

THE VETERAN CAR CLUB OF AUSTRALIA (QUEENSLAND) INC.

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

VETERAN TORQUE

AUGUST 2021



Lyn and Joe Jarick came to the P Party as fearsome Pirates





VCCA(Q) - 2020 - 2021

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
treasurervccaq@gmail.com
secretary.vccaq@gmail.com

Editor

redbubble@picknowl.com.au

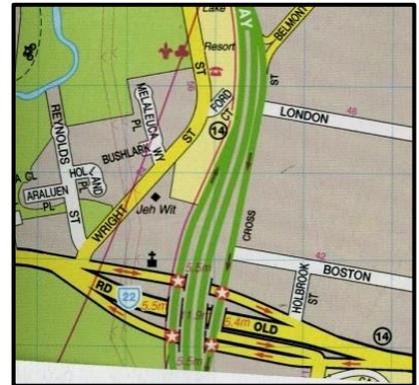
The Club holds its meetings on the first MONDAY of each month (excluding January). Meetings are held in the VCCA(Q) Clubrooms at 1376 Old Cleveland Road, CARINDALE. (Corner of Old Cleveland Road and The Gateway Arterial Road – Refidex Map 182 E5).

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 for 2021-22 only are:

Full Membership (single):	\$ 50	Joint Membership	\$ 55
Country Membership (single):	\$ 38	Joint Membership:	\$ 41
Associate Membership	\$ 38		



There is an additional joining fee of \$30.

Note: THERE IS AN ADDITIONAL CHARGE OF \$15 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.)

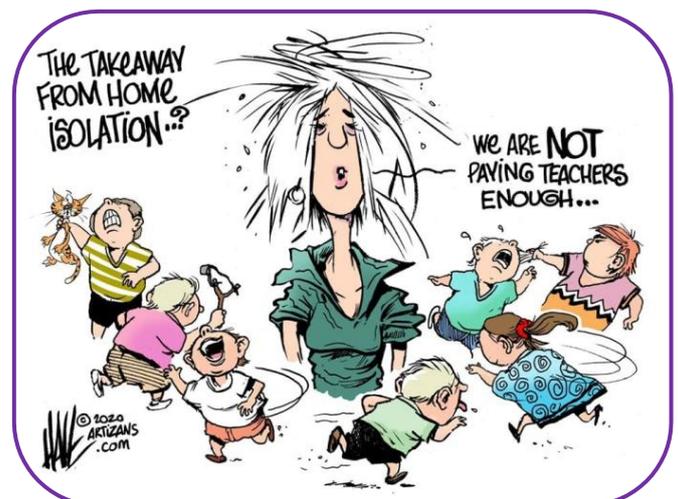
Membership Application Forms are available from the Secretary at the address below.

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



President's Report July

Another busy month...who am I kidding, every month is busy now. So for starters I would like to welcome Ashley York, Adam Lyons, Rhiann York and Jacob Bailey as our latest members. It would seem that interest in Veteran cars is hereditary and Congratulations to Ashley and Adam who have purchased a Buick that will be joining us for the Kingaroy Rally. Presently the Buick is undergoing some engine work and we look forward to her debut.

Speaking of engine work, our Dodge is back on the road after a mishap between the fan and the radiator. Repairs have been made to the radiator and a new fan purchased from another Dodge owner (thanks Pam and Deane) Looking forward to letting her loose in Kingaroy. We would have run her at the Northside rally but unfortunately we missed that due to work. I shouldn't complain about work but really we would have much more time to drive veterans if we didn't have to be at work. Sounds like the visit to the Caboolture Historical Village was wonderful and very thankful that Kevin and Joyce organised such a great day.

Our **P** Party was a great success! Well attended by pirates, princesses, patients, pj's, portraits and a parrot, just to name a few. I'm impressed by the number of 'P' costumes on show. We have very creative members! Applause for Albert who rose to the occasion as usual and many thanks to everyone who cooked, cleaned, served and helped with furniture. Many hands make light work and it is rewarding to see our members so willing to lend a hand.

Our next event is the **Shed Raid** at Syd Norman's place on the 11th August, this includes a BYO BBQ lunch and a viable alternative for going to the Ekka.

The **21st August** heralds the Club's annual Swap Meet and this year Albert is planning a sausage sizzle so let's make time to visit and buy a snag while you wander the sites searching for new treasures.

And just like that we move into September for the '**Sally Rally**'. More pieces of the rally puzzle are being put together and we are going to have an extremely fun time! Entries were filled very quickly and accommodation is filling fast. If you haven't yet booked please make it a priority to avoid disappointment.

For the ladies- I am proposing a visit to the craft shop on Thursday afternoon (2nd September) for all of your fabric and craft requirements. Those interested please let me know of your intention to visit so I have staff on hand to cater.

That brings us to the AGM – Monday 6th September that we will all turn up to, incredibly exhausted following the rally. As all of the positions will become vacant we are seeking nominations to fill our committee with members that have a desire to be part of the driving force of this Club. I can not stress enough the importance of making a contribution to the future of our Club and providing the committee with your strengths. I'm excited to be part of this evolution and invite any member to nominate for a position.

Happy Motoring

Sally



PRESIDENT'S RALLY. - FOOD

There will be Happy Hours as usual on Thursday, Friday and Saturday but not on Sunday in view of the Rally Dinner.

All **morning teas** Friday, Saturday and Sunday are provided. We will have a BBQ, Fridge and Urn on a trailer for Tea, Coffee and cold drinks. The trailer will be present at the morning tea and lunch venues.

On Saturday morning we will be visiting Taabinga Homestead and Village. The Entry Fee we understand will be \$15 per head and it is understood that this includes the cost of morning tea (with scones etc.)

Lunch

Friday BBQ in Memorial Park, Kingaroy – \$5 head. This is only a block away from main commercial area and take away food outlets, but if self-catering please advise on Entry Form.

Saturday- BBQ at event - \$5 head.

Sunday- BBQ - \$5 head.

Dinner

Friday – BBQ at caravan park BYO or own arrangements

Saturday – Camp oven in caravan park (limited cost per head). Sally's brother-in-law Steve will be preparing this. Entrants involved in organising the Camp Oven at Imbil (or having similar experience) welcome to join in.

Sunday – Formal Dinner at Oasis Motel restaurant (\$35 head) Buffet style. See menu below.
BE SURE TO PROVIDE NUMBERS ATTENDING ON ENTRY FORM.

Will need to know of any allergies, gluten free, dairy free or vegetarian needs - ON ENTRY FORM PLEASE.
BBQs will be meat, onions, bread roll, choice of salads and sauces.

COSTS REFERRED TO ABOVE ARE TO BE PAID AT THE TIME. (DO NOT ATTEMPT TO PAY THESE TO THE CLUB WITH YOUR RALLY ENTRY FEE.)

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Buffet Dinner Menu \$35 per head

Grazing platters while you catch up. Weather permitting you can do this around the pool at 4 pm.

Baked Pork Belly with apple sauce
Moroccan Chicken with rice
Roast Beef with red wine jus

Selection of 6 different freshly roasted, steamed, vegetables –Potatoes, pumpkin, sweet potatoes, caulie etc.
Selection of 3-4 salads

Dessert bar Selection of small desserts, creamed horns, lemon curd tarts, caramel tarts, pannacotta, and chocolate mousse.

Petit fours

Tea, coffee and water station

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Stephen Hood of Vintage Rims Australia - How I became involved with the Rim business.

My old Man was a farmer, so I grew up in the "shed" making and fixing things.

My first Vintage car was a 1927 Whippet at the age of 14. Of course, I pulled that to bits but luckily for me I scored a Fitting & Turning apprenticeship at a local repair / manufacturing workshop. There was nothing we could not do there, so the Whippet got restored during the apprenticeship. She was on the road in '76. and still on the road today.

I did another 8 years in the engineering game then I still do not know what happened, but I bought a motorcycle dealership. I liked my bikes too, I had an old Panther, and rode an ex-police BSA to work. Anyway, 36 years later I have still got the bike shop. During all these years I rebuilt or restored many cars, trucks & bikes.

About 7 years ago a good friend of mine mentioned that Dick & Elise Pakeman were wanting to get out of their rim making business and that I should buy it.

A few weeks later, as arranged, I went and had a look at a rim being rolled and that was it. That machinery was going to my workshop. A deal was struck for the purchase and for the next couple of months, I would drive 2 hours to Helidon every Thursday for the day with bands ready to roll for orders I had received. I would roll these under Dick's supervision where necessary.

When he was satisfied I knew what I was doing we pulled his shed apart to get the 6 1/2-ton vertical lathe out to shift it home. [We put the shed back together again] Once all the machinery was home & set up, I was in full swing, as I already had a guillotine, folder & rollers to complement what Dick had.

So now I am fixing motorbikes and making rims. Those days I was mainly getting orders for split rims and clinchers.

As things progressed and with my passion for old bikes, I naturally started promoting veteran & vintage motorcycle clincher rims. That of course led to Belt & brake rims for them. More than half of my business now is motorcycle related.

My youngest son is a graphic designer and works in marketing .so a logo and website was soon developed. This of course has opened my product up to the world. I cannot think of a country that I have not sent rims to. Every week, something is going overseas. Aust. Post loves me.

I forge rim bolts as well for the wooden wheels in a press I helped make when I was an apprentice. I can make all the tooling I need for pressing and rolling from my experience in those early years. As much as I'm enjoying the challenges and making rims & wheels for everything imaginable, Credit has to go to Dick Pakeman for his knowledge, persistence and patience to develop the rolling gear that has now made thousands of rims.

One question that was often asked, are you training anyone?? Well, I can now answer Yes. I have apprenticed a young lad that is very keen to learn all the skills I have picked up in my career. Everyone tells him he is lucky.

I 'm the lucky one too, to be able to pass on my knowledge to someone worthwhile who will I'm sure carry on the business into the future.

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Articles and advertisements appearing in *Veteran Torque* are published in good faith on the understanding that the content is legitimate, and no responsibility for their accuracy is accepted.

Opinions expressed herein are solely the views and opinions of the contributors and are not necessarily the views and opinions of the Management or Membership of the VCCA(Q) Inc.

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.

P Party in Pictures



← → *The two patients*

Brett and Christine won a bottle of Pelican Point wine for the Best costumes



Polly put the kettle on







EKKA Wednesday - 11th August

SHED RAID and

BYO BARBECUE LUNCH

It's a Rally so bring an old car if you wish.

WHERE: SYD & PAULINE NORMAN'S RANCH -

22/24 Mt Vista Place, TAMBORINE (VILLAGE)-UBD A20 Map2 Gold Coast Section of Brisbane UBD.

STARTS WITH : COFFEE AT 10 am



THEN a Short ($\frac{1}{2}$ Hour) Local Run for those who wish

THEN - we break into the shed to inspect the old car collection including the restored 1910 Maxwell, the 1910 Standard and the 1924 Fiat and the 1979 Fiat, 1966 MGB and 1955 FJ ute (all under restoration) - an interestingly diverse collection but no English Mechanic - it now resides in the McFeeter's Museum in Forbes.



THEN: Barbecue at 1.00 pm BYO your picnic plates, cutlery, drinking vessels; sausages & steaks to burn on the barby, salads etc - also folding chairs, picnic tables

THEN your choice - extended socialising or a short run.



PLEASE ADVISE Phil Fletcher of your attendance & numbers at least a week before (by 4 August) by email (bayard4c@gmail.com). DETAILED DIRECTIONS WILL THEN BE PROVIDED BY EMAIL IF REQUIRED.

ALL INQUIRIES TO PHIL (0408 803 182).

FORD HISTORY REPEATS ITSELF 100 YEARS LATER

John Day

In 1920, times were tough in the American auto business. Bankruptcy was sending many small manufacturers to the wall. Henry Ford had just completed a buyout of the remaining few private shareholders and he owned the Ford Motor Company lock stock and barrel. He was asset rich, but cash poor. The banking industry was circling, confident that for the first time in history, they would gain an interest in the biggest auto manufacturer in the world. Henry Ford would be forced to approach them for financial help to get him through these tough times.

Always unconventional, Ford increased production in the face of Dealers protesting low sales figures. New Model Ts were shipped to unwilling Dealers, who under long standing arrangements, had to pay COD for the cars. Unwilling to lose the franchise that had made them wealthy over the last 10 years, Dealers went to their banks and borrowed until better times returned. Some Ford Dealers went to the wall, but Henry Ford emerged unscathed. The crux of this story is that Ford sent excess stock to its Dealers. Now, read on.

Fast forward 100 years. Covid 19 has meant a global shortage of microchips that are at the heart of today's vehicles. Microchip production has dried up as the pandemic has impacted on its labour force. There is a story doing the rounds that the auto industry in better times, has screwed the microchip price down to barely profitable levels. Since Covid based lockdowns have become a feature of our lives around the world, sales of whitegoods and electronic goods have soared. These also use microchips. Manufacturers of these goods pay better prices for microchips than auto makers, so the story goes. Regardless of the reason, the shortage of microchips is impacting the auto industry worldwide.

In America, Ford has been hit harder than other automakers by the chip crisis, saying that the shortage will cost it \$2.5 billion and slash its production this year by 1.1 million vehicles. Ford has a glut of unfinished vehicles, awaiting microchips. With few signs that the microchip shortage plaguing the auto industry will abate anytime soon, Ford Motor Co. is considering the unusual step of shipping partially built vehicles to dealerships and relying on service technicians to add the missing chips when they arrive.

The automaker is trying to ease the glut of F-Series trucks and other vehicles that have languished on storage lots surrounding its assembly plants for months by stashing them with dealers who have ample space as their inventory of new vehicles has dried up. Everything that is old is new again!

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A Publicity Stunt to the Top of a Scottish Mountain

Ford typically engineered publicity stunts to get his cars covered in British newspapers. In 1911, a Scottish car dealer proposed challenging his son Henry Alexander Jr. to drive a Model T to the summit of Ben Nevis in the Scottish Highlands, the highest mountain in the British Isles at 4,411 feet. The bet was that if he failed to reach the summit Alexander would lose his allowance.

Starting at nearby Fort William, the Model T drove over rocks, across bogs and through snow on a five-day journey. The car ascended to the summit using a zig-zag driving pattern. After his descent, Alexander was greeted by a cheering crowd of hundreds, after which he made brake adjustments and drove the car back to his father's dealership in Edinburgh.

Following the publicity, over 14,000 Model Ts were sold in the UK. It was the last time Ford felt a publicity stunt was necessary to sell his cars there.

<https://www.youtube.com/watch?v=jaNgYhvmtzA>

Wiring in older restorations

Gary Day

Many of our club members have purchased vehicles which have been restored by others years ago. Our Dodge Brothers veteran roadster restored in the 1960's is one of these. I recently decided to tidy up some wiring under the dashboard and discovered a short length of original Dodge Brothers wiring harness which was probably used for authenticity. Most of the other wiring was modern plastic cabling. The original harness appears to be similar to the old cables that I replaced in many Brisbane homes back in my electrical apprenticeship days in the 1970's, that is, braided rubber insulated cable. These cables were the cause of many fires back in those days as the heat in the ceiling spaces caused the rubber to become very brittle and eventually caused short circuits followed by fire. The Dodge wiring was concealed behind the motor block which understandably gets very warm. I was not surprised to find a section of exposed bare copper wire only millimetres from terminals on the starter switch which is all grounded (opposite polarity) It would have only taken a bit of movement in the wiring when working nearby to cause a short circuit as the cables are not protected by fuses. None of this wiring was visible from the normal position of checking under the bonnet.

My reason for writing this is just to raise awareness of what can be lurking under the bonnet of older restorations or original cars and maybe prompt a better look next time you work on your pride and joy.



History of the Bicycle

Who invented the bicycle?

1817 to 1819: The Draisine or Velocipede

The first verifiable claim for a practically used bicycle belongs to German Baron Karl von Drais, a civil servant to the Grand Duke of Baden in Germany. Drais invented his Laufmaschine (German for "running machine") in 1817, it was called *Draisine* (English) or *draisienne* (French). Von Drais patented this design in 1818, which was the first commercially successful two-wheeled, steerable, human-propelled machine, commonly called a velocipede, or "swiftwalker" and nicknamed hobby-horse or dandy horse. It was initially manufactured in Germany and France. This early **bicycle** had no pedals, and its frame was a wooden beam. The device had two wooden wheels with iron rims and leather-covered tyres.

On his first reported ride from Mannheim on June 12, 1817, he covered 13 km (eight miles) in less than an hour. Constructed almost entirely of wood, the draisine weighed 22 kg (48 pounds), had brass bushings within the wheel bearings, iron shod wheels, a rear-wheel brake and 152mm (6 inches) of trail of the front-wheel for a self-centring caster effect. This design was welcomed by mechanically minded men daring to balance, and several thousand copies were built and used, primarily in Western Europe and in North America. Its popularity rapidly faded when, partly due to increasing numbers of accidents, some city authorities began to prohibit its use.

This early invention has made Drais widely acknowledged as the father of the bicycle.

Wooden draisine (around 1820), the earliest two-wheeler

But the bicycle as we know it today evolved in the 19th century thanks to the work of several different inventors.

The concept was picked up by a number of British cartwrights; the most notable was Denis Johnson of London announcing in late 1818 that he would sell an improved model.



New names were introduced when Johnson patented his machine "pedestrian curricle" or "velocipede," but the public preferred nicknames like "hobby-horse," after the children's toy or, worse still, "dandyhorse," after the foppish men who often rode them. Johnson's machine was an improvement on Drais', being notably more elegant: his wooden frame had a serpentine shape instead of Drais' straight one, allowing the use of larger wheels without raising the rider's seat, but was still the same design.

During the summer of 1819, the "hobby-horse", thanks in part to Johnson's marketing skills and better patent protection, became the craze and fashion in London society. The dandies, the Corinthians of the Regency, adopted it, and therefore the poet John Keats referred to it as "the nothing" of the day. Riders wore out their boots surprisingly rapidly, and the fashion ended within the year, after riders on pavements (sidewalks) were fined two pounds.

Nevertheless, Drais' velocipede provided the basis for further developments: in fact, it was a draisine which inspired a French metalworker around 1863 to add rotary cranks and pedals to the front-wheel hub, to create the first pedal-operated "bicycle" as we today understand the word.

While Drais's velocipede only enjoyed a brief stint in the spotlight before falling out of fashion—poet John Keats derided it as the "nothing of the day"—his early version continued to be improved upon across Europe. Beginning in the 1860s, several different French inventors including Pierre Lallement, Pierre Michaux and Ernest Michaux developed prototypes with pedals attached to the front wheel. These were the first machines to be called "bicycles," but they were also known as "boneshakers" for their rough ride.

In hopes of adding stability, inventors such as Eugène Meyer and James Starley later introduced new models that sported an oversized front wheel. Dubbed “penny-farthings” or “ordinaries,” these oddly shaped machines became all the rage during the 1870s and 1880s, and helped give rise to the first bicycle clubs and competitive races. Beginning in 1884, an Englishman named Thomas Stevens famously rode a high-wheeler bike on a journey around the globe.



1885. The Rover Safety bicycle: the World's first modern bicycle

Inventor/Developer: Harry John Lawson/John Kemp

In **1876**, Englishman Harry John Lawson invented the revolutionary Safety bicycle. This bike featured a strong metal chain driven by two pedals, along with two equally-sized wheels, and a frame very similar to that of the modern bicycle. The true bicycle was born. The smaller wheels meant the bicycle was closer to the ground than the Penny Farthing, making it easier to get on and off, and making stopping easier. Because the rear wheel was powered by the pedals, unlike the front wheel on the Penny Farthing, the rider's legs were kept safely away from the front wheel. Hence the name, "Safety Bicycle". Lawson's model failed to catch on because of its relatively higher price tag compared to its contemporaries.



Later, another Englishman, John Kemp Starley, developed the first commercially-successful version, the Rover. Early marketing for these bicycles focussed on their relative "safety" when compared to their predecessors - and to great success. The bike also featured direct steering, another safety feature that proved to be very popular.

1888. Pneumatic tyres become a game-changer, Inventor/Developer: John Boyd Dunlop

In 1888, Irish inventor, John Boyd Dunlop, came up with the clever idea of filling rubber tyres with air to provide a smoother ride than existing solid-rubber tyres. Like many important inventions, Dunlop's was born from a problem very close to his heart. His son had been prescribed a dose of cycling to help with his heavy cold by a doctor. Dunlop noticed that his son's ride was very uncomfortable, and decided to make it a little easier. He fitted his bike with tyres made of canvas bonded with liquid rubber - and quickly patented the invention. His invention soon caught on and was given a boost by the famous cyclist, Willie Hume, who became the first to adopt Dunlop's tyres for racing events. The rest is history.



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[Information sourced from Wikipedia]

The above a far cry from the bicycles used in the Tour de France today!



Minutes of the Six Hundred and Seventy Eighth Meeting Of the Veteran Car Club of Australia (Qld) Inc.

Held as a ZOOM meeting due to Covid 19 regulations

Monday 5th July 2021

Apologies: Alan & Carol Robinson, Lauren Forster, Trevor & Janette Farnell, Graeme & Ellen Allen, Rob & Pam Guthrie, Louisa & Tim Becker, Allan & Dianne Lyons, Phil Fletcher, Glynn Hackshall, & Glenn Adams, Kevin & Joyce Brooks.

Attendance on Zoom: Sally & Rob York, Steve Forster, Syd & Pauline Norman, Albert Budworth, Wayne Aberdeen, Graham Crittenden, Peter Arnold, Bev Lollback, Wally & Bev Lanagan, Peter Handley, Graham & Irene Donges, Alan Carpenter, Grant Vormister & Rhonda Guthrie.

President - Sally York, welcomed everyone, thanked them for their attendance.

Minutes of the March Meeting: Minutes as published in the club newsletter were taken as read. Peter moved that they be accepted as a true and correct record Seconded by Rob York. All agreed

Business Arising: Nil

Correspondence:

Magazines Various Clubs Spit & Polish, Beaded Wheels,
Rent paid – Various clubs
Various Club membership
Various Accounts
New Members: Ashley York & Adam Lyons
Rhiann York & Jacob Bailey

Emails Inwards

Ford Model A Club booking a club event for August
Vintage Car club invitation to their display day 27th June
Various club newsletters Brass Notes, ACT, BVAC, Country Motoring

Correspondence Outward

Email outward

Confirming Ford Model A booking
Forwarded the VCCQ Invitation to club members
Various club newsletters, Brass Notes, ACT, BVAC, Country Motoring

Business Arising from Correspondence: Nil

Rhonda moved that the inward correspondence be received and the outwards be endorsed. Seconded by Syd Norman

Treasurer Report: Steve reported on the club accounts. Steve moved that the report be accepted and accounts be passed for payment. Seconded Albert Budworth All Agreed

Steve said he had all the club financials ready for the Auditor, Irene Donges said she also had all the Charleville accounts ready for the auditor. Steve & Irene will arrange to get all reports to Hazel Burley who will in turn deliver them to the club auditor.

Events - Social Report:

24th July "P" Party, Albert mentioned that he needs all club members who are planning on attending to contact him ASAP and pay their money on line please. Peter & Lyn apologies as they will not be able to attend.

11th August Shed invitation, Syd & Pauline Norman have invited all club members to visit their place, he asks you BYO chairs and BYO goodies for a BBQ lunch and drinks. You may like to come in your veteran car and enjoy a small local cruise around the local area.

21st August Swap Meet, Albert felt we only need a sausage sizzle for the swap meet, everyone was happy with this idea.

3,4,5th September President Rally Kingaroy

18th September Handover dinner

18th December Christmas Luncheon

Albert mentioned he has the caterer booked for the handover dinner as well as the Christmas Luncheon.

Website and Security Russell Massey reported the security was working well.

Property: The men's toilet required maintenance this has been completed by a local plumber.

Dating Rhonda mentioned that Pres, Sally York was able to present Bob & Diane Carruthers their 100 year badge and the dating certificate for their 1916 Buick. Rhonda also mentioned that Ross had sent out paper work to Graeme & Ellen Allen from Allora to date their 1918 Ford Model T. Their paperwork should be at the club rooms ready to be collected.

QHMC Albert was not able to attend the last meeting.

General business:

Sally & Rob York had nominated their daughters and their partners to join the club. Their nominations were accepted.

Wally reported that Nev Morris of Dalby who owns lots of car/truck/stuff has decided to sell some of his goodies. Bundaberg auction business is organising a catalogue, this can be viewed on line. The auction will be on the 21st August on the Dalby property.

Skite - Grant Vormister has purchased himself a 1912 LMC Motorcycle single cylinder (bits & pieces) LMC Lloyd Motor Company – England.

Peter reported that a National Dating Committee held a meeting last week. Russell Holden who is a Board Member of the HCCM club in the USA has mentioned to Peter Arnold and Andrew McDougall (Vic) that there has been discussion between a number of countries eg: NZ, France, Germany, England, USA regarding joining resources with regard to correct dating of veteran vehicles.

All Australian State dating chairmen are in agreement that we should be a part of the growing international group with the potential to share our resources for dating processes, information held regarding specific vehicles and contacts for specific expertise with the participating organisations.

Peter has stepped down as Chairman of TAVCCA and Andrew McDougall has agreed to chair the Dating committee meetings in the future.

Andrew McDougall will report back to TAVCCA, AGM in October as there will be an International Steering Group meeting scheduled in August.

Peter mentioned to President Sally, that there will be a National Meeting held on the Sunday 10th (sign on day) probably in the morning in Swan Hill – October 2021

Meeting Closed 8.40pm

Rhonda Guthrie
Hon Secretary
Veteran Car club of Australia (Qld) Inc

Sally York
Hon. President
Veteran Car club of Australia (Qld) Inc

MARKET PLACE

WANTED FOR IMMEDIATE PURCHASE:

LATE MODEL VETERAN 1915-1918

Vehicle requirements :

- RHD.
- Driver able to enter and exit via driver's door.
- Engine has minimum of 20HP.
- Electric Lights. Electric Starter.
- A full set of side curtains, if Roadster or Tourer.
- Would prefer overall condition to be **very good**

Contact: GLENN ADAMS 0418830129 : pgrga@bigpond.com

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**DO YOU HAVE YOUR EDWARDIAN COSTUMES ORGANISED FOR THE "Rally to the Mallee"
(Swan Hill) IN OCTOBER?**

**ARE YOU FINDING IT DIFFICULT TO SOURCE SUITABLE ITEMS PERTAINING TO THE ERA
OF YOUR VEHICLE?**

ON VCCAQ SWAP DAY, 21st AUGUST, AT THE VETERAN CLUBROOMS,

we will again be offering **for** sale all manner of Edwardian style costume items.

For Ladies and Gents, if you want top hats, bowler hats, caps, blouses, frocks, suits, jackets, furs, evening attire, day wear, we have a comprehensive collection.

* * * * *

Please email Irene, if you have need of something specific, at : gregoryrhill@optusnet.com.au





SOME MORE DAD BAD CAR JOKES

- Why did the snail paint a big "S" on his car's hood?
Because he wanted people to shout, "Look at that S-car go!" when he drove past.
- What happens when Kermit the Frog's car breaks down?
It gets toad.
- Why is Miss Piggy such a bad driver?
Because all she does is hog the road.
- Why can't motorcycles do push-ups?
Because they're always two-tired.
- Kids, I bought the cat a new car.
It's a Cat-illac.
- What type of car does the dog hate?
A Cor-Vet.
- Did you know that Teslas come with a unique "new car" smell?
They call it "Elon Musk."
- I accidentally drove my Subaru Outback into the river.
Now it's a Scuba-ru.
- Where do canines park their cars?
In the barking lot.
- Two French cheese trucks just crashed!
Looks like there's da' brie everywhere.
- My car's favorite meal of the day is...
Brake-fast.
- Why did the washing machine schedule a test drive?
Because he wanted to go for a spin.
- What's worse than raining cats and dogs?
An electric car hit a cyclist the other day.
*Hailing taxis.
It got arrested for assault with a battery.*