

THE VETERAN CAR CLUB OF AUSTRALIA (QUEENSLAND) INC.

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

VETERAN TORQUE

JUNE 2020



*New Zealand Club Member Laurie Cocker on one of
his every-day drives, or "I'm gonna be a Kenworth
when I grow up".*



VCCA(Q) - 2019 - 2020

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

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

President:
Treasurer
Secretary

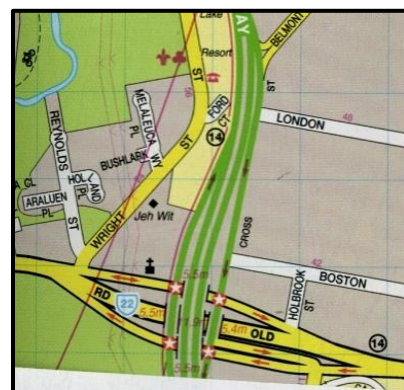
president.vccaq@gmail.com
treasurer.vccaq@gmail.com
secretary.vccaq@gmail.com

Editor

redbubble@picknowl.com.au

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

The Clubrooms phone number is (07) 3843 0010
The Club website is: www.vccaq.com



Membership fees 2019 – 20 are:.

Full Membership (single):	\$ 70	Joint Membership	\$ 77
Country Membership (single):	\$ 53	Joint Membership:	\$ 58
Associate Membership	\$ 53		

There is an additional joining fee of \$30.

Note: THERE IS AN ADDITIONAL CHARGE OF \$10 FOR THOSE MEMBERS REQUIRING A MAILED OUT COPY.

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

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

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

email: redbubble@picknowl.com.au.

All other correspondence to:

The Secretary, VCCA (Q) Inc.
1376 Old Cleveland Rd, Carindale Qld 4152,
email secretary.vccaq@gmail.com



President's Report

Welcome to another month of lock down, although the news is looking promising for at least some relaxation in the foreseeable future.

On the home front I have been doing a major landscaping project that we thought might take a couple of years, but COVID19 has given us the opportunity to expedite that and wear me out. I will be glad when they open up to free travel and we can hop in the motor home and escape this work. Each evening I retire to my magnesium hot bath to soothe the aching muscles and then fall asleep in front of the TV after the news to recover from another exhausting day. I remember when I could do this effortlessly.

[Peter's comments:]. "There are 5 projects I've completed, 3 of which required major excavations in our rocky substance which purports to be dirt. The jackhammer has been a faithful companion. Today will finish the paving from the house to the shed. The last project for this isolation will be 2 sleeper walls in front of the pool to plant the bare slope in the photo. I am bringing a machine in to move the dirt and bore the 10 holes for the posts which need to be 600 deep. I have started the wall and dug 4 holes using the jackhammer which took 3 days to do the 4 posts. Not again.

BEFORE AND AFTER



On the Club front it is much more interesting.

At our Committee Meeting this month we have considered how and when we may be able to return to the clubrooms for meetings and restart our rally programme.

Committee Meetings

From the 12th June we will be able to have gatherings of up to 20 people in the clubrooms so our Committee Meetings will start back on 15th June. At this meeting we will finalise plans to reopen the clubrooms for General Meetings which should be possible from 10th July if the Government's Roadmap to Recovery goes to plan.

General Meetings

From the 15th July we should be able to hold gatherings of up to 100 people. While this means that we should be able to start our General Meetings back in the Clubrooms starting with our General Meeting on Monday 3rd August, we will need to be conscious of social distancing. The Committee will discuss what changes need to be put in place for all users of the building at our June meeting.

Events

It looks like our V&V Swap may be able to go ahead on the 22nd August. We don't have more than 100 people on the grounds at any one time and we can certainly satisfy social distancing requirements. We just need to make sure that Stage 3 goes ahead as planned on 10th July.

It is also looking good for our rally programme, we have tentatively set aside the week of 11th to 14th August to hold our first event for the year. Phil has offered to run his Crows Nest rally.

There may even be an opportunity to fit in another later in the year as we will not be travelling to Victoria for the National in October.

Carpark

The resurfacing of the lower car park has been completed and looks absolutely wonderful. We also had them do the line marking but that didn't go at all to plan. They have agreed to revisit and amend the position of some of the parking bays.

This should be completed prior to any clubs using the grounds again.

Mowing

The Committee has been working on a plan to have a contractor to take over the regular mowing of the property to allow our working bee volunteers time to tend to other maintenance projects. A contractor has been selected and he has started this month. It was an excellent job with all mowing and edge trimming completed, even the jungle down the back corner.

The next working bee will be on Wednesday 17th June.

Still a couple of months before we meet again but in the meantime enjoy your extra freedom.

Peter Arnold

* * * * *

FROM THE EDITOR:

Due to the weight limit restriction on the mailed out hard copy of *Veteran Torque*, some material has been edited or held over until the July issue.

ALBERT'S WORDSEARCH – VETERAN CARS AND MOTORCYCLES.

I	N	T	E	R	N	A	T	I	O	N	A	L	F	N
H	S	S	T	A	L	B	O	T	F	B	E	L	L	H
C	U	J	S	M	A	X	W	E	L	L	M	F	S	A
B	D	A	U	B	A	Y	B	S	A	E	F	I	T	R
E	R	P	R	L	E	W	I	S	N	O	N	A	U	L
N	Q	U	B	E	D	F	O	R	D	G	S	T	D	E
Z	S	I	A	R	D	U	N	M	E	T	Z	O	E	Y
H	O	A	K	L	A	N	D	R	R	O	P	V	B	D
N	A	U	B	R	R	L	M	C	S	S	U	E	A	A
A	R	S	U	U	R	O	V	E	R	C	P	R	K	V
P	I	T	I	D	A	E	R	O	C	A	R	L	E	I
I	E	I	C	G	C	L	A	R	K	T	E	A	R	D
E	S	N	K	E	Q	R	D	E	D	I	O	N	T	S
R	T	H	O	R	N	I	N	D	I	A	N	D	U	O
H	U	P	M	O	B	I	L	E	R	U	D	G	E	N

International
NSU
Albion
Maxwell
Oakland
Brush
Harley Davidson
Aries
Darracq
Aerocar

Reo
Bedford
Flanders
Clark
Bell
Austin
Talbot
De Dion
Overland
Rambler

Arno
Buick
LMC
Ford
Rover
Scat
Napier
Benz
Studebaker
Thor

Indian
Jap
Singer
Metz
BSA
Hupmobile
Fiat
FN x 3
Lewis
Rudge x 2

EMF
IHC
There is an unintentional
"ring in" in this puzzle -
not a vehicle make as
such but something
connected with the
author. Can you the
find it?

Rally Report Brisbane to Brighton 18th May 1958

Peter Arnold.

Sunday 18th May 1958 was shaping up to be a good day for me. Next Sunday I will be celebrating my 9th birthday a day early but today I will be heading off to Sunday School at St Pauls Church of England in Aspley knowing that we will be getting out early and lining up on Gympie Road to watch 23 Veteran Cars drive past on their trip to Brighton. I know this because our neighbour, Mr White (Norm) is the Qld Manager of H. C. Sleigh who are sponsoring the event and his daughter, Robyn who is in my class, has given us all Golden Fleece flags specially printed for the occasion to wave as the cars pass by.

The cars will leave from Victoria Park at 9.30 travelling through the city down George and Queen Streets then on through Fortitude Valley and along Gympie Road arriving Golden Fleece service station at Aspley from 10.27. They will continue through Bald Hills and Petrie to Anzac Avenue arriving at Redcliffe Showgrounds for lunch from 11.45. After lunch the cars will continue across the Hornibrook Highway to finish at the Brighton Recreation Reserve between 2.40 and 3.30.

We are now at the front fence of our little church waiting for the cars to come along. There are a lot of people lining the road in anticipation of the cars arrival and we can hear cheering as the first cars get closer. As they come towards us they are looking magnificent with their bright paint and shining brass lights.

As a 9 year old, I dream of one day being able to ride in one of these old cars as they pass by with all of my friends yelling and screaming and waving their flags to welcome these old timers. I must have dreamed very hard as just 10 years later the dream came true when I was invited to navigate in a veteran rally, but not in just any old veteran car, this was one I had waved to on the rally today. The 1912 Rover which was owned and driven by Allan Dunshea with his wife Madeline, who I got to know very well. The car though had been sold to Malcolm Sypher in the ensuing years and Mal and I had become good friends while studying at Gatton Agricultural College. Who would have thought that more than 50 years on I would have 4 of the damn things and be so involved in the administration of the organisation? Malcolm still owns the Rover today and is still a good friend.

But back to today's Brighton event. I can't remember the order in which the cars appeared, but I do remember Mr White telling me we should look out for the steam car as it is very silent and sends out a trail of steam as it drives along. The leaflet tells us that it is a 1900 Toledo owned by Tim Osborne but will be driven today by Ray Allen. Mr. Osborne will be driving his 1908 Waverley. Both of these cars are still in the Club, the Toledo now owned by Laurence Kathage and the Waverley by Terry and Regie Lewis and Ray and Peggy Allen went on to rally for many years, their 2 cylinder Reo of 1906.

Unfortunately, the steam car didn't appear and Robyn later told me it didn't make it through the city. In fact, in all my days of rallying I can't remember the Toledo ever finishing a rally, although it did complete the Warana Parade one year.

The 1914 Sunbeam owned by Allan Sypher has just passed and riding in it is a 10 year old Malcolm who I will later befriend. Entry 18 is a 1913 T Ford owned by Jim Casas and it will have a young Paul riding in it. Paul is also still a member today with wife Pauline and still drives the same T Ford. Entry 21 is their 1914 Overland which is also still around.

In fact, of the 23 vehicles on the run, 12 are still in the Club. Other than the ones already mentioned, the Palm Sales 1905 De Dion Bouton is now owned by Chris and Jenny Sorenson and resides back in Bundaberg where it started its motoring career. Eric Husbands 1910 Stoewer is now with Graham Crittenden, the 06 Star of W Whatmore is owned by Keith and Anne Bartley and the Ed Sims Reo of 1905 is now owned by Andrew and Christine Gauld. The other Ed Sims car, a 1915 Buick is still in the Sims family owned by Neil and Jan Sims and the Wright family own the 1910 Napier which is entry 12 owned by Ed Uebergang.

Of course, first place goes to Grahame Wilkinson who is the only entrant on the run to still be the owner of the car he rallied in 1958, the 1913 Rolls Royce he and Dulcie have rallied for many years.

Thanks to Brian McMillan of the Vintage Car Club who was offered the slides of the rally, some of which are included, and passed them on to the Club for safe keeping and stimulating some good memories.

Peter Arnold

The following have been scanned from the original slides obtained from Brian McMillan



1910 Stoeper (now Graham Crittenden).



Ed Sims' 1905 Reo (now Gauld Family)



1913 Sunbeam (Des Lange).



1910 Berliet (John Garrick)



1905 De Dion (John Bode).



1910 Ford T. (Allen Hausler)

* * * * *

On the subject of past events, Rhonda has sent Russell some photos of Club Cars from past events to bring back memories. These have been put up on the Club website. They are under the heading "Photos", and are at the bottom of the list.

The article that follows was sent in by Club Member Greg Nolan, whose father, James Nolan along with Perry Donnelly, on December 22 1929 broke the Sydney – Bourke record at that time held by Ford. Their record was again broken by Ford in January 1930.

The article has been transcribed word for word as the original scans are difficult to read.

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THE OVERLANDER

January 28, 1930

SYDNEY to BOURKE RECORD

Whippet 4 carves 52 minutes off Ford's time

512 MILES COVERED IN 9 HOURS 58 MINUTES

Another record to the Whippet collection!

On Sunday, December 22nd two bright young lads succeeded in smashing to pieces all previous records for the run from Sydney to Bourke. And this in spite of heavy rain on the mountains and four punctures. Leaving Sydney G.P.O. at 4.30 a.m, Perry Donnelly and Jimmy Nolan, in a stock model Whippet Four roadster, set out for Bourke, determined to bring back the coveted record at all costs. The driver had every confidence in his car: we had every confidence in the driver. The only doubtful element was the weather. But it takes more than the weather to whip the Whippet.

To Penrith the trio averaged 60mph. Crossing the mountains to Bathurst, however, heavy rain was encountered and the speed was reduced considerably, so that it was 11 minutes past 7 o'clock before they passed the Bathurst Post Office. Sydney to Bathurst time, 2 hrs 41 min.

The 103 miles into Wellington were covered in 1hr ? ? min at an average speed just under 60mph, the Sunday morning calm was about the Wellington Post Office being disturbed at 8:55am by the arrival of the Whippet – going great guns.

On the next section of their journey, bad luck overtook the plucky trio. Two punctures were encountered so that Dubbo was not reached until 9:40am still well ahead of the existing record, but way behind the schedule time.

Between Dubbo and Narromine one more puncture further delayed them, so it was 10:10 before the latter town was reached. About 40 miles from Bourke a patch was required on one of the front tyres, and the fixing of this caused a further delay of 15 minutes.

It is a remarkable tribute to the grit and tenacity of these two lads, as well as to their skill in handling the car, despite these heartbreaking delays, the already fine record should have been smashed.


Bourke was reached at 2:28pm. The 512 miles from Sydney had been covered in 9 hours 58 minutes or 52 minutes under the previous record established on Wednesday 27th in a new Ford. For the whole distance a truly excellent average of 51.3mph was established. No mechanical trouble of any sort developed throughout the entire run. Punctures alone prevented a better time.

Taken in conjunction with the world's record non-stop run of 1,032 hours, created on November 9th last by a stock model Whippet 4 in Brisbane, this exceptionally fine performance in knocking 52 minutes off the previous Sydney to Bourke record definitely establishes the outstanding excellence of the Whippet. We feel sure that all our dealers join with us in placing on record our admiration for the indomitable spirit shown in the face of most disheartening punctures and in extending to Messrs. Donnelly and Nolan the heartiest congratulations for their wonderful achievement.

FIRST FIGURES INCORRECT

The first figures to come through from Bourke gave Donnelly's time as 10 hours 8 minutes and as these figures showed that the existing record was beaten by a handsome margin, we naturally were jubilant. Advertisements were prepared and inserted in the Sydney papers to spread the news to the waiting public. Then came further messages from Bourke and these disclosed a curious error. The Postmaster at Bourke clocked the car in at 2:28pm. Unfortunately in transmitting the message to Sydney the time was incorrectly stated as 2:38pm. The rectification of this error disclosed the Whippet's true time as 9 hours 58 minutes – better by 10 minutes, and better than the previous record by 52 minutes. This corrected time was shown in all succeeding advertisements with a footnote to explain the discrepancy in the advertisements.

**Another Record
SMASHED!**



SYDNEY—BOURKE

Still another example of Whippet performance! Leaving the G.P.O., Sydney, at 4.30 a.m. on Sunday, December 22nd, Perry Donnelly and Jimmy Nolan in a stock model Whippet 4, broke the existing record to Bourke (10 hrs, 50 mins.) by completing the

512 miles in 10 hrs. 8 mins.


So, to the already long list of records held by the Superior Whippet—to the many fine performances to the Whippet's credit—must be added this record-breaking time for the gruelling Sydney-to-Bourke journey. Over a distance of 512 miles, which includes miles of tortuous climbing, and despite the long sandy stretches between Nyngan and Bourke, the skillfully-handled stock-model Whippet 4 maintained the exceptionally high average speed of

50.53 m.p.h.

Do you wonder that the Whippet is so popular? Your next car should be a Whippet Four or Six. Newest colour harmonies, exceptional performance, and with numerous features formerly exclusive to high-priced cars.

THE SUPERIOR
WHIPPET 4
OVERLAND SYDNEY LTD.

Wholesale only.
Address all Mails to Box No. 264, G.P.O., Sydney.
Dealers in all Centres—Metropolitan and Country.




**SYDNEY—BOURKE
RECORD
AGAIN BROKEN
BY THE NEW FORD!**

**512 Miles in 9 Hours 47 Minutes
Averaging 52.32 Miles per Hour**

At 4 a.m. on Tuesday, January 14th, a New Ford Sports Model left the G.P.O. Sydney in an attempt to lower the existing record for the run to Bourke. At 1.47 p.m. it arrived at the Bourke Post Office with a new record emphatically established. No other car has ever traversed the route in such amazingly fast time—512 miles in 9 hours 47 minutes.

Driven by Mr. Norman Aubin and Mr. A. E. (Ted) Tunbridge, the New Ford clipped 11 minutes off the old record and created two new intermediate records in addition. It averaged 52.32 miles per hour over the total distance and its actual travelling time was 9 hours 22 minutes. This New Ford was a stock model with the exception that a 3.1 year was used in lieu of a 3.7. No oil was added on the run. The radiator gave no suggestion of boiling. The engine never missed a beat. The bonnet was not lifted. The tool-roll was not touched.

A sensational feature of the journey was a crash into the fence at a well-known "bad" corner near Wellington, when travelling at 60 miles per hour. A damaged front wheel was replaced, and the Ford romped on to Bourke and victory, making up lost time; proving New Ford stamina.



FORD MOTOR COMPANY
OF AUSTRALIA PTY. LTD.
GEO. LONG - SYDNEY - BRISBANE
ADELAIDE - PERTH

LAUDABLE PERFORMANCES IN PAST BY WHIPPET FOUR

The Whippet four first came into prominence from a record breaking point of view when on September 15th 1927. Perry Donnelly and Ned Howard established a remarkably high average speed between Sydney and Wellington. The Whippet left the R.A.C. Club Rooms Sydney at 5:30 in the morning arriving at Wellington at four minutes past ten, thus covering the 225 miles in 4 hours 34 minutes.

To say that this feat astonished the motoring community is to tell no more than the actual facts and there can be no doubt that among motorists throughout New South Wales a greater appreciation of the Whippet found expression. Naturally a car capable of averaging 49.9mph over roads so notorious for corners and hills as those on the Blue Mountains could not help but deserve more than average attention.

Just two months later, great material for publicity was provided by the establishment of a new time between Sydney and Cowra. The time, 3 hours 50 minutes, for the 206 & ½ miles, was checked under R.A.C.A. observation, giving an average speed of 53 & ¾ mph, and clipped no less than 25 minutes from the previous record made by a six-cylinder car of almost double the horse power.

Another test of a different nature was the Non-stop Top Gear test for 199 hours through 199 towns. For seven days from May 22nd to May 30th 1928, the reliability and dependability of the Whippet received a thorough and searching testing. Over all types of country roads and through all conditions of weather just such as the average car experiences throughout its' life, this standard Whippet tourer continued its' schedule with the gears sealed in top with the engine running uninterruptedly.

* * * * *

"She Ran Like Clockwork All The Way" said Perry

"She's a sweet little job" said Perry Donnelly after his record breaking run. "If it hadn't been for the punctures we'd have cut another hour off the time. She ran like clockwork all the way.

When Perry said "She" we knew of course that he meant the Whippet 4. All ardent motorists are like that. "Four punctures ! Stiff luck !" we agreed. "Have any other little excitements?"

"Nothing much. The other side of Springwood we hit a bend at 50 and did a four-wheel broadside. Missed a telegraph pole by a quarter of an inch. Raining like the dickens: hardly see the road. Finished up heading for Sydney."

"Lucky you didn't capsize:" we commented.

"Oh I dunno. All in a day's run. Funny thing: when we got our breath and looked up at the pole we found it bore a sign "Martin Place" . A subdivision board I suppose. No wonder the old bus shied.

"Much traffic on the road" was our next query.

"Yes. Between Sydney and Dubbo we got quite a lot. People starting early to make the best of Sunday I expect and about 2,000 sheep just the other side of Orange held us up for a while."

"The roads are pretty bad out near Bourke aren't they?"

"Roads ! there are none. Just winding sandy tracks through the trees. Dodging in and out amongst stumps all the time. You might say that from Nyngan to Bourke the roads are only so-called they're atrocious.

We had some bad luck there too. About 27 miles from Bourke we took the wrong turn and struck a patch of road in course of construction. We were doing about 70 miles an hour at the time. We hit a temporary culvert and flew up into the air like an aeroplane. Came down in the rough stuff and nearly came to grief. On our way back to Sydney we measured our jump. We flew 26 yards."

"Any damage?"

"Not a bolt shifted anywhere. I tell you she ran like a clock. We lost 47 minutes from punctures and the other little accidents, but we never had a moment's mechanical trouble from beginning to end".

"So you reckon you could improve on your time ?"

"Certainly: the rain delayed us too you know. Why I did better time to Bathurst on the Sydney to Cowra record. Yes I could beat my time tomorrow of necessary".

And when Donnelly talks like that, he means it.



Conquering Whippet Tackles Dirt Track Record

Having completely smashed the Sydney to Bourke record an attempt was made at Bathurst on Saturday, January 4, to improve on the existing dirt track side-car record. Mr Donnelly was confident that several seconds could be knocked off the existing lap record of 25 & 2-5th secs but at the last moment he was unable to take the wheel owing to a sudden bereavement in his home.

Showing again the undaunted spirit so evident in the Sydney to Bourke run. Donnelly's mechanic decided to make the attempt himself. Although Nolan is but 19 years of age and had never been on a track before, he put up a creditable performance equalling the 1/4 mile lap record of 25 & 2-5th secs. We predict that more will be heard of Nolan as he gains age and experience.



NOEL ADAMS (Queensland) unbelievable discovery find of **1912 Model 61** [Overland] just a few miles out of Gundagai (NSW) buried in the side walls of a dam
 Chassis Number **T611094** Engine Number:
 Model: **61 Tourer**
 Year of Manufacture: **1912** Registration Number:
 Email Address: noeldpe@gmail.com



Chassis Number T611094 yet to be verified by Noel Adams

Email From: **Noel Adams**----Date: 13 April 2020 at 7:32:55 pm AEST

A Very Satisfying Sunday In Gundagai NSW



I had a friend email me a photograph he had found on Facebook asking for help with identification. Obviously an Overland, looked to be bulldozed, chassis all bent up and half buried in the wall of a dam. On Closer examination of the picture to determine year model it struck me that the frame wasn't bent up at all. It was a double drop chassis used on only one model of Overland, The model 61 of 1912. This was the top model in the range of 1912 and the largest four cylinder built by Willys. In Overland circles, this was the Holy Grail. Naturally I emailed my buddy back and said. ". It's an Overland. ". ". I want it ". ". Where is it????????????

This is the photo that caught my attention-----That was quick he said. In the next Exciting couple of Hours We had figured out which Facebook group it appeared in , who posted it, Contacted her , (. A very nice young lady). Did the deal and learned it was west of Gundagai NSW. About 1000 miles south!!!!

No problem, I was due to leave for Sydney to do a trim job on a 1908 Napier so two weeks later, taking advantage of a delightful weekend. I headed off south full of anticipation. I arrived at the property just as the light was fading and the property owner escorted me 9K out of town and we inspected the find in the half light. I elected to spend the night on the property. My sleeping quarters for Saturday evening The owner whose name was also Noel, was just as excited as I was and arrived just after dawn. I don't often see daylight at that hour.





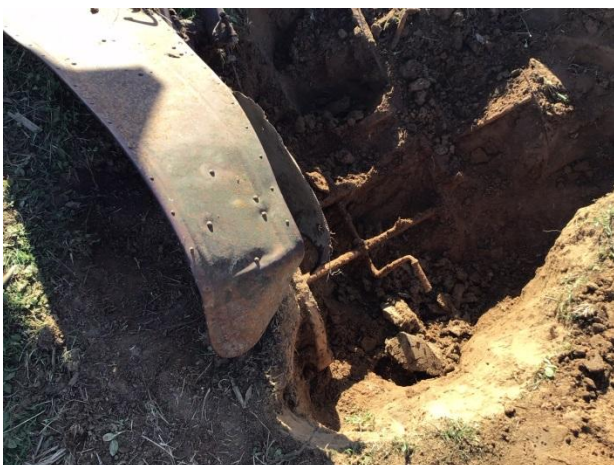
The Overland had been dumped on a creek bank to control erosion. A forlorn hope I thought. Noel was very keen to get digging and I think had more fun than I did. He sure knew how to use that shovel. That bridge in the background is the main road!!!!

Who can see the Overland?????



I needed to slow Noel down so I could keep a photo record

The entire front of the chassis was buried
Unknown if the front axle was present
Good if it was but handy if not and a lot of digging to get it out



View from the tail, springs were missing from rear



That hole at the front, No axle or springs but the crank was a surprise Frame was straight and complete



I was starting to dislodge using jacks but Noel had a better idea, His Tractor!! Lift then pull...



Nearly there..... High and Dry. And in surprisingly good condition considering the length of time and where it was buried



Sometimes it gets easy

Side View



Front View

There is that Bum again





Detail of the Universal



Transaxle, might even be useable



Original running board tool boxes still in position



Accelerator pedal still in position



Proof in the pudding.....T611094



What she looked like when new.

It is only the fourth chassis found In Australia in the last 60 years.
Can't wait, to spend time with her at home, and a big thankyou to Craig Gillingham for the Heads Up.
Finding them is always the best fun.

NOEL ADAMS

HISTORY OF THE CAR RADIO

Seems like cars have always had radios, but they didn't.

Here's the story: One evening, in 1929, two young men named William Lear (1902-1978) and Elmer Wavering (1907-1998) drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset.

It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios.

Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker.

Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work -- Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers' Association convention.

Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked -- He got enough orders to put the radio into production.

WHAT'S IN A NAME

That first production model was called the 5T71.

Galvin decided he needed to come up with something a little catchier.

In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - *Radiola*, *Columbiola*, and *Victrola* were three of the biggest.

Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems:

When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)

In 1930, it took two men several days to put in a car radio --The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna.

These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them.

The installation manual had eight complete diagrams and 28 pages of instructions. Selling

complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression –

Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorolas pre-installed at the factory.

In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tyre company to sell and install them in its chain of tyre stores.

By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios.

In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts.

In 1940 he developed the first handheld two-way radio-- The Handy-Talkie –for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II.

In 1947 they came out with the first television for under \$200.

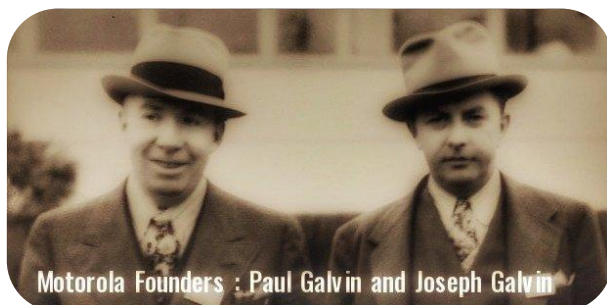
In 1956 the Company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon.

In 1973 it invented the world's first handheld cellular phone.

WHATEVER HAPPENED TO the two men who installed the first radio in Paul Galvin's car?

Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, which he considered his most significant replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning. He spearheaded production of the radio used by Apollo astronauts on the moon.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)



Paul Galvin

William P. Lear



THE RALLY THAT DIDN'T



Planning for an AHMF Historical Motoring Event in Albury 2020 had been going on for nearly 5 years and registrations for the week long event had reached over 275 with the oldest car being a 1908 Renault XB and the newest a 1994 Porsche 911. There were cars and (6 vintage caravans) from every State and everything was looking good with accommodation and holidays arranged. The original idea was for the Lanagans to drive the 1954 Zephyr while the Atkins were to trail the 1922 Dodge, drive the VW and ride the 1989 Motor Guzzi Lamans 1000 Motorbike. (The Atkins are our daughter and family)

(Nathaniel's VW Fastback and the Motor bike were nominated but were still in progress.)

The picture at left does not tell the full story - no - they needed a "bigger car" (remember the Jeep ad).

The Brumby was only an anchor while Wally and Jason perfected the tie-downs on the trailer, just a week before due departure date.

Enter the dreaded virus. Lanagans decided not to go south then the Government brought in travelling restrictions so all the planning came to nought with cancellation of the event.

Every entrant has since received the commemorative book with nearly all cars photographed and all driving route instructions for 4 days as well as lists of entrants, plus a cooler bag gift.



There may be a scaled down version of the event in October after Bay to Birdwood if any form of normality has returned.

Nathaniel had plans to take his VW to Albury but as so many of us restorers have found that time beats us. The car is presently at home and work is progressing slowly and the motorbike has been registered.

Enjoying a cuppa in the backyard while studying the Rally book with all the driving instructions and entrants' photos.

Bev. and Wally Lanagan



Wally has also sent the following two links which may be of interest to members with plenty of spare time at present.

The first one is a rather long article from Banjo Paterson about a "reliability" trial from Sydney to Melbourne

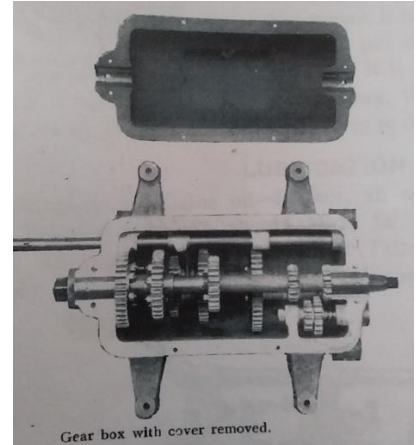
<https://trove.nla.gov.au/newspaper/article/17544194>

The second is about the workings of the differential

<https://www.youtube.com/watch?v=yYAw79386WI>

For Sale and Wanted

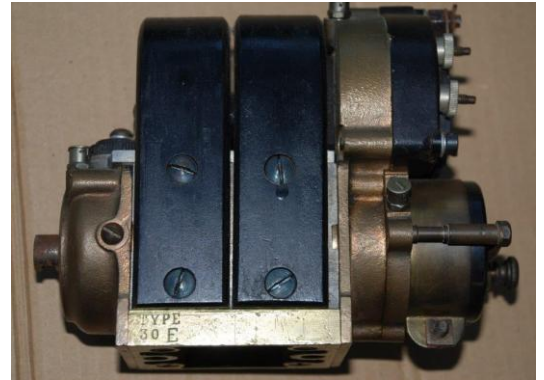
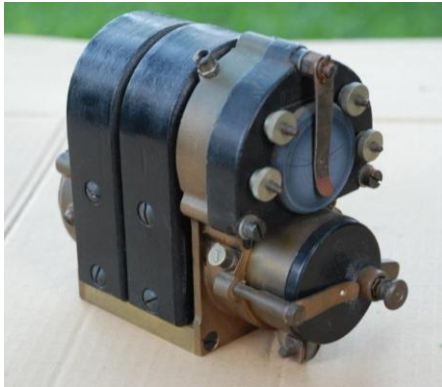
- * **HELP WANTED.** I am a new member and owner of a Clement - Talbot which I purchased from the estate of George Eden, it's the orange 1908 with which you may be familiar. - I need a gearbox or the top shaft and cogs even if only as a guide to have same made. The housing I have can be repaired and bottom shaft & cogs are good. Input & output shafts & brake assembly are missing. (I've fitted a Desoto-Fargo-Dodge gearbox to get it going.) The radiator leaks like a showerhead and either needs a rebuild or replacing. I've cleaned the paint off the RH dumb iron and found the chassis No.1693 which makes it a 1907 car sold to Harrison's & Crosfield Ltd Tea & Coffee Merchants of England who opened an office in Melbourne in 1910. I don't know if its importation can be traced through Victorian Government Archives. Can anyone help. ie. I need from clutch to diff. and a radiator.



Contact: Warwick Gardner: warwick.gardner@bigpond.com Ph: 0423 155 068.

For Sale

- * **4 CYLINDER MAGNETO:** NIL MELOIR French magneto. No.35272. Good Condition.
Price: \$250



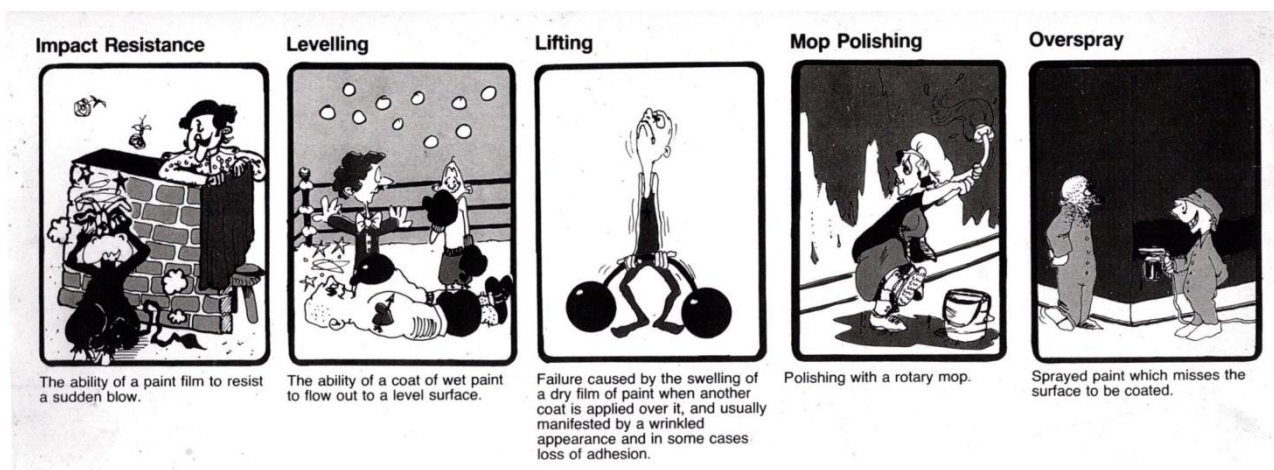
Contact: Laurie Garrod; lgarrod@bigpond.net.au Ph: 0428 254 029

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From Alex Gow's Volume 1.

Cars built by Trackson's Engineering, Brisbane (Trackson family in front car).

A little bit of.. HUMOUR

The President is walking out of the White House and heading toward his limo, when a possible assassin steps forward and aims his gun.

A Secret Service agent new to the job, shouts "*Mickey Mouse!*" This startles the would be assassin and he is captured.

Later the Secret Service agent's supervisor take him aside and asks, "*What in the hell made you shout 'Mickey Mouse?'*"

Blushing, the agent replied, "I got nervous. I meant to shout "*Donald, duck.*"

