

**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

**FEBRUARY 2022**



**Wishing you safe and  
trouble-free motoring  
in 2022**





## 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:

<b><u>President:</u></b>	<a href="mailto:president.vccaq@gmail.com">president.vccaq@gmail.com</a>
<b><u>Treasurer:</u></b>	<a href="mailto:treasurervccaq@gmail.com">treasurervccaq@gmail.com</a>
<b><u>Secretary:</u></b>	<a href="mailto:secretary.vccaq@gmail.com">secretary.vccaq@gmail.com</a>
<b><u>Editor:</u></b>	<a href="mailto:redbubble@picknowl.com.au">redbubble@picknowl.com.au</a>

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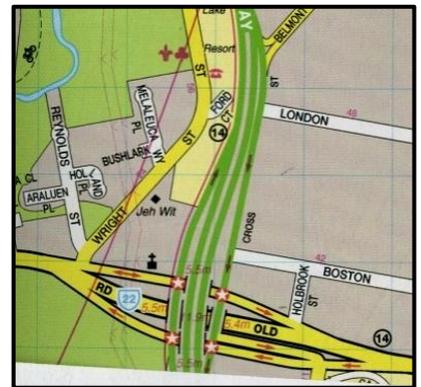
The Club holds its meetings on the first MONDAY of each month (excluding January). Meetings are held in the VCCA(Q) Clubrooms at 1376 Old Cleveland Road, CARINDALE. (Corner of Old Cleveland Road and The Gateway Arterial Road – Refidex Map 182 E5). Meetings commence at 7.30 pm, and Visitors are always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

The Club website is: [www.vccaq.com](http://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.)

(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 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)



## President's Report - January

Christmas holidays already seem like a distant memory and it seems we have hit the ground running...Welcome 2022 – We have high expectations for you!

We enjoyed the company of over 70 members at the club Christmas party and along with Santa and his number one poetry wielding elf, guests Dulcie Wilkinson and her family shared a meal and conversation well into the afternoon, surrounded by tinsel and sparkly lights. I'm very thankful for all the members involved in organising the day, your efforts are to be applauded. Our next social event will be the Club Breakfast on Sunday February 20<sup>th</sup> and I look forward to seeing everyone there.

December proved typically busy and for us the added bonus of welcoming another car into our stable was the highlight. Our wonderful members gathering for an impromptu lunch while we were there made the day even better. Thank you for taking the time to share a meal. There is much work ahead but we are now the proud owners of a 1916 Studebaker. Watch this space for updates as we continue this restoration and bring another veteran back to her former glory.

It's really inspiring to see the members from the Bundaberg area have initiated two impromptu rallies since Christmas. There really is nothing better than getting the cars out and hitting the road. It's good for us and good for the cars.

We have two rallies coming up in quick succession and hope to see many members attend both. Len and Fiona Kelly have put together a three day event based in Hivesville 5<sup>th</sup>, 6<sup>th</sup> and 7<sup>th</sup> of March. Bev and Wally Lanagan, Keith and Anne Bartley and Phil Fletcher are finalising the details for Chinchilla 8<sup>th</sup>, 9<sup>th</sup> and 10<sup>th</sup>. Great start to our rallying calendar!

We are introducing guest speakers for our General Meetings and in February we have pleasure in hosting a member of the Queensland Ambulance Service. Any expressions of interest for speakers please let the committee know.

That's about it for the moment.

Happy Motoring

Sally

\* \* \* \* \*

[Photos: Pam Guthrie]



# Queensland Veteran Car Club

## First Event for 2022

Are you coming ??? - just checking

### 8am Breakfast

(no guarantee it will be all cooked by that time)  
(But it will give you Chit Chat time)



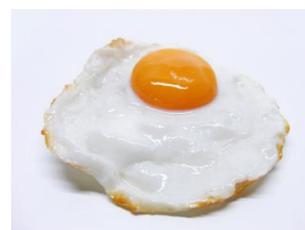
### Club Breakfast

**WHERE:** Our Club Rooms Carindale

**WHEN:** Sunday 20th February

**BYO**

**Crockery, Cutlery, Cups**



If you use the club supply from the cupboard  
it is your responsibility to wash and put them away

**Final cut-off date for numbers is 14th February.**

*Payment can be made to Steve at the club meeting in February.*

*Or by direct deposit into the*

*Club Social Account: BSB 124 026 Acct 21823868*



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

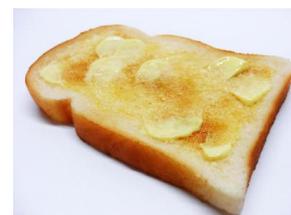


**What a feast – YOU are coming aren't you?**

**Someone has to eat all this food**

Looking forward to seeing you  
at this event the first for 2022.

Jean Jarrett ph 0409 031 011  
lilajeanmarrett@bigpond.com



# VCCAQ CHINCHILLA CHILL OUT RALLY – APRIL 8<sup>TH</sup> TO 10<sup>TH</sup>, 2022

In late 2021 the Club's Committee considered a proposal from our Dalby members Bev and Wal Lanagan and Keith and Anne Bartley for approval to host a Dalby Rally.. The Committee approved one based in Chinchilla as an alternative since members had enjoyed a couple of rallies in Dalby in recent years. Finalising the event was delayed by accommodation problems and forecast wet weather well into March.

Accommodation issues were resolved by late December and dates settled for a 3-day Rally from Fri 8<sup>th</sup> to Sun 10<sup>th</sup> April. Most will choose to arrive on 7<sup>th</sup> and leave on 11<sup>th</sup>.

Yes – the organisers are aware that this is during school holidays – we do have members who have children and/or are teachers who like to come on our rallies too.

The Lanagan-Bartley Team has produced some great runs to reflect the real character of the Australian Bush (and bushies) south and south-west of Chinchilla and given us a glimpse of the extent of the gas industry development in the Condamine Basin.

For any who have enjoyed themselves so much they can't bear to leave, yours truly has identified an optional extra day of rallying on Monday 11<sup>th</sup> through lands with a somewhat different rural character - to Jandowae and areas north east of Chinchilla.

Overall, the rally explores a very different rural landscape from those we have toured over the last couple of years – and benefits from that difference.

For those who have been asking for a rally that will suit the smaller one and two cylinder cars - this is it

It is my sincere hope and concern, given the amount of effort the Lanagans and Bartleys have put into this rally, that the recently issued invitations from our own Club members in Bundaberg for a March (5-7) Rally in Hivesville will not impact on the Chinchilla Rally only 4 weeks later. Bundaberg entrants would drive a considerable distance and logically pass through Hivesville to get to Chinchilla after rallying there a few weeks before. We would very much like to see our Bundaberg members at the Chinchilla Rally.

**HEADQUARTERS** for the rally is at Chinchilla Tourist Park. Powered sites and Cabins are reserved to the end of February. Costs are within the normal range. Two car spaces are adjacent to each cabin. Trailers are to be parked in a nominated location on site. The C/V Park is located at 264 Zeller Street, Chinchilla (at the end closest to the Warrego Highway). Phone number for reservations - 07 4669 1465 – advise part of Vet Rally.

**IMPORTANT NOTE: BRING YOUR COVID 19 VACCINATION CERTIFICATES WITH YOU IN CASE THEY ARE NEEDED, PARTICULARLY AT HOTELS.**

## THE PROGRAM

**ON FRIDAY**, Wal and Bev are taking us down to Condamine and Caliguel Lagoons and introducing us to "the Condamine Bell" before we lunch at the Condamine Bell Hotel before returning to Chinchilla via the Condamine Basin Gas Fields. **BYO** Morning Tea. **LUNCH** will be available at the hotel for an economical \$16.00. The limited MENU is : Fish and Chips and salad, Home-made Pie with gravy & Chips, Steak Sandwich with usual burger fillings. Please indicate your orders on the **ENTRY FORM**; this is not a strict order but will help the hotel to cater for the numbers.



Those wishing to self-cater will have suitable parks opposite the hotel. **Total distance** for the day is 125 km. **TOILETS** at Condamine in the park and at the hotel. **HAPPY HOUR** – 4.30 pm.

**ON SATURDAY** Keith and Anne have prepared for us a picturesque run to Kogan and back through an agricultural landscape . **Total distance** is 93 km and there is **NO FUEL AVAILABLE ON THIS ROUTE** so make sure you have enough on board. The maximum height of any 'hill' seems like only a couple of feet . We will learn something of the artistic connections of the place – it having been the home of highly regarded artist Hugh Sawrey.. **BYO** Morning Tea. **LUNCH** will be supplied at Kogan but not seating so you **MUST** remember to **bring your own chairs**. Lunch will be provided in the park behind the Memorial Hall by the Kogan School P&C Committee at a cost of \$20.00 per Salad Lunch Box. **PLEASE BRING A \$20 NOTE FOR EACH LUNCH BOX TO AVOID PROBLEMS FOR YOURSELF AND THE LADIES OVER CHANGE.** They will be delivered to us in the park following our arrival. **BYO drinks** advisable. Plenty of space will be available for those self-catering. **PUBLIC TOILETS** at the park behind the hall. **HAPPY HOUR** – 4.30 pm.

**SUNDAY'S PROGRAM** is for a different and relaxing morning with two quite short runs around Chinchilla. The first of about 10km passes the "Big Water-melon" and returns to the Botanic Parklands in central Chinchilla for **BYO** Morning Tea. This is followed by another short drive visiting the Cactoblastis Memorial and the Chinchilla Museum for a tour of some new interactive displays and **BYO LUNCH** in the grounds of the Museum. **BYO chairs**. A FREE AFTERNOON follows

**EVENING MEALS** are your own responsibility on Friday and Saturday evenings and plenty of options are available in the Main Chinchilla Business Centre – cafes, restaurants and hotels.

**RALLY DINNER** is on Sunday evening at the Tourist Park and is an "Alfresco Country Dinner" . Cost is \$25.00 per head - pay individually on entry. **BYO own drinks**.

**PERIOD COSTUME** is optional at all times and 'suggested' for Sunday.

**CLOSING DATE FOR ENTRIES :** There is no closing date for entries BUT if your Entry is not in by 28 March you may not get your lunches at Condamine and Kogan.

**For the "Chill Out" Rally Organisers -  
Bev and Wal Lanagan and Keith and Anne Bartley  
Phil Fletcher**

27/1/2022

\* \* \* \* \*

### *Future Scheduled Events*

The Toowoomba Swap will now be held 3-4 September.

The Automotive Craftsmen Workshop Visit scheduled for 12 February has been postponed until later in the year due to Covid.

**5th-7th March** 3 day country style VCCAQ rally, based at **Hivesville**, pop. 169! (A pub and a Servo and not much more)

Arrive Friday the 4th, with Saturday and Sunday 5<sup>th</sup> and 6<sup>th</sup> approximately 2 x 100km days and Monday the 7th a shorter/early run. A great pioneer settler area to explore...including the odd winery! Accommodation is simple and limited; the pub has limited dongas and rooms with shared amenities, the caravan/RV area near the pub has 2 toilets & 8 power outlets and the pub offers showers for a gold coin donation.

For those who would like to attend or have further questions, contact Len Kelly 0418734268 [gairloch@internode.on.net](mailto:gairloch@internode.on.net) or Terry Lewis 0404647359, [terrylewisoz@skymesh.com.au](mailto:terrylewisoz@skymesh.com.au)

We look forward to seeing you there and sharing good times.

1 & 2 Cylinder Rally Narrandera. [www.vccansw.com/narrandera2022](http://www.vccansw.com/narrandera2022) .  
Or contact Robert Fordham, [rfo292535@bigpond.com](mailto:rfo292535@bigpond.com)



## 2022 VCCAQ Fri–Sun 8-10 April Chinchilla Chill Out Rally - Entry Form



**Entrant's Name/s** ..... **Mob. Ph.** .....

**Navigator's Name** ..... **Mob. Ph.** .....

**Dates arrival/departure?** ..... **Staying at** .....

**Entrant's Address** ..... **Post Code** .....

**Email Address** .....

**Rally Vehicle** ..... **Year** ..... **Rego** .....

**Interested in extra day Monday 11<sup>th</sup> ?** (See Notes Below). .....Yes / No ..... If Yes, ring Phil Fletcher.

Number attending **Sunday Evening Rally Dinner**..... Any Special food Limitations?.....Yes / No ....  
IF Yes, please specify .....

**Meal Numbers** at Condamine - Fish, Chips & Salad ..... Pie, Gravy, Chips.....Steak Sandwich .....

**Will you self cater for lunch?** - Friday at Condamine .....Yes/No..... Saturday at Kogan .....Yes/No .....

**PERIOD COSTUME** is optional throughout, but particularly encouraged on Sunday and at the Rally Dinner.  
By request - no judging of Period Costume. Are you likely to bring Period Costume?..... Yes / No .....

**Declaration** - I hereby declare that I/we are entering this event in the knowledge that the Veteran Car Club of Australia (Qld) Inc and the organisers of the rally will in no way be held responsible for the loss or damage of my vehicle/s parts or accessories, or personal effects or monies. I/we, the entrant(s), on behalf of all those persons listed on this entry form, waive the right of action at law against the Veteran Car Club of Australia (Qld) Inc. or the organisers of the event.

**Entrants Signature** ..... **Date** .....

**NOTES:**

**For Yes/No – please circle intent. For Meal Numbers – insert numbers not just a tick.**

**Entrants interested in extending the rally with an additional day on Monday 11<sup>th</sup> April should signify above and must advise the Club Rally Director prior to the rally so it is appropriately recorded as a legitimate rally attendance (in the event it goes ahead).**

**The applicable \$5.00 entry fee is to be paid prior to the Rally at a club meeting or directly to the club's RALLY RESERVE account at BANK OF QLD BSB 124 185 Account No. 22126679 stating name and event.**

**SEND COMPLETED ENTRY FORM TO Phil Fletcher Email bayard4c@gmail.com or by Snail-Mail to 3 Bina St., CHAPEL HILL QLD 4069 and advising by phone that it is coming.**

**ALL ENQUIRIES TO : Phil Fletcher Mobile – 0408 803 182 Email as above.**



Are you attending the Veteran Chinchilla Rally in April?

Are you all frocked up for the 1 & 2 cyl. Rally at Narrandera in May?

On Sunday 20<sup>th</sup> February 2022, at the Veteran Clubrooms' Breakfast, we have arranged for sale an array of Edwardian era clothing and accessories.

We have a comprehensive collection of women's ensembles and hats, with men's frock-coats and waistcoats.

Amongst our caps and accessories for the gents, and jewellery and frou-frou for the ladies, you are sure to find something you are looking for.

The public loves to see the occupants of 'old' cars dressed in the era of their vehicles, not to mention the fun our members have in doing just that.

Irene Hill.

# *The Elusive Type AN De Dion Bouton*

Paul Blake

The last time I spoke to Veteran Torque readers about my De Dion Bouton restoration was in the middle of 2018 when I had just finished the rebuild of the transaxle which included making new gears.

At that time, we believed our car was a 1905 De Dion Bouton Type AC. Since then, more research has shown the car to be a 1906 Type AN. This model had many significant differences to earlier models and was only sold for 6 months before another model emerged with even greater differences. The English writer Michael Edwards who has written the definitive books on De Dion Bouton has never come across another one like mine. These factors combine to make finding parts for my car very difficult.

The Type AN is a very different beast to the little single cylinder Ding Dongs that we are used to. It has major differences to earlier cars and is much larger.

The specifications for the Type AN included: -

- 12hp 2 cyl Engine with automatic inlet valves
- Sliding pinion gearbox instead of expanding clutch type
- Pressed steel (C section) instead of tubular chassis
- 2,885mm wheelbase (compared to 1,820mm Type Y -small De Dion Bouton)
- 7500f for the chassis (compared to 3950f for the Type Y)

## The Motor

Early on in the project I had acquired the remains of two DDB engines. Both pre 1906 and both 10hp engines whereas the Type AC AND the Type AN are both 12hp. But I decided that I should proceed with the identical looking 10hp as the only difference was the size of the bore so I built up one of the engines with sleeving and new phosphor bronze bearings etc. I did most of this myself with help with boring and sleeving. When we decided that our DDB was actually a type AN (1906) I was in trouble as the crankcase castings for 1906 engines was quite different to the engine I had just restored.

Years before when the DDB was just a few parts in the back shed David Revell had mentioned to me that he had a DDB 2 cylinder on his property at Wee Waa in western NSW but could not tell me much about it and he did not want to part with it at that stage.

But like the true veteran car optimist I contacted David late in 2020 and it turned out the property was having a clearing sale so David suggested I get out there quickly to have a look at it. Two days later with a good mate the Landrover was heading a long way west.

David was not very well but he met me there and showed me the engine, which was almost complete, was a 12hp and was a 1906 engine. What's more it had the remains of a clutch in place which told me it had once been in a car (rather than an industrial engine). David was happy to see the engine, which he had bought in the 1950's heading back to a car and generously gave me the engine. Sadly he did not get to see the engine installed in its chassis before he passed away in 2021.

Once home I stripped the engine down and found the reason it had been taken out of use as the main timing gear had been completely stripped. Luckily, I had a spare. I took the engine to a mate who had a good look at it for me and he declared it to be in remarkable condition and with new bearings, valves some repairs to oil pumps etc it was soon back together and fitted into our chassis.

## Fuel Supply

The unusual twin throttle body carburetors that De Dion's had until 1907 are totally unobtainium so I settled for a French made 26mm Zenith which I hope will do the job.

## Ignition

The type AN adopted a new type of ignition which was only used for the life of this particular model. Again, seriously unobtainium and all the people I talked to had never even heard of it let alone seen one. It had a 12v coil mounted in a box on the dashboard which was fired by a traditional De Dion timer on the front of the engine. The strange bit was that a device that looked like magneto but was in fact a 12v generator provided power to the coil and a standard type distributor sent sparks to each plug. I thought I could get by with any old 2cyl magneto in its place but no as the De Dion fires at 90 degrees not 180 degrees like most 2cylinder engines.

After consulting with Greg Hill and others we came upon the solution. A four-cylinder French Nilmelior magneto is now fitted and we use two of the distributor terminals to provide the 90 degrees firing sequence.

## First Start

As a Christmas present to myself I gave the engine its first start in probably 80 years and it ran very well and smoothly.

## The Body

With no body existing I started investigations into building a new body. I have only one photo of a type AN taken when almost new in Adelaide with the young John Homburg and his family happily posing in their new car. To my mind this car has a very simple Australian built body with no compound curves and simple fittings. So, I decided to build a copy of this body in timber and aluminium. The process I followed can be seen in the attached photos.

## Conclusion

So the body is ready to go to the paint shop and while there I will be putting the finishing touches to the chassis and then dismantling it for painting. Good progress and I am happy with the way this very rare De Dion Bouton is progressing.

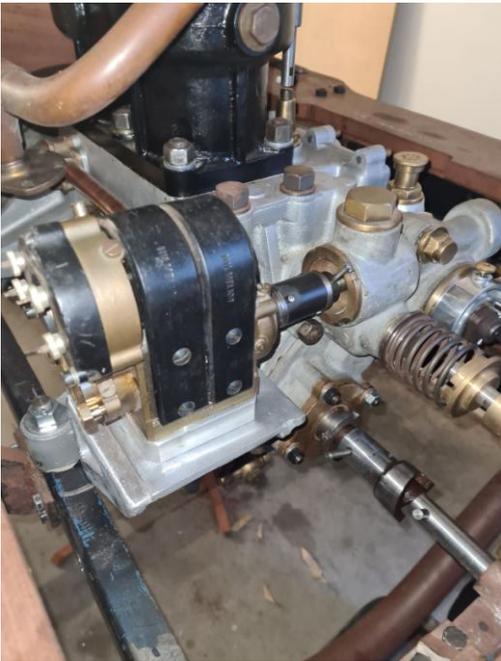
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David Revell and I loading the 1906 12hp  
Into my trailer

Engine now installed in chassis





Modified ignition system for 2 cyl.



Body frame taking shape



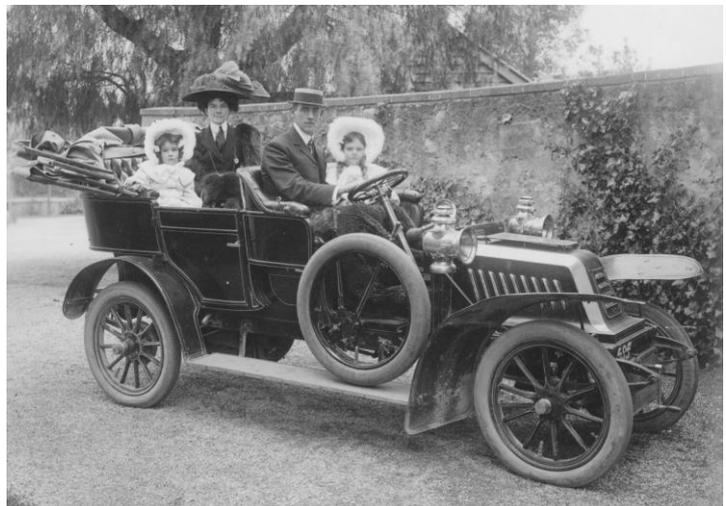
Rear door frame



Bodywork completed



Progress January 2022



Type AN 1906

## *A Renault and Riley*

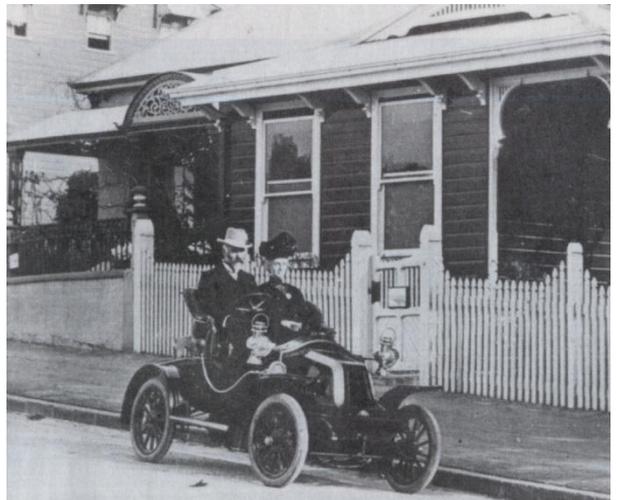
*Denis Martin*

A small brass plate like a medal on my 1907 Darracq intrigues viewers including veteran car owners. It reads "Brevet 285.753, 9 Fevrier 1899, No. 6042". They know the car is not an 1899. The clue is that it is riveted on the top of the gearbox. The date (9<sup>th</sup> February) is that on which Louis Renault applied for the patent on his invention of the direct drive gearbox, so it is an interesting little piece of motoring history.

Louis Renault was a rather unattractive little chap who was hungry for money. His brother Marcel, winner of the 1902 Paris – Vienna race, was killed the following year in the Paris – Madrid race. Louis was quick to follow up his will and was successful in having it partly altered for his own benefit. Then he noticed that the great majority of other car makers were using the direct drive in top gear in their products but were not paying royalties. Things had to change. Before long it was incorrectly being claimed that Renault's financial success was due to the collecting of royalties.

That having been said, Louis Renault was a great mechanic. His first little car of 1898 incorporated several innovations which assured the Firm of success. Right from the start Alexander Darracq having wasted a great deal of money on rights to manufacture a Bollee final drive design, recognised the superiority of Renault's shaft drive and transmission, adopted it, and was thereafter careful to acknowledge the patent of 1899. By 1907, Renault was the largest automobile producer, a position it maintained for some years. The order books for the 8hp AX chassis were full. It was 1909 before the Canada & Cycle Company was able to supply a Reno, as they called it, to Dr David Hardie in Brisbane.

*Queensland's first medical knight, Sir David Hardie, sits with his wife Marianne in their 1905 de Dion Bouton Model Renault, outside his medical offices and home in Wickham Terrace.*



While the Renault taxi had achieved a high reputation in many countries, there were large and luxurious 6 cyl. models also available. Dame Nellie Melba was chauffeur driven about London in just such a car. A similar one was also featured in the Hollywood version of the movie "Titanic" as it was known that a limousine went to the ocean floor in her hold. Reports are occasionally seen about recovery efforts.

A "man of the cloth", a Priest who was well known in Australia was Patrick Hartigan of the Riverina district in N.S.W. Hr wrote frequently in the old pink "Bulletin" under the name 'John O'Brien' and published a few books of verse, the best known being "Around the Boree Log". Who hasn't heard "We'll all be rooned", said Hanrahan? He was also an enthusiastic motorist. The following short account tells of a hazardous journey he made in 1911 in his Renault:

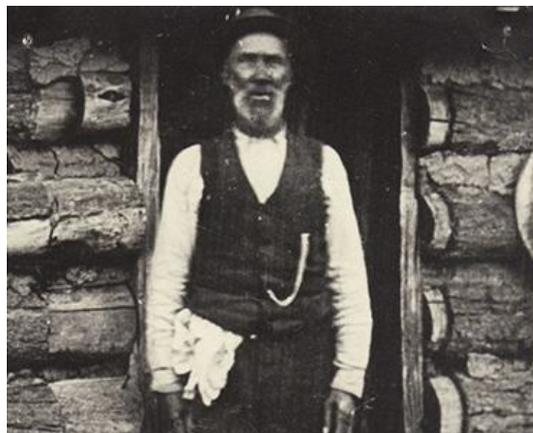
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During his time as Inspector of Schools, based at Thurgoona, Fr Hartigan embarked on an epic journey worthy of any history book.

Word came through to the Albury presbytery that an old man named Riley was dying at a place called Bringenbrong on the Upper Murray and that he had asked for a priest to bring the Last Sacraments. Although he was now Diocesan Inspector of Schools and therefore no longer a member of the parish clergy, he was urged to go, as he had a motor car (a two cylinder, eight horsepower Renault) and it would take a fortnight on horseback to reach the dying man.

Fr Hartigan set out with the Blessed Sacrament, taking John 'Joker' Byrne from Albury with him as a companion. Joker Byrne later became famous for his recitations of the poetry of John O'Brien.

The travellers spent the first night at Jingellic, then on to Bringenbrong the next day, but no-one there had heard of a dying man named Riley. The same reply greeted his enquiry at Kahncoban. The Renault struggled on, with Mt Kosciusko in site (sic) to what was known as Hickeys, at the very end of the track. Here they found Riley, who received the last Sacraments reverently and fervently.

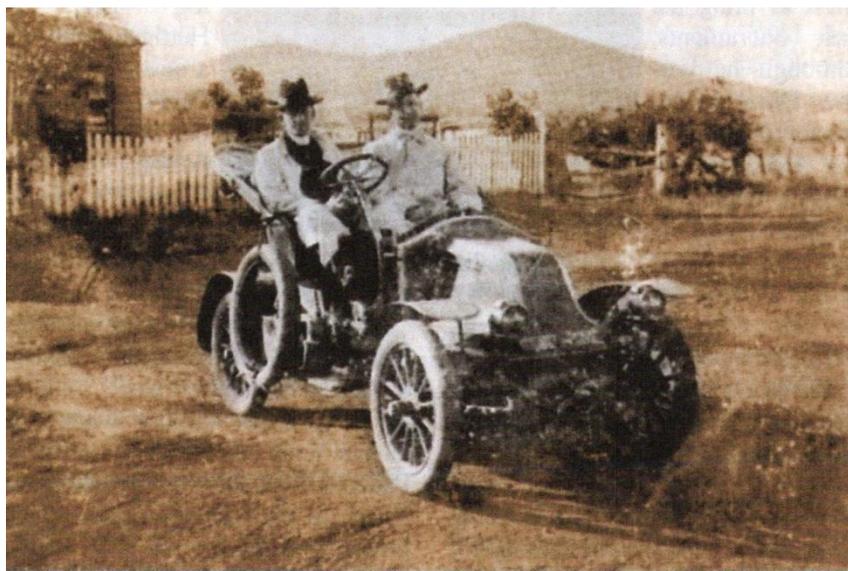


*Jack Riley*

As it was too late to start the long trip back to Albury, the travellers gratefully accepted the local hospitality and around a blazing log fire, Fr Hartigan, who was a devotee of Banjo Patterson, recited one of his favourite poems, "*The Man from Snowy River*". After he had finished he casually remarked that surely it must have been in these parts that the man from Snowy River had his famous ride.

Imagine his surprise when the laconic reply came that the subject of Patterson's poem was no other than Riley, the old man whom he had just prepared for death.

\* \* \* \* \*



*Fr Hartigan and Fr Tom King in the Renault which he drove to Hickeys to bring the Last Sacraments to the man from Snowy River.*

# *The History of 'APRONS'*

[with thanks to John Day]

I don't think our kids know what an apron is.

The principal use of Grandma's apron was to protect the dress underneath because she only had a few and because it was easier to wash aprons than dresses and aprons required less material. But along with that, it served as a potholder for removing hot pans from the oven.

It was wonderful for drying children's tears, and on occasion was even used for cleaning out dirty ears.

From the chook shed, the apron was used for carrying eggs, fussy chicks, and sometimes half-hatched eggs to be finished in the warming oven.

When visitors came, those aprons were ideal hiding places for shy kids.

And when the weather was cold, Grandma wrapped it around her arms.

Those big old aprons wiped many a perspiring brow, bent over the hot wood stove. Chips and kindling wood were brought into the kitchen in that apron. From the garden, it carried all sorts of vegetables. After the peas had been shelled, it carried out the empty shells.

In the autumn, the apron was used to bring in apples that had fallen from the trees.

When unexpected company drove up the road, it was surprising how much furniture that old apron could dust in a matter of seconds.

When dinner was ready, Grandma walked out onto the porch, waved her apron, and the men folk knew it was time to come in from the fields to dinner.

It will be a long time before someone invents something that will replace that 'old-time apron' that served so many purposes.

## REMEMBER

Grandma used to set her hot baked apple pies on the window sill to cool. Her granddaughters set theirs on the window sill to thaw.



The Govt. would go crazy now with political correctness and trying to figure out how many germs were on that apron, but I don't think I ever caught anything from it but love.



\* \* \* \* \*

## **Minutes of the Six Hundred and Eighty Third Meeting Of the Veteran Car Club of Australia (Qld) Inc.**

**Held at the Clubrooms, 1376 Old Cleveland Road, Carindale**

**Monday 6<sup>th</sup> December 2021**

**Commenced 7.30pm**

**Apologies:** Alan & Carol Robinson, Lauren Forster, Rob & Pam Guthrie, Allan & Dianne Lyons, Frank & Kathy Muggeridge, Trish Hanley, Alan & Raema Carpenter, Kevin & Joyce Brooks, Michael Hackshall, David Straughan, Adam Lyons, Steve & Marcelien Hunt.

**Attendance on Zoom:** Wally & Bev Lanagan, Grant Vormister, Graham Crittenden, Bill & Karen Ryan

**Attendance:** 41 as per the sign on book

**President:** Sally York, welcomed everyone, thanked them for their attendance specially those who have joined us on Zoom. A special welcome to new club members, Chris and Tracey Anderson who have purchased the 1914 Singer from Bob and Hazel.

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

**Business Arising:** Nil

### **Correspondence:**

Magazines Various Clubs  
Various Accounts: Cleanzone. Urban Utilities  
Christmas card & thankyou card from Allan & Dianne Lyons  
Membership Application Ron & Anne Marie Sorensen, Murray & Fiona Rix, Chris & Tracey Anderson, Robert Lamond

### **Emails Inwards**

Various club newsletters, Brass Notes  
Clubroom bookings for 2022 Triumph & Austin Healey Car clubs.  
Peter Handley. He has a contact in Russia who is compiling a book on early French veterans. The gentleman wants support for his project.

### **Correspondence Outward:**

Letter to Her Excellency the Honourable Dr Jeannette Young PSM Governor of Queensland and Professor Graeme Nimmo RFD  
Membership National Register and 60<sup>th</sup> Anniversary Book to Ron and Anne Marie Sorensen, Murray and Fiona Rix, Chris and Tracey Anderson, Robert Lamond.

### **Email outward**

Various club newsletters, Brass Notes,  
Confirmation of Club room bookings for 2022 Triumph & Austin Healey Car clubs.

### **Business Arising from Correspondence:**

Rhonda moved that the inward correspondence be received and the outward correspondence be endorsed. Seconded Bob Collett. Carried, all agreed .

**Treasurer Report:** Steve moved that his report be accepted and accounts be passed for payment. Seconded Hazel Burley, All Agreed, carried

**Events:**

Phil reported on his rally plans for the coming year.

7<sup>th</sup> – 11<sup>th</sup> April, Chinchilla - Wally & Ben Lanagan with the help of Keith & Anne Bartley and Zac Charlton & Sarah McGrath. As Wally & Bev were on Zoom Bev was able to inform the club that they have temporarily booked 10 cabins and 20 powered sites for the 7<sup>th</sup> – 11<sup>th</sup> April 2022. These dates were chosen so those who are interested can attend the Easter Country Festival in Roma from the 15<sup>th</sup> – 18<sup>th</sup> April 2022

Other future rallies will become clearer once the Chinchilla dates are confirmed due to the availability of the caravan park in town.

**National and Invitation Events 2022**

28<sup>th</sup> April – 1<sup>st</sup> May Orange District Antique Motor Club – Autumn Tour pre 1931 vehicles.

8-14<sup>th</sup> May 1 & 2 Cylinder Narrandera NSW – [www.vccansw.com/narrandera2022](http://www.vccansw.com/narrandera2022)

18<sup>th</sup> July, 11<sup>th</sup> August, Brisbane – Broome, for more info contact Peter Arnold, [parnold4@bigpond.com](mailto:parnold4@bigpond.com)

23<sup>rd</sup> – 28<sup>th</sup> October National Rally Busselton WA email: [busso2021@gmail.com](mailto:busso2021@gmail.com)

If club members are planning on attending interstate rallies, could you please let Phil know what club events you may not be able to attend.

**Social Events:**

12<sup>th</sup> February Automotive Craftsmen workshop 1/53 Eastern Road Browns Plains – aluminium motor car bodies built. The cost is \$5.00 pp morning tea is provided, please pay the treasurer or directly into the bank account BSB 124 026 Acct 21823868 stating name and function. We will need to know numbers so please contact Albert Budworth 0429 780 980 and pay by the 31<sup>st</sup> January 2022.

20<sup>th</sup> February Club Breakfast \$5.00 per person please pay Treasurer Steve at a club meeting or directly into the bank account BSB 124 026 Acct 21823868 stating name and function. For this event we request you bring your own crockery and cutlery.

**Website and Security:** Russell Massey reported that all is well at the moment.

**Property:** Unfortunately we are having problems with the house tenant, the Real Estate Agent is progressing with the usual procedure of evicting tenants.

Thank you to Albert and Bill Jarrett for all their work at the last working bee, they were able to pressure hose the exterior of the building and the veranda. Next working bee will be on Tuesday 14<sup>th</sup> December.

With Covid19, Peter mentioned that at this stage we are still good for 65 folks in the main room 4 in the kitchen and 6 in the committee room.

**Dating:** Ross Guthrie, nothing to report at the moment.

**General Business:**

The committee feel it is necessary to request helpers to make up a social committee. Peter gave a short outline of what the responsibilities would be. Thank you to the folks who have offered to join this merry group of helpers, Glynn Hackshall, Syd and Pauline Norman, Janette Farnell, Irene Hill, Diane Hackshall and Ashleigh York.

Paul Blake is having problems finding someone to assist him to make the bonnet for his De Dion as it has tapered flutes each side. David Straughan has been helping Paul with this exercise, it seems to be working, though it takes a long time as it is very labour intense. In the end Paul will have a beautiful bonnet for his 1905 De Dion 2 cyl. veteran.

Trevor Farnell is helping Bill J. with the engine from his Maxwell. The car requires some white metaling completed. Trevor is having problems finding a business that does these jobs these days.

John Handley suggested that Trevor and Bill have a go at it, as John has posted how and what to do on a YouTube clip.

Peter Arnold talked about the need to elevate the construction of the disabled toilet and shower to the number one priority for the first half of 2022. Grahame and Dulcie's son, Craig who is a builder, has offered to assist with construction and has estimated that we can complete the project for under \$15,000 if we do some of the labouring work ourselves.

At the last Tenants Meeting it was suggested that some of the clubs may have members who could donate materials and services to help with the project. This will then be put to the Tenants Meeting to be held in February.

Peter moved that we allocate \$15,000 to the project with a projected start date of February next year. This was seconded by John Day and carried.

Les asked if the capital we spend on the Disabled toilet and shower will assist with our taxation. Yes as it is a capital expense we can slowly write it off.

The club is planning a Tenants meeting early next year. This is just to touch base with our tenants.

John Handley reported we have another veteran in the club, a 1908 Fiat, purchased by Len and Fiona Kelly. This will be a very drivable vehicle we look forward to seeing it on many rallies in the future.

John also thanked all the club members who participated and enjoyed the Mon Repos Rally for the London to Brighton weekend.

Sally thanked Jean Jarrett for organising a beautiful Christmas display in the club library window.

The folks on Zoom mentioned that it was very difficult to hear what was going on during the club meeting. They can hear Sally but not the folks from the room. Paul Blake has a club member in the Austin Healey club who can assist with this problem. It was suggested that we arrange for him to check out our system and give the committee some advice.

Glenn Adams wished everyone a very happy Christmas as he is unable to attend the Christmas Luncheon.

Meeting Closed 8.30pm

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

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

\* \* \* \* \*

We have recently learned of the death on 22 December of former Club member Neville Worboys of Gunnedah, NSW.

Neville had been a Member since 2014, and owned a 1911 Buick.

Our sympathy goes to Jan, Elizabeth, Grant and families.

\* \* \* \* \*

## WANTED

ACCELERATOR PEDAL for a SUNBEAM 11/16, 1910 to 1914

Any Veteran Sunbeam parts would come in handy.

Please contact Grant Vormister 0405505955, email: [grantski002@hotmail.com](mailto:grantski002@hotmail.com)

## SUNBEAMS.

Two Sunbeams exactly alike went through the **GLASGOW TO LONDON** trials, on May 13 and 14, without the slightest hitch, and were **THE ONLY TWO CARS**, each carrying a full load, which obtained **FULL MARKS**, thus proving undoubtedly their **SUPERIORITY** over all the other **COMPETING CARS**.



### **A LITTLE BIT OF HUMOUR** (Thanks Glenn)

The fattest knight at King Arthur's round table was Sir Cumference. He acquired his size from too much pi.

Two hydrogen atoms meet. One says, 'I've lost my electron.' The other says, 'Are you sure?' The first replies, 'Yes, I'm positive.'

A dog gave birth to puppies near the road and was cited for littering.

Two silk worms had a race. They ended up in a tie.

A hole has been found in the nudist-camp wall. The police are looking into it.

Two hats were hanging on a hat rack in the hallway. One hat said to the other: 'You stay here; I'll go on a head.'

Two fish swim into a concrete wall. One turns to the other and says 'Dam!'

Two Eskimos sitting in a kayak were chilly, so they lit a fire in the craft. Unsurprisingly it sank, proving once again that you can't have your kayak and heat it too.

If you jumped off the bridge in Paris, you'd be in Seine.

A vulture carrying two dead raccoons boards an aircraft. The stewardess looks at him and says, "I'm sorry, only one carrion allowed per passenger"

I wondered why the baseball kept getting bigger. Then it hit me.

A backward poet writes inverse.