

Gympie Historic Auto Club Inc.

NOVEMBER 2024



THE TALK TUBE

PRESIDENT'S PONTIFICATION

The end of year is in sight, the retailers are ramping up and we need to psych ourselves up for the silly season. Part of this process is booking and paying for the Christmas lunch.



The test of skills at the Whites' proved to be an entertaining day, but we all would have benefitted from a practice day. I was otherwise committed on the Gayndah run weekend, but Peters' collection of Citroens always impresses. I may eventually gain enough confidence in mine to take it up there for a run.

This will be the last newsletter for 2024 and given that we do not hold a December General Meeting, I will work on an edition for mid January. This may also be a timely reminder that the club year ends on 31st December and membership fees will fall due for the 2025 calendar year. Fees will remain the same and the AGM is scheduled for after the February General Meeting. Please think about what skills and ideas you can bring to the club and consider taking on role in the management process.

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Happy Heritage Motoring , Ralph

General Meeting Dates

Saturday 30th November 9.00 am
Saturday 1st February 9.00 am

2024 GHAC Elected Office Bearers

<i>Club position</i>	<i>Elected officer</i>	<i>Phone contact</i>	<i>Email</i>
President	Ralph Richardson	0408 616 709	ralphrichardson5@bigpond.com
Vice President	Steve Stockden	5482 7256 or 0427 827 256	ssstockden@bigpond.com
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Swap bookings	Yvonne Cooper	0460 864 044	ylcooper@hotmail.com
Meet and greet	Howie Walton	0427 489 234	howamb@bigpond.com

CLUB MERCHANDISE

GHAC club polo



The polo shirt is the Aussie Pacific Morris (army green and white)

It is short sleeve only in men's or ladies.
Mens (1317) - sizes S to 5XL
Ladies (2317) – sizes 6 to 26

GHAC club dress shirt



Regular Monthly events by other s

1st Saturday—Cars and coffee Sunshine Coast. 7am to 10am German Bakehouse Café, 54 Junction Drive Coolum Beach.

1st Saturday of every month, Cars ,Bikes, Coffee at Tramcars, 11 Hall Rd Glanmire. 8am to 11 am

2nd Sunday—Cooloola Cove Cars and Coffee. 8am to 10am Shopping Centre Cooloola Cove

3rd Saturday- Moonlight at Matildas Traveston. 4pm to sunset (depending on season)

3rd Sunday—Cooroy Cruise—in. Maple St (opposite library and at rear of the shops). Hosted by Roadrunner Car Club

RALLIES

Date	Time	Event
November 2024		
Saturday 9th	6.00am	Kingaroy Swap. Geoff Ralph Drive, Kingaroy airport precinct, off Warren Truss Drive
Friday 8th to Monday 11th		125th Anniversary of Fiat celebrated at Forster—Tuncurry Refer: Ralph
Thursday 14th	3.30 pm	Gympie State High School event Refer: Carol
Sunday 17th	8.30 am clubrooms	Visit to Koogie Downs Museum at Chevallum \$10/ head entry. BYO morning tea and lunch Organizer: Ralph
December 24		
Thursday 5th	5pm to 7pm Bunnings	Bunnings Christmas Family evening. Organizer: Ralph
Sunday 8th	10.30 am clubrooms	GHAC Christmas Lunch at Imbil Community & Sports Club. Rally on the way out to Imbil. Organizer: Carol
Wednesday 11th	4.30 pm clubrooms	Christmas On Mary - Mary St static display Organizer: Ralph
Wednesday 18th	4.30 pm clubrooms	Christmas On Mary - Mary St static display Organizer: Ralph
January 2025		
Sunday 26th	9.00 am	Australia Day Run

The events in green whilst not club organized events have been included here for the interest of members

Rallies - Fun and Games at Mooloo



GAYNDAH - The Peter Huth collection



This car was for sale for \$33K but may have been sold



An unusual Panhard



Citroen Country



WHEELS GALORE!
A Cavalcade of Motoring Curios, Inventions, Innovations, and Oddities

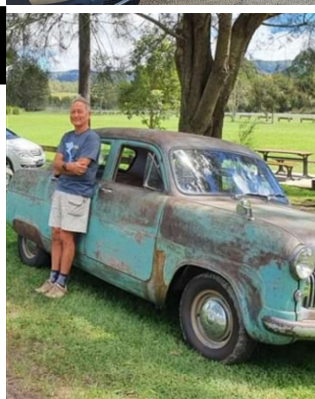
PEDR DAVIS

Book of the Month

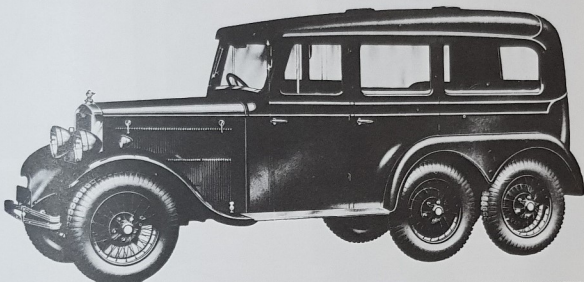
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BY: Paul van Horck - GHAG Librarian



1930 MORRIS SIX (below)
The English Morris Company was well known for staid but orthodox family cars, but the firm had one fling at the unusual. In 1930 William Morris ordered the design of a six-wheeler, expecting to be able to sell it to the Colonies as a cross-country vehicle. Few were made. Even fewer were sold.



1952 CAR BOAT (bottom)
One London boating enthusiast eventually came to terms with terra firma by fitting this unusual body to an Austin Seven chassis. The boat/car was road registered and eye catching, but it was not amphibious.



The Season's Biggest Sensation

The 1917 Enger

Twelve and Six—Both in One

Twin-Unit Twelve

\$1295 **\$1295**
f. o. b. Cincinnati *f. o. b. Cincinnati*

35 Miles Per Gallon

THE most marvelous automobile improvement yet invented!

Just move a little lever and the trick is done—the trick—that is turning the automobile world topsy-turvy.

One minute your car is a twelve with tremendous power for a lightning get-a-way, slow driving in crowded streets, or for hills and heavy going.

The next instant you have a six, for all normal driving—and the most economical six the world has ever seen—35 miles per gallon—read the affidavit shown below.

Just a touch of the little lever on the steering column does it all—cuts out six of your twelve cylinders and cuts them in again—in an instant.

This Enger invention makes possible the supreme motor car combination—luxury and economy.

In other cars emergency power eats up fuel all the time—needlessly—extravagantly.

In the Enger Twin-Unit Twelve you have emergency power in abundance—but it uses fuel for surplus power only when called upon. The six cylinders that are idling one instant are adding extra power and pull the next.

Never has a car stirred up such enthusiasm. Never was a car such an instantaneous success.

For no other car at anywhere near the price even approaches such attainments in either luxury or economy—none at any price combines them.

Sworn Statement

I, **John H. Enger**, being the duly sworn and authorized agent of the Enger Motor Car Company, do hereby certify that the above is a true and correct statement of the facts and figures pertaining to the performance of the Enger Twin-Unit Twelve as shown in the affidavit attached hereto.

Witness my hand and seal of office this 1st day of **October**, 1917.

John H. Enger
President, Enger Motor Car Company

Write for Booklet "The Story of a Gallon of Gasoline"

The Enger Motor Car Company, Cincinnati, Ohio



1959 series 3 Vanguard ,
call Ted on 5482 9078.



Citroen 2CV Dolly. Great car, drives well. New tyres,
new original upholstery and sod with RWC \$23,500.
Peter Huth Gayndah 0419649499



Christmas is fast approaching and planning is underway for the
2024 GHAC Christmas Lunch get together
On the day we will have a rally from the clubrooms to Imbil arriving in time for lunch.

<i>When</i>	Sunday, 8 th December, 2024
<i>Where</i>	Imbil Community & Sports Club 49 Yabba Creek Rd, Imbil
<i>Time</i>	12 noon for 12:30 lunch
<i>Cost</i>	\$35 per head (2 course meal) Club members will only pay \$17.50 each Non-members/partners \$35
<i>Drinks</i>	purchase at venue on the day, bar open.
<i>Menu</i>	Christmas buffet lunch (consists of ham, stuffed roast lamb and roast turkey. Warm roast vegetable salad, garden salad, potato salad and pasta salad) Dessert (trifle and pudding)
<i>RSVP & payment</i>	by Friday 22 nd Nov 2024 No payment = not counted for catering
	Numbers and payment to club treasurer, Annette, by Fri 22 nd November See Annette at club meeting/rally/etc or ph 0408 708 321
	Methods of payment – cash/bank transfer by Fri 22 nd November Bank transfer to GHAC: Please use YOUR SURNAME Xmas as the reference. eg WHITE Xmas
	BSB: 633000 A/c : 182657015 A/c Name: GHAC

Hope you can come



THE STORY OF BABS



Heading out on his last attempt

1927



After the crash

Babs was the land speed record car built and driven by **John Parry-Thomas**. It was powered by a 27-litre Liberty aero-engine.

Babs began as 'Chitty 4', one of Count Louis Zborowski's series of aero-engined cars named 'Chitty Bang Bang'. As it was built at Zborowski's estate of Higham Park near Canterbury, it was also known as the **Higham Special**.

Using a 450 hp (340 kW) V12 Liberty aero engine of 27 litres capacity, with a gearbox and chain-drive from a pre-war Blitzen Benz, it was the largest capacity racing car ever to run at Brooklands. It was bodied by coach building firm Bligh Brothers. Still not fully developed by the time of Zborowski's death in 1924, it was purchased from his estate by J.G. Parry-Thomas for the sum of £125.

Parry-Thomas rechristened the car *Babs* and rebuilt it with four Zenith carburettors and his own design of pistons. In April 1926, Parry-Thomas used the car to break the land speed record at 171.02 mph (273.6 km/h).

Babs used exposed chains (covered by a fairing) to take power to the drive wheels. It has been rumored that the high engine cover required Parry-Thomas to drive with his head tilted to one side. This story is not true; photographs show that the driver could see straight ahead.

During a later record attempt at Pendine Sands, Wales on 3 March 1927, the car went out of control at speeds in excess of 100 mph. The car rolled over and Thomas was partially decapitated. Following the inquest into Thomas's death, *Babs's* seats were slashed, the glass in the dials smashed, and the car was buried in the sand dunes at Pendine.

At the time it was thought that a drive chain had snapped, decapitating the driver. Later investigation of the recovered wreckage suggested, instead, that a failure of the rear right-hand wheel may have caused the accident.



In 1967 Owen Wyn Owen decided to excavate and restore *Babs*. The site of the burial was identified from old photographs, but it was found to be within the perimeter of the present-day rocket establishment. The military authorities granted permission for the excavation on condition that Parry-Thomas's next of kin did not object. It took Wyn Owen two years to locate a living relative, a nephew living in Walsall, and finally the wreck was recovered.^[6] This recovery was controversial at the time, less so after the successful restoration. The prevailing opinion was that the wreck would be unsalvageable for anything more than a pitiful museum display. Few expected that the wreck would ever resemble a car again, let alone be restored to running order.

The car was in very poor condition. Much of the bodywork had corroded, so a new body had to be constructed, melding in where possible any existing original material. The mechanical running gear though was in good condition. Even where components could not be used, they were sufficiently preserved to act as a pattern. The engine was salvageable, but many new replacement parts had to be made from original designs.

The car was first successfully tested on The Helyg straight in the early 1970s. The test consisted of being towed by the local garage owner's Land Rover (Dafydd Hughes and his mechanic Allan Hughes), to 60 miles per hour (97 km/h) and then *Babs* was bump started. The gearing was so high that being towed was the only way to get *Babs* moving under its own power. The car was later successfully demonstrated in front of the world press and television on an airfield near RAF Valley, Anglesey.

The restoration work took place in Owen's garage in Capel Curig, and *Babs* was displayed in the Pendine Museum of Speed during the summer months until its demolition in February 2021. The new museum building was completed in early 2023 and opened on March 31. The car was run at the Brooklands Centenary in 2007.

In 1999, Owen was awarded the Tom Pryce trophy, engraved with the words *Atgyfodwr Babs* ('Resurrector of *Babs*'). Following Owen's death in 2012, the car is driven by his son Geraint.[!]