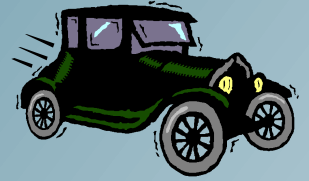


BRISBANE VINTAGE AUTO CLUB [Inc]



An inexpensive, friendly, family club, catering exclusively for Historic Vehicles (Veteran, Vintage, Post Vintage and Classic) built up to December 1978.

P.O. Box 443, Narangba, Qld, 4504.

Vintage Views – December 2023



“Brisbane Car Museum, Banyo – Nov 2023.”



BVAC OFFICE BEARERS - 2023



IMMEDIATE PAST PRESIDENT: - GLEN SORENSEN

BVAC Website: bvac.com.au

Facebook Page: [Brisbane Vintage Auto Club](#)



BVAC Bank Details: Commonwealth Bank.

BSB: 064-164. A/C: 00902818

PRESIDENT	Glen Sorensen 145 Church Road Eatons Hill Q 4037 Ph. 0423 885 055 Email: henryford1920@iprimus.com.au	VICE PRESIDENT	Rod Hibberd 31 Cashmere Lane Cashmere Q 4500 Ph. 3882 1797 / 0493 287 552 Email: rodmaree@bigpond.com
SECRETARY	Mal Dale 6 Riesling St. Carseldine Q 4034 Ph. 0418 733 575 Email: maldale@hotmail.com	ASST. SECRETARY	Rod Hibberd 31 Cashmere Lane Cashmere Q 4500 Ph. 3882 1797 / 0493 287 552 Email: rodmaree@bigpond.com
TREASURER	Darryl Gomersall 23 Killara Crescent Kippa Ring Q 4021 Ph. 3283 1529 / 0417 709 500 Email: darryl.gomersall@bigpond.com	EDITOR	Peter Hibbert 435 Uhlmann Road Burpengary East Q 4505 Ph. 0416 328 929 Email: pthibb@hotmail.com.au
EVENTS CO-ORDINATOR	VACANT Email:	SPARE PARTS	Phil Bell 1045 Dayboro Road Whiteside Q 4503 Ph. 32854159 / 0427 129 598 Email: phillipbell.1@optusnet.com.au
DATING OFFICER	Greg Henderson 34 Cruice Street Dayboro Q 4521 Ph. 0428 361 756 Email: gnk2@bigpond.com	QHMC REPRESENTATIVE	VACANT Email:
LIBRARIAN	Nev Mansfield 42 Sixth Ave Kedron Q 4030 Ph. 3357 6726 / 0438 634 500 Email: irenemansfield@optusnet.com.au	SAFETY OFFICER	Greg Henderson 34 Cruice Street Dayboro Q 4521 Ph. 0428 361 756 Email: gnk2@bigpond.com
PUBLIC RELATIONS OFFICER	Glen Sorensen 145 Church Road Eatons Hill Q 4037 Ph. 0423 885 055 Email: henryford1920@iprimus.com.au	WEB MASTER	Rod Hibberd 31 Cashmere Lane Cashmere Q 4500 Ph. 3882 1797 / 0437 870 127 Email: rodmaree@bigpond.com
LIFE MEMBERS	Rod Czislawski	Maureen Hicks	

CLUB OBJECTIVES

- (A) To promote the restoration to original condition and also the use and exhibition of Veteran, Vintage, Post Vintage and Historic vehicles by members in competition and social activities.
- (B) To assist members to locate, restore, and maintain their vehicles
- (C) To form a library to assist members in obtaining information related to their vehicles.
- (D) To co-operate with other clubs and associations with similar aims.

Brisbane Vintage Auto Club Inc. hold their monthly meetings in the Wyanda Room, Main building, Pine Rivers Showgrounds, Gympie Road, Lawnton, on the first Wednesday of each month (except January & August) at **7.45pm**.

ALL CORRESPONDENCE TO BE ADDRESSED TO:

The Secretary, BVAC Inc. PO Box 443 Narangba, Qld. 4504



BVAC President's Report – December 2023



Well, the end of year is nearly here, and of course that means the AGM following the usual monthly General Meeting. Where has the year gone, it seems like the years go faster these days.

The BVAC committee positions will be up for nomination at the AGM, so please consider applying for these. While the current committee is doing well, introducing fresh perspectives and ideas from different members is essential. We value active participation and new ideas to keep the club dynamic. Full support will be provided to any members willing to take on a committee position. As in previous years there will be a Christmas themed supper after the AGM/ General Meeting.

This will be the prelude to our Christmas Soiree on the 17th December at Club Pine Rivers. This is always a fun filled time with lots of great company and fantastic food. We have the Restaurant mezzanine area booked for 12.30pm once again this year. Which costume will you wear to win the best dressed prize? The secret Santa (\$15 value – 1 per couple) once again will be held at the Xmas Party.

A very busy month for the BVAC in November, with events well attended by our members. Events included the visit to the new Brisbane Car Museum located in Banyo, the regular BVAC coffee morning, and Mal's wrinkly mid-week run.

The BVAC events page has been updated with events still planned for December. The annual Sandgate "Jingle all Bay" is on Saturday 2nd December, once again on a Saturday evening. The parade has moved a little bit later this year to commence 7.15pm – 7.30pm, it should be a beautiful twilight evening with one of the best community parades in Brisbane. The streets are normally lined with families bringing their children out to see Santa for the parade. A very festive experience with great community support.

The Bunnings Xmas Market Night on the 7th December has been added to the Events page with Bunnings asking the BVAC to attend this community event. The monthly Coffee morning at Club Pine Rivers is on the 12th December followed by the BVAC Christmas lunch on the 17th December. We will discuss at the General Meeting if the members wish to hold the Christmas lights twilight run, this will be number dependent.

Our Editor, Peter, has done an excellent job over the last year with a great magazine for the members to enjoy. There is always a variety of interesting articles for all to enjoy in the Vintage Views magazine. He continues to encourage members to contribute articles, stories, technical pieces, and other content to keep the magazine engaging and vibrant. Thank you to the members providing articles for the Vintage Views to assist Peter.

Our thoughts and best wishes also go out to all BVAC members who are doing it tough at the moment. I would like to let them know that they are being thought of and hopefully things improve soon.



Christmas Wishes to all, wishing everyone a safe and happy holiday season.

Stay safe & Happy Motoring.

Glen





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The Editor's Report: December 2023 *by Peter Hibbert*



Blimey! Is Christmas just about three weeks away? I do believe it is! And here's me still trying to get over last Christmas. Boy has the year gone fast! But in retrospect, it has been an excellent year for our club. Good company at meetings (could see a few extra faces though), satisfying rallies (could us a few more old cars though), terrific Wrinkley's runs (~~could~~ Ok,Ok, I won't say it), (more

cars would be nice though- sorry- couldn't help myself), good coffee mornings and interesting visits to historic sites and retirement villages- the list goes on. So, thank you to all members- it takes all to make a club and so we acknowledge all.

Speaking of Christmas, it is unfortunate in a way that there is only one magazine per month, because there are so many ways to celebrate the season, and many humorous looks at it, that one has either to leave some articles out until next year, or risk boring some folk to death with what some might see as repetition.

I think I will risk the second option and include a few warped Christmas tales. And with Remebrance Day gone just last month I figured that the Sailor's version of the old Christmas poem would not go astray, a version that reminds us not only of our sailors, but all who serve or have served our country in the military, and who deserve our honour and respect. It stretches the truth a little, but then what Santa tales don't. It will be in the magazine somewhere.

The main issue with this editing thing is the lack of articles submitted by our members, and unfortunately my list of offerings is dwindling as the months go by, and I am now riding on the horns of a dilemma (vicious beasts, those dilemmas)- what to include next, and what about the one after that- so dig into your memories people and PRODUCE, and get me off those painful horns. Even if you just tell me what would interest you, perhaps I could research the topic and include it. Ta muchly all!

Talk about putting a man in his place- Tony Plunknett has certainly done that, with his excellent article on his 1933 Chevrolet Master Sedan- just when I had finished my last paragraph too. Thanks Tony! You can read it somewhere in this tome- an excellent article for your perusal.

A quick reminder for those who have yet to pay for next year's membership. Mal is always ready to take your (anyone's for that matter) money and keep your car legal on the road.

And so, from all the committee we wish you all the joy's and blessings of the season- Christmas 2023.

B.V.A.C. Inc. Annual General Meeting
Date 7th December 2022
Location Pine Rivers Showground Hall

Opening Meeting opened by President, Glen Sorensen at 8.45pm

Attendance 14 as per General Meeting No. 596 Visitors as per General Meeting 596

Apologies 9 as per General Meeting No. 596

President's Report No written report. Glen Sorensen gave his report on the past year. Carried by acclamation.

Minutes Minutes of previous AGM were published in Vintage Views for December. There was no business arising from the previous minutes.

The minutes printed in Vintage Views are a true and accurate record of the meeting.

Moved Glen Sorensen Seconded Bob Bragg Carried

Secretary's Report Inward Correspondence: Auditor's report.

Outward Correspondence: Nil

Received on motion of Mal Dale, seconded Peter Lockhart. Carried

Treasurer's Report Darryl Gomersall presented the Auditor's Report.

Received and adopted on motion of Darryl Gomersall, seconded John Coutts. Carried.

Election of Office Bearers President thanked retiring Committee and declared all Committee positions vacant.

Rod Hibberd thanked all Committee members for their work, was then asked to conduct the election, and proceeded to the election of office bearers.

President No written nominations were received.

Glen Sorensen was nominated by Peter Lockhart, seconded by Ron Mc Grice.

Glen Sorensen accepted the nomination and was duly elected.

Vice President No written nominations were received.

Rod Hibberd was nominated by Darryl Gomersall, seconded by George Schoenauer.

Rod Hibberd accepted the nomination and was duly elected.

Secretary No written nominations were received.

Mal Dale was nominated by Rod Hibberd, seconded by Glen Sorensen.

Mal Dale accepted the nomination and was duly elected.

Assistant Secretary No written nominations were received.

Rod Hibberd was nominated by Gavin Pocock, seconded by Darryl Gomersall.

Rod Hibberd accepted the nomination and was duly elected.

Treasurer No written nominations were received.

Darryl Gomersall was nominated by Gavin Pocock, seconded Rod Czulowski.

Darryl Gomersall accepted the nomination and was duly elected.

Dating Officer No written nominations were received.

Greg Henderson was nominated by Darryl Gomersall, seconded by John Coutts.
Greg Henderson accepted the nomination and was duly elected.

Safety Officer No written nominations were received.

Greg Henderson was nominated by Darryl Gomersall, seconded by John Coutts.
Greg Henderson accepted the nomination and was duly elected.

Librarian Written nomination received for Nev Mansfield.

Nev Mansfield was nominated by Darryl Gomersall, seconded by Mal Dale.
Nev Mansfield accepted the nomination and was duly elected.

QHMC Representative No written nominations were received.

No nominations from floor. Position vacant.

Public Relations Officer No written nominations were received.

Glen Sorensen was nominated by Rod Hibberd, seconded by Greg Henderson.
Glen Sorensen accepted the nomination and was duly elected.

Events Coordinator No written nominations were received.

No nominations from floor. Position vacant.

Spare Parts Officer No written nominations were received.

Phil Bell was nominated by Darryl Gomersall, seconded by Gavin Pocock.
Phil Bell accepted the nomination and was duly elected.

Webmaster This is an appointed position and Rod Hibberd accepted appointment for this position.

Editor This is an appointed position and there were no nominations for this position.

Auditor John Dixon appointed Auditor for 2022/2023 financial year on motion of Darryl Gomersall, seconded by Greg Henderson. Carried.

Rod Hibberd extended thanks to the new Committee for 2023.

Closing As there was no further business the meeting was closed at 9.30 pm.

President Glen Sorensen

Secretary Mal Dale



B.V.A.C Inc. General Meeting No. 606

Date: 1st November 2023

Location: Pine Rivers Showground Hall, Lawnton

Meeting opened by President – Glen Sorensen at 7.50pm



Attendance: 16 as per attendance book.

Apologies: 10 as per attendance book.

Welcome: New member, Maureen Shiels, was welcomed by President, Glen.

Minutes: The minutes of the previous meeting were circulated by e-mail & posted. Confirmed on motion of Mal Dale. Seconded by Lawrie Godde. Carried.

Business arising from the previous meeting: Nil

Car Badge: Nil

Name Badge: Nil

Secretary's Report: *Inward Correspondence:* *Club magazines *QHMC minutes *Pine Rivers AH&I invoice *Bunnings Sausage Sizzle allocation *Gary Willmot proposed Constitution Rule change *Apogee Trophies Car Badge quote

Outward Correspondence: *Mal Dale Impromptu Event *Members re rule change
Inwards received & outwards endorsed on motion of Mal Dale, seconded Phil Bell. Carried.

Treasurer's Report: Report received and accounts passed for payment on motion of Darryl Gomersall, seconded Rod Czislowski. Carried.

Q.H.M.C. Nil

Events Co-ordinator: Impromptu Run to Nundah Historic Cemetery 4/11, 23/11 to Osprey House. Events as per Vintage Views.

Spare Parts: In magazine.

Dating Officer: Nil

Librarian: Nil

Editor: Keep those reports and articles coming in. Badge logo to be corrected.

Safety Officer: Nil

Web Master: Updated.

General Business: Gary Willmot moved, Maureen Shiels seconded, that the Constitution Rules, as highlighted in bold, be submitted to the Office of Fair Trading for ratification. Carried unanimously.

20(1) The annual general meeting shall be held within three months of the close of the financial year.

(2) The business to be transacted at every annual general meeting shall be:

(a) the receiving of the Management Committee's report and the statement of income and expenditure, assets and liabilities and mortgages, charges and securities affecting the property of the association for the preceding financial year.

(b) as required by the Office Of Fair Trading on the financial statements for the preceding financial year:

(i) the receiving of the auditor's report, or

(ii) the receiving of the independent person's verification report, or

(iii) the receiving of the Management Committee's signed statement,

(c) the election of the members of the Management Committee, and

(d) if required by the Office Of Fair Trading the appointment of an independent person to audit or verify the financial statements.

28 (9)

(a) All such statements shall be **verified as required by the Office Of Fair Trading and they shall present their report** to the Secretary prior to the holding of the annual general meeting next following the financial year in respect of which such report was made.

(b) In the event that the Association does not require an audit or independent review by the Office Of Fair Trading, the Management Committee shall establish a Finance sub Committee to provide a recommendation to the Management Committee on the written statement required by the Office Of Fair Trading.

Glen Sorensen moved that a Finance sub Committee be appointed, to consist of President, Secretary, Treasurer and Gary Willmot. Seconded Gary Willmot. Carried.

Lucky door prize – Rod Czislawski.

Meeting closed at 8.45pm.

President..... Glen Sorensen Secretary Mal Dale

WIFE Vs HUSBAND

A couple drove down a country road for several miles, not saying a word.

An earlier discussion had led to an argument and neither of them wanted to concede their position.

As they p[assed a barnyard of mules, goats and pigs, the husband asked sarcastically, "Relatives of yours?"

"Yep," the wife replied. "In-laws!"

BRISBANE VINTAGE AUTO CLUB (Inc.)



EVENTS PAGE



Please confirm event details prior due to changes that can occur due to unforeseen circumstances. Event email normally sent out in the week prior to the event.

DEC 2023

Sat – 2nd Dec

Jingle all the Bay - Sandgate - Sandgate Town Hall. Jingle All The Bay is proudly presented by the Sandgate & Bayside Chamber of Commerce in partnership with local businesses. The event transforms Sandgate Town Centre into a hype of free festive fun not to be missed. Once again this year it is being held on a Saturday. 3pm – 9pm. **NOTE: Twilight parade a little later this year – 7.15pm to 7.30pm.** Assembly instructions will be emailed once received – should be similar to previous years.

Ph: Glen Sorensen (0423) 885 055

Wed – 6th Dec

BVAC General Meeting & AGM - 7.45pm Pine Rivers Showgrounds, Lawnton.

Contact: BVAC Committee

Thu – 7th Dec

“BVAC Xmas Market Night” – Brendale. 5pm to 7pm. Bunnings Activities Organiser has asked local community groups to attend this event. The BVAC will have a table and display our cars as part of the Xmas Market Night. Bunnings will provide popcorn, Fairyfloss, sausage sizzle and craft for the families who attend. Dress up your cars in Christmas decorations.

Ph: Mal Dale (0418) 733 575

Tue – 12th Dec

“BVAC Coffee Morning” – Club Pine Rivers. Social outing 10am. BYO good stories and share memorable times.

Ph: Mal Dale (0418) 733 575

Sun – 17th Dec

“BVAC Xmas Party” – Placeholder – Club Pine Rivers. Secret Santa. 12.30pm. Get dressed up in your best Christmas attire.

Ph: Glen Sorensen, (0423) 885 055

Xmas lights run may be organised subject to number of interested members – will discuss at the General Meeting.

IMPROMPTU EVENTS

DTMR has now agreed having “Impromptu Events” here in Qld. They advise that “the Department of Transport and Main Roads is happy for Queensland incorporated car clubs to manage “impromptu events” on a case by case basis, as long as the event is added to the incorporated clubs newsletter, website or social media page.”



EVENTS PAGE

They acknowledge it can be for “one or more” vehicles. **It is up to individual clubs whether they want to participate in the scheme or not, and how they implement it. New SIVS registration scheme provided. Remember SIVS registration now requires Club Membership.**

The BVAC Committee has reviewed the new SIV's registration in regards to “Impromptu Events” and established BVAC guidelines so our members can work within the SIVS scheme, BVAC constitution and our risk management procedures.

The BVAC Committee requires BVAC financial members who wish to hold an “Impromptu Event” to provide at least 24 hours’ notice of the event, with notice provided to all BVAC committee members and the BVAC webmaster by post or email. This allows adequate time to include the event either on the BVAC Facebook, BVAC webpage, or the events page.

IMPORTANT NOTE: The “impromptu event” details must include the event start location, start time, destination location and destination time.

BVAC members shall also include a statement that their SIV's registered vehicle will be operated in accordance with the DTMR - SIV's conditions and restrictions as legislated. Once endorsed by the BVAC committee, the member shall carry the “impromptu event” documentation at all times during the event.



The Vizag taxi was a 1928 Essex. If it was in Australia, I would think that the body was made by Holden.



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IA08973

1376 Old Cleveland Road, CARINDALE QLD 4152

President (Carle Gregory): **0413 553 173** Email: president@qhmc.net.au

Secretary (Doug Murphy): **0402 845 925** Email: treasurer@qhmc.net.au

Vice President (Albert Budworth) Email: vicepresident@qhmc.net.au

Hi

To fully explain the story on the recent emails on the Log Book scheme, see below,

This is the letter QHMC recently received on Letterhead dated 8-9-2023

“ At a recent meeting of a (member club) there was a lengthy discussion about the restrictions imposed by the current Special Interest Vehicle Registration System in comparison to the Log Book System used in other states. It was generally agreed that given the favourable reports from those using Log Books, this revised system would be more beneficial to members than the registration system currently in force Queensland.

Therefore, on behalf of the (member club) I would ask that the QHMC Canvas the opinions of the other Affiliated Clubs to determine their position on this current Registration System. If supported, that the QHMC approach the Transport & Main Roads Department with a proposal to move to a Log Book System similar to that which operates in other states.”

QHMC was aware that an investigation had been made into this matter in approx 2018-19 with a No being the result. However as this was an official question from a member club it was decided to reluctantly canvass the member clubs, hence the email on 1st October 2023.

From the time the email went out until the night of the AGM, 52 of 91 member clubs had replied with an emphatic NO! Additionally a number of clubs cited that with the Impromptu Events now included that it was unnecessary to go to the suggested Log Book System.

At the October meeting a delegate stated after a recent comparison with Log Book systems in both NSW & VIC that there were as many restrictions, in fact more, on Log Books as there are with SIVs. Additionally the Log Book System puts the onus on Clubs Committee and it is hard enough to get Volunteers to put their hand up now let alone with the legal implications of having a person certifying Vehicles. There are many more advantages you would lose on Log Books.

So therefore QHMC has decided that,

This will be a closed subject and no further correspondence will be entered into unless TMR initiate a change to the system

Cheers
Carle Gregory
QHMC President

If vintage car enthusiasts have learned anything, it is that problems cannot be glossed over, hoping that it will go away if left alone. NO! The reality is that car problems have to be dealt with, not hiding the truth of the situation, not facing the issue but dealing with it- Properly. The same can be said of any issue, and with Christmas coming on soon, it seems a good time to look at what Santa undoubtedly goes through at Christmas time. **I give you:-**

The Night Before Christmas- The Probable Real Version!

T'was the night before Christmas – old Santa was drunk.
He cussed out the elves and crashed down on his bunk.
Miserable baskets, ungrateful jerks. ...
I have a good mind to scrap the whole ruddy works. ...

I've busted my backside for damn near a year.
Instead of "thanks Santa" – what do I hear?
The old lady grumbles 'cause I work late at night...
The elves want more money –the reindeer all fight.

Rudolph got drunk and crashed the damn sled.
Donner is pregnant, Vixen's gone off his head.
And just when I thought that things would get better,
Those ratbags from the tax office sent me a letter.

They say I owe taxes – if that ain't damn funny.
Who the heck ever sent Santa money?
The kids these days – they all are the pits.
They want the impossible...those mean little gits.

I spent a whole year making wagons and sleds,
Assembling dolls- their arms, legs and heads,
I made tons of yoyo's –no request for them...
They all want computers...I'm not IBM!

Flying through the air...dodging the trees,
Falling down chimneys and skinning my knees.
I'm quitting this job...there's just no enjoyment.
I'll sit on my backside and draw unemployment.....

ANTI-THEFT DEVICE

During the 1920's, an Ohio Company called "Bosco" offered a rather ridiculous anti-theft device for motor cars. It was an inflatable dummy which was placed at the wheel when the car was left unattended, the logic being that no thief would attempt to steal the car if someone was inside. The advertisement claimed that the rubber dummy "is so lifelike and terrifying that a person a foot away cannot tell it wasn't real". When not in use, the dummy could be deflated and stored under the seat. Cost- \$15. Hmmmmmm!

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BRISBANE VINTAGE AUTO CLUB (INC) VISTS BRISBANE MOTOR MUSEUM – 19 NOVEMBER 2023

On Sunday, the 19th November 2023, members of the Brisbane Vintage Auto Club (Inc.) visited the Brisbane Motor Museum. The Brisbane Motor Museum is located on the corner of Tufnell and Nudgee Road, Banyo, only 10 minutes north of the Brisbane Airport and Gateway Motorway. It is a new and exciting venue open to all marques, clubs, groups and enthusiasts and features a function & meeting area, cafe, motoring library, gift shop, model & arts display, car museum and onsite undercover parking.

Upon arrival, the carpark was full with only street parking left. Two other car clubs had arranged their visits on the same day. The carpark was an exhibit in itself with the historic vehicles parked. Peter Lockhart who is a volunteer at the Museum greeted the BVAC members at the door. The Museum has themed vehicle exhibits. The exhibits showcase the best in motoring history in Australia and the world with always something new to see. The exhibits change every 1 to 3 months. On the day the BVAC visited, the exhibit was 99 years of British. Prior to heading into the Museum, members enjoyed a coffee and morning tea with a good chinwag.

BVAC members attending were John Coutts, Phil Bell, Mal Dale, Glen Sorensen, Greg Henderson, Rod Lang, Laurie Goode, Adrian & Sharon Bensted & Family, and Peter Lockhart.







Brisbane Motor Museum | 07 31957804
brisbanemotormuseum.com.au | info@brisbanemotormuseum.com.au
959 Nudgee Road, Banyo. Queensland, Australia

facebook.com/brisbanemotormuseum Instagram.com/brisbanemotormuseum

Across the land—expansion in the 1860s



Cobb & Co. coach in central Queensland, about 1900, piled high with baskets of mail.

Image courtesy of the [National Archives of Australia](#): N7002.

The Cobb & Co. network quickly spread further afield. In 1861, a consortium of new owners acquired the company. Under the direction of [James Rutherford](#), another

American, the company enjoyed good profits and massive growth for decades. He extended the company into the colonies of New South Wales and Queensland and, most importantly, secured valuable contracts for the delivery of mail. By 1870, Cobb & Co. coach routes crisscrossed Victoria, New South Wales and Queensland. Every week they travelled 28,000 miles and every day drivers harnessed up 6,000 horses.



Arthur Richardson, a blacksmith and wheelwright for Cobb & Co., Charleville, ca. 1912. Image courtesy of the [State Library of Queensland](#): 39821.

Mail and bushrangers

Delivering mail meant carrying large numbers of letters and parcels—overloading was common. The driver sometimes had to enlist the help of his passengers to stop the coach tipping over, asking them to lean to one side of the coach or another to counterbalance the huge load overhead.

[Bushrangers](#) were another challenge they had to face and on occasion the mail coaches and passengers were robbed by opportunistic gangs of thieves who laid in wait for the coach along isolated stretches of road.

Australian manufacture

Within a short time, Cobb & Co had become a thriving business that encompassed all aspects of coach travel, including specialist horse breeding and coach building. Instead of continuing to import American coaches, factories were set up at various locations across Australia.

The innovative approach which had set it apart from competitors from the very beginning was one reason for the company's ongoing successes. New and creative solutions to transport challenges and passenger demand were tried and tested.



A Cobb & Co camel coach, which ran from Wilcannia to Mount Brown in NSW in the 1880's. Camels were probably used due to drought conditions.

The Leviathan

In 1860 the Cobb & Co. Leviathan coach was built in Bendigo. Double-decker and capable of carrying up to 89 people, with separate compartments for men and women, it ran between Ballarat and Geelong in Victoria. It was, however, not a great success as the leading horses were out of range of the driver's whip, which meant he sometimes had to carry a bag of stones to throw at them when he wanted them to quicken their pace.

Editor's Note: A replica Leviathan is currently being built at the "Teamsters Hall of Fame" located in the Glasshouse Mountains. Expected date of completion is 2024. See "Teamsters Hall of Fame" on facebook.

On other routes, which presented challenges of a different nature, even more creative solutions were devised. For instance, camels were used instead of horses as they were sometimes better suited to the conditions.



A Leviathan at full gallop.

Image courtesy of the [National Library of Australia](https://nla.gov.au/an8630233) : an8630233.



The near finished Leviathan under construction at the Teamsters Hall of Fame at Glasshouse Mountains.

Coach trips and drivers in Australian folklore



Cobb and Co stage coach with approaching dust storm, near Gulgong, NSW in 1871. Image courtesy of the [National Archives of Australia](#): L96649.

While Freeman Cobb spent just three years in Australia, the name of 'Cobb & Co' is still strongly associated with coach travel and is part of [Australian folklore](#).

[Henry Lawson](#), the famous Australian writer (and once a coach painter), captured what coach travel was like in a number of stories and poems, particularly [The Lights of Cobb & Co](#). In *The Buck Jumper* he describes a coach arriving at a changing station:

An excerpt from *The Buck Jumper* by Henry Lawson.

Cobb & Co.'s mail-coach and six came dashing down the siding from round Crown Ridge, in all its glory, to the end of the twelve-mile stage. The fresh coach-horses stood ready in a stock-yard close to the shanty and the coach climbed the nearer bank of the creek at the foot of the ridge with about twenty passengers aboard. They got down and went inside with the driver for a drink, while the stablemen changed-horses.



Cobb and Co. coach crossing the Alice River, Barcaldine, Queensland, 1906.

Image courtesy of the [State Library of Queensland](#): bar00009.

Average speeds were about six or seven miles per hour—quite fast for the time, considering most journeys only had short sections of flat travel on well-made roads. Most trips also involved fording streams and rivers that had no bridges, travelling up and down hills and negotiating rocky outcrops on what were essentially just tracks through the bush. Yet Cobb & Co. drivers were skilled at their jobs, often being responsible for just a couple of stages, which meant they became extremely familiar with every twist and turn of the road and therefore could navigate even difficult roads quickly.

To be continued

Some interesting Facts of the motoring world:

1. The First Car in the World

The first-ever car or automobile (since you will reject it as a car) was developed by Carl Benz in the year 1885. The speed of the automobile was 16 kilometers per hour. It features a designed chassis where a single-cylinder with a four-stroke engine was placed in a horizontal manner. Carl Benz named his invention, 'Benz Patent Moterwagen'.

2. First Available Car

The first-ever car that was available for the general public was developed in the year 1908 by Henry Ford, it was referred to as Model T. The car was very affordable and at that time is costed \$850 and by the year 1925; the cost was reduced to \$260. The reduction in the cost was made possible due to the invention of the assembly line.

3. First-ever Electric Traffic Signal in the World

No matter how hard it is to imagine but a world without them did exist and it was before 1914 because that was the year when Traffic signals were first invented.

4. World's first long-distance Journey

The first-ever long-distance journey in the history of automobiles was undertaken by Bertha Benz who was a German pioneer and the wife of Carl Benz who invented the first-ever car. She travelled from Mannheim in southern Germany to Pforzheim with her two sons in the year 1888, a distance of 92 kilometres. Also, the first person to ever drive a car was Carl Benz.

7. Park-time

The sole purpose of cars is driving but did you know that 95% of the car's lifetime is spent while being parked? Meaning only 5% of the time it is actually serving its purpose.

9. Right or Left?

Interesting data shows, that about 72% of the cars in the world are right-hand side.

21. Why is it called Cars?

The word 'car' comes from a Latin word called 'carrus' which means a two-wheeled wagon in English.

.....

What about the blonde who thought double parking was when you parked on top of another car.

Her interpretation of a hit-and-run was when you hit a pedestrian when he was running.

EARLY MOTORING OFFENCE

On the 20th October, 1896, one Walter Bersey was summoned to appear in Court on two motoring charges. The charges laid against Mr. Bersey were, exceeding the 2 m.p.h. speed limit in a built-up area, and failing to be preceded by a person on foot at least 20 yards ahead of his vehicle. In the summons notice the vehicle was described as “a locomotive propelled by other than animal power to-wit a motor car”.

The outcome of the case is not known. What is known is that Walter Bersey was an Electrical Engineer in London who presented London with their first licensed electric taxi service on December 6, 1897, with his ‘Bersey’ taxis having a top speed of 9-12 M.P.H. They became known as the ‘Hummingbird’ from the sound it made and its yellow and black livery. The law requiring a person on front waving a flag was rescinded earlier that year and motorised taxis were then licenced under the following conditions:

1. Each vehicle is to be accompanied by a driver.
2. Drivers must be capable of stopping the carriage on demand.
3. The taxi must be able to turn in a small space.
4. The taxi must be able to climb the steepest hill in London (Savoy Hill).



Bersey electric cab, 1897, designed by Walter Bersey (General Manager of the London Electrical Cab Company).



The Beginnings of Christmas

As December rolls around for another year, our homes and communities will be filled with the traditional sights of frantic gift shoppers, bright lights, trees heavy with decorations and that jolly, round fellow with the sack over one shoulder. This year we decided to seek out the origins of some of these popular traditions and here is what we found.

Christmas Cards

The custom of Christmas card sending began in Britain in 1840 with the launch of the “Penny Post” public delivery service. As printing methods improved, Christmas cards, traditionally showing religious images, were produced in larger numbers from about 1880. They became even more popular when a card could be posted in an unsealed envelope for one half-penny- half the price of an ordinary letter.



Father Christmas

Father Christmas is based on a real person. St. Nicholas, which explains his other name “Santa Claus” which comes from the Dutch “Sinterklaas.” Nicholas was a Christian leader from Myra (modern day Turkey) in the 4th century AD. Being very shy, he wanted to give money to poor people without them knowing. So one evening he climbed onto the roof of a house and dropped a purse of money down the chimney. It landed in the stocking which a girl had put to dry by the fire. This may explain the belief that Father Christmas comes down the chimney and places gifts in children’s stockings.

Boxing Day

Boxing Day comes from the custom which started in the Middle Ages around 800 years ago when churches would open their “alms boxes”- “boxes in which people had placed gifts or money” and distribute the contents to the neighborhood poor the day after Christmas. In some countries, the tradition continues as small gifts are given to workers such as postal staff and children who deliver newspapers.

The Christmas Tree

The first documented use of an evergreen tree in a Christmas celebration was in Riga, Latvia in the year 1510. Based on a mixture of Christian and pagan customs, evergreen trees were often brought into the home during the harsh winters as a reminder that the inhabitants crops would grow again soon. The shortest day of the year during the winter solstice, known as Yule, represented the birth of Mithras, the pagan sun god who grew and matured as the days grew warmer and longer. Huge yule logs were burned to encourage the sun to reappear next season. Mistletoe was considered a sacred plant and kissing under the mistle toe began as a fertility ritual. Holly berries were considered a food of the gods. According to the legend, the first Christmas tree was decorated with paper flowers and burned on the bonfire after the ceremony with a toast to the future.



The twelve days of Christmas

These days are the twelve that separate Christmas day from Epiphany on the 6th January. Depending on the church, Epiphany may mark Christ's baptism or the day the wise men visited Him bearing gifts. In the past, the tradition was to give gifts throughout the twelve days of Christmas, rather than stacking them all up on Christmas morning- hence the song about a different gift for each of the twelve days of Christmas. It seems that in modern society we are far too impatient to stretch out our gift giving over the twelve days.

Reprinted from HWH, December 2005.
Originally submitted by Michelle Dix.

Seasons Greetings to all

1933 Chevrolet Master Sedan

by Tony Plunknett

The story so far. Back in 1985 we had been married for 12 months and I was keen to start a vehicle restoration project. A lady I worked with in the Queensland Public Service had alerted me to a 1964 Holden EH Premier Wagon factory fitted with a 179 motor and manual transmission. Most Premiers were fitted with Hydra-matic transmissions. This is why it got my interest. Unfortunately, the body was heavily rusted, especially the roof area. A good friend of mine told me his brother-in-law had a pristine EH wagon rolling shell located at Eumundi in the Sunshine Coast hinterland.

It seemed too good to be true. However, my wife was not very supportive of the idea. At the time I was responsible for the management of the contracts and supply arrangements for Queensland Government vehicles and trucks. Our technical advisor was the General Manager of the Government Motor Garage, Max Duncombe. I told Max about my plans for the EH and his advice was that if I was going to do all that work, I may as well get hold of a vintage or post vintage car and wind up with something worthwhile. The more I thought about the more I went off the EH idea, there were still plenty of EH Holdens on the road then.

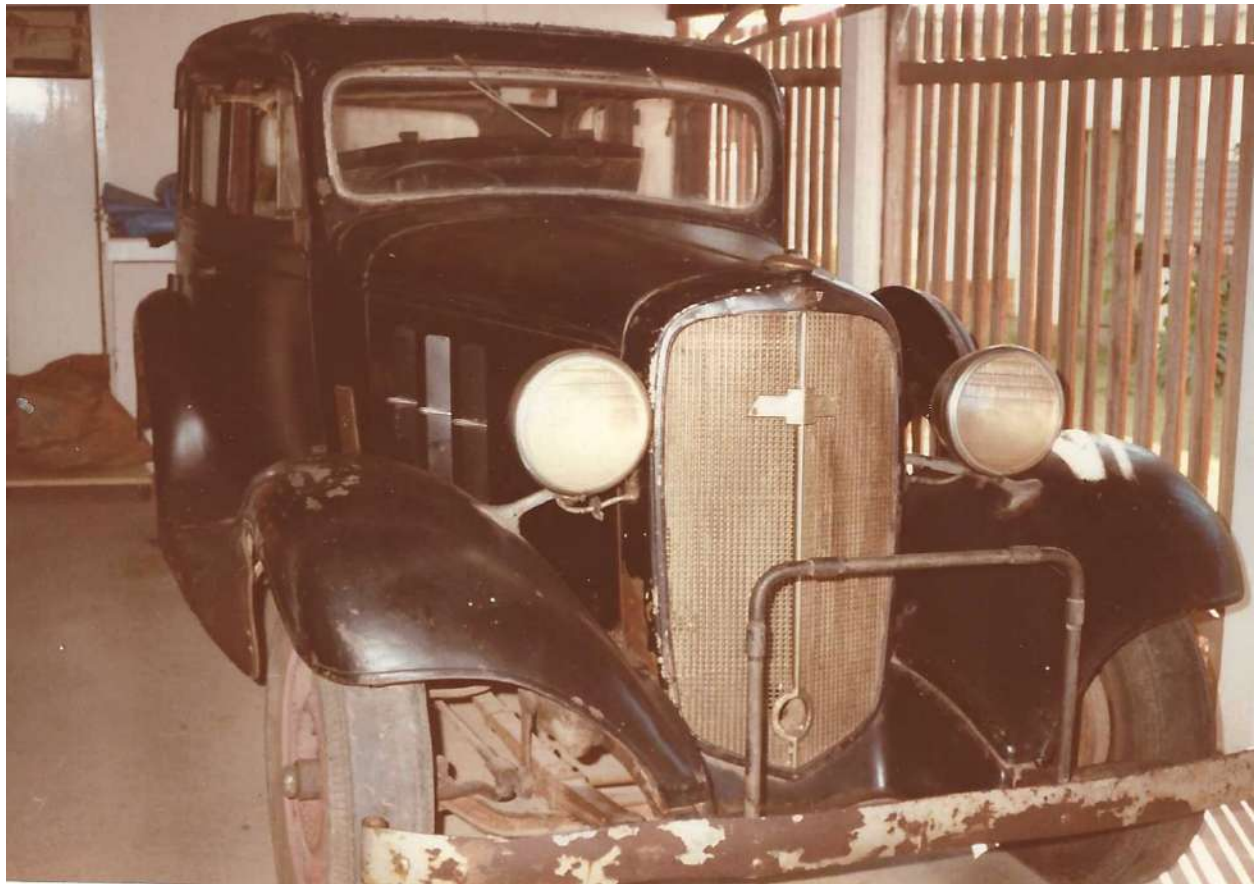
So, encouraged by Max, my wife and I joined BVAC. Almost immediately we stumbled across an advertisement in the Saturday edition of the Courier-Mail for an unrestored 1933 Chevrolet Master sedan. My father was a mechanic at one time in his working life and loved Chevrolets and Holdens. I grew up with an endless line of GM cars and light trucks going to the back shed for maintenance and repairs. It seemed only natural to look for a Chevrolet for myself. I rang the contact number in the advertisement very early in the morning and later found out I was the first in a huge number of callers.



We travelled to Kenmore and inspected the vehicle and a deal was agreed. I asked for any known history on the vehicle but the seller had little. He and his neighbours had been unaffected by the 1974 Brisbane floods but afterwards they went to the Sherwood area and helped people clean out the mud and ruined house contents from their houses. It was then he discovered the 33 Chev covered in inches of mud under the house. He made a deal with the elderly owner and dragged the Chev back to Kenmore where he washed all the mud off the body, dropped the sump and gearbox etc. and then covered the vehicle in machine oil with the intention of restoration. Ten years later, with absolutely no progress made the chap's wife convince him to move it on.

Unfortunately, the sedan body has a structural frame made of wood. While 90% of the timber is in place it has no strength what-so-ever and only useful for patterns.

We took the Chev to my wife's parents place at Brighton while I built a shed off the side of our house. Once this was complete, we transported the Chev to our house and gave the in-laws back their garage. Not long after this the first of our three children were born and as most members can relate to, there was quite a lengthy period that followed where time and money was not readily available for the 33 Chev restoration. Although there has been some good progress along the way.



The engine and gearbox have been totally restored with New Old Stock components wherever possible. In the gearbox, all of the gears had been eaten away as if the gearbox had been filled with acid. I was shattered, this gearbox was used for one year in the Chev Master and Pontiac for

1933 at the height of the Depression. It took two years but I finally had all of the NOS gears, shafts, syncros etc. required. My late Uncle Allan, also a mechanic in his working life rebuilt the gearbox with all of the new but old components. During this search, I was looking at a new cluster gear from the United States and even though it was damaged the seller wanted \$300.00USD. I thought at the time that I would probably have to sell the house to pay for all of these gears and things. But not long after I found a Standard Vanguard enthusiast in Melbourne that had bought boxes of Vanguard parts sight unseen from a garage in Adelaide that was closing and had been a Standard distributor in the 1950s and 1960s. In the first box he opened was a brand-new cluster gear for a 1933 Chev Master. I paid \$48.00 including delivery.

The radiator has been restored I have collected a new crown wheel and pinion, rear axle bearings and seals and soon the rear end will visit Diff Lapping at Kedron so they can work their magic. Searching at local swap meets and a very fruitful trip to the Bendigo Swap Meet has resulted in components to build an excellent pair of headlights as well as a pair of taillights, a complete set of interior door handles and window handles and lots of other bits and pieces missing from the vehicle when I bought it. A friend of ours, Bruce, a Jet Star pilot was at one point of time taking groups of pilots to the west coast of the USA to undertake their compulsory flight simulator training. Bruce often had a little time on his hands there and I asked him to visit I & I Reproductions Inc with a huge shopping list of reproduction rubber components for the Chev. He returned with new running board mats, an accelerator pedal and all sorts of grommets and things unique to the 33 Chev.

Many members will know Bill Cardno, I harassed him for about 3 months to make a set of running boards, which he relented and did very, very well. All the mudguards and beaver panels have been repaired and ready for finishing and painting. The only thing holding us up before we can refurbish the interior is the timber work. It seems there are no people repairing coachwood in Brisbane. I resorted to approaching the Sydney Vintage Car Restorations (SVCR) in Crookwell, New South Wales knowing that I would have to take it there and back by trailer. Unfortunately, Covid intervened and SVCR is miles behind in their schedule. Maybe next year unless I can find someone locally.

At some point of time a previous owner had welded up the cowl vent – poorly. There was a lot of distortion and lead filler to make it look better. It didn't help. So, I have been searching for another cowl top from a 1933 or 1934 closed body Chev to replace the rubbish I have. This has been a long search!

In the meantime, we have a Holden HQ Monaro coupe (the red one in the photos), which I purchased from the first owner in 1978 and a 1964 Jaguar Mk2 to keep me preoccupied while I am supposed to be finishing the Chev.

Hopefully- To be continued.

Preston Tucker And The Tucker Motor Car:

by Peter Hibbert.

At a recent club meeting I overheard someone say that he was offered 8 vintage cars for \$100. I thought, "WOW!" He then mentioned that one of them was a Tucker. I couldn't help myself. I exclaimed, "A Tucker. That is worth a million dollars!" It was then that he explained that the cars on offer were models. So I prove once again what a twit I can be- 8 vintage cars for \$100. What a twit!

Anyway, it got me thinking, and so here is my short article about the Tucker motor car (with a little help from AI [Artificial Intelligence]- and that being far more intelligent than I- said the fly):

Preston Tucker and the Tucker car are associated with one of the most intriguing and short-lived chapters in the history of the American automobile industry. Here's a brief overview of the history of Preston Tucker and the Tucker car:

1. **Early Life and Background:** Preston Tucker was born on September 21, 1903, in Capac, Michigan. He had a deep interest in automobiles from a young age, and he worked in various positions within the automotive industry.
2. **World War II and the Tucker Corporation:** During World War II, Tucker worked on various defence projects and gained experience in aircraft production. After the war, he decided to start his car company, the Tucker Corporation, in 1947. He aimed to revolutionize the automotive industry with innovative and safety-oriented designs.
3. **The Tucker '48:** Tucker's vision culminated in the Tucker '48 (also known as the Tucker Torpedo), a groundbreaking automobile known for its innovative features and safety elements. Some of its key features included a rear-mounted engine, a padded dashboard, a "Safety Windshield" made of shatterproof glass, a pop-out safety windshield, a centre headlight that turned with the steering wheel, and a perimeter frame for crash protection. The car was also designed with a lower centre of gravity for improved stability.
4. **Financial Challenges and Controversies:** Despite the promising features and early public enthusiasm, Tucker faced numerous challenges. He encountered financial difficulties, criticism from established automakers, and legal battles. The Securities and Exchange Commission (SEC) accused Tucker of fraudulent practices related to stock sales, which led to his indictment and subsequent trial.
5. **Tucker's Trial and Acquittal:** Preston Tucker's trial began in 1949, and it received significant media attention. He was ultimately acquitted of the fraud charges, as the government's case was seen as weak. However, the negative publicity and legal battles had taken a toll on the Tucker Corporation's finances and reputation.
6. **Demise of the Tucker Corporation:** By the time Tucker was acquitted, his company had already faced bankruptcy and was unable to continue.

production. Only 51 Tucker '48 cars were ever built before the company ceased operations.

7. **Legacy:** The Tucker '48 remains an iconic and highly collectible classic car. It is celebrated for its innovation and unique design. Despite its limited production, it left a lasting impact on the automotive industry, influencing safety standards and design concepts in subsequent years.
8. **Later Years and Death:** After the collapse of his car company, Preston Tucker was involved in various business ventures, but he never managed to regain the prominence he had during the Tucker Corporation's peak. He passed away on December 26, 1956, at the age of 53.

Preston Tucker's dream of revolutionizing the automobile industry with innovative and safe designs was cut short by a combination of financial challenges, legal battles, and industry resistance. However, his legacy endures, and the Tucker '48 car remains a symbol of his vision and ambition.



The Tucker 48, also known as the Tucker Torpedo, was an innovative and unique automobile designed by Preston Tucker in the late 1940s. While the Tucker Corporation produced only 51 cars before it went out of business, these vehicles featured several groundbreaking and innovative features for their time. Here are some of the most notable innovations found in the Tucker 48:

1. Safety Features:

- Centre headlight: Perhaps the most iconic feature of the Tucker 48, it swivelled with the steering to improve visibility around corners.

- Collapsible steering column: Designed to reduce the risk of injury to the driver in case of an accident.
2. Passenger Compartment:
 - Padded dashboard: Tucker introduced a cushioned dashboard to reduce injuries in case of an accident.
 - Pop-out windshield: In the event of a collision, the windshield would be pushed out of the car to protect passengers.
 3. Rear-Engine Design:
 - Tucker placed the engine in the rear, which allowed for more front-end crumple space and improved safety.
 - The engine was a 335-cubic-inch (5.5-liter) flat-six engine, known as the "Tucker Tiger."
 4. Four-Wheel Independent Suspension:
 - The Tucker 48 featured a four-wheel independent suspension, contributing to a smooth and comfortable ride.
 5. Disc Brakes:
 - It had disc brakes on all four wheels, which was a significant innovation at the time.
 6. Torque Converter Transmission:
 - The Tucker 48 used an automatic transmission with a torque converter, offering smooth shifting and ease of use.
 7. Aerodynamic Design:
 - The Tucker 48 had a sleek and aerodynamic design for improved fuel efficiency and performance.
 8. Swivelling Seats:
 - The front seats could swivel outward to make it easier for passengers to enter and exit the car.
 9. Heated Radiator:
 - The Tucker 48 had a heated radiator to prevent engine overheating in cold weather.
 10. Fuel Injection:
 - Some Tucker 48 models featured fuel injection, a relatively new technology at the time.
 11. Perimeter Frame:
 - The car had a unique perimeter frame, providing additional safety and stability.

The Tucker 48 remains an iconic example of American automotive innovation and design, and the innovations introduced in the Tucker 48 have influenced subsequent automobile designs. At the most recent valuation update in September 2021, Tucker cars were considered highly collectible and could fetch a substantial price at auctions or in private sales. Some well-preserved and fully restored Tucker cars have sold for several million dollars.



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Breaking Broken News...

A COLD CAR CASE- Hopefully, not a Tucker

An old vintage car was buried yesterday, in the Park Lawn Automotive Cemetery. At the grave site, suitably marked by a parking meter showing an "Expired" sign, the vehicle was gently lowered into an enormous pit. It all cost \$50; and for this amount a sign will be provided that will simply say "RUST IN PIECES".

ANTI-THEFT DEVICE

During the 1920's, an Ohio Company called "Bosco" offered a rather ridiculous anti-theft device for motor cars. It was an inflatable dummy which was placed at the wheel when the car was left unattended, the logic being that no thief would attempt to steal the car if someone was inside. The advertisement claimed that the rubber dummy "is so lifelike and terrifying that a person a foot away cannot tell it wasn't real". When not in use, the dummy could be deflated and stored under the seat. Cost- \$15. Hmmmmmm!

I wonder if such a device would deter today's youth from their destructive motoring activities. I somehow doubt it! (Ed.).

A Merry Aussie Christmas.....

'Twas the night before Christmas; there wasn't a sound. Not a possum was stirring; no-one was around. We'd left on the table some tucker and beer, hoping that Santa Claus soon would be here. We children were snuggled up safe in our beds, while dreams of pavlova danced 'round in our heads. And Mum in her nightie, and Dad in his shorts, had just settled down to watch TV on sports. When outside the house a mad ruckus arose; Loud squeaking and banging woke us from our doze.

We ran to the screen door, peeked cautiously out, snuck onto the deck, then let out a shout. Guess what had woken us up from our snooze, but a rusty old Ute pulled by eight mighty 'roos. The cheerful man driving was giggling with glee, and we both knew at once who this plump bloke must be. Now, I'm telling the truth it's all dinki-di, those eight kangaroos fairly soared through the sky.

Santa leaned out the window to pull at the reins, and encouraged the 'roos, by calling their names. 'Now, Kylie! Now, Kirsty! Now, Shazza and Shane! On Kipper! On, Skipper! On, Bazza and Wayne! Park up on that water tank. Grab a quick drink, I'll scoot down the gum tree. Be back in a wink!' So up to the tank those eight kangaroos flew, With the Ute full of toys, and Santa Claus too.

He slid down the gum tree and jumped to the ground, then in through the window he sprang with a bound. He had bright sunburned cheeks and a milky white beard. A jolly old joker was how he appeared. He wore red stubby shorts and old thongs on his feet, And a hat of deep crimson as shade from the heat. His eyes - bright as opals - Oh! How they twinkled! And, like a goanna, his skin was quite wrinkled!

His shirt was stretched over a round bulging belly, which shook when he moved, like a plate full of jelly. A fat stack of prezies he flung from his back, and he looked like a swaggie unfastening his pack. He spoke not a word, but bent down on one knee, to position our goodies beneath the yule tree. Surfboard and footy-ball shapes for us two. And for Dad, tongs to use on the new barbeque.

A mysterious package he left for our Mum, then he turned and he winked and he held up his thumb; He strolled out on deck and his 'roos came on cue; Flung his sack in the back and prepared to shoot through. He bellowed out loud as they swooped past the gates- MERRY CHRISTMAS to all, and goodonya, MATES!

ODDITIES OF THE AUTO AGE

1926 Ford T snowmobile

This early type snowmobile is a far cry from the machines of the 21st. century. But in the 1920's if you had to get about in the snow country, this conversion of the Model T Ford was a good choice. It was invented in 1914 by Virgil D. White of Ossipee, New Hampshire when the price of a new roadster/pick-up was \$650 plus \$395 for the snowmobile conversion hardware.

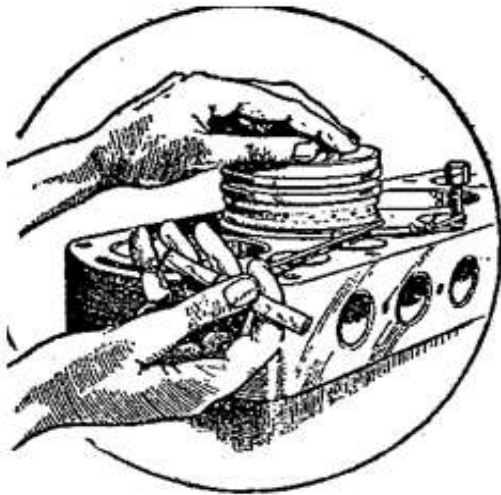


Tips For Mechanical Tinkerers

A HandyHandle:

Ever had trouble lifting a side valve head off a motor? Usually there is no convenient lifting point, and prising a cylinder head up with levers wrecks the gasket and damages the metal faces. A handle made from two old multi-piece spark plug bodies with some 3/8 or 10mm bolts passed through them and bolted to a length of wooden broom handle drilled to take the bolts at the same spacing as the spark plug holes makes an easy and convenient handle above the motor that uses existing spark plug holes for attachment. All you need to do is to grind the head of the bolts down until they are just small enough to fit through the plug holes, screw the plug body/bolt assembly into these holes and Bobs your uncle! The handle also makes it easy to replace the head, and can be drilled with varying spacings to fit different motors. Modern plugs can be used by breaking off the porcelain and welding a bolt to the top of the metal. *Taken from Maryborough District Antique Motor Club by Rob Dix sometime around 2002 and brought back to life for you today by me. (Ed.).*

Fitting Piston Rings:



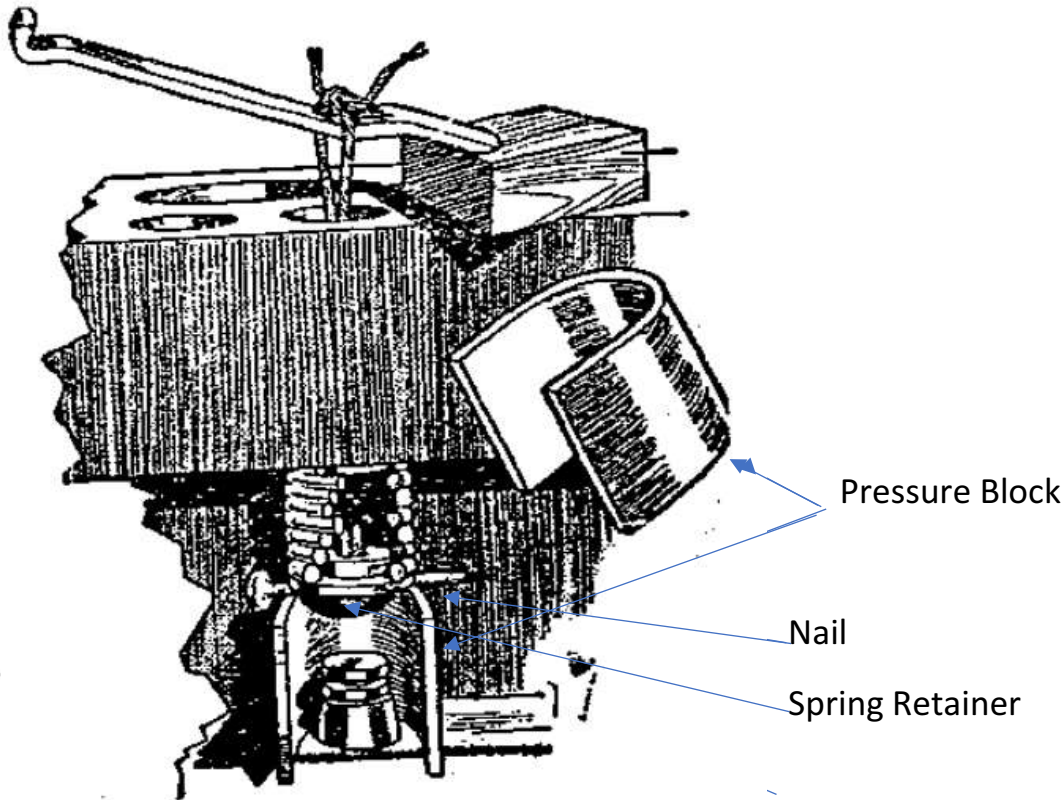
When building an engine, difficulty is sometimes experienced when closing up the piston rings so that they will slide into the cylinder bore. A good plan is to take a length of strong twine or a narrow piece of flexible plastic or vinyl and circle the ring with it after anchoring one end to any convenient nearby stud or other projection.

If, now, the other end of the string is pulled, the ring will be closed equally around its diameter and will enter the cylinder without trouble, pushing off the string against the cylinder face. See sketch above for the general arrangement.

Table of Stopping Distances (with good brakes)

Speed (MPH)	Distance (Feet)	Speed (MPH)	Distance (Feet)
10	4½	50	105
20	17	60	150
30	37½	70	213
40	68	80	266

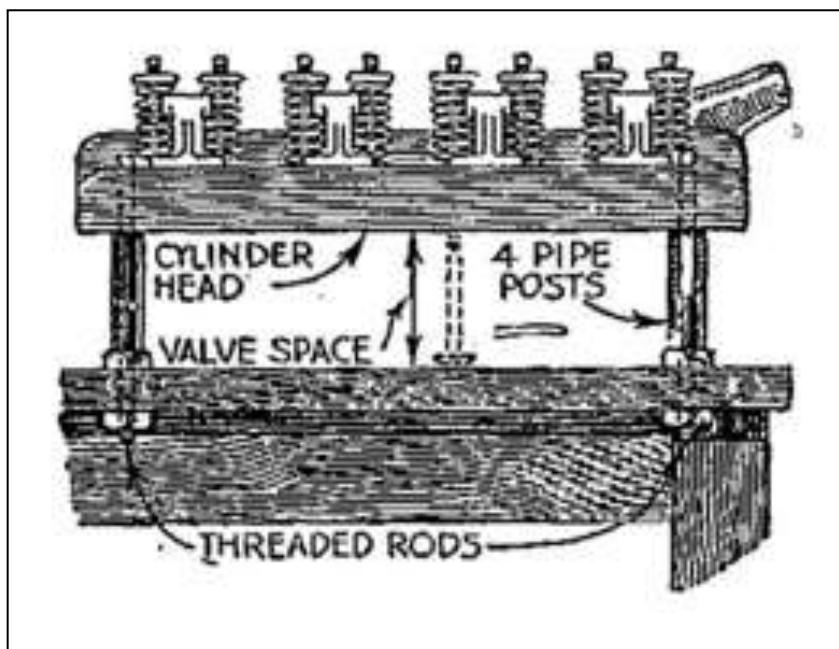
Replacing Valves and springs in a side-valve engine:



The difficulty often experienced in replacing valves and valve springs after the engine has been dismantled can be overcome in the following manner. The method used to complete the task is as follows:

A length of multi-cored wire or strong cord is looped and passed down through the valve guide hole and is then threaded through the spring with its retaining ring so that the wire extends out through the bottom of the retaining ring. A nail is then passed through the loop acting as a temporary cotter pin. The ends of the wire are then tied together, and a tyre lever or metal bar of similar strength is passed through the loop so formed. Then, by using a piece of wood on the top of the cylinder block as a fulcrum, it will be found an easy matter to compress the coils of the spring. In order to enable the valve to be inserted, a piece of metal, a pressure block, the same width as the distance from the compressed valve spring to the top of the crankcase is procured, bent into the shape of a 'U' and placed under the spring with the open end facing outward. The lever and wire are then removed, and the valve can then be inserted into its guide hole. The valve spring retaining cotters can then be located in their grooves in the valve stem and the 'U' shaped pressure block can then be removed leaving the valve now in place.

Overhead Engine Valve Grinding:



Many mechanical tinkerers find the carbon scraping and valve grinding of overhead valve engines to be a much more difficult task than it really is, simply because the cylinder head is a rather difficult piece to hold and to work on at the same time.

On these heads the valve grinding, and assembly of springs and parts can be done more easily if some form of holder is provided

for the cylinder head. The method of supporting and holding the cylinder head shown here will be a big help on carbon removal and valve grinding jobs.

In this arrangement, four threaded rods are bolted through the top of the work bench, positioned so as to match the location of appropriate head bolt holes, one in each corner of the head, and of such a diameter that they will slide through the holes neatly. Tubular support posts are then slid over the rods to support the head, which is then lowered onto the posts. This design is particularly good, because the rods and posts can be removed after the job is finished and put away so that they will be ready for the next time. The height of the supports should be made sufficient, so that the valves can be removed and replaced without disturbing the position of the cylinder head.

Speed Table

Time to cover 1 mile:

Speed Table- at:	Time: Minutes	Seconds
10 mph	6	0
15	4	0
20	3	0
25	2	24
30	2	0
35	1	42
40	1	30
50	1	12
60	1	0

All the above articles were taken from BVAC Magazines from 2002 (Ed.).



CLASSIFIED

Vehicles For Sale:

Page 1
Page 1

1962 Mercedes sedan. In poor condition but good for parts. Free to a good home. See pictures on Page 20.

Contact: Allan (0437 934 713).

**1927 Rugby 6. 70's restoration. Good trim and body paintwork. Fenders need repainting. \$10,000. O.N.O.

**1932 Triumph Super 9. Last run in 2015. '70's restoration. Good trim and paintwork. Hood needs replacing. \$7000 O.N.O Contact: Barbara (0414) 720 728

Due to health concerns David, the owner, does not see his way clear to restoring and maintaining the following vintage cars.

Below is a list of what is on offer.

1. 1927 MORRIS FLAT NOSE COWLEY, good condition, goer.
5. 1923 ESSEX 4 CYLINDER, original condition, goer.
6. 1926 STUDEBAKER TOURER, good condition, goer.
7. 1927 PONTIAC TOURER, good condition, not going, many parts.

Dave can be contacted either by phoning 0447684689 or emailing david.denice@bigpond.com.

.....

Parts For Sale: Nil.

.....

Parts Wanted

***Cowl Vent for 1933/4 Chevrolet Master Sedan. Phone: Tony (0419) 022 272

Please Note: If you have found that missing part or sold one that you have advertised, please notify us so that your ad can be deleted and replaced by someone else in need. If you want to place a new ad please email or provide a written advertisement to the Spare Parts Officer on the evening of the meeting.

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CLASSIFIED

Pages 2-4

Vehicles For Sale

Morris Cowley for Sale: Classified

Page 3

Excellent Condition. Full provenance available.

The following is some detail on a Morris Cowley which Deb and I are looking to sell.

- It has been in Debbie's family since purchased new 2nd November, 1929 for the princely sum of £277:10.
- We have the original insurance papers issued by Mercantile Mutual when it was first insured 2 Nov 1929 valued £250 for a premium of £9:12:6 – covering both 3rd party and comprehensive liabilities as we would know them today.
- The vehicle was brought to Australia as a chassis/drive train with the bodywork built by Holden Brothers here (the vehicle carries a Holden Brothers badge).
- 1929 model with updated 1800cc motor and SU Carburetor, and 4 wheel brakes.
- From new until the early 1970's it was owned by several of Debbie's Brisbane based antecedents – during which I understand it made a number of long-distance trips from Brisbane to Adelaide (I wonder about the road conditions of the time), and numerous trips throughout QLD.
- It was restored in the late 1970's by Debbi's father – it was completely stripped, repainted, re-upholstered, and the motor rebuilt (by Repco in Toowoomba) at that time.
- Following the restoration, it was used in several rallies on the Darling Downs – but since the early 80's has
hardly been used.
- It was gifted to Debbie in 2005 and since then has only been started a few times – just to get it in and out of garages.
- I had a new radiator custom made about 12 years ago to replace the original which was not able to be reconditioned – at the time could only find one business in NZ able to reconstruct the honeycomb design of the original.
- Vehicle is located at the Gold Coast.
- **Price** : Offers over \$20,000 ; happy to discuss.

Contact: Ray Rogan rayrogan@gmail.com +61 477 718 808

I have attached a few photos to give you an idea of its condition. See next page:







FOR SALE: \$11,500 ONO

1927 CHEVROLET 1 TON TRUCK

The tray full of spares

Contact: John Coutts. 0427 281 727

The Sailors Christmas:

'Twas the night before Christmas, the ship was out steaming, Sailors stood watch while others were dreaming.

They lived in a crowd with racks tight and small, In a 60-man mess deck, cramped one and all. I had come down the stack with presents to give, And to see inside just who might perhaps live.

I looked all about, a strange sight did I see, No tinsel, no presents, not even a tree.

No stockings were hung, shined boots close at hand, On the bulkhead hung pictures of a far distant land.

They had medals and badges and awards of all kind, and a sober thought came into my mind. For this place was different, so dark and so dreary, I had found the house of a Sailor, at once I saw clearly.

A Sailor lay sleeping, silent and alone, curled up in a rack and dreaming of home.

The face was so gentle, the space squared away, this was home of the Australian Sailor today.

This was the hero I saw on TV, defending our country so we could be free.

I realised the families that I would visit this night, owed their lives to these Sailors lay willing to fight.

Soon round the world, the children would play, and grown ups would celebrate on Christmas Day.

They all enjoyed freedom each day of the year, because of the Sailors, like the one lying here.

I couldn't help wonder how many lay alone, On a cold Christmas Eve on a sea, far from home.

The very thought brought a tear to my eye, I dropped to my knees and started to cry.

The Sailor awakened and I heard a calm voice, "Santa, don't cry, this life is my choice."

"Defending the seas all days of the year, so others may live and be free with no fear."

I thought for a moment, what a difficult road, to live a life guided by honour and code.

After all it's Christmas Eve and the ship's underway! But freedom isn't free and it's sailors who pay. The Sailor say's to our country "be free and sleep tight, no harm will come, not on my watch and not on this night." The Sailor rolled over and drifted to sleep, I couldn't control it, I continued to weep.

I kept watch for hours, so silent, so still, I watched as the Sailor shivered from the night's cold chill.

I didn't want to leave on that cold dark night, this guardian of honour so willing to fight.

The Sailor rolled over and with a voice strong and sure, whispered, "Carry on Santa, It's Christmas, and All is Secure!"
