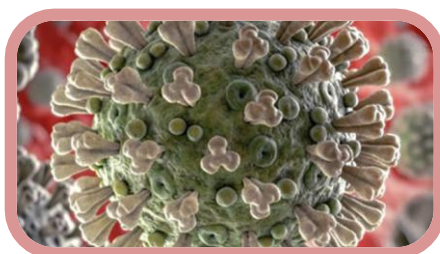


THE VETERAN CAR CLUB OF AUSTRALIA (QUEENSLAND) INC.

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

VETERAN TORQUE

AUGUST 2020



Post Covid-19 Lockdown.

GENERAL MEETING : 3 AUGUST

**CROWS NEST RALLY:
25 – 27 AUGUST**

**CLUB SWAP:
22 AUGUST**



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
treasurer.vccaq@gmail.com
secretary.vccaq@gmail.com

Editor

redbubble@picknowl.com.au

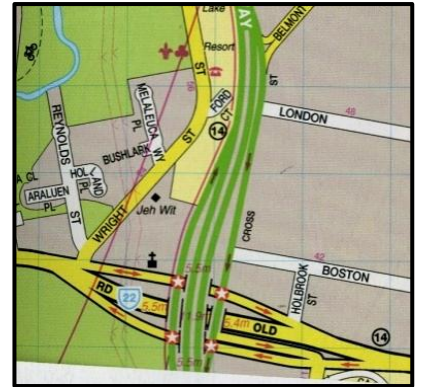
The Club holds its meetings on the first MONDAY of each month (excluding January). Meetings are held in the VCCA(Q) Clubrooms at 1376 Old Cleveland Road, CARINDALE. (Corner of Old Cleveland Road and The Gateway Arterial Road – Refidex Map 182 E5). Meetings commence at 7.30 pm, and Visitors are always 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.

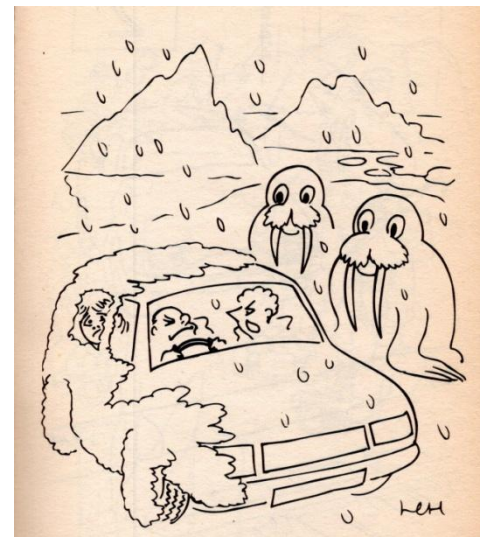
All articles for publication in "*Veteran Torque*" must be with the Editor **by the 20th of each month.**

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

"I told you to ask for directions!"



President's Report

Welcome to August and the month where we may just start to get out and about again.

Linda and I had an opportunity to get away in the motorhome for a few weeks before the activity starts up again. While we at Hervey Bay we had caught up with Ken and Gwyn Wells and new members, Bob and Diane Carruthers. Ken has been sprucing up their motorhome while in lockdown and Bob has been getting a new hood and tonneau on their 1916 Buick, hopefully we will see it at Crows Nest.

Clubrooms

There have been a number of meetings held at the clubrooms during the month and while suppers are off the menu for the moment, dinner on the veranda has been working for those clubs having it.

Working Bee

The volunteers who attended the last working bee did a great job cleaning up the garden behind the BBQ, thanks to all. Garden renovation will continue to be the focus of the Wednesday Social Working Bees to get them ready for the next growing season. The August date is Wednesday 19th, in time for the Swap.

General Meetings

Our first General meeting at the clubrooms under the new arrangements will be **Monday 3rd August**. We will not be able to enjoy supper, but dinner beforehand will be available for those who wish to come early. Extra tables will be available to ensure appropriate distancing is observed and for those who need to heat meals, the kitchen is limited to 2 people at a time.

Past Events

Yes, we can report on past events, the Northside Rally last month was well attended although rain was threatening this month's event and only 3 of us turned up in modern.

The North Queensland team had much more success. Once the Burdekin machinery weekend and our rally were postponed to next year, they decided to have a local run when the restrictions were eased. Dave Martin and Les Wassmuth invited the northerners to join them for a 4 day run with 10 vehicles including 2 motorcycles participating. Dave reports that it was a great few days and something they should repeat more often perhaps at different venues. See Glenn's report for full details.

Events for August

At this stage we are planning to go ahead with our **V&V Swap Meet** on Saturday the 22nd August. We will have a plan for the day to spread out the stalls using the bottom car park and grassed area allowing for stall holders and shoppers to spread out. We will keep an eye on virus number in the south east and make a final call on this closer to the event.

Planning is well underway for the **Crows Nest Rally** on 25th to 27th August. Phil tells me that he has received entry number 30 indicating that everybody is eager to get on the road.

1970 International Rally Movie

Last month I reported on finding a copy of the Rally movie and listed those vehicles and people who are still around. I said I hoped my memory was still functioning well but alas, there was one important omission, my partner in crime who did most of the legwork in sourcing the film, Greg Hill. Greg was there as backup for our past life member and benefactor to the clubrooms Don Roberts, in his 1915 T Ford which Greg and Irene now proudly own.

We have been waiting for an appropriate time to have the Queensland 50th Anniversary Premiere of the film and have decided that Crows Nest will be the venue. Copies of the video will be available for sale during the event.

TAVCCA (The Association of Veteran Car Clubs in Australia.)

Incorporation - At the last TAVCCA AGM it was decided that the Association should investigate becoming incorporated. This was not seen as necessary in the past as all of the member clubs are incorporated in their States, but as things change the delegates thought it is time to consider it. A sub-committee has been meeting to draft a new constitution which will be lodged in South Australia. The sub-committee has been meeting regularly by teleconference with Peter Allen of VCCSA authoring the document. We are now getting close to having a draft document ready for consideration by member clubs. The model rules in each State seem to be fairly similar and in the main it will reflect our own document. There will be differences however, which reflect the different nature of the National Body. I will present these to the Committee and General Meeting once they are ready.

Patron - Another resolution of the AGM was to invite the Governor General of Australia to be the Association's Patron. Secretary, Hamish McDonald has advised us that His Excellency, The Honourable David Hurley AC DSC (Retd). had agreed to bestow patronage on our Association as National Patron. This is a great achievement for the Association and we thank Hamish for his good work.

New Members

A big welcome to new members, Russell and Genevieve Stewart from Moore Park Beach near Bundaberg with their 1910 Model T Ford. Russell was instrumental in organising the Moore Park day during the Bargara Rally. Welcome to you both and we look forward to seeing you out and about soon.

Looking forward to seeing some of you out and about this month.
Safe motoring

Peter Arnold

CROWS NEST RALLY - 25th to 27th AUGUST, 2020

It's no great surprise that members are urging to get out there and get active in the country after the lifting of the tightest of the Covid restrictions, but it has certainly been a very satisfying surprise that we have now 30 entries, including several from Central Queensland, Inverell and Moree. We have long-term members we haven't seen for a while and a number of new members on their first Club Rally. Unfortunately a few will not be able to bring their veterans.

While the numbers are a great response they are also a challenge given the need for social distancing. Most lunch, dinner and meeting venues cannot cope with more than 50 people and nor can places worth a visit during the rally. This has governed what we can do and where we can go and makes it difficult to cope with more than a few extra entrants. Although all the cabins at the Caravan Park have been booked out there are motel rooms available opposite at a negotiated reduced price; any new entrants intending to book should contact me first.

Some hills close to Crows Nest necessitate a few compromises, so a couple of sections of road are travelled more than once and alternative routes for part of one of the day runs are to be provided for cars challenged by hills.

A significant number of entrants have asked about Period Costume. It is optional and encouraged for those who wish it.

A low-key Rally Dinner is planned for the last rally evening (Thursday, 27th) at the Caravan Park restaurant. Happy Hours will happen as usual and evening entertainment is contemplated, including a showing of the 1970 International Rally video (on its 50th anniversary). Briefings will be in the evenings for each following day's run.

A reminder to any entrants who have not done so – please send the \$5 Entry Fee to the Treasurer. And for any who have not sent an Entry Form to me – please send one or at least email details of Car entered (if slower or less powerful); also number of people and any dietary issues (so I can advise meal venues).

Finally, planning is progressing for the next rally - scheduled for the first weekend in November, based in Warwick. Current thoughts are that entrants may treat it, according to convenience, as a 2, 3 or 4 day event from Friday 30th Oct. to Monday 2nd Nov. Coinciding with the London to Brighton Run on the Sunday a special Emancipation Day Event is planned with Rally Dinner in the evening and hopefully a Period Costume Event. The Saturday evening is Halloween and the opportunities for some entertainment are almost endless (especially with Costume).

Happy Rallying,

Phil Fletcher



The Association of Veteran Car Clubs in Australia (TAVCCA)

www.tavcca.org.au

- PRESS RELEASE - **TAVCCA bestowed patronage by the** **Governor-General of Australia**



Press release date:

Sunday, 19 July 2020

The Executive and Delegates of the Association of Veteran Car Clubs in Australia (TAVCCA) are honoured and delighted to share with member clubs, and the wider Australian veteran vehicle community, that the Governor-General of Australia - His Excellency, the Honourable David Hurley AC DSC (Retd) - has agreed to bestow his patronage on our Association as our national Patron.

Following an invitation from TAVCCA to assume this role, His Excellency's letter of acceptance states that he "is delighted to accept the honorary role as Patron of our Association."

The appointment of His Excellency, the Governor-General of Australia as our Patron is a significant milestone that typifies the national status of our movement specific to veteran vehicles, but also affirms and strengthens the continued work of TAVCCA in advocating, coordinating and delivering positive outcomes to all historic vehicle users.

Press release approved by H McDonald, TAVCCA Secretary/Treasurer

Fashions



There are many styles of fashions spanning the Victorian and Edwardian periods which encompass our Veteran vehicle era.

Costumes include hats, handbags, gloves, shoes, jewellery and everything in between.

Costumes add to the atmosphere when rallying. The public love to see "old" cars with their occupants suitably attired.

Twice a year, Brisbane hosts the Collectorville Vintage Fashion Fairs where suitable garments pertaining to your particular vehicle's era may be sourced at reasonable cost.

Also, Irene and Kathy will again have their costume shop on our Veteran Swap Day 22nd August at the Clubrooms, with suitable items for ladies and gents for sale.

Collectorville Vintage Fashion Fair: Sunday 18th October 2020

Location: Rocklea Showgrounds, Brisbane.
www.collectorville.com.au

We think Régie may be suffering Rally withdrawal symptoms [She's getting a head-start for Crows Nest.]

* * * *

2020 Veteran & Vintage Swap Meet - 22nd August

No Bric a Brac

Veteran Car Club Grounds 8am

**Gold coin donation as you drive in
Hamburgers**

**Bacon & Egg burgers
\$5 each**



The Burdekin Rally 2020

By Glenn Ridolfi



1910 REO, 1905 REO, 1908 REO [Photo: Grant Vormister]

How many of us can say we've been to a rally where Model T Fords were outnumbered by another make of car? Very few I suspect but this is what happened at our recent Burdekin Rally where REOs outnumbered Fords. Christine and Andrew Gauld had their 1905 model, Fay and Dave Martin their 1908 and Fiona and Len Kelly had their 1910 model. This isn't to say that there weren't any Model Ts - in fact there were a few but as they belonged to locals who seemed to change cars daily there were never more Ts than REOs at any particular time. Jan and Tom Callow had their '15 T at times as well as their Renault AX at others and even a '30 Ford A Coupe on display at their home when we visited while Christine and Les Wassmuth alternated between their '15 T roadster and their slightly later veteran T. Other brands represented were '09 FN (Wendy and Ron Byrnes), '09 Maxwell (Adrienne and Frank Cerutti), '18 Dodge (Melissa and Grant Vormister) and my '08 Cadillac. We also had two motorcycles with us - Ann and Bob Higgins with their 1912 Triumph and Denise and Arthur Scott with their 1914 Royal Enfield with cute sidecar. Locals Jan and Gary Crowdey followed us with their 1935 Packard as backup vehicle and a fine backup it was too.



Our rally commenced on Friday morning with clear blue skies and a crisp (for North Queensland) nip in the air. Perhaps luckily there were no participants from the SE corner to scoff at the Northerners who were all rugged up against what we consider cold. The start each morning was from Plantation Park, a lovely green oasis just outside town and a late move off of 10am was planned for this day to allow some participants who were driving to Ayr early that morning to check in to their accommodation and unload cars and luggage in time for the start. As things turned out a few unexpected delays meant we would be rushing to get to our smoko stop so the organisers decided that we would have smoko where we were and skip the planned stop further on. We didn't have a good start to the run as when I made it onto the Bruce Highway as we exited the park my car stalled so I had to quickly jump off and push the car out of the way and then try to start it again. After a few cranks it did start but as we travelled along it misfired quite a bit but eventually got over it and performed as it should for most of the rest of the rally.

We mostly travelled on lovely quiet country roads but, as mentioned above, our first drive was unavoidably along the highway for a short distance to the Burdekin Bridge where we drove under the northern side and had a chance to see this famous landmark close up and climb on it rather than just drive over it as we normally do. And quite spectacular it is from that angle.



From there we were off the highway and through the canefields and paddocks of vegetables until we arrived at Groper Creek, a waterside town popular with anglers, where the local Fishing Club served us a delicious lunch. After lunch we once again drove along quiet roads until we reached Charlie's Hill which is one of the very few areas of high ground in the district. A steep climb straight after a sharp left turn challenged those of us with single cylinder cars but most made it to the top. I'm not sure if it was a slipping belt or low fuel level that made Bob Higgins park his Triumph bike half way up and walk the rest of the way but once back on flat ground there was no stopping him again. Two cars had had problems prior to this, the Byres FN had fuel problems and the Kellys suffered engine problems with their REO, so didn't get to enjoy the view but luckily with repairs done both cars joined us the following day.



From Charlie's Hill we meandered to Tom's Toybox, the extraordinary private collection of machinery and eclectics of Tom and Jan Callow. Words can't describe this huge shed full of interesting stuff. Pride of place, I think, is the massive four cylinder Marshall tractor which I believe is the only one of this model left in the world. The job of restoring this machine makes our restorations of mere motor cars and motor bikes look feeble by comparison.



Day two had us again at Plantation Park and from there we travelled on rural roads with little modern traffic and stopped at a farmer's private park beside a fast flowing stream. The stream is supplied with water pumped out of the Burdekin River and flows to lagoons that are designed to replenish the aquifer that farmers pump out of for their crops. The park is covered with a manicured lawn like nothing I've ever experienced before. To walk on it is like walking on a foam mattress. Most cars looked like they had flat tyres with all the rubber below the bottom of the rim disappearing into the grass. Quite amazing. More relaxed driving took us to Mio College which is an ex-agricultural college which is now owned by a local farming family and sells their produce direct to the public and they have also converted the old college canteen into a very popular restaurant where we had our lunch. Here Covid19 affected us in that we exceeded the allowable number of patrons so two of our group had to sit outside. On our way home after lunch we stopped at a pumping station where huge pumps lift water from the Burdekin River into irrigation channels, once again for agriculture.

That evening Christine and Les Wassmuth invited us to their home for a barbeque dinner. A wonderful night of good food and good company. As well as the dinner, some of us got to see the engine for their single cylinder REO which is currently under restoration and that they will be bringing to Charleville next April. A very nice looking bit of machinery and the completed car will be something for us all to look forward to seeing next year.

On Sunday we headed to Rita Island which is an unusual sort of island as you don't need to travel over any appreciable body of water to get there. In fact a bridge over a narrow stream is about all I noticed that could make this an island at all. Somehow my navigator Ann and I mustn't have been paying enough attention and ended up doing a bit of a scenic detour. But on the up side we did get to see a fabulous private garden and the mouth of the Burdekin River that the rest of the group missed out on. When we got back to the group they were moving off so we just tagged onto the end and off we all went to a park back in Ayr for smoko. After this we tackled some urban streets before once again taking to the country roads till we arrived at the Burdekin Machinery Preservationists museum at Brandon. This was our lunch stop and the plan had been to dine at the Tavern across the road but probably because of Covid19 this was not possible and so our friends Jan and Gary Crowdey came to the rescue and supplied us all with fresh ham and salad rolls. Afterwards we had the opportunity to be guided around the museum where the preservationists use old school engineering machinery to restore stationary engines, vintage sugar mill machinery and another huge Marshall tractor, this one a two cylinder model of similar age to Tom and Jan's and equally as rare. This was followed by another pleasant drive amongst the fields finishing up in Ayr and off to our lodgings.

Some of the group had limited time away from home so had left before we again met at Plantation Park on Monday morning. But Wendy and Ron Byrnes showed with their FN in its trailer behind their tow vehicle to farewell us before they headed north. Our route today was again through scenic flat country finishing at Alva Beach for smoko. This was the last event on our run so this was when we said our farewells and I think all agreed to meet up again in April 2021.

In brief this was a great opportunity to get over the Covid19 blues and get away from home for a while. Our friends in Ayr did a fantastic job of arranging a varied and interesting run and, of course, lots of good food and all of this at fairly short notice. Thanks in particular to Christine and Les Wassmuth, Fay and Dave Martin, Jan and Tom Callow and Jan and Gary Crowdey who put in a terrific effort to make this a memorable event.

* * * * *



1908 Cadillac 1 cyl, 1915 T, 1908 FN, 1918 Dodge, 1909 Maxwell, and the three REOs
[Photo: Grant Vormister]

**Minutes of the Six Hundred and sixty eighth General Meeting of the
Veteran Car Club of Australia (Qld) Inc.
Held in the Clubrooms at 1376 Old Cleveland Road Carindale, Monday
2nd March 2020**

President Peter Arnold welcomed everyone and thanked them for their attendance. Meeting commenced 7.30pm

Apologies: Grahame & Dulcie Wilkinson, Frank & Kathy Muggeridge, Wayne Aberdeen, Iris Anderson, Rob & Pam Guthrie, Bob & Hazel Burley, Denis Martin, Paul Blake, Lauren Forster, Bev Lollback, David Hackshall, Dianne Lyons, Alan & Carol Robinson.

Visitors: Bill & Jean Jarrett

Attendance: 39

Minutes of the August Meeting: Minutes as published in the club newsletter, so will be taken as read. Rhonda Guthrie moved that they be accepted as a true and correct record. Seconded by Albert Budworth. Carried

Business Arising: Nil

Correspondence: Unfortunately Rhonda missed taking Hazel's email on correspondence it was as follows.

Inward:

Application for membership from Warwick Gardner

Application for membership from Bill & Jean Jarrett

Request from Early Ford V8 club to use the committee room on Friday 13th March

Outward:

Reply to Early Ford V8 Club

Rhonda moved that the inward correspondence be received and the outward be endorsed, seconded by Graham Donges Carried

Business Arising from the Correspondence: Nil

Treasurer Report: Steve Forster reported on the Club accounts. Steve mentioned that he had transferred some money from the Rally Reserve General account into the Rally Reserve Investment account. Steve moved that his report be accepted. seconded by John Farrier carried

National Rally – mutual membership

Events:

12-15 March Caboolture - On December 10, 1919, brothers, Ross and Keith Smith touched down at Darwin in their Vickers Vimy to become the first aviators to fly England to Australia. There is a centenary commemoration of the Australian legs of the flight south to Adelaide. A group of aircraft is expected to be arriving at Caboolture Airfield from Charleville on 12th of March 2020 and be on display on Friday and then head to Bourke on Saturday. There is every likelihood that we will be invited to join in the celebrations and display our veterans there possible on the Saturday. There are about 6 families interested in attending. It could make a good Club rally and warm up run for Charleville bound 1s and 2s. Internet site <https://epicflightcentenary.com.au> will take you to a wealth of information of this commemoration of an event as huge as man landing on the moon.

1 -7 April 1 & 2 Cylinder National Rally in Charleville. Entries are now closed

2-6 May Toowoomba 50th Anniversary Rally - information on club web site

16th May Brighton School 100th Anniversary

19-21 May Crows Nest Rally organised by Phil Fletcher Information and entry form on club web site. Phil would like those who are interested in attending, to let him know. The lunch venues need to know numbers. Phil reported that the Caravan Park has a large TV & equipment in the camp family room. He was wondering if anyone has some old rally movies they could bring.

Peter reminded members that there is a \$5.00 entry fee which will be collected at the event. This is not meant to cover the costs, but on legal advice, forms part of the indemnity.

6th June No Emission Day, Train to Cleveland, ferry around the Islands.

13th June Dayboro Boules with VCCQ

20th June Caboolture Swap

28th June 65th Anniversary of the Vintage Car Club display at Ormiston House

28th – 1 August Burdekin rally based at Ayr showgrounds. Entry form on website, entries close 30th June. Accommodation at the showgrounds \$20 per night. For more information contact Les Wassmuth or Dave Martin.

12 – 16 August Lismore 60th Anniversary Rally - information on club web site

22nd August Veteran Swap

Property Report: Russell thanked all those who came to the last working bee. Unfortunately the Toro lawnmower is in for a service which only left the smaller mowers to do the work. The working bees are held at the club rooms on the third Wednesday of the month.

House rental - Peter reported that while we had issues with our property managers during the rental process, he has had discussions with the Principal, and we should enjoy better service in future.

Dating Report: Nil
Editor Report: Nil

SAG Report: Glynn suggested that you may have noticed the damaged bitumen patches have been repaired although the re-surfacing of the bitumen is still to be completed. We also have quotes to resurface the area around to the front of the clubrooms.

Web Master: Russell thanked Peter Ransom for how he had set up our web site, as it has made it reasonable easy for Russell to work on.

Q.H.M.C. Report Albert reported that AHMF (Aust Historic Motoring Federation), the peak body for all historic car clubs. has completed research revealing that the value of all historic motoring activities to the Australian economy is \$3.1 billion dollars annually.

Charleville 1 & 2 National Graham gave a run down on how the Charleville rally will run. He was able to show photos of various plans and our proposed banner. Explained the activities we will enjoy whilst out on our Outback Adventure. Peter mentioned that the Governor is very keen to attend our event and will be with us on Friday morning.

General Business: Trevor Farnell mentioned that when arriving at the club rooms earlier this evening he noticed the grass at the front of the house on the outside of the fence (footpath) is very high. Glynn said, when he and David were groundsman they had contacted the Main Roads Dept requesting that they keep this area clean but there was no answer – so really it is up to the club to mow that area and keep it tidy.

Syd Norman reported that when they recently visited the nursing home at Victoria Point, they met up with Dorothy Clark a past club member, she was very pleased to see our members. There were 4 cars that visited the nursing home. Syd Norman, John Day, Gary Day & Albert Budworth - all different years and styles.

Kevin Brooks, reported that David Revell is not well at all. Club to send a "Thinking of you" card.

Bob Collett reported that Trish had sold her home at Currumbin.

Joe Jarick reported that his De Dion spring bracket that was in 2 pieces last meeting is now in 3. Not sure he will get the car to Charleville but he is still working on it.

There being no further business
Meeting closed 8.50pm

Rhonda Guthrie
Acting Secretary
Veteran Car Club of Australia (Qld) Inc

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

ON THIS DAY - 3 AUGUST

1860 Driving a three-wheeled steam carriage, the Earl of Caithness, accompanied by his wife and the Reverend William Ross, set out on a 146-mile journey over the mountainous terrain from Inverness to Barrogill Castle (now the Castle of Mey), near Thurso, Scotland. The stoker was the carriage builder **Thomas Rickett**. The 2-cylinder engine with a 3.5-inch bore x 7-inch stroke, drove the offside rear wheel by a spur gear drive. The boiler pressure was 150 psi.



Rickett's steam carriage, 1860

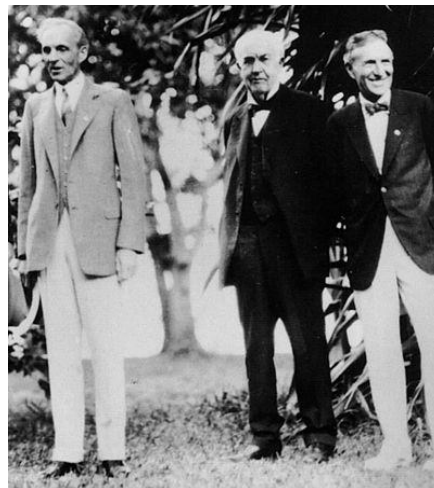
1900

The Firestone Tire & Rubber Company was established in Akron, Ohio, US. Thirty-one-year-old inventor and entrepreneur Harvey S. Firestone seized on a new way of making carriage tyres and began production with only 12 employees. As a young man, Firestone had worked as a salesman for a buggy company and later became convinced that rubber carriage tyres would provide a more comfortable ride than steel tyres or wooden wheels. Around 1895, Firestone met a young engineer in Detroit named Henry Ford, who was developing his first automobile. Firestone sold Ford a set of rubber carriage tyres, an event that marked the start of an important business relationship and friendship between the two men. Believing that the horse-and-buggy era was ending and the auto age beginning, Firestone incorporated the Firestone Tire & Rubber Company in Akron, Ohio. (Akron, which would come to be known as the world's rubber capital, was also home to Goodyear Tire and Rubber Company, founded in 1898, and B. F. Goodrich, established in 1870.) Firestone began producing its own tyres in 1903 and three years later sold 2,000 sets of detachable tyres to Henry Ford, in what was then the world's largest tyre order.

Newspaper ad from 1919 for the Firestone Cord Tire.

Why Firestone gives much more in this Cord Tire

This is the Firestone Year



Henry Ford, Thomas Edison and Harvey S. Firestone (1929).

BASIC ELECTRICAL THEORY (as pertaining to British Cars).

[With acknowledgement to Greg Hill.]

Joseph Lucas, Prince of Darkness is a somewhat common slogan, particularly among owners of British cars. This is really quite unfair and displays a basic inability to comprehend the simple principles of the automotive electrical system.

Forget all that nonsense about magnetic fields and the flow of electrons in conductors. This is just nonsense circulated by auto electricians to support their lavish lifestyle at your expense.

The reality is smoke !. When you think about it, it all becomes startlingly obvious. Smoke makes all electrical things function. If the smoke escapes, the component stops working. For instance, the last time you had to grovel under your car to replace the starter motor, didn't it start smoking just before it stopped ?. Of course.

The wiring loom carries the smoke from one device to another, pumped around the system by the generator, and when a wire springs a leak, it lets all the smoke out and everything stops. The starter motor requires a lot of smoke to work properly and so it has a very thick wire going to it.

The battery stores up lots of smoke dissolved in the battery acid which is why they were once called accumulators until it became apparent that we home mechanics would twig the secret. Naturally, if you try to dissolve too much smoke in your battery, it will escape through the little holes in the top. This is why those new fangled batteries with sealed tops explode when they get too much smoke in them.

But why is Joseph Lucas so maligned ?. Why are Lucas components more likely to leak smoke than Bosch or Marelli ?. It is because Lucas is British and British things always leak. British engines leak oil, British sports cars leak rain, British hydrolastic suspension units leak fluid and the British Government leaks military secrets, so naturally, British electrical components leak smoke !.

* * * * *

Several years before the election of Abraham Lincoln to the Presidency of the United States, Joseph Lucas was an unemployed father of six children who had to make ends meet by selling paraffin oil from a cart around the local Birmingham streets. With six mouths to feed he was a tireless worker and he soon had saved up enough money to start the business that would become Lucas Industries in 1860. Most of the small firm's products were made from pressed metals like plant pots, gardening tools and water buckets. His son, Harry, joined the business in 1872 when he turned 17 and soon the company began to make lamps for ships out of a shop called the Lamp Works. By 1879, oil fired bicycle lamps joined the product lineup and greater success followed this move towards making more advanced lighting fixtures for civilian and maritime usage.

The business incorporated at the turn of the century and began to trade under the name Joseph Lucas Ltd., with most of the business centred on the burgeoning field of paraffin and petroleum fired lamps. 1902 was the first year that the company began to make automotive components – mainly small electrical components – and by the new year, business was so good that Lucas took time off for a long European vacation. A hard and tireless worker, Lucas had long abstained from alcohol and that doomed him when he contracted typhoid after drinking contaminated water in Naples. He was buried on January 14, 1903. At the time of his death, Donald Healey was a child, Triumph was making bicycles and Lord Nuffield (William Morris) had just opened his garage in Oxford.



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

Bob Lamond has sold his Brush to a Tasmanian, John Johnson and GRAHAM DONGES purchased the motor and spare parts and will be happy to help Brush owners with parts and advice.

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

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Charlotte Street, Crows Nest 1911

The Cross Roads, Crows News



A little bit of.. HUMOUR

Some Gems from the Church Bulletins.....

- The Fasting and Prayer Conference includes meals
- The Sermon this morning: "Jesus Walks on the Water" The Sermon Tonight: "Searching for Jesus"
- Ladies don't forget the rummage sale. It's a chance to get rid of those things not worth keeping around the house. Bring your husbands.
- Don't let worry kill you off – let the Church help.
- Miss Charlene Mason sang "I will not pass this way again, giving obvious pleasure to the Congregation.
- Next Thursday there will be try-outs for the choir. They need all the help they can get.
- At the evening service tonight, the topic will be "What is Hell?" Come early and hear the choir practice
- For those of you who have children and don't know it, we have a nursery downstairs.

