

THE VETERAN CAR CLUB OF AUSTRALIA (QLD). INC.

Joint Patrons: Her Excellency the Honourable Dr Jeannette Young PSM, Governor of Queensland
and Professor Graeme Nimmo RFD

VETERAN TORQUE

JUNE 2022



*Lineup of Vehicles outside the Morundah Hotel,
On the Narrandera 1 & 2 Cylinder Rally*

[Photo : Greg Hill]



VCCA(Q) - 2021 - 2022

Joint Patrons: Her Excellency the Honourable Dr Jeannette Young PSM, Governor of Queensland and Professor Graeme Nimmo RFD

All correspondence to the Club should be addressed to the following as appropriate:

President:

president.vccaq@gmail.com

Treasurer:

treasurervccaq@gmail.com

Secretary:

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.

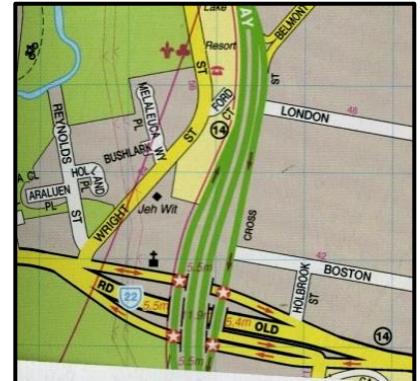
The Club website is: www.vccaq.com

Membership fees from 1 July 2022: are:.

Full Membership (single): \$ 52 Joint Membership \$ 57

Country Membership (single): \$ 40 Joint Membership: \$ 43

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.)

(Note: The Social Fund account is: A/C 21823868 BSB 124 026)

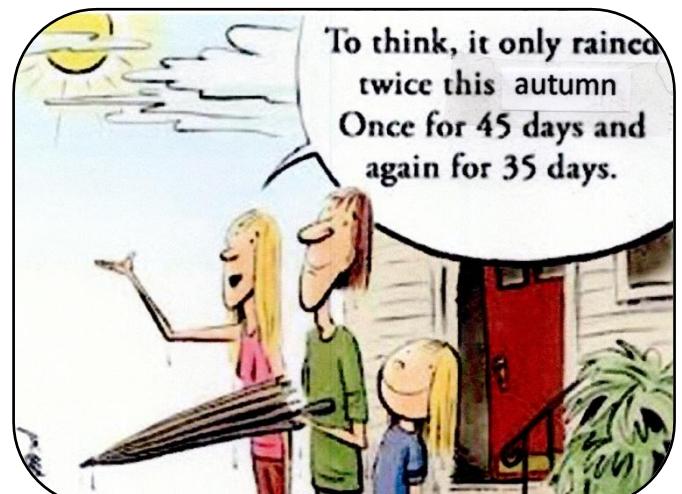
Membership Application Forms are available from the Secretary at the address below.

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 May

I think all our weary travellers have made it home from the National 1 &2 Cylinder rally in Narrandera and by all accounts it was a good time. The cold wasn't much of a deterrent and luckily there was only a slight brush with Covid and anyone with the unfortunate experience to have contracted it, I hope has fully recovered. Sounds like the state of some of the roads on the way down was terrible and worse on the way back thanks in most part to the seemingly never-ending torrential rain and the resultant flooding. I hope there was no pothole related damage to any vehicle.

Our thoughts go out also to any members affected by the flooding at their homes. The unprecedented water levels caused destruction throughout Queensland and New South Wales. Rob and I helped people who had homes and businesses affected and there's nothing quite like the smell of the aftermath. It was eye opening to be part of the clean up and emotional turmoil that followed the water recession not to mention the health implications just for being on site. This flooding is also the culprit in the delays we face with our new disabled bathroom construction not that we have water issues. just the lack of currently available tradies due to the high demand on their services due to the flood repairs. Construction will resume as soon as possible.

This month's Southside run was orchestrated by Margaret Thompson and became part of the Cancer Council's Biggest Morning Tea held at Slacks Creek Progress Hall. The flyer promised a wonderful time including morning tea. I hadn't heard about the attendance but I'm sure those that went had a good time and made a difference in the world, also putting the VCCAQ in the eyes of the community, supporting locals. The Northside run while under the threat of possible rain caused all of us to attend modern, was well attended and we thank Graham for hosting us and providing Tim Tams for my small guest. We could call it a recruitment exercise as he leans a bit towards Overland but has a soft spot for Dodge Brothers, so chances are it's just a waiting game now, for him to become a member. Chocolate enticement certainly doesn't hurt as he appeared to be very receptive. He wore far less of it than I imagined he would. He was very enamored with the Velcro closure on Kevin's shoes that matched his own and found great enjoyment in sharing his new skill of fist bumping with everyone, multiple times. I've had an enormous amount of time to spend with him lately as his mum had covid so he and his dad had to move in with Rob and me. If you have ever had the pleasure of taking care of a 16 month old full time you will understand exactly what that job entails and if you don't know just be thankful and enjoy your sleep. He would give the energizer bunny a run for his money on a slow day, and sleep seems to be optional with this model. My house constantly looked like an explosion happened and work matters were slightly neglected but boy did we have fun! I'm pretty sure my dogs slept for two whole days after he went home.

The Pittsworth rally is almost upon us, and Phil seems quite enthused about the rally routes while being grateful that Stuart Cornford shared his knowledge of the area, and we'll have to keep our fingers crossed that the rain holds off long enough for safe completion. Members that can't make it back in time for the general meeting on Monday night are encouraged to join us via zoom and we will email the link to make it as easy as possible.

June 19th RACQ Motorfest is on, and we have a few cars going to promote the VCCAQ. We have decided considering our reduced numbers, we would attempt to provide a static display of period costume as an added attraction. The public loves seeing our members all dressed up in our cars. It helps keep the romantic notions of yesteryear alive, a simpler more elegant time. Get the polish out, we have work to do.

September is going to be here before we know it and I would like you to start thinking about the possibility of your standing for a position on the committee. The committee is responsible for steering the Club into the future and we need your experience and knowledge to facilitate that, also we eat well so there's some added benefit to our meetings. I personally have found this position rewarding, challenging and more importantly I am positively contributing to the future of the Club ensuring that it continues. I must admit though taking over an additional position for a couple of months pushed my capabilities a little further than anticipated. Best part is, it's all worth it!

That's it until next month

Happy Motoring

Sally

Brisbane to Broome Rally Start

Monday 18th July

You can be part of this historic event

The Veteran Car Club of Australia (Qld) in partnership with the Heritage Motorcycle Club of WA is hosting the Brisbane to Broome Rally, starting from the Caboolture Historical Village on Monday 18th July. There are currently 48 entrants from most States, including 28 motorcycles, which will be converging on Caboolture over the weekend of 16th and 17th July.

Programme for the weekend.

Most entrants will arrive on Saturday with some camping in the Village grounds and some at a nearby motel.

Saturday evening will be an informal happy hour in the community hall in the grounds of the Historical Village

Sunday morning there is a short rally to Beachmere starting at 9.00am to dip the rear wheels in the waters of the Pacific Ocean while enjoying morning tea on the beachfront then motoring back to Caboolture. Sunday afternoon is free to prepare the vehicles and machines for the gruelling trip.

Sunday night members of the Veteran Car Club will host a BBQ dinner at the community hall in the village grounds

Monday morning the official start will take place from 9.00am in the front Car Park of the Caboolture Historical Village following the unveiling of a plaque at the Blue Tree which has been painted in recognition of the Blue Tree Project, one of the organisations we will be sponsoring along with the Royal Flying Doctor Service.

Monday's course will follow back roads to Wamuran, then the D'Aguilar Highway to Kilcoy, Blackbutt and on to Yarraman for the night.

Club Members Invitation

Club members are invited to join us for any part of the weekend.

We are also looking for volunteers to assist with the Sunday rally to Beachmere, the BBQ evening on Sunday night and the start on Monday.

To be part of this historic event talk to either:

Graham Donges 0417 718 617 or
Peter Arnold 0417 615 149
* * * * *



Narrandera 1 & 2 Cylinder Veteran Vehicle Rally, 8-13 May.

**2022 National 1 & 2
Cylinder Veteran
Vehicle Rally**



NARRANDERA, NSW

8TH -13TH MAY

The photos that follow are a pictorial record.
Unless otherwise acknowledged, they were provided
by Greg Hill and Rhonda Guthrie, to whom I am most
grateful.....[Ed.]



Logo by our own Kevin Brooks.





THEY LOOK WARM AND DRY

JOHN HANDLEY, ONE OF ONLY THREE WHO VENTURED OUT VETERAN TO GANMAIN ON A VERY WET DAY, STRIPPED TO HIS UNDIES TO BE OUTFITTED AT THE LOCAL OP. SHOP

* * * *

Hume's '07 Rover



Alan Miller's '07 Schacht



An '08 and '09 Schacht



Geoff Paynter's '06 Darracq



Julian & Jane McNeil's '04 Darracq



Grant Vormister & Melissa Cornish's '06 Reo



Les & Christine Wassmuth's '09 Reo



The Garthon's '05 Rover



Ken Hall's Sizaire et Naudin



Kevin & Joyce ready for a day rallying



Morning Tea on the banks of the Murrumbidgee



MAY 18TH 2022 SOUTH SIDE RALLY.

Thanks to Margaret and Merv Thompson, this month's rally had a slightly different twist to the normal rallies. As the weather leading up to this event had been consistently inclement with heavy rain putting a dampener over taking out our older cars and as a result of the dampness the full spectacular of having Veteran and vintage car out was not available.

However, putting the weather aside, Margaret and Merv had arranged this event incorporating morning tea at the Kingston-Butter Factory Arts and Craft Inc. facility at Springwood in support of the Greatest Morning Tea fund raiser for the Cancer Council that happens each year at this time.

We had nine club members plus one junior member attending with nana and grandad.

We also had three apologies due to illness.

The hall at Springwood was packed full of Arts and crafts locally made by the ladies of the Kingston-Butter Factory Arts and Craft Inc. group along with local produce.

So as a result, the ladies of our group were in their element.

The morning tea provided by the Arts and Craft group was also spectacular, equal to a high tea. Quizzes and mental challenges also helped to while away the time and before long it was time for us to move onto our lunch time venue at a small café called Mama's Place also at Springwood, where we met up with Russell Massey who was keen to show us some recent engineering work he had performed on the water pump from the Vauxhall.

Over lunch the group chattered away about all manner of subjects. To the men's surprise there just happened to be a quilting shop within a few steps of the café, so there was no surprise we mere men were left chatting while the women went off to the quilting shop.

Considering the inclement weather, all who attended this rally had a great time thanks again to Margaret and Merv's organisation.

Trevor and Janette Farnell



Walter Arnold and the World's First Speeding Ticket

[Extracted from an article by Miriam Bibby BA MPhil FSA Scot, historian, Egyptologist and archaeologist]

January 28th, 1896 must have started out as an ordinary day for the police constable responsible for Paddock Wood, Kent, as he pushed his bicycle through the quiet streets. While proceeding in an orderly fashion through the village, the peace of the constable's regular beat was suddenly and rudely shattered. He wasn't to know that what was happening was also an event of national, and, ultimately, international significance.

Belting past the bobby at a scary 8mph, a motorist by the name of Walter Arnold was about to enter the record books in a burst of exhaust fumes and a flurry of legal activity. Not only was he clearly breaking the speed limit for one of these infernal machines, which was 2mph, but also, and even more damningly, he had no man with a red flag preceding him as the law required. The bobby on the beat set off in hot pursuit on his regulation issue bicycle, finally catching up with this deranged road racer after five miles. Having captured his man, what was a bobby to do in pre-speeding ticket days? It's not hard to imagine a subsequent scene between motorist and constable.



"Gasp – didn't you hear me shouting at you to pull over sir? – cough – must ask you to accompany me – hang on a minute – wheeze..." Have you thought of asking your superiors for an upgrade, constable? I could provide them with a very good deal on a Benz motor, finest German engineering..." "Now I've got my breath back, I'm writing you a citation, sir."

Walter Arnold was no ordinary motorist. He was also one of the earliest car dealers in the country and the local supplier for Benz vehicles. He was well ahead of the times and set up his own car company producing "Arnold" motor carriages at the same time. It has to be said that the subsequent publicity surrounding his speeding offence probably wasn't entirely unwelcome, and it was certainly a game changer for the automobile.

The London Daily News detailed the four counts, also known as "informations", on which Walter Arnold faced charges at Tunbridge Wells court. Arnold's vehicle was described several times in the newspaper court report as a "horseless carriage", and the case clearly raised some interesting philosophical as well as legal points for the bench.

The first count, which reads oddly now, was for using a "locomotive without a horse," the next for having fewer than three persons "in charge of the same", indicating the enduring influence of horse-drawn and steam locomotion when legislating the new vehicles. Next came the actual speeding charge, for driving at more than two miles per hour, and finally, a charge for not having his name and address on the vehicle. In defence, Arnold's barrister stated that the existing locomotive acts had not foreseen this type of vehicle, throwing in the names of a couple of elite users, Sir David Salmons and the Hon. Evelyn Ellis, who had never had any problems while out and about in theirs. Since this was a case that would set a precedent, referencing names of people who were in the public eye would avoid the problem that has become a by-word for judges who are out of touch – the "who he?" reaction. The origin of this phrase, frequently referenced by satirical magazine *Private Eye*, lies in the response of one judge in the 1960s who was heard to ask in court "Who are the Beatles?"

Mr Cripps, defending, said that if the Bench considered the vehicle was a locomotive, therefore presumably legislating it within existing Acts, they should charge a nominal fine. Eventually, Mr Arnold was fined 5 shillings for the first count of "using a carriage without a locomotive horse" (aka "horseless carriage") plus £2.0s.11d costs. On each of the other counts, he was to pay 1 shilling fine and 9 shillings costs. Effectively then, his speeding offence cost him a shilling. All in all, the publicity it created may have made it worth it.

The case may have had an influence on the changes to legislation shortly afterwards. His sentence extended for "gross impertinence to the rural police", Arnold sped off into a glorious new dawn. The speed limit now rose to a breathtaking 14mph, and drivers throughout the land, including Walter Arnold in his Arnold Benz, celebrated with the Emancipation Run from London to Brighton.

Arnold's beautiful little vehicle took centre stage at the Hampton Court Concours of Elegance in 2017. Clearly showing the ancestry of horse-drawn vehicles in its design, with carriage lamps on either side and a coachman style bench with footboard, it is an important part of the English past, telling so much about one of the most significant transitional periods of human history.

The First Automobile fitted with Pneumatics – Part 2

The Michelin – No. 46 - the last to start in the Paris-Bordeaux-Paris Course of 1895 was also the last to reach Bordeaux on 13 June at 1.10 pm - 27 hours behind the Panhard et Levassor - No. 5. And far too late to receive the welcome organised by the *Bordelaise* including the *Maire de Bordeaux*, other notables, the curious and the sportsmen who had come from Paris by train.

With the burners still roaring the indefatigable Andre and Edouard turned around and headed back agreeing '*an unconvincing performance that could only be overcome by successfully reaching Paris!*'

The story continues ...

On the return leg of the course, they had to undertake the usual tyre and spoke changes. It is also reported that the gearbox had packed it in losing 2nd gear by Poitiers and not long thereafter, 3rd gear. Using 4th gear going downhill and on the flat, otherwise 1st gear.

At Tours, it is reported that '... a race steward compounded their misery: '... you are disqualified.'

'Why?' Edouard innocently asked.

'For using spare parts attained elsewhere. Where you changed your spokes.'

'Say what you like, but I'm not stopping. I'm going to Paris.'

Art. 12. Any repair along the way, of any kind whatsoever, may be made only by the personnel mounted on the car and with the repair equipment carried by each car; any infringement will result in disqualification.

[Art. 12 Aucune réparation en cours de route, de quelque nature qu'elle soit, ne pourra être faite que par le personnel monte sur la voiture et avec ressources du matériel de réparation emporté par chaque voiture ; toute infraction entraînera la disqualification.

Règlement de la Course des Voitures Automobiles du 11 Juin 1895]

Then 'at Blois during refuelling, their overheated motor caught fire. They managed to put it out swiftly without damage.' Fires and explosions were not uncommon given the ignition system used on the Daimler motor. The 'hot tube' system comprises a pump to pressurise the petrol in a separate tank that is connected to the burners positioned under the porcelain or platinum tube protruding from the cylinder block [not unlike a spark plug that in time replaced the tube]. Alcohol is put in a saucer at the base of the burner that is lit to warm the burner before the tap at the bottom of each burner is opened (to allow the petrol to spurt out) with one hand while trying to stand back as far as possible and reach out to the top of the burner with the lit taper in the other hand and woosh! At times it is necessary to crouch to avoid the flames that gush out from under the cover over the motor and upwards, when reaching in yet again to adjust the taps until the colour is right and the burners are roaring! The motor thereafter will continue to run without much fuss. The danger with this system is that the flame is vulnerable to being extinguished by the wind or impurities. And if that happens going along on the flat with all the attendant sounds, including the clunking of the chains, it is difficult to pick up that a burner has gone out. Difficult that is until the fumes from the petrol still coming through fill the void surrounding the motor – then boom!

For Andre and Edouard time was running out – they had to be in Paris by 5:00 pm on 16 June when the allotted 100 hours were up and the officials of the Touring Club would finally be able to pack up and leave the *Restaurant Gillet*, that had been their HQ for the last five days.

Time was up when a rumour began to circulate that the *Michelin* brothers were not far away.

Four hours and 30 minutes after the official deadline, the ordeal came to an end with the arrival of No 46 – one of the most heroic feats of endurance in the annals of the automobile.

The Officials at the time are said to have 'hung on to salute their feat of human and technical prowess'. The ordeal over, *Edouard Michelin* was in prophetic mood claiming to say

'... In 10 years, all cars will be running on pneumatic tyres.'

As it turned out ten years on, all cars were indeed running on pneumatic tyres. Further, in 1905 the *principales victoires* of all the main races save for the last one - the Vanderbilt Cup in America - were running on *Michelin* tyres.

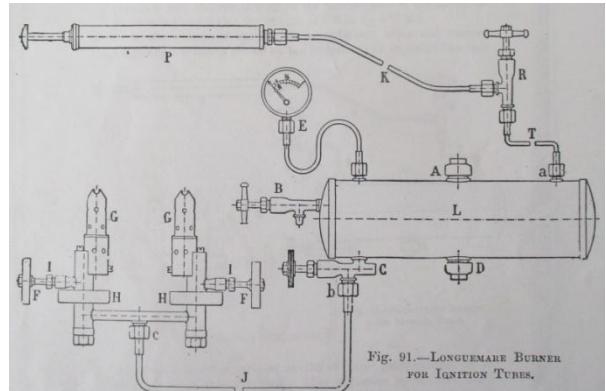


Fig. 91.—LONGUEMARÉ BURNER FOR IGNITION TUBES.

In 1989 Michelin reconstructed a replica of No. 46 to revive the memory and enrich the history of the automobile with a unique piece – the *Michelin - the first automobile fitted with pneumatics* nicknamed ‘*L’Eclair*’ – ‘*sa reconstitution ravive la mémoire et enrichit d’une pièce unique le patrimoine automobile*’

In 1995 a complete set of *Michelin* pneumatics, the same as those fitted to Entry No. 46 in the 1895 *Paris-Bordeaux-Paris course*, was made by *Hubert Vedry* in a small work-shop – described as a ‘time warp’ – attached to the *Conservatoire de Pneumatiques* at *Michelin* located on the *Rue Henri-Barbusse* in *Clermont-Ferrand* using the same method and equipment including the actual moulds used in 1895.

[Hubert Vedry →](#)



On Sunday 11 June 1995 a commemoration to mark the centenary of the *premiere démonstration pneumatiques du monde* bewildered the crowds making their way from the station along the *Place d’Armes* to the *Chateau de Versailles*.

Then at the same time as the start on 11 June 1895, a member of the *1ere Association Française des Collectionneurs de Voitures Anciennes Les ‘Teuf-Teuf’ Fondée en 1935* was waved off to the applause of the crowd that had gathered to witness an attempt to commemorate the centenary of the *Paris-Bordeaux-Paris course* – something the organisers said was impossible 100 years on! The ‘official’ celebration of the centenary of the *Paris-Bordeaux-Paris course* took the form of a rally that departed *Bordeaux* in time to arrive at the headquarters of the *Automobile Club de France* on 11 June 1995.

Like the rumour circulating in *Paris* on 16 June 1895, another rumour was circulating in the environs of *Place de la Concorde* and the *Automobile Club de France* on Sunday 11 June 1995 soon after the ‘official’ procession arrived in *Paris* from *Bordeaux*.

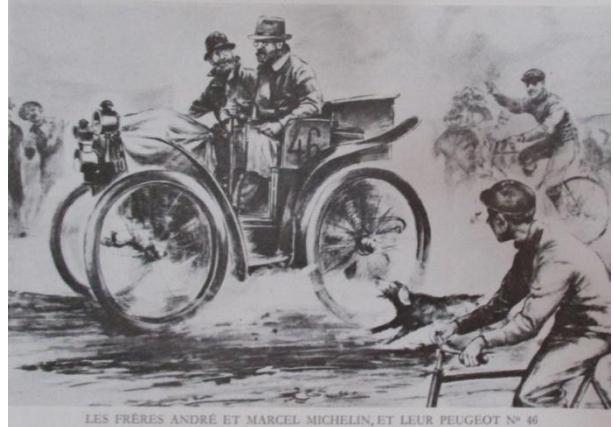
The press reported on the rumour as follows:

‘... At the headquarters of the *Automobile Club de France*, at the arrival of the commemoration of the *Paris-Bordeaux-Paris*, an incredible rumour was circulating ...’ that an attempt was being made to commemorate the *Paris-Bordeaux-Paris* on their own and without assistance.

[*Au siège de l’Automobile Club de France, à l’arrivée de la commémoration du Paris-Bordeaux-Paris, une rumeur incroyable circulait ...’ se serait rendu à Versailles - comme Emile Levassor il y a cent ans mais sans sa Louise Sarrazin - pour gagner Bordeaux seul et sans assistance*].

When it became known that it was true that someone had commemorated the centenary of ‘the world’s first automobile race’ on their own without assistance, the rumour that had been treated as a joke was then described as being a ‘miracle’. [*Penser à une « stupid joke » une mauvaise blague - mais o miracle*]. The following year *Michelin* used the same equipment and moulds to make a set of pneumatics for their entry in the centenary celebration of the 1896 Motor Car Club Tour from London to Brighton that carried ‘*Bibendum*’ across the finish line on Madeira Drive Brighton riding on air!

The replica of No. 46 is on display at *L’Aventure Michelin* in *Clermont-Ferrand* opposite the *Marcel-Michelin* Stadium.



LES FRÈRES ANDRÉ ET MARCEL MICHELIN, ET LEUR PEUGEOT N° 46

Grateful acknowledgements to various contributors to a presentation copy of *Paris-Bordeaux-Paris* inscribed ‘Best wishes to Rodney Anderson from Bordeaux Robert Panhard 3-7-07’ and *La Vie de l’Auto* for the excerpts used in this story – along with *Le Sport Automobile en 1905* [Michelin et Cie 1905] and a souvenir booklet titled *Michelin Première Automobile sur pneus* [n.d.]

Bonne route

[Rodney C Anderson](#), Melbourne May 2022

FOR SALE

1910 Napier Jarrott– 4 cylinder 15 HP

The car for sale as an interesting restoration project is essentially a re- badged 15 HP Napier. It is approximately 75% complete and has an interesting, although somewhat clouded history.

Charles Jarrott was a famous racing driver and car dealer (Jarrott & Letts) in the early 1900s. It is believed the Jarrott & Letts motor business purchased potentially superseded parts from Napier and engaged the engineering company, Dawfield to construct the 'Jarrott' cars, re-badging them from the Napier componentry into 'Jarrott - Napiers'. Dawfield largely built taxis, some of which were also exported to Australia. Any reference to Napier was removed during the build process. Additionally, some 'standard' Napier castings carry the 'Dawfield' brand. During the period 1907 -1910, Dawfield was part of D.P.L. (Dawfield, Phillips Ltd.) of West Ealing, Middlesex. Dawfield's main business was mostly building taxicabs, although it was a convenient sized small car for town use, and doubtless some were sold to private customers. Some taxicabs were exported to Australia.

It is believed that five 'Jarrott- Napier' cars were sent to Australia, three as taxis, one as a car and one a lorry. Two were registered in Sydney in 1910 according to our findings. With correspondence from England and around Australia it is believed that this is the only surviving Jarrott - Napier.

Some years ago, a landauette body was sourced and this is currently in place. The mudguards are present for repair or good patterns although there is no bonnet. The correct type wire wheels are currently fitted with the original wooden wheels also included. The motor was reputed to have been running prior to our purchase. Work completed would be regarded as an older restoration although all components are able to be inspected and appear to be in good condition. The car has always been stored and never in the weather.

Following 25 years of ownership, we have reluctantly made the decision to sell the- Napier due to ill-health.

The car is located in Brisbane.

Offers over \$25,000 will be considered.

Contact: Jean and Bill Jarrett on 0409031011 or lilajeanjarrett@bigpond.com





* * * * *

1915 Studebaker Model EC Six For sale as an extensive restoration project.

The car is a 1915 Model EC 6 cylinder five passenger touring car acquired from a station property outside Tambo. My cousin Doug Weare, who was a Charleville Builder, told me he had been building an extension to a station property residence outside Tambo around ten years earlier, and it had been necessary to drag an old car out from under the house before work could begin. The front wheels had collapsed during the removal and the car abandoned in a nearby paddock. He could recall nothing about the make or model but thought it must be old because he could remember it had buttoned leather upholstery. When I told him I was interested he re-visited the property and found the car was still there, and sent me some photographs, the serial number plate, and a hubcap, which were enough to identify it.

When we retrieved the car, it was obvious that at least a decade in the open had done it no favours, but it was still substantially intact and relatively complete, even though the buttoned leather upholstery my cousin had remembered so clearly had regrettably disintegrated, leaving only a few rusty springs behind. Back in Brisbane the car was dismantled and stored under my parents house in anticipation of commencing a straightforward restoration (youthful and misguided optimism once again). Naturally, real life intervened and the straightforward restoration gradually acquired the status of "retirement project", until age and recent health issues forced me to accept the reality that such a project is now beyond me.

This wouldn't be a project for the faint hearted and I'm not in the happy position of being able to give the car away. I'm asking **\$8000 firm**, which I don't think is excessive considering age and relative completeness, but I do realize that it would have to be labour of love for someone. While the car would be a quite large and relatively powerful veteran if completed, it does require TOTAL restoration, a daunting and expensive project unless the restorer had the variety of skills necessary to carry out much of the work himself (or herself of course).

CHASSIS & RUNNING GEAR – Some corrosion in front right of frame rail and in drilled light gauge steel cross member below radiator. Front springs corroded, especially front right spring. Some repair plates bolted to centre section of righthand frame rail may indicate a "bush repair" of cracked frame at some point. Rest of frame and rear springs are sound and restorable. Wheels (26") would require full replacement of wood spokes and felloes but all parts are present and good enough to provide patterns. All metal wheel components including bearings, detachable rims and brass hubcaps are present and sound or restorable. All brake components present and restorable.

ENGINE & TRANSMISSION – Engine has monobloc steel head with aluminium crankcase and oil pan. It has been dismantled into these three components and mechanical components don't appear to have major wear but have been stored for many years and pistons would need soaking in diesel to free them from the bores. All external engine fittings are present and restorable, although aluminium inlet manifold is cracked. Original brass Schebler carburettor is present and in good condition.

Transmission is via driveshaft to a transaxle gearbox. All components are present and restorable, and internals appear relatively unworn. However, the aluminium transmission case has a fracture, doubtless due to some mishap on the rough western Queensland roads of the time, and I believe this is probably the original reason for the car being taken off the road, probably quite early in its' career before it had a chance to be worn out mechanically. I've never been able to source a replacement case, but the break could probably be welded.

ELECTRICS – Enough of the original wiring and wiring conduits remain to provide patterns for replacement and all other electrical fittings inside body and on bulkhead are sound and restorable. One headlight rim and reflector are missing but are intact on the other headlight to provide patterns. Taillight is present and complete. A restored Rexo horn of the correct type comes with the car. All instruments are present but have suffered badly from the years of outdoor exposure at Tambo and would need extensive restoration or the sourcing of decent original replacements. The original Wagner starter motor, generator and distributor had been removed from the car at some time before I acquired it. I have what I believe is a correct replacement starter but have had no luck finding the generator or distributor, so these remain missing and could be difficult to locate (especially a six-cylinder distributor, as this model was considerably less common than the 1915 fours).

BODY PANELS & FITTINGS - The body remains in one unit and, despite inevitable surface rust due to past exposure, is quite sound, complete and restorable from the cowling back, with wood framework and floorboards still sufficiently intact to provide patterns for replacement. Steel valances and running boards, rear guards and rear cover panel below the body are all present and restorable. Rear spare wheel mounts are intact. Original robe and foot rails are present (just steel unfortunately, not much brass or brightwork on this model). One lower windshield post mount is broken but could be repaired or duplicated; both windshield posts are present although the lower windshield frame is missing. Left front guard is rough but probably restorable. Radiator shell has rust in the bottom section but is otherwise restorable. Radiator core is good and restored original Boyce motometer comes with the car.

Right front guard is badly corroded and would probably be best replaced but enough is left to provide a pattern. The bonnet has serious corrosion on righthand panels but is complete enough to provide a pattern for replacement if necessary. Steel trim panel below the radiator shell is corroded but enough remains to provide a pattern. Base of fuel tank, mounted below the cowling with filler on the dashboard, is rusted out but good enough to provide a pattern for replacement. All original fuel lines are present.

The original top was missing from the car, but design is shown clearly in original sales literature and could be duplicated. The seats, originally buttoned leather, have deteriorated completely during years of abandonment and only a few rusty springs remain. The pattern is shown clearly in original sales literature and could be duplicated, albeit at considerable expense unless any future owner possessed advanced upholstering skills. Enough remains of the interior door trim panels to provide a pattern for duplication.

LITERATURE – Original owners' manual, parts catalogue, sales brochure and a promotional folder mainly relating to the transaxle (but showing original style of pinstriping on top of rear chassis frame), all in good condition, come with the car.

I have tried to honestly provide as much detail as possible of the good and bad points, which I guess are about equal, but am happy to provide further information if any club members are interested. I can be contacted by email at arcadia45@bigpond.com or on 07 32732517 (which has message phone). The largely dismantled components are located at inner southside Brisbane and I'm happy for anyone interested to have a look if they make prior arrangements with me.

I'm also selling two 1922 Model 35 Buick 4-cylinder cars (one feral but a good runner with some recommissioning, the other dismantled) and a dismantled but complete 1929 Graham-Paige Model 612 tourer.

Asking Price: \$8,000 firm. Contact: Dennis Neilsen arcadia45@bigpond.com

DISCLAIMER

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.

Minutes of the Six Hundred and Eighty Seventh Meeting of the Veteran Car Club Australia (Qld) Inc.

**Held in the clubrooms at 1376 Old Cleveland Road, Carindale.
Monday 2nd May 2022.**

Commenced 7.30pm

Apologies: Alan & Carolyn Robinson, Rob & Pam Guthrie, Steve & Lauren Forster, Allan & Dianne Lyons, Trish Hanley, Kathy Day, Susan Massey & Louisa Massey.

Attendance on Zoom: Wally & Bev Lanagan, Graham Crittenden, Rhonda Guthrie, John Handley, Steve & Marcelien Hunt, Wayne Aberdeen, Karen & Bill Ryan.

Visitors: Nil

Attendance: 30 as per sign in book.

President Sally York welcomed everyone and thanked them for their attendance, also thanked those who joined us on zoom.

Minutes of the April meeting: as published in the club magazine. Hazel moved that they are a true and correct record. Seconded by Rob York. Carried.

Business Arising: Nil

Correspondence:

Inward: Membership application from Bruce & Mary Casos, 1914 Overland

Model A Ford club request for authority to use the ramp.

Account from CleanZone

Deed of agreement from Historic Racing Car club

Change of address for the Chrysler Car Club.

Club magazines.

Outward: Letter inviting the Governor to attend the start of the Brisbane to Broome Rally.

Business Arising from Correspondence: Nil

Hazel moved that the inward correspondence be received and the outgoing endorsed. Seconded by Albert Budworth. Carried.

Treasurer's Report: In Steve's absence, Sally read the report and then moved that the report be accepted, and the accounts be passed for payment. Seconded Graham Donges. Carried.

Events:

Closing date for the Pittsworth rally is 15th May. Phil had a lot of trouble getting businesses that would be capable of catering for the numbers that attend our rallies. Businesses can only cater for up to 50 people due to staff shortages. Need entry forms ASAP showing your preferences for the lunches. Sending forms to Narrandera for those who are already there. The rally routes for Pittsworth are good with interesting places and fantastic views.

2nd – 5th June Pittsworth rally

26th – 31 July Millmerran Rally.

Southside mid-week rally was well attended had 7 cars and 17 members on the run to Jacobs Well, everyone had a good time. Unfortunately, the pub didn't open till midday due to staff shortages. The date for next month is the 18 May, need some volunteers to plan runs.

Northside mid-week rally was a quiet run out to Jodi & Michael's place for a lunch.

The Brisbane to Broome will be leaving on the 18th July from the Caboolture Historical Village, arriving in Broome on the 11th August. Most entrants will be arriving on the Saturday 16th July, there will be a get together at the pub in the village Saturday night, Sunday there is a rally briefing in the hall and the vehicles will be dipping their back wheels in the Pacific Ocean at Beachmere and three and a half weeks later will dip their front wheels in the Indian Ocean in Broome. There are 48 vehicles to make the trek, all states are represented except for South Australia. There are 120 people heading to Broome. Every vehicle is veteran except for a 1920 Rolls Royce. Negotiations are happening to get a video of the rally. Would like the club to put on a BBQ dinner on Sunday night for all the entrants. The Monday line up will be at 9.30 leaving 10-10.15. The rally is raising money for The Royal Flying Doctor Service also the Blue Tree Project which helps to prevent youth suicide. There are 748 blue trees there will be another added at the Caboolture Historical Village. Hoping for the Governor to unveil the plaque. Looking at charging \$50 for a ride in a veteran car to raise money for these two worthy charities. The longest day is 310 km. Epic long distant rallies are nothing new.

National & Invitation Events:

18th July – 11 August, Brisbane to Broome, for more information contact Peter Arnold
parold4@bigpond.com

23rd – 28th October National Rally, Busselton WA. busso2021@gmail.com

Property: Still a few issues to be sorted at the rental house. Working bee will be on the 10th May, trees to be pruned, need to fix the outside light. All the knives and forks were taken from the kitchen, these have been replaced.

Still trying to get a concreter for the disabled toilet, apparently the job is too small, might have to do it ourselves. Craig is busy with flood work but will slot our job in when ready.

Dating: In Ross's absence, Sally presented Keith & Anne Bartley with his Dating certificate and the 100-year badge for their 1910 AB Talbot, at the Kingaroy rally.

Website: All going well.

Security: All is working well.

General Business: Motorfest is on the 19th June, the entry form is on the RACQ website. Will need to have drip trays/carpet/cardboard if cars are parked on concrete or bitumen, a fire extinguisher is required for every 20 cars. There is an area for parking trailers, cars in on Saturday and out on Sunday. There are 7 cars registered so far, registration closes on 13th May.

McLeans Bridge has been cancelled as the grounds are too wet.

Bayside Restorers Club visited a museum at Alexandra Hills, a private collection very interesting.

Automotive Trades people are relocating and are doing lots of work on aircraft, will look at visiting them later when they are settled.

It has rained every day on the Orange rally.

Peter showed a sign for the Centenary Veteran Car Rally, sponsored by Craven A Filters and Esso, the rally was in Stanthorpe in 1972, he was in the Saxon.

Graham & Irene were awarded the "Paddle" on the Hivesville rally as they ran out of fuel. To find a worthy recipient on the next rally Graham had these stories to tell.

On a test drive up the D'Aguilar range a certain car lost its radiator cap with the motor meter two thirds of the way up, wasn't going to stop, then the driver senses a car beside them and a woman hangs out of the window yelling "Is this yours" as she holds up the radiator cap, after confirming that it was indeed his, the driver leaned over to take it without stopping!!!! Graham was very thankful.

Geoff & Barbara Clegg for having the best brakes.

Geoff & Barbara Clegg for blowing a tyre.

Ian Martin withdrawing just because his oiler broke down. Should have used Wynns friction.

Tom Callow for not checking the prevailing winds before out to Hopevale. Low gear.

Michael & Jodi Ferguson for not having either of their veterans there.

Glenn Adams for not wearing driving shoes of matching colour. Bev for not finding him some.

Bill & Jean Jarrett for not taking the shortcut out of Hopevale.
Brett & Christine for passing me more times than there were runs in a day.
Russell for listening to expert advice and dismantling the carby when the problem was just a loose wire.
He won't listen to me again.
Rob York for not using all his four cylinders all of the time.
Chris Sorensen and Ron for blaming Anne for a squeaky knee sound coming from the rear of the Talbot.
Rob & Meryl for coming up with an excuse for not bringing their veteran.
Keith & Anne for being far too comfortable in their Dodge.
Did anyone run out of petrol???
Losing a radiator cap on the D'Aguilar range!!
The "Paddle" award goes to Geoff & Barbara Clegg.

Meeting Closed: 8.40pm

Hazel Burley Sally York.....

Acting Secretary President

* * * * *

Thanks to Rhonda for supplying the following AUSTRALIAN INVENTION.
Watch for more in coming months.

MECHANICAL SHEARING MACHINES 1877

About 1868 Fred Wolseley set to work developing his ideas for a sheep shearing machine. By 1872, he had created a working model. He returned from a visit to England and Ireland in 1874 and continued development in Melbourne with Richard Park & Co, an engineering business.



1901 Wolseley Handpiece

By 1877 he had developed the first satisfactory mechanical method using a power source away from the shearer's hand. The first power source was a horse gin connected by belt and pulley and a carefully designed driveshaft to a handpiece held by the shearer.

As well as relieving the shearer's hand of the cutting effort, the machine clips the wool at its full length, which often doubles or triples its value. It also removes the wool in a fleece instead of chopping it into small pieces like the shears. The apparent simplicity of Wolseley's machine belies the decades of effort of many different inventors and engineers to create a satisfactory device.

Australian Invention





COBB & CO COACH, KALLANGUR Ca. 1890
[Photo : Lost Brisbane]

A LITTLE BIT OF.....HUMOUR

HERE ARE SOME (BAD) WET WEATHER JOKES

- | | |
|---|---|
| 1) What does a cloud wear under his raincoat? | Thunderwear! |
| 2) What did the tornado say to the sports car? | Want to go for a spin? |
| 3) What did one volcano say to the other volcano? | I lava you. |
| 4) What falls but never hits the ground? | The temperature. |
| 5) Why did the man only wear one boot into town? | He heard there would be a 50% chance of snow! |
| 6) What happens when it rains cats and dogs? | You might step in a poodle! |
| 7) What's a tornado's favourite game? | Twister! |
| 8) How does the rain tie its shoes? | With a rainbow. |
| 9) What goes up when the rain comes down? | An umbrella! |