, as it turned out to be a different type of picnic.

### Alan Robinson

The old established coachbuilding firm of Sir William Angus, Sanderson & Co Ltd was founded in the late 18th Century and commenced motor manufacture in 1918 at Thomas Street, Newcastle upon Tyne. Mechin's of Glasgow supplied the chassis frames; engines came from Tylor of London; axles, gearboxes, steering gear and radiators from Wrigley's of Birmingham and electrics from Lucas. The coachwork was made in house, while wavy disc wheels were a feature of early examples. The stylish radiator was designed by Cecil Kimber, later the proprietor of Morris Garages and founder of MG. The 2,265cc four-cylinder engine was increased in capacity to 2,306cc in May 1919 and in June of that same year the Firm moved to a large modern factory in Birtley, Durham that had previously been employed making munitions. Under capitalised, Angus-Sanderson was soon in financial difficulties and its new plant's potential capacity was never realised. In 1921 the company was restructured under the control of S F Edge and after a further few hundred cars had been completed at Birtley, production was shifted to the old Graham-White works in Hendon, Middlesex. First seen in 1922, a prototype 8hp light car appears to have come to nothing and Angus-Sanderson's output of its existing models declined throughout the 1920s. The last cars, almost certainly assembled from existing stocks of parts, were completed in 1927.



## MARKET PLACE

### FOR SALE

\* **PARTS FOR 1911 RENAULT 20HP. –**

- 1 x Chassis
- 1 x Coffin nose bonnet
- 2 x Front axles (1 x straight & 1 x curved)
- 1 x Rear axle complete with drive shaft & brakes
- 4 x Wooden spoked wheels (2 front wheels are in excellent condition & the 2 rear wheels have been re-spoked)
- 4 x Rims
- 4 x Tyres
- 4 x Spare rear axles
- 2 x Steering boxes
- 1 x Engine
- 3 x Gearboxes (two in good condition)
- 1 x Radiator
- Extra flywheels & fans
- Boxes of nuts and bolts plus various small parts
- Various wood patterns
- Miscellaneous other parts, some drawings & other information.

No other body parts.



**Price:** \$9,000 o.n.o.

**Contact:** Andrew Rockliff (on behalf of Club Member Peter Rockliff.)

**Email:** [andrewrockliff@mac.com](mailto:andrewrockliff@mac.com)

## FOR SALE

\* Having recently turned 85 I am retiring from long distance runs and rallies so I offer my **1910 BRUSH D24** for sale.

I have rallied this Brush in NSW and my son Craig successfully drove it from Perth to Sydney on the 2012 Centenary Expedition.

Since then I have had all mudguards and bonnet professional painted, new white NON SKID tyres, new upholstered seats and have thoroughly examined the engine, transmission and differential.

Sale price: - Offers around \$25,000 - Piambong – 0409712101

I am keeping my other D26 which has the world's only 2 cylinder Brush Motor

Also offered for sale is my **1910 D26 SINGLE COMPLETE MOTOR** –

Sale Price: \$1,500

Bob Lamond



## WANTED

I am looking to purchase a **VETERAN DODGE**, would need to be a runner as I would like to be able to use it. All considered.

Contact: Roger Hill: Email: [rhill@icloud.com](mailto:rhill@icloud.com)



*Can anyone identify this odd-looking car that was photographed in front of the Frank Blair statue at Lindell, Missouri in 1906. The engine is amidships and it could possibly be belt drive.*

*[From Alex Gow's latest collection]*

### **A little bit of.. HUMOUR**

[With acknowledgement to Kevin]



A woman, cranky because her husband was late coming home again, decided to leave a note saying "I've had enough and have left you...don't bother coming after me." Then she hid under the bed to see his reaction!

After a short while her husband came home and she could hear him in the kitchen before he came into the bedroom. She could see him walk towards the dresser and pick up the note.

After a few minutes he wrote something on it before picking up the phone and calling someone... "She's finally gone...yeah I know, about bloody time, I'm coming to see you, put on that sexy French nightie. I love you...can't wait to see you...we'll do all the naughty things you like." He hung up, grabbed his keys and left.

She heard the car drive off as she came out from under the bed. Seething with rage and with tears in her eyes she grabbed the note to see what he had written:... "I can see your feet. We're outta bread.....be back in five minutes."

