

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

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

**VETERAN TORQUE**

**FEBRUARY 2021**



*Foundation and Life Member Grahame Wilkinson  
and his wife Dulcie, our first lady Member  
at the Club Christmas Party*

*[Photo: Pam Guthrie]*





## VCCA(Q) - 2020 - 2021

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

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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)

Current Membership fees 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.**

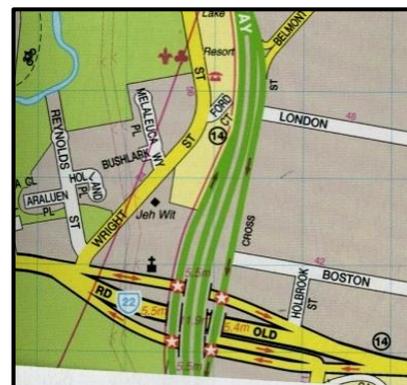
Membership fees may be paid by **direct deposit** into the Club's Account:  
Bank of Queensland A/C 21577447; BSB 124001, giving details of your name.  
**Or** By Cheque, made payable to Veteran Car Club of Australia (Queensland) Inc.  
(Please use full name as above to comply with bank requirements.)

**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)



## *From the President, Sally York*

It was quite a privilege to be voted in as VCCAQ club President. I am very excited about this opportunity and can't wait to see what 2021 will bring us. Personally I would like to see an increase in membership and interest in the club, especially from a younger demographic.

So a little background on me...I was born into this club nearly fifty years ago. My father, Graham Crittenden joined the club as a teenager and has remained a member ever since. Another long serving club member was my Godfather, Ray Allen. Some of you may remember my siblings and I from the many rallies attended by our family since the seventies. My mother Marjorie, a dressmaker by trade, fuelled the experience by dressing us in historically accurate garments for each event. I still don't understand where she found the time with five of us. I have polished brass for hours (it was a family activity) and it was years before I discovered that brass lights and radiators weren't compulsory interior design pieces. As a child I loved nothing more than dressing up and driving around in Dad's veterans, with no idea how special it was. For us it was just everyday life. As I grew older I had no interest in boys that didn't like cars. Car enthusiasts as we all know are a special breed. Thirty years ago I married my wonderful husband Rob, and we moved from Kingaroy to Brisbane to raise our four children. We own a construction business now operating for over a decade and more recently added a car detailing company to the mix. Busy is a way of life for us and we both enjoy the reprieve from the unrelenting business world that a rally presents.

Cars have been an integral part of my life, from birth I have attended swap meets, rallies and car shows here and overseas. Meeting some lovely and interesting people along the way. I have been very fortunate to enjoy many of Dads cars, and some of my brothers' cars, throughout the years and it seems to have rubbed off as our collection continues to grow. 2017 proved to be the catalyst with the purchase of our first veteran (1914 Overland complete but in need of restoration. Dad and my brother, Paul had re restored Whitey (Dads 1912 Overland) and we attended the national Overland rally 2018 celebrating the 100<sup>th</sup> year anniversary of Whitey's record breaking Sydney to Brisbane run. Rob was hooked and that has led to the purchase of the second veteran (1916 Dodge Brothers), this time one that has already been restored albeit some time ago. I must admit I am looking forward to rallying with the benefit of a windscreen and a hood this year, should be a new experience.

I am a published author, I enjoy trapeze, leadlighting, silversmithing and rallying. I always endeavour to make more time to do the things I love and this year will be no different. The challenge as president has been softened thanks to Peter and his organisation skills and will make the job far less intimidating than anticipated and I thank him for that.



**VALE DAVID REVELL, 28 May 1936 – 5 December 2020**

*Kevin Brooks*

On Saturday, December 5, 2020, as I, along with many of you, celebrated my eightieth birthday, by a bitter twist our friend and fellow member David Revell, departed this life and the rigours of that rotten cancer. Some of you will not have known David and his wife, Helen, as well as others. Their being Country Members from Wee Waa, NSW meant, of course, that they could not be present at every social event. However, Narrabri-Wee Waa being a convenient day's drive south on the Newell, the Revells' place became a ritual and necessary stop for Members travelling South for major rallies. Our little convoy would arrive, set up overnight camp, partake of the Revells' generous hospitality (sometimes contributing to the fare) and depart next morning with the Revells in tow.



David was a kind, gentle, generous man, passionate about both his farming and his hobby of self-propelled vehicles, especially steam. So knowledgeable about his cotton farming, he loved to take us lesser city slickers on a tour of the farm, explaining the complexities of growing that crop. Equally so, was a tour of David's shed. The first visit to that shed by the uninitiated proved jaw-dropping, as one took in the extent of David's "toys", especially the steam vehicles. From the Stanley Steamer to the Mann steam truck decked out as a local bus, to the beautiful traction engine, and on to a wonderful steam boat and a steam firefighting "Waggon" ready for the London fire.....so it went on, surrounded by David's gasoline-powered vehicles.

Some never realised how clever David was with his hands or just what he could accomplish. Myself having a little artistic and manipulative skill, I was in awe the day David showed me one particular little accomplishment – a beautifully "carved" master for one of the data plates on his recently completed STAR, that special car which brought Helen and David together sixty years before and completed for their anniversary.

David enjoyed a good Scotch or wine and, on many rallies, an afternoon visit to the Revells' motorhome saw hospitality extended. Sadly this will be no more. Rest in peace, dear friend. This quote from your memorial service says it all:

*Passion shared, knowledge bestowed, friendship treasured and love given with hands and heart that fixed, lead, nurtured and cherished.*



*[Photo provided by P. Guthrie]*



**POSITION VACANT**

# **VETERAN CLUB LIBRARIAN**

**TO LOOK AFTER THE CLUB'S EXPANDING  
COLLECTION**

**\*\*\*\*\***

**IF YOU HAVE SOME EXPERIENCE**

**AND ARE**

**INTERESTED AND ENTHUSIASTIC**

**YOUR CLUB NEEDS YOU.**



**EITHER APPROACH A COMMITTEE MEMBER  
AT THE FEBRUARY GENERAL MEETING**

**OR CONTACT THE SECRETARY ([secretary.vccaq@gmail.com](mailto:secretary.vccaq@gmail.com))**

**EXPRESSING YOUR INTEREST**



**Minutes of the Six Hundred and Seventy Third Meeting  
of the Veteran Car Club of Australia (Qld) Inc.  
Held in the Clubrooms at 1376 Old Cleveland Road,  
Carindale.  
Monday 7<sup>th</sup> December 2020**

**President** Peter Arnold welcomed everyone, thanked them for their attendance, Meeting commenced at 7.31pm. Sadly our good friend and club member David Revel died on Saturday 5<sup>th</sup> December, he had his wife Helen by his side. Observed one minute silence for David.

**Apologies:** John & Alison Day, Wayne Aberdeen, Bill & Jean Jarrett, Lauren Forster, David Hackshall, Michael Hackshall, Rob & Pam Guthrie, Carol & Alan Robinson, Glenn Adams, Bev Lollback, Denis Martin & Dulcie Wilkinson.

**Visitors:** Nil

**Attendance:** As per attendance book. Welcome to our new member Rob Beeston.

**Minutes of the November Meeting:** Minutes as published in the club newsletter were taken as read. Hazel Burley moved that they be accepted as a true and correct record Seconded by Rob York. Carried.

**Business Arising:** Nil

**Correspondence:**

Inward:

Email from Tina Denman, Chrysler club re Christmas tree.  
Email from Pete Bellars requesting an application to join VCCAQ, 1917 Model T.  
Email from Vintage Chev Club, booking for 14/3/2021 for machinery inspection day.  
Email from Keith Fowlie re ad for 1914 Renault carby.  
Email from Mike Taylor Triumph club, booking for 19 January for a committee meeting.  
Email from Derek McLeod, Austin Healey club booking for Anniversary dinner on 20/3/2021  
Email from Pete Bellars, application to join VCCAQ.  
Thankyou from Frola Gilltrap for the flowers sent.  
Cheques from Austin Motor club, Mini car club & QHMC.

**Outward:**

Email sent to Tina Denman re Christmas tree.  
Sent application to Pete Bellars.  
Email to Vintage Chev club re booking on 14/3/2021.  
Forwarded Keith Fowlie's ad to Carolyn.  
Phoned Mike Taylor re booking for committee meeting on 19 Jan 2021.  
Email to Derek, Austin Healey club re booking for anniversary dinner on 20/03/2021.  
Covid update sent to all tenant clubs.

**Business Arising from the Correspondence:** Peter explained the reason we sent Frola some flowers was that she has donated George's extensive library to our club. Hazel moved that the inward correspondence be received, and the outward be endorsed, seconded by Albert Budworth. Carried.

**Treasurer Report:**

Steve reported on the club accounts. Steve moved that the report be accepted, and accounts be passed for payment. Seconded Trevor Farnell. Carried.

**Events:**

19<sup>th</sup> December Handover/ Christmas Lunch

21<sup>st</sup> February 2021 Breakfast at the clubrooms.

**Property Report:**

Thanks to everyone who came to the working bee, a lot of gardening was achieved. We now have a chain and combination lock for the front door as there have been a couple of times people couldn't lock the front door, Russell has cleaned the tracks of the sliding doors, hopefully this will help. Some of the door rollers will need to be replaced. Have had all three septic tanks cleaned out, this will need to be done again in three years' time. Thanks to Rob York for bringing his bobcat to the working bee, very helpful in moving a

lot of mulch. A new hot water system has been installed in the house, and the tenants have signed another 12-month lease.

**Dating Report:**

Have a 100-year badge for Kathy Day, will present next meeting. No other dating forms have been sent back yet. A reminder that the 100-year badges belong to the car not the owners of the car.

**QHMC:**

Thanks to Peter for coming along and showing how to operate the Zoom program, QHMC will definitely be using the program in the future. The QHMC meeting are now a lot shorter in duration and we now have 98 club as members. Looking forward to 2021.

**SAG Report:**

Thanks to Frola Gilltrap for the generous donation of George’s library, there are 20 cartons of books. Have assured Frola that they will not go into the library until we have secure cabinets in which to put them, as in the past we have had books taken and not returned. They will be an excellent reference library.

Look at getting a drain around the carpark as the new bitumen is being undermined by water, SAGs will look at costs and report to the committee.

**Web Master:**

Combining webmaster and security into one role, no internet tonight so using Peter’s phone to hotspot to the computers. Russell explained how Zoom works, it will be good for our country members to be able to join in the meetings. Russell has put Chris & Jenny Sorensen’s virtual London to Brighton run on the website, thanks Chris for sending it to us. Some new members have sent in great photos of the Warwick rally. Sally & Rob York are going to help Russell with the Facebook.

**Editor Report:** Nil

**General Business:**

Rob & Sally York have set up a Facebook Page for VCCAQ, will be able to use this for impromptu events. We are working through a Social Media Policy and hope to finish it in the new year.

Kevin Brooks thanked everyone who attended his birthday celebration (80<sup>th</sup> Wake).

Phil apologised, he still hasn’t found the silver cup to present to the Hackshall family, he’s thinking that his 4-year-old grandson might have hidden it somewhere very safe. Phil had a thankyou card from Wally & Bev Lanagan for the very enjoyable rally in Warwick, they also have found the train and have sent it to Phil. (On the Warwick rally there were signs that stated “Look for Trains”), it was thought the railways must have lost a couple somewhere.

Janette Farnell suggested the Honour Board need updating. We do this every 5 years or so.

**Meeting Closed 8.20 pm.**

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

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

\* \* \* \* \*

*Meet Charlie Brown Burley, our new Associate Member*





## Veteran Car Club of Australia (Queensland)

### President's Annual Report 2019/20

It is with much pleasure that I deliver my third Annual Report as President in this century. The Club started the year on a high, following the successes of the National Rally in Bargara and continued to grow and prosper despite the global pandemic which caused a 3 month hiatus during the year.

#### **Membership**

Over the last couple of years we have had a steady increase in membership but this year we have had a real growth spurt. Something like 14 new families join in the last 18 months due in part to the interest generated by the National Rally in Bargara but also, I believe because of the nature of our events. We have stuck to a purist approach to the veteran Movement and we tend to transport our vehicles to regional centres where we share in the treasures that they offer and become more accessible for our regional members.

#### **National Events**

Speaking of National Events, I want to thank our Bundy team of Terry and Régie Lewis, Chris and Jenny Sorensen and John and Pam Handley for the excellent event that they presented for us. At the time of my last Annual Report the early arrivals had been welcomed and most of us were leaving in the following week. Well I can tell you that this event lived up to all of the hype and everybody went home very pleased with the event, although I don't have to tell you that as most of you were there to experience it for yourself.

Unfortunately, the next event planned, the Charleville 1 & 2, was a casualty of the Corona virus and had to be postponed. All of the planning is still in place and Graham and Irene Donges, Ross and Rhonda Guthrie and Merv and Margaret Thompson are eagerly waiting to welcome us to Charleville after Easter next year with our modified COVID plans in place. They thought they would have retired by now but still have a few months to wait and we thank them for their patience.

#### **Local Events**

We managed to get in two club events before the coronavirus lock down, The Glass House rally organised by John and Alison Day last October and the breakfast in February, both of which were well attended. Once Charleville was cancelled followed by the general lock down, all of our events were cancelled for the next 6 months.

Once restrictions started to ease, we were able to dust off plans for some of the cancelled events. Our veteran and vintage only parts Swap was the first event which proceeded in August under a COVID Safe Plan quickly followed by the Crows Nest 4 day Rally under a similar plan. Both events were extremely well attended as members were eager to get out and use their vehicles again. One more 4 day event followed in late October at Warwick and blitzed all previous records for attendance. Thanks to Albert for his efforts in the first half of the programme and also for his involvement in many other facets of club life and of course to Phil Fletcher for the latter two events both of which turned into a far greater commitment than originally expected.

#### **Clubrooms**

The major work on the clubrooms during the year was the repair and resurfacing of the lower carpark which was handled by the contractor responsible for similar work on the church next door. The monthly mid-week working bees on each 2<sup>nd</sup> Wednesday have now changed focus to minor maintenance and gardening improvements after we engaged a contractor to handle the regular mowing of the property. This has reduced markedly the workload on our members and the working bees are starting to take on a more social atmosphere which is what was planned initially.

When restrictions hit, the clubrooms were also locked down and clubs were unable to meet for some six months. Rent relief was given and I am pleased all resident clubs continued to support our endeavours. Once restrictions were eased, the committee managed the reopening of the clubrooms to meet the new COVID Safe requirements and we have managed to stay open even during the latest restrictions that were imposed on non-business activities.

## **Management**

The Committee has continued to run the business of the club with teleconference and Zoom meetings and has now introduced Zoom to our monthly meetings to allow members who can't travel to the clubrooms because of health reasons or border restrictions to attend. This will probably be instituted as a permanent feature of our meetings to allow our country members to participate in monthly meetings. Up to a third of our members live in rural and regional Queensland and have always been unable to participate in the business of the club up until now.

## **Corporate Governance**

The two committees responsible for our future direction and financial stability are the Strategic Advisory Group (SAGs) under the chairmanship of Glynn and the Finance Committee comprising Glynn whose committee spends most of the money, your Treasurer Steve and chaired by myself. Both of these committees have continued to meet and monitor the strategic direction of the club. I thank members of both committees for their work throughout the year.

## **Management Committee**

All members of your committee have worked hard throughout the year to make sure our great club continues to function as we would expect.

Of course, our secretary Hazel who is retiring at this election has competently handled everything that comes across her desk. I thank her for her diligence and wish her well even though I'm not sure how she will handle the extra time she will have on her hands.

The property management role is always the busiest looking after our many tenants' needs as well as the breakdowns and maintenance issues which arise. I thank Russell for his prompt and efficient handling of the many issues which have arisen.

The dating workload has eased but Ross and his team are eager to get their hands on the next dating project.

The two non-management positions which are constant throughout the year are that of Editor and Webmaster. I thank both Carolyn and Russell for their efforts.

To all of the members of the Management Committee and the various sub-committees I thank you for your part in keeping this great club moving.

Finally, I would like to thank everybody for your ongoing membership and your support of your committee and particularly the support and encouragement you have shown me during my time in this most rewarding role. I trust you will join me in wishing your new committee all the best in the new year.

Thank you all and let's make 2020-21 another great year as we get behind the new management committee.

**Peter Arnold**  
**President**

# Qld Veteran Car Club

First Event for 2021

## 8am Club Breakfast

WHERE: Our Club Grounds at Carindale

WHEN: Sunday 21st February

COST: \$5.00 per person



Payments can be made to Steve at the February Meeting or by direct deposit into the Club Social Account **BSB 124026**  
**Acc. No. 21823868**

**Reference: Family Name**

**Final cut-off date for numbers is 1st February.**  
**(Club Meeting Night)**

The gourmet breakfast will include bacon, sausages, eggs, tomatoes, mushrooms, toast and juice.

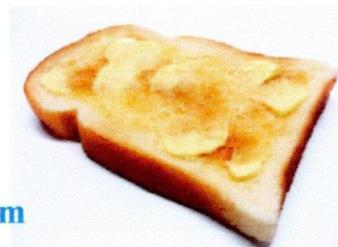


shutterstock - 153120936

Looking forward to seeing you at this event the first for 2021.

Albert Budworth 0429 780 980  
Social Club Chairman

[albertdianebudworth@outlook.com](mailto:albertdianebudworth@outlook.com)



# VCCAQ SCENIC RIM RALLY - 5<sup>th</sup> to 7<sup>th</sup> MARCH, 2021

This rally has been planned as a normal 3 day Club Rally that is also intended to allow those entered for the National 1 & 2 cyl. event in Charleville in April to use it as a 'shake-down' event. Options are provided for extended testing if needed or for others to extend the number of days touring in really scenic countryside.

## **ACCOMMODATION - MOST IMPORTANT -**

Members attending need to book accommodation as soon as possible at Boonah Caravan Park or the Boonah Valley Motel (NOT at the Boonah Motel which is booked out for a wedding on the Saturday). The C/V Park is at Boonah Showgrounds (8 Melbourne Street, Boonah). They have a substantial area of powered sites set aside for us separated from the rest of the C/V Park. There are NO CABINS there. Those seeking cabins can be catered for with Motel Units at the BOONAH VALLEY MOTEL who have reserved all 10 of their unbooked motel units (as of 16 Jan.). Bookings MUST be made directly by phone (NOT ON-LINE as they are now recorded as being booked) and you MUST identify yourselves as attending the Vet Club Rally at both. Adequate space is understood to be available for trailers at the motel but not adjacent to the units. This will be checked out soon.

## **DATES**

RALLY DAYS ARE 5<sup>TH</sup>, 6<sup>TH</sup> & 7<sup>TH</sup>. MARCH. ARRIVALS ARE ANTICIPATED ON 4<sup>TH</sup> & DEPARTURES ON MONDAY 8<sup>TH</sup> - HOWEVER, FOR THOSE WHO WISH TO EXTEND THE RALLY by up to 3 days before and/or afterwards within the area of the Scenic Rim for further shake-down testing for the National 1 & 2 cyl. Rally or for additional touring as an Impromptu Rally please advise the Rally Director in time to allow listing on the Club Web-site.

## **ENTRY FORM**

Please advise me asap (by 8 Feb., certainly by 15th) to request an Entry Form and advise of intention to attend. Entry forms are to be submitted to the Rally Director. The \$5 Entry Fee is to be to the Treasurer or by Direct Transfer to the Club's Rally Reserve Account BSB 124 185 A/c No. 22126679 .

## **THE RALLY**

On one day we will visit Mt Alford (and it's boutique brewery) then head northerly. On another we'll travel south to view the magnificent scenery for which the "Scenic Rim" is highly regarded. On another we'll reflect on the original veteran rally of 1954 to Kalbar in which Tim Osborne's Waverley figured prominently; Terry & Regie Lewis, current owners, will conduct the car on this occasion. On Sunday 7<sup>th</sup> the run will allow for an early departure for anyone who needs to return home for work on Monday morning.

Period Costume is optional but strongly encouraged at the Dinner on Saturday evening. It might be possible to educate us about it on this Rally. I do hope so.

Happy Rallying,

Phil Fletcher

All enquiries to Phil Fletcher - E: [bayard4c@gmail.com](mailto:bayard4c@gmail.com) Mob: 0408 803 182

Boonah C/V Park            Mob. 0434 879 314        (New Caretakers Larry and Debbie)  
Boonah Valley Motel      Ph. (07) 5463 4738      (DO NOT TRY to BOOK ON LINE)

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## **IT'S NOT ALL BLACK AND WHITE!!!**



As an added attraction to Phil's Scenic Rim Rally, our keen costume enthusiasts will be pleased to know that our Saturday night Dinner will provide the ideal opportunity to indulge your passions by donning your most colourful Edwardian evening attire.



## VCCAQ 2021 RALLY PROGRAMME (AS AT 20 JANUARY, 2021)

As a result of the Committee Meeting of 18 January, the Rally Programme for 2021 is currently:

March 5<sup>th</sup> to 7<sup>th</sup> - the "Scenic Rim Rally" based in Boonah - a Fri. to Sun. hub rally planned as a touring hub rally that allows those entered for the National 1 & 2 cyl. event to use it as a 'shake-down'. Options are provided to extend testing or the number of days touring in really scenic countryside. Details in this magazine.

April 7<sup>th</sup> to 13<sup>th</sup> - the National 1 & 2 Cylinder Rally at Charleville.

April 29 to May 3 - a two component Rally around the foothills of the Maleny Plateau (Palmwoods, Woombye, Nambour, Yandina, Kenilworth area). Thursday & Friday 29<sup>th</sup> & 30<sup>th</sup> are touring days based in the Palmwoods -Woombye area (with the option of a further day in the modern for a trip up to Maleny-Montville and the tourist traps). We then move to another location in the area for a 3 day hub rally on the Labour Day Long Weekend. This provides a number of options to choose to participate in as and when convenient. Although close to the Charleville Rally, it caters for the many members not eligible for the Charleville event, two months on from the Scenic Rim Rally and six weeks before the June Rallies.

June 11<sup>th</sup> to 13<sup>th</sup> is the Commemoration Run for the 50<sup>th</sup> Anniversary (to the day) of a Rally in Maryborough on the Queens Birthday Weekend in 1971 at which most of the 28 entrants were members of this club and involving cars well known in the club. Three of the entrants are still members and some of the cars are still with us. The Rally will be organized by us in Maryborough. We then leave Maryborough on 14<sup>th</sup> June and move on to the North Burnett where our Bundaberg area members are organising a 3 day event most likely based in Mundubbera for Wednesday to Friday, 16<sup>th</sup> to 18<sup>th</sup> June. This replaces attendance at the Ayr Rally in July (now cancelled) and some touring in Central Queensland and at Yeppoon on the return journey (now safely archived for future use).

In mid-August a Restoration Run is proposed for Brisbane's Exhibition Wednesday Public Holiday (and that has the capacity to be expanded if the sheds visited are not in the Brisbane area. Volunteers to host such visits are sought - at least three will be needed within reasonable proximity of one another. August 21<sup>st</sup> is also our regular Vintage and Veteran Swap Day.

September 3<sup>rd</sup> to 5<sup>th</sup> is a Friday to Sunday hub rally likely to be just outside Toowoomba or in the Gatton-Laidley-Marburg-Lowood area. It can serve as a shakedown run a month short of the National Rally at Swan Hill (Oct 10<sup>th</sup> to 16<sup>th</sup>).

November 5<sup>th</sup> to 7<sup>th</sup> is a 3 day hub rally, incorporating the Emancipation Run on 7<sup>th</sup> (first Sunday in November) to coincide with the London to Brighton and a similar programme to that in Warwick in 2020. Locations have not yet been considered.

The Committee has also agreed to future consideration of a proposal for a low-key Club Concours /picnic day (date, place and details unknown).

Should be enough to keep you all busy. Hope to see you all out there, Happy rallying.

Phil Fletcher

\* \* \* \* \*

We have recently learned of the death at age 98 of long-time member Tony Ridolfi.

Tony was an ex-cane farmer and very good with mechanical items. In his lifetime he restored a number of Model A and Model T Fords as well as Cadillac, Packard, Swift, Fiat and Austins. He assisted his son Glenn with the restoration of many cars including their 1908 single cylinder Cadillac.

Tony attended some of the National Veteran rallies and most of the North Queensland events.

He was a Life Member of the Cairns & District Historic Vehicle Club and there is an excellent tribute to him in the January issue of *Bearing Chatter*.

## *Our WEE 15 Buick CX25 - An Introduction to Veteran Motoring*

Kevin Brooks

*To begin by solving a much-asked question - "Why WEE 15?". Those who've known us longer know the answer. In the 1980's, I restored (with Joyce's help) a 1925 McLaughlin Buick Model 49, a big 7-passenger car with 128" wheelbase: it bore the plate BIG 25. When our Veteran and Vintage Buicks were side by side, the answer was logical. Though our 1915 Buick CX25 is no midget, it was "a wee car" beside BIG 25.*

In 1991 a friend from QVVA, on a fishing expedition in Texas, Queensland, found the sparse remains of a veteran car. He didn't know what he'd found but brought it home to Cleveland. Soon after, he sent me some photos and, from the configuration of the brakes, similar to those of my '25 Buick, I identified it as a Buick - and eventually a 1915 Model CX25. He offered it to me for the price of his diesel - \$125 - and I was Veteran bound.

*(Usually, I am most meticulous about guarding facts, history, etc. and my friend did tell me the name of the Property where he found the car. Unfortunately, I can't find it in my records and my friend has since rolled a tractor on himself, resulting in loss of memory. In an attempt to find more about my car, I sent to Texas Historical Society, a photo from an American publication of a Buick CX25, complete with passengers, asking had they any similar photos, perhaps, e.g., from a Post-war procession. I was amused by the answer: "We don't have any photos of the car but there has been considerable discussion as to the occupants!"*

Normally, a restoration based on so little might well have been a barely-sane proposition. However, on a visit to Ontario, Canada in 1989, I had, through my membership of the McLaughlin Buick Club of Canada, made contact with a fellow Buick-enthusiast, Bruce Forster. Amongst his collection was a 1915 McL-Buick C25. At the time I gave it only scant attention but when my occupation led me back to Canada in 1992, I made a bee-line to his door. Bruce was an immense help to me, parting, quite frankly, with valuable spare parts as I never would. (I think he was reaching the end of his restoration days so the spares became irrelevant.)



*Joyce wearing Bruce's fur coat, feet in snow, crocheting while the men talk cars.*

One day he said, "Would you like this?" producing an original 1915 Buick floorboard "finger pull" that was probably from his car. Would I ever! To me it was a treasure. Where at any swap meet is one going to find such an insignificant part. It now sits proudly in my floorboard - take a look! (My original one is probably buried somewhere deep in the heart of Texas, Qld.)

On another day his, "Would you like this?" indicated a Delco Starter-generator. No Buick owner, NOBODY, parts with a spare one of those!

The other Canadian story involves bed sheets in Florida!!! Of course, since the slave days, USA produces lots of cotton. Today in USA one can acquire the most beautiful bed sheets, with the finest of thread, at almost give-away prices. Joyce's eyes fixed on same and she was dead-keen to acquire some. However, we had already "burdened ourselves" with lots of weighty spare parts so the sheets were passed up. Where is this story going? Towards the end of our year, I saw an ad for 1915 Buick C25 parts in Vancouver, \$1,000. To cut the story short, I sent home from Vancouver a box 7 feet X 3 feet X 4 feet 6, full of car parts! .....,And we hadn't had room for sheets!!! We've been back to Canada and USA several times and each time I've said. "For ----- sake, buy some sheets!!!"

Our Buick is, indeed a "bitsa" but, with the exception of the front guards, valances and wheels, it is all original. The headlights are from the 1914 model (and were obtained at great expense from a now-deceased South Australian dealer) but documentary evidence exists showing some 1915 models still bearing those lights. Probably, as with Henry's Model "T", left-over parts were carried into the next model. I did eventually obtain 1915 lights but Joyce had become attached to what we had; so fortunately for James Brennan, they now adorn his 1915 Ute.

As with our previous restorations, I did all my own woodworking, panel work and spray-painting and Joyce did the upholstery, hood and side curtains. Our work may not be up to professional standards but we are proud of what we have achieved. I am often asked if I was a Manual Arts Teacher to which I reply, "No, just a farm boy who knows which way a nut screws on a bolt." As some of my close friends know, I have "a thing" about considering many academics useless and like to prove I'm not one of them. However, when John Day's been a target of my derogatory remark, he's been known to come back with, "You bloody schoolteacher!"



Many thanks Kevin, more contributions similar to the above from Club Members would be appreciated.

{Ed.}



## HAPPY FOLK AT THE CLUB CHRISTMAS LUNCH



\* \* \* \* \*

### *Wetherspoons in Uxbridge*

*[with thanks to John Day]*

A group of chaps, all aged 40, discussed where they should meet for lunch. Finally it was agreed that they would meet at Wetherspoons in Uxbridge because the waitresses had big breasts and wore mini-skirts.

Ten years later, at age 50, the friends once again discussed where they should meet for lunch. Finally it was agreed that they would meet at Wetherspoons in Uxbridge because the waitresses were attractive, the food and service was good and the beer selection was excellent.

Ten years later, at age 60, the friends again discussed where they should meet for lunch. Finally it was agreed that they would meet at Wetherspoons in Uxbridge because there was plenty of parking, they could dine in peace and quiet with no loud music, and it was good value for money.

Ten years later, at age 70, the friends discussed where they should meet for lunch. Finally it was agreed that they would meet at Wetherspoons in Uxbridge because the restaurant was wheelchair accessible and had a toilet for the disabled.

Ten years later, at age 80, the friends discussed where they should meet for lunch. Finally it was agreed that they would meet at Wetherspoons in Uxbridge because they had never been there before.

\* \* \* \* \*

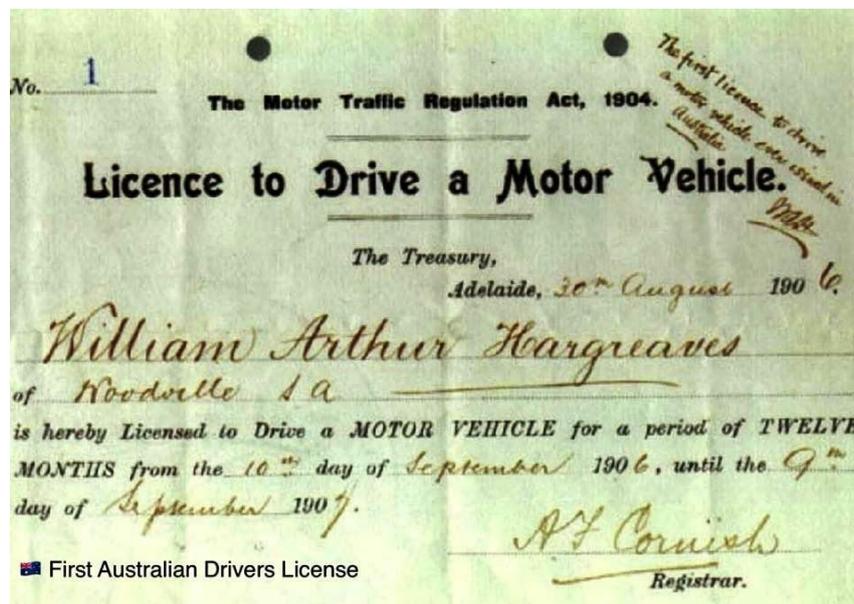


## Early Driver Licences in Australia

### **SOUTH AUSTRALIA**

South Australia was the first Australian State to pass a Motor traffic Regulation Act, doing so in 1904. This was followed by the first driver's licence in Australia, issued in Adelaide on 10 September 1906.

The recipient was Dr William Arthur Hargreaves, a chemist and government analyst, born on **29 October 1866** at Ipswich, Queensland. Hargreaves had moved to South Australia in 1899. Always interested in fuel sources, Hargreaves studied the problem of alternative fuels during both world wars and drove his car on a mixture of molasses and petrol at the end of World War I. Licence plates and drivers licences were introduced in Queensland, Victoria and New South Wales in 1910.



### **QUEENSLAND.**

At the turn of the nineteenth century, Police Commissioner Parry-Okeden (1895-1903) regularly remonstrated against the inadequate control of metropolitan traffic, which contributed to the increasing number of police court hearings and frequent street injuries:

*"The unsatisfactory position of the police in reference to the vehicular traffic within the metropolitan area is well known, and it would be an advantage to both police and public if matters could be so arranged that the police here could be endowed with the powers in relation to such traffic wielded by the police in other large cities."*

The Brisbane Traffic Act, passed in 1895, required drivers and conductors of vehicles used for the conveyance of passengers or goods for hire to obtain licences from the Police Commissioners. The Act included cars used on tramways.

The Metropolitan Traffic Act was not placed under the control of the police until 1906 (Brisbane Traffic Act, 1905) when there were only two or three motorcars in Brisbane. One ran on kerosene fuel and, by order, had to carry a red flag in front of it when it was driven on the roadway. Within a decade the number of motor vehicles rapidly increased. In 1914, the average number of cars per hour at each busiest Brisbane intersection was near a 1000, specifically at Queen and George Streets – 1200; Queen and Albert Streets – 1000; Queen and Edward Streets – 900.

A licence for safer streets. The first Queensland Driver Licence was issued in 1910. It was prompted by the first recorded road fatality in the State, which occurred on the corner of Brookes and Wickham streets, Fortitude Valley (near the Brisbane Exhibition Grounds). A speeding vehicle struck down two women as they crossed the road to catch a tram. One of the women, Amelia Down, died in hospital the next day. It was later revealed that the driver was known to Brisbane police for his questionable driving skills. Public concern soon led to the introduction of driver testing and a system of licensing.

While in the other parts of Australia automobile drivers had to give proof of their ability, in Queensland there was no system of assessing potential drivers. After 1914, police did administer a driving test but only to persons driving public or hire vehicles.

# WANTED

\* **A COMPLETE TRANSMISSION** for my Brush similar to the one shown. They are the same transmissions for the Models D, E, F and Liberty.

Contact: Rob Beeston, Ph. 0412 021 481, or  
Email: [robwbeeston@hotmail.com](mailto:robwbeeston@hotmail.com)

\*\*\*\*



\*\***CARBURETTOR FOR 1914 RENAULT AX**, Complete if possible.

Contact: Keith Fowlie, email [keithfowlie44@gmail.com](mailto:keithfowlie44@gmail.com) or Ph. 0499 310 190

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The monthly *Veteran Torque* is printed by Gawdy Green Copy and Print (Ipswich,) whom we acknowledge for their friendly and efficient service, sometimes at short notice.

**Split Spray**



A defective spray pattern resulting in the application of bands of paint of uneven thickness, caused either by a faulty spray nozzle or by a partial blockage of the nozzle or air passages of a spray gun.

**Spotting In**



Rubbing down and refinishing small defective patches in a coating.

**Staining**



A stain which has penetrated into the paint film. Caused by either exposure to industrial fallout (smokestacks, chemicals etc.) or tree saps, perspiration, bitumen or other contaminants on the surface.

**Tack Free**



Is the time required for a film to reach a condition where it may be touched with a light vertical pressure of the finger.

**Thermo-Plastic**



Having the property of a dry film being softened by heating and hardened by cooling. This process is repeatable.

Some More Dulux Daffy Definitions from Pam Smith



## **A ROYAL TOURIST CAR**

*Can anyone decipher the writing on the banner?—  
It appears to read “Glen Sbor Sv Tomase” [“Sv Tomase” probably “St Thomas” – Ed.]*

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

[with acknowledgement to Kevin B.]

In a train from London to Manchester, an American was berating the Englishman sitting across from him in the compartment.

*"The trouble with you English is that you are too stuffy. You set yourselves apart too much. You think your stiff upper lip makes you above the rest of us. Look at me... I'm me! I have a little Italian in me, a bit of Greek blood, a little Irish and some Spanish blood. What do you say to that?"*

The Englishman lowered his newspaper, looked over his glasses and replied, *"How very sporting of your mother"*.

