



The Polishers Rag



January 2024

Dedicated to the life-long enjoyment of historic vehicles by enthusiasts on the Darling Downs

Christmas Party Oakey RSL



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OTHER CONTACTS

Swap Co-ordinator..... **Position vacant**
General enquiries to swap manager see above.

Swap Secretary - Short Term Position.....**Vacant**

Web sites:..... www.toowoombaswap.com
..... www.ddvvmc.com.au
..... www.facebook.com/ddvvmc

Meetings: Visitors welcome

Meetings are held on the second Thursday of each month in the DDVVMC Clubrooms, 2 Rocla Court, Toowoomba.

Mailing address:

DDVVMC, PO Box 486, Toowoomba Qld 4350
Clubroom p: 07 4633 3181

Workshop

Workshop open
Monday nights from (approx) 7pm to 9pm
Wednesday afternoons from (approx) 1pm to 5pm.



Enjoy the Ride

By Harry Brazier

Well Christmas has come and gone for another year.

December 2023 was busy at the club with volunteers working for the Queens Park Christmas lights.

Our own Christmas Run was well attended and a huge success. The workshop was cleaned up and the Hudson was started on the last workshop day on the 14th December 2023. Some new mulch was put on the garden, the lawns mowed, leaves swept up, and a general clean up just in time for Santa. Thank you to all who attended.

A water leak was detected at the clubhouse over the Christmas period which appears at this stage to be somewhere underground. Plumbers have been contacted but due to the Xmas break, work will not commence until the New Year. The water has been turned off over the Xmas break as a result, and will continue to be turned off until either the problem is identified and fixed, or an alternate solution is in place.

The next workshop day will be on Wednesday 10th January 2024 as a result, with lawns to be mowed and work commencing on final preparations for the swap meet. Pat will need a hand with signs and so on, and George will be looking for a hand to get things ready.

I hope you have a Happy New Year, and you greeted it in with good health.

Next General meeting

7.30 pm Thursday 11th January 2024

Next Management Committee meeting

7.00 pm Monday 15th January 2024

Next Swap Committee meeting

7.00 pm Tuesday 16th January 2024

Swap training

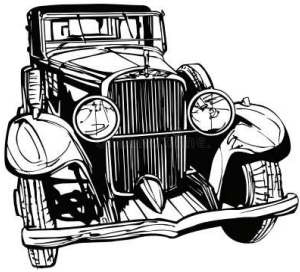
7.00 pm Monday 29th January 2024

7 pm ticket scanning

7:30 pm swap bookings

Next newsletter closing date

COB Wednesday 26th January 2024



CHRISTMAS RALLY REPORT



The 2023 Christmas Rally was held on 10th December, and was attended by members and families totaling 109 persons. This comprised of 59 vehicles including drivers and/or riders along with 50 passengers. All in all it was a very successful gathering.



The early cars headed out from the clubhouse at 9 AM, and others followed out up to 40 minutes later in absolutely perfect weather. The convoy traveled out through Carrington, across to Charlton, Kingsthorpe and Oakey. From there we went towards Cooyar to Rosalie Plains and turned off to Brymaroo. Here we stopped for smoko and a chat under the wings of a Canberra Bomber.

This is a very pleasant stop with plenty of shade, freshly mown grass, and a soothing breeze through the trees. Lyle Handley, a member with extensive knowledge of the area treated us to a bit of history about the armed forces' involvement in the area during wartimes (and since) along with stories of the older local residents. Thanks Lyle.



From there we headed off to the Oakey "Rissolle" to partake of a sumptuous country style Christmas lunch (and more chinwagging).

Prizes for "best dressed" were awarded to the following:



Best Dressed Car; Ken Forster's 1925 Buick.



Best Dressed Driver; Christopher Lloyd.

Best Dressed Passenger; Rosemary Kennedy



Lucky door prizes were won by Ella Fischer, Allan Waite, and Yvonne Bell.



President Harry's Tow Truck Awards went to Mark Smith and Allan Wicks, and a very special award for service above and beyond went to Maree Pitt.

Here's looking forward to a very Merry Christmas as well as a prosperous and successful New Year.



FROM THE LIBRARIAN

In Restored Cars No. 281
Pre-WWII Coupe Body Style in Aust. – Ford
American Automotive Industry 1893-1948, Part 3
GM-H Assembled 1964 RHD Chevrolet & Pontiac
Ex-WW!! Trucks at Work, Part 1
The Bonny and Clyde 1934 Ford V8 Death Car
Old Cars in Poland Today
The King V8 ‘The Car of no Regrets’
1957 Pontiac Australian Super Chief
1934 Daimler Model V26 Hooper Limousine
2022 Early Ford V8 Nationals, Leeton, NSW
1941 Cadillac Series 61 Deluxe Coupe
1965 Falcon XP Series Squire Station Wagon
1962 Panhard PL17 Sedan
1913 Car-Nation Cyclecar
2000 Holden Statesman ‘Olympic Dream’ Sedan
1988 Cadillac Brougham d’Elegance
Perth’s Bus Preservation Society
The Making of a Cylinder Head
Re-building a 1946 Vauxhall 10hp Sedan, Part 2
New Catalogue Item PHIL2294 This consists of 5 First Day of Issue stamps and the same stamps in an un-circulated display folder. Donated by Colin Cushway
Below are descriptions of the cars depicted on the stamps



You can have it for \$15 but he goes with it!

DID YOU KNOW

Indian Motorcycle

Bill & Dell Fischer’s 1942 Indian 741B Scout & sidecar.



In 1897, industry pioneer George M. Hendee founded a bicycle production company called the Hendee Manufacturing Company. Along with co-founder and chief engineer Oscar Herdstrom, Hendee opened the company’s first factory in downtown Springfield in 1901.

What followed was half a century of unparalleled growth in motorcycle production and innovation, and foundational leadership in curating a true American riding culture. In 1923, the company changed its name from The Hendee Manufacturing Company to The Indian Motorcycle Company – no ‘r’ in ‘motorcycle’ when the word was first used with the name Indian. Over its early years of existence, the company displayed extraordinary resilience as its trailblazing success in innovation and on the racetrack continued despite the advent of the Great Depression and two world wars. In fact, not only did the brand survive these tumultuous times, but its considerable contribution to the war effort during WWI and WWII provided essential vehicles to both the American and French troops on the ground.

The U.S. Army began using Indian Motorcycles in 1913, and with the arrival of World War I, Indian Motorcycle dedicated a majority of its production to the war effort once the U.S. entered the field in 1917. As a result of this shift to meet war-time demand from the military, dealers had limited inventory and retail sales

dropped significantly. Overall, the company contributed nearly 50,000 motorcycles from 1917 to 1919, most of them based on the Indian Powerplus model.

Two decades later, the U.S. was entangled in yet another cataclysmic global conflict: World War II. Yet again, Indian Motorcycle stepped up as they focused virtually the entirety of their production from 1940 to 1945 to the Allied cause in WWII. Indian Motorcycle first produced bikes primarily for the French government and built the Model 841 bike for the U.S. Army in 1941. Over the span of WWII, Indian Motorcycle delivered \$24 million worth of motorcycles and spare parts for the war effort, culminating in over 35,000 bikes sent to Allied troops.



A big thank you to Colleen Richardson and Betty Handley for organising the ladies car run for 2023 Our President Harry Brazier did not wash the kiss off his face for a few days.

Veteran & Vintage CARS

Veteran cars are those built before December 1918. Cars built between December 1918 and December 1930 are regarded as belonging to the vintage era. Two veteran and three vintage cars appear in this series of stamps — all were production models, assembled in Australia.

Thomson 1898

The steam-propelled Thomson motor buggy was a wholly Australian car, built by the Herbert Thomson Engineering Works at Armadale, Victoria.

Tarrant 1906

Australian designed and built, the Tarrant "runabout" was one of several models produced by Colonel Harley Tarrant at the Tarrant Motor & Engineering Co, Melbourne.

Australian Six 1919

The vintage Australian Six was designed in Australia and assembled from imported components. Originally built by F. H. Gordon & Co, Rushcutters Bay, NSW; they were later produced by Australian Motors Ltd, Ashfield, NSW.

Summit 1923

The four-cylinder Summit tourer was one of several models assembled by Summit Motors of Sydney. Components were imported, mostly from America.

Chic 1924

Designed for Australian conditions, the Chic was assembled by "Chic" Cars Limited of Adelaide, using mainly British components.

Technical Details

Designer	Alan Puckett, Sydney
Typography	Jon Quinn, Allendale Vic.
Printer	Leigh-Mardon Pty Limited, Melbourne
Printing process	photolithography
Paper	APWH stamp paper
Stamp size	37.5mm x 26mm
Issued sheet content	100 stamps in two panes of fifty (five designs arranged in vertical se-tenant format)
Stamp pack illustration	Alan Puckett, Sydney
Stamp pack design	Australia Post Graphic Design Section



A big thank you to Shane Hoffman for helping assist in organising rally events





FROM THE HISTORIAN

At our recent Christmas party, swap chair/organiser Mike Robinson mentioned that the function was brought to you by our sponsor the Toowoomba Swap.

How many other clubs charge you an annual subscription and then give most of it back at Christmas time. Add to that the wonderful facilities at Rocla Court especially the workshop.

We are coming up to our fiftieth swap. Below is a list of years and locations of the event.

1973 to 1979	Park in Hampton St
1980 to 1985	Old Showgrounds (now TAFE campus)
1986 to 1995	Glenvale showgrounds
1996 to 2001	Farmfest site near Kingsthorpe
2002 onwards	Glenvale showgrounds

Venues changed for various reasons. In the early days, the Hampton St park became inadequate as the number of swappers and visitors increased. After moving to the old showgrounds, we had to start charging an entry fee and a covered site fee to cover the rental on the grounds. No fees had been charged at the Hampton St park but the club did some catering.

While at Hampton St, the club's main revenue source was a yearly motor show but this event was dropped after it was found that the swap meet at the old showgrounds was easier to run and provided enough funds to run the club. Over the six year period at this site, the swap continued to grow.

The old showgrounds site was sold to the Queensland Government and we moved with the show society to its new venue at Glenvale in 1986. During the next ten years, the swap continued to expand. In 1986 the club began its first workshop and in the early nineties the land at Rocla Court was purchased. Our previous clubhouse in Water St was on a council lease.

In those days, the women of the club worked just as hard or harder than the men. Quite a bit of our revenue came from catering.

After a disagreement with the show society, the swap was moved to Farmfest and we remained there for six years. For the first time, outdoor sites were marked. Revenue at Farmfest wasn't as great as the event attracted site holders but the public didn't support it as well as at the showgrounds. Jondaryan Shire also gave us some difficulty while we were there.

We moved back to the showgrounds in 2002 and have held around twenty swaps since that time. We gave up catering about fifteen years ago

Over the last fifty or more years, the swap has been very good for the club and for much of that time, it's been the biggest swap meet in Queensland. There are various reasons for its success but the main one is member participation especially members who are prepared to take on some responsibility.

At the Christmas function Mike called for members to help out at the coming event.

Please do your bit.

NEW CLUB MEMBERS



L to R: Trevor Rochford -Roy Hall Membership Officer
- Phil Haxen



Those were days

Hi everyone....All is going to plan so for for the Toowoomba Swap on 3rd and 4th February.....only a few weeks to go!

We will be having a Swap Meeting to finalise preparations on Tuesday night the 16th January at 7pm. Could all supervisors please attend. If any supervisors haven't let me know the numbers of wristbands they need for their workers, please let me know at manager@toowoombaswap.com or phone me at 0409340986. I will also be able to hand out the meal vouchers for those workers who will be working at the Swap on Friday, Saturday or Sunday. Could you bring those numbers with you as well please.

I intend to email the rosters to all members, in a bulk email, after that meeting, so if you have any last minute changes please let me know.

We will also be having a Training Meeting for all Main Gate workers, and all Friday morning Southern Carpark workers on the Monday night before the Swap, 29th January, at 7.00pm. At this meeting it is planned that Geoff Kapernick will give a run-down of procedures for scanning Swap Siteholder tickets at the Main Gate and also at the Southern carpark on Friday morning, so could all workers who will be at these places, please attend.

At this meeting, information will be given on the procedures for checking site-holders in, plus all of the operations at the Main Gate. With the variety of persons entering the Main Gate on Friday and Saturday, as well as different entry charges, it has become quite complex, so it is important that ALL Main Gate workers attend.

Thanks, and see you at the meetings. Mike...

Luke Swinton · 2 d · 🌐

Repairing rust in my old land cruiser 👍👍
pretty happy with how it turned out



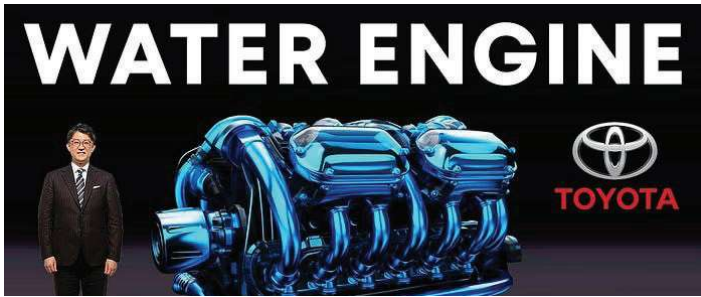
The Sheddies



I think some of our club members can relate to this at home.

Toyota CEO: This New Engine Will Destroy the Entire EV Industry!

The Dawn of a New Era in Automotive Technology: Toyota's Revolutionary Water-Powered Engine



Toyota FINALLY Revealed New HYDROGEN Combustion Engine

GAME CHANGER?!

Toyota's Hydrogen Revolution: Can It Beat Tesla at Its Own Game?

Innovation by Toyota

Toyota's new engine leverages the principles of waterpower, a concept that has long been an aspirational goal in automotive engineering. Unlike traditional engines or EVs, Toyota's engine operates on a principle akin to the HHO generator but is uniquely tailored for vehicular use.

Toyota files patent for water-cooled hydrogen combustion engine

It processes water to extract hydrogen, which then powers the engine

This method eliminates the need for heavy, high-pressure storage tanks as used in Fuel Cell Electric Vehicles (FCEVs) and hydrogen combustion engines.



Toyota hydrogen 5.0L V8 engine developed by Yamaha with power, torque figures comparable to petrol engine!

How Does the Water Engine Work?

The essence of Toyota's water engine lies in its innovative approach to fuel utilization. The engine uses the process of electrolysis to break down water into its constituent elements — hydrogen and oxygen. This process, initiated by high-voltage electrodes within the water tank, liberates hydrogen to be used as fuel. This method negates the need for heavy and complex storage systems, a notable advantage over conventional Fuel Cell Electric Vehicles (FCEVs) and hydrogen internal combustion engines.

Benefits:

- Environmental:

The water engine is almost zero-emission, surpassing the eco-friendliness of both conventional engines and EVs. It eliminates the need for oil extraction and the mining of rare metals, which are environmentally damaging processes associated with current automotive manufacturing. Furthermore, water engines are superior to hydrogen combustion engines and FCEVs in terms of storage convenience and environmental impact.

- Economic:

Toyota's water engine promises significant economic benefits. It is more cost-effective than both gasoline and electric vehicles, potentially achieving high mileage per gallon of water. The technology is also safer, avoiding the risks associated with storing highly combustible fuels. Additionally, the simplicity of its mechanical design suggests ease of production and maintenance.

- Social Impact:

The introduction of water engines could have far-reaching socio-economic implications. In regions with limited access to oil or underdeveloped infrastructure for electric vehicles, water engines could offer a viable, sustainable alternative. This technology could democratize access to eco-friendly transportation, providing a boost to economies and enhancing global efforts towards sustainable living.

Challenges

Despite its potential, the water engine technology faces several hurdles.

- Past attempts at water-powered engines have struggled with reliability and daily usability. However, a functional water engine has been built by an Iranian scientist Aladeen Kasemi, who successfully converted a Peugeot 405 to run on water. This demonstrates that with proper funding and development, water engines could be a viable alternative to traditional fuel sources.
- Safety concerns due to hydrogen's volatility also pose significant challenges. Building on the legacy of their hydrogen-powered vehicles like the Mirai and the 1.6 hydrogen 3-cylinder engine, Toyota is taking a bold step forward. This engine isn't just another iteration of existing technology but a radical departure towards a more sustainable future.
- Moreover, the potential disruption to the oil and battery industries could lead to resistance from these sectors.

The advent of Toyota's water-powered engine presents a significant disruption to two major pillars of the global economy: the oil and battery industries. These sectors have been foundational to the automotive industry for decades, and a shift towards water-powered technology represents a fundamental threat to their established market dominance.

Final Thoughts

Toyota's water engine could signify the beginning of a new chapter in automotive history, one where sustainability and practicality coexist.

However, the journey to this future is complex and requires overcoming significant technical, safety, and market-driven challenges. The global automotive community will be keenly observing Toyota's progress, hopeful yet cautious about the transformative potential of water-powered engines.

In conclusion, Toyota's venture into water-powered engines is a bold and ambitious stride towards a greener and more sustainable future. Its success could redefine the automotive industry, but the path to this revolution is laden with obstacles that need careful navigation. The promise is clear, but the journey is just beginning.

OUR HUDSON RESTORATION ACHIEVES ANOTHER MILESTONE



The Hudson leaves the workshop for the first time under it' own steam. Congratulations to all who have worked on this project



Thomas Edison with his electric car in 1910.

Equipped with Edison's state-of-the-art battery, the Bailey Electric managed to make 100 miles on a full charge. In September 1910 the electric car competed with much bigger petrol-powered cars in a 1,000 miles long endurance run.



ONE MANS VIEW OF AUSTRALIA DAY

The Truth of Australia Day

This is information that all Australians need to know. Especially those that believe it has to do with how anybody was treated.

People should learn the true facts before opening their mouth to spew falsehood.

This information was authored by Peter Lee - it should be taught to all Australians.

Below is the reason Australia day is celebrated on 26 January.

Here are the Facts about Australia Day but don't expect the media to educate you with these facts as it is not part of their agenda.

1. Australia Day does not celebrate the arrival of the first fleet or the invasion of anything
2. Captain Cook did not arrive in Australia on the 26th January. The landing of Captain Cook in Sydney happened on the 28th April 1770 – not on 26th January.
3. The first fleet arrived in Botany Bay on 18th January. The 26th was chosen as Australia Day for a very different and important reason.

The 26th of January is the day Australians received their independence from British Rule. However, Captain

Cook's landing was included in Australian bi-centenary celebrations of 1988 when Sydney-siders decided Captain Cook's landing should become the focus of the Australia Day commemoration.

Sadly the importance of this date for all Australians has begun to fade and now a generation later, it is all but lost. The media as usual is happy to twist the truth for the sake of controversy.

Captain Cook didn't land on the 26th January, so changing the date of any celebration of Captain Cook's landing would not have any impact on Australia Day, but maybe it would clear the way for the truth about Australia Day.

Australians of today abhor what was done under British governance to the Aborigines, the Irish and many other cultures around the world. So after the horrors of WW11, we decided to try and fix it. We became our own people.

On 26th January 1949, the Australian nationality came into existence when the Nationality and Citizenship Act 1948 was enacted. That was the day we were first called Australians and allowed to travel with passports as Australians and NOT British subjects.

In 1949 therefore, we all became Australian citizens under the Nationality and Citizenship Act 1948.

Before that special date, all people living in Australia, including Aborigines, were called 'British Subjects' and forced to travel on British passports and fight in British wars.

This is why we celebrate Australia Day on the 26th January. This was the day Australians became free to make our own decisions about which wars we would fight and how our citizens would be treated. It was the day we were all declared Australians.

Until this date, Aborigines were not protected by law For the first time since Captain Cook's landing this new Act gave Aboriginal Australians the full protection of Australian Law.

This is why 26th January is the day new Australians receive their citizenship It is a day which celebrates the implementation of the Nationality of Citizenship Act of 1948 –The Act which gave freedom and protection to the first Australians and gives all Australians, old and new, the right to live under the protection of the Australian Law", united as one nation.

What was achieved that day is something for which all Australians can be proud.

Isn't it time therefore that all Australians were taught the real reason we celebrate Australia Day on 26th January? In one way or another, we are ALL descendants of Australia ALL OF US. So we should ALL be celebrating and giving thanks for the freedoms, the lifestyles and opportunities that we currently enjoy, thanks to the strengths and battles of our ancestors.

PASS THIS INFORMATION ON TO ALL YOUR FAMILIES AND FRIENDS

Note about private, free classified ads

Free ads will be run for three (3) consecutive issues, and then be removed, unless notified to continue.
The number above the ad is the number of editions left. Editor



FOR SALE

For Sale Grey Fergie

Runs but needs work..

3



This Fergie has been sitting for a while. It does start, but it is believed to need a new water pump

It comes with a slasher, disc plough and scarifier/harrow. It previously lived in the Tewantin area as part of a small acreage maintenance resource.

While at the moment it looks a little unloved, it does have most of the equipment to, with a little elbow grease, bring it back to a condition which could give the new owner lots of miles.



Located in the Glencoe area



Give the current custodian, Dom Barbe a call on 0436 287 274 for further information or to arrange an onsite inspection.



CLUB MEMBERS LOOKING FOR THESE PARTS

2 seats from Mk1 Austin Healy Sprite
Metal frame and 2 seat foam bases.

Call Ian 0438321896

1974 Volvo parts:- 1 single carb head.
1 dual carb head. 1 fuel injection head.
Rear trailing arms. Automatic gearbox.
Tail shafts, Bolts. Grill. Flasher lens.

Contact Kevin Plummer 07) 4634 5818

1947 Morris 8 two door coupe, concessional rego,
good tyres, drives well .
Contact: Jim Robertson

Mobile : 0458 134 376

STOLEN CAR



The 1951 Chev in the photo below was stolen from a Brisbane Chev Club member's house while he recently spent time in hospital. If you come across the car or anyone trying to sell similar parts...

Please contact Pat 0428 746 272





**PROPOSED
RALLY EVENTS
FOR 2024**

14th January 2024 – Shane Hoffman is has prepared a run. Starting at 9am from the clubhouse, bring morning tea and chairs and so on.

27th January 2024 – Allora Swap and Australia Day weekend event – Make your own way to Allora if you wish to go.

11th February 2024 – Ladies Rally, Early start from the clubhouse at 8am please. Bring morning tea and chairs and so on. Lunch will be at the Crows Nest Hotel which will cost approximately \$15.00 per person.

17th March 2024 – Visit to the Fire Station and training facility at Charlton. More information to come when it gets closer.

April 2024 – Gymkhana – Further information to be advised

DDVVMC Merchandise

40 yr car decal	\$2	Toowoomba City Centenary Rally Grille Badge	\$5
Cloth badge 70mm x 45mm	\$2	DDVVMC Metal Car badge	\$32.50
Club shirts	Visit Totally Workwear in Prescott Street to purchase your shirt, and get the club logo embroidered on.		

See the club Librarian for any of these items.

Direct deposit details

Account name	Darling Downs Veteran & Vintage Motor Club Inc Cheque Account or DDVVMC Club Cheque Account
Account no.	530406
Bank	Westpac, Ruthven St, Toowoomba
BSB	034221
Reference	Your membership no. & purpose (eg: March rally)

Itch 2 Stitch Sewing Group

Sewing, crafting & good company, Itch 2 Stitch meets at the clubrooms once a month for a day of sewing & creativity.

Starting at 9 am, ^{BYO} morning tea and lunch

January 15th

For further enquiries: Marion Chapman
m: 0438 359 235

JP service for members

Philip Martin 0419 MARTIN (0419 627 846)

Bob Chapman 0427 539 394

Michael Robinson 0409 340 986

Keith Lawrence 46 370 949

Andrea Mathies 0407 768 575

Any non urgent JP business for club members could be arranged for the monthly club meetings.

