

The Commercial Restorer

JANUARY 2024



Happy New Year to all HCVAQ Members.
There's a sense of hope on the horizon, a sign that 2024 has something better in store for all of us.

HCVAQ 33rd Anniversary 1991 - 2024

Next Club Meeting

Wednesday 6th March 2024 at 7:30pm

Salisbury Senior Citizens Hall,
87a Cripps Street Salisbury QLD 4107

Please check our website

www.hcvaq.com



The Historic Commercial Vehicle Association Qld Inc was formed in May 1991 with the object to preserve Commercial Vehicles, either in original or restored to authentic condition, with a rolling date of twenty-five years or older. It is also an objective to display our commercial vehicles as well as enjoying club outings, friendship and to collect literature associated with commercial vehicles. The ownership of a commercial vehicle is not necessary for club membership.

OFFICE BEARERS 2022 - 2023

PRESIDENT	GRAHAM KIRCHER hcvaqld@gmail.com	0487 - 652 - 929
VICE PRESIDENT	RON CARROLL hcvaqld@gmail.com	0402 - 234 - 657
SECRETARY	GRAHAM BRISTOW hcvaqld@gmail.com	0499 - 912 - 444
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CONCESSIONAL REGO	STEVE HARVEY (Club Dating Officer) PETER NEEDER (Northside) RON CARROLL (Sunshine Coast) COL COOPER (Gympie/Wide Bay)	0409 - 272 -160 3204 - 6100 0402 - 234 - 657 0408 - 112 - 202
PUBLIC RELATIONS	STEVE HARVEY	0409 - 272 -160
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QHMC REPS	CHERYL NOTT ERNIE TAYLOR	3341 - 5619 A/H 0407 - 119 - 059
LIBRARIAN	CHERYL NOTT	3341 - 5619 A/H
REGALIA	GRAHAM KIRCHER hcvaqld@gmail.com	0487 - 652 - 929
SUPPER ORGANISER	JANET KIRCHER	3207 5159 A/H

Life Members

In Alphabetical order
Ron Carroll
Jeff Coxeter
Graham Kircher
Pam Kratzmann
Ron Toy

Membership

The annual membership subscription for the HCVAQ is \$50.00 per annum. This subscription fee also includes the club member's partner. In addition to that, there is a once-only \$30.00 Joining Fee. Please address membership enquiries to:

Membership
PO BOX 6323, Upper Mount Gravatt QLD 4122
Contact our Membership Officer



Club Reglia



Please contact Graham Kircher to order any of the following on 0487 - 652 - 929

POSTAGE EXTRA FOR ALL ITEMS BELOW

POSTAL ADDRESS:

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PO Box 6323
UPPER MT GRAVATT Q 4122

EMAIL ADDRESS:

hcvaqld@gmail.com

WEBSITE:

<http://www.hcvaq.com>

FACEBOOK:

<http://www.facebook.com/pages/HCVAQ-Inc/114557431962709>

APPAREL

Club Shirts	\$50.00
Club Hat	\$17.00
Club Name Badges	\$12.50
Club 2019 Calendars	\$10.00

GIFTS

Stickers	\$2.50
Key Rings	\$10.00

BADGES

Cloth	\$7.00	
Metal Bumper Badges (members)		\$25.00
Metal Bumper Badges (non-members)		\$30.00

SHOW BADGES AVAILABLE ONLY

2004 & 2005	\$ 5.00
2008 & 2009	\$ 5.00
2012, 2013 & 2014	\$10.00
2015	\$15.00
2016	\$20.00
2019	\$10.00



DIRECT DEPOSITS MUST BE MADE PAYABLE TO

Historic Commercial Vehicle Association Qld Inc

Bendigo Bank - BSB 633000 - Account Number 162169387



President's Report



Hi All,

Welcome to 2024. Can you believe it. Depending on where you live, I hope you have survived the Festive season between the scorching heat and never-ending rain. I'm not sure what the weather sceptics are saying now about global warming but these hot days can stop anytime they like.

I'd like to wish everyone the best of health for the New Year and hope to see you on some of our coming mid-week runs. For those of you who haven't found the time to join us mid-week, do yourself a favour as we have some good runs planned for this year so keep an eye on the magazine for more information.

As usual, the Christmas season is a reasonably quite time, Club wise, so the only two events that we have attended were the Bayside Club in the Redlands, Australia Day run to the Ormiston State School and the Allora Australia Day Heritage week-end. As usual, the Bayside Club run was extremely well attended with what I'd say was a record Vintage Car attendance with both fields at the school packed with vehicles. This event is always well organised and is a credit to the club for the smooth way it is presented. The Allora day appeared to be a little smaller in numbers this year but I think this is probably understandable considering the terrible weather forecast that was predicted. I think 38degrees heat was forecast!!!!

That's about it from me for another month so keep well and safe travel.

Cheers

President Graham.



HCVAQ IS A MEMBER OF THE QHMC INC

For more details on the QHMC Inc please visit:

www.qhmc.net.au

This web page contains all of the current QHMC information and documents.

The QHMC Inc represents its member clubs in negotiations with:

Government departments,
interstate peak motoring bodies
commercial / public bodies.

The QHMC Inc is located at 1376 Old Cleveland Road at Carindale QLD 4152

Disclaimer :

While this publication attempts to ensure accuracy of information contained here-in, The Commercial Restorer does not accept responsibility for the accuracy of statements made by contributors, or any outcome that may result from them. The views expressed in this publication are not necessarily the views of the Editor, Club or its Members.

GENERAL MEETING MINUTES

HCVAQ 349th GENERAL MEETING MINUTES: 6th December, 2023

The December meeting was chaired by Vice President Ron Carroll opening at 7-33pm and a welcome extended to all present.

Those present are recorded in the attendance book. Visitor Terry
Apology was received from Steve Harvey, Graham Kircher and Jim Carroll.

Minutes of the November meeting were moved as correct by Secretary, seconded by Allan Waller.

New member: Moved by Ron Carroll we accept an application from John Russell, seconded by Mike Egorov. All in favour.

Correspondence, reciprocal club magazines.

Ash presented the financial report including costs for the Christmas function. Seconded by Ernie Taylor,

EVENTS ATTENDED: Felix attended the Military Museum at Wacol.

COMING EVENTS: These are as per the current list but will be up dated in the new year.

QHMC REPORT: Cheryl updated the report from the State body.

GENERAL BUSINESS: This consisted of general talk from members present and VP Ron Carroll wished all present a Merry Christmas.

Being no further business, the meeting closed at 8-08pm.

Graham Bristow
SECRETARY

Ron Carroll
Vice PRESIDENT

Annual Membership Renewal

Membership fees are now overdue and \$30.00 penalty rejoining fee will now apply. Membership fee renewal fee is \$50.00. **New Membership to the club now requires written application for committee's consideration.**

THE STORY OF DAY- ELDER

Day-Elder (1916-1937), also known as D-E, was a manufacturer of trucks in Irvington, New Jersey. The company's president was Charles P Day, who founded the company with F G Elder and Theo McMarsh.



The company originated from the earlier National Motors Manufacturing Company, also of Irvington, but specialised in trucks, where National concentrated on cars, with notable racing success before World War I.

The first D-E trucks were the D-E Junior and D-E Senior. Elder-Day trucks used proprietary engines, from Buda or Continental; Muncie or Brown-Lipe transmissions and Sheldon, Columbia or Timken worm-gear rear axles.

The Timken smooth final drive had sufficient perceived market advantage for a worm-gear diagram to be adopted as the brand's logo.

The company announced plans to build 1000 1250lb-capacity D-E Junior trucks and 300 2000lb-capacity D-E Senior trucks by June 1917. It is unlikely that actual production met that target, but the trucks were well made and well received by the market.

In 1917, the Day-Elder Motors Company was reorganised as the Day-Elder Motors Corporation with significantly increased capital stock. A new range of D-E worm-drive motor trucks was announced with sizes of 3/4-ton, 1-ton and 1-1/2-tons capacity.

The range of trucks was changed again by 1918 to include five models from 1-3/4-tons to 7-tons capacity.



In 1919, the truck name was changed from D-E to Day-Elder, although in advertisements the reference to D-E Worm Drive continued for a few months.

The range of truck models and sizes continued to expand through 1919. Their New York debut was at the Armory in February 1919.

By 1920 the range was up to six standardised models, of one, two, three and six tonnes capacity.

In the early 1920s, Day-Elder had a national distribution network in America and some sales in Canada.

THE STORY OF DAY-ELDER - continued

Most of Day-Elder's early expansion was east of the Mississippi River, but as early as 1920 their farm trucks were being advertised on the West Coast. The brand's market then began to shrink and they were once again confined mostly to the East.

Day-Elder introduced a Continental-powered, six-cylinder range, dubbed the 'Super Service Sixes', in July 1930. This range, comprising eleven models, had fully enclosed 'all-weather' cabins and chrome exterior fittings.


To compete with other manufacturers, Day-Elder added heavier trucks of up to 8-tons capacity and engines from Hercules and other makers were available.



1931 Day-Elder Pumper – Mr Choppers

Day-Elder also produced fire trucks and some chassis were body-built as taxicabs in New York City. Day-Elder also produced a bus chassis to compete with Brockway in the local markets of New Jersey and New York City.

None of this sufficed however, and Day-Elder ended up shutting its doors in 1937, as they could not weather the Great Depression. Some Day-Elder trucks found their way Down Under.



MAKE YOUR
MARK SELLING

D-E WORM-DRIVE
MOTOR TRUCKS

THERE is a lot of satisfaction selling a line of motor trucks with which you can confidently make your bid for the prospective buyer's business with the positive certainty that go where he will, he cannot equal the value you offer him.

That is precisely the proposition you have in D-E WORM-DRIVE Motor Trucks—"THE TRUCKS THAT SELL BY COMPARISON."

There are so MANY brilliant features about D-E WORM-DRIVE Motor Trucks to talk about that we at best can only hint in this advertisement of what they are like. The mere fact that they have heavier frames, heavier rear axles, heavier wheels with more spokes, heavier worm-drive and more powerful motors should be enough reason for you to sit right down and write us for the whole story.

The man who selects the right line of motor trucks and backs it up with the right sort of selling work—is a MADE MAN in the motor truck business. Get all the facts about D-E WORM-DRIVE trucks and you will realize that they offer the greatest possibilities in that direction.

Sell them on their chassis carrying capacity, including weight of body, and see how rapidly you make sales. But you must act quickly, for there is a limit to our production (already in sight) and we positively will not make one contract beyond our ability to promise prompt delivery throughout the life of that contract.


Write us today—or better, wire us—and you will have everything before you as fast as the mails can bring it.

DAY-ELDER MOTORS CORP.

Manufacturers of D-E Worm-Drive Motor Trucks

General Sales Office: Brokaw Bldg., Broadway & 42d St., New York City


MODEL J
1/2 Ton
Chassis carrying capacity, including weight of body, 2250 pounds.
\$950



MODEL B
1 1/2-Tons
Chassis carrying capacity, including weight of body, 4500 pounds.
\$1755

MODEL A
1-1 1/2 Tons
Chassis carrying capacity, including weight of body, 3000 pounds.
\$1495

MODEL C
2 1/2-Tons
Chassis carrying capacity, including weight of body, 7000 pounds.
\$2365



THE STORY OF THE REPUBLIC MOTOR TRUCK COMPANY

The Republic Motor Truck Company was a manufacturer of commercial trucks in the 1913-1929 era, in Alma, Michigan. By 1918, it was recognised as the largest truck-only manufacturer in the USA.

Republic Tractors Do More Than Trucks Cost Less—and We'll Prove It

Whether you need one truck or a "fleet" we can prove to you that the Republic trailer tractor will haul loads of from three to six tons cheaper than any motor truck.

Also, it can do the work of two or three big trucks—depending upon the number of trailers used. The Republic tractor has every qualification of the motor truck and many exclusive additional advantages. Its cost and operating expense is but half that of a truck of equal capacity.

Four Ton Capacity With Republic 25% Overload Guarantee

The secret of the Republic tractor's remarkable ability lies in its successful adoption of the old common-sense principle that a much greater load can be pulled than can be carried. The horse and wagon, the freight train, the tug boat, etc., are all examples of this same principle. The driving wheels of the Republic tractor are ahead of the load—pulling, not behind—pushing, as with a motor truck.

The patented spring suspension at the rear of the chassis relieves the chassis entirely of payload weight and the motor and clutch of road strains. If you can use a motor truck in your business, you can operate a Republic tractor to much greater advantage. In fact, you cannot afford to use anything else. It will be decidedly to your advantage to see the Republic dealer in your city or write us for illustrated tractor catalog—**TO-DAY.**

Aside from offering a tremendous reduction of initial investment, operating cost and giving treble trucking ability, the Republic tractor has many features of decided importance to you. Some of them are:

- The Republic tractor can do the work of several big trucks by operating a number of trailers. While one is being hauled, another can be loading and a third unloading. No time or men or equipment is lost.
- Your wagons can be used as trailers if desired.
- The tractor with trailer backs as readily as a truck and can be operated in congested quarters to much better advantage.
- It turns in a much smaller circle than a truck and will not block narrow streets or alleys.
- As additional equipment is needed, it is only necessary to secure trailers at a cost of a few hundred dollars, as compared with the purchase of motor trucks costing several thousands each.
- It can negotiate roads that are impassable for a truck, due to the patented spring action giving a flexible drawbar pull.
- We furnish trailers with any type of body equipment, such as stake, dump, etc.

Depreciation and operating cost is cut in half when you use the Republic tractor. Weight is distributed over 3 axles, making it easier on tires, roads and bridges. The Republic tractor is of internal gear drive—Torbenzen axle.

Croly Sales Company
Distributors Republic Motor Trucks and Tractors
1510-12 EAST FAYETTE STREET WARREN 4907



Licensed by the Essex Motor Company under Patent No. 1,117,224

The Alma Manufacturing Company, founded by Frank Ruggles, began producing trucks in 1913 for the Maxwell Motor Company: originally under the Hercules brand and then, Republic. Ruggles reorganised the company as the Alma Motor Truck Company and then the Republic Motor Truck Company.

Early publicity came from two across-country trips using Republic trucks: Lester Poyer and H L Dewey, who published a book, *4080 Mile Haul By Republic Dispatch Truck*, and another family adventure by author Edgar Rice Burroughs, the creator of Tarzan.

The entry of the United States into World War I gave the company a further boost when it won government contracts to build several thousand so-called Liberty Trucks.



*1918 Republic truck –
Begg Motor Company
Canada*

THE STORY OF THE REPUBLIC MOTOR TRUCK COMPANY - continued

In 1917, Republic purchased a major supplier, Torbensen Axle Company. By 1918, Republic was advertising in such national publications as the Saturday Evening Post, declaring that one goes to 'Damascus for swords, Teheran [sic] for rugs, Lynn for shoes, Rochester for cameras, Dayton for cash registers, Alma for trucks.'

More than 3000 dealers sold Republics in the United States, with additional dealers in at least 56 foreign countries and colonies, including Australia, where there were dealerships in every mainland state.



1919 Republic – Australian Motorlife Museum

A few Australian Republics have survived, with the best known being the 1919 model that's on display in Wollongong.

Another was unearthed in 2022 on the NSW south coast and is being restored by the Sapphire Coast Historic Vehicle Club.



Restoration work is underway at the Sapphire Coast Historic Vehicle Club, Pambula (NSW)

Decline and closure

At the end of the War, Republic, which had an annual capacity of 30,000 trucks a year, decided to expand and financed this expansion by issuing US\$3 million in gold notes.

However, a postwar depression, combined with the return of thousands of Liberty Trucks to the United States, led to a major reduction in demand for new trucks. Republic's output dropped to only 1453 in 1921.

Continued page 10

THE STORY OF THE REPUBLIC MOTOR TRUCK COMPANY - continued

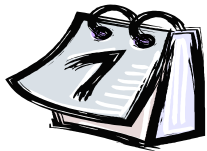


In 1922, Republic sold the Torbensen Axle company that later became Eaton Axle and Spring – now Eaton Corporation – but the cash injection was insufficient to meet demands and Republic was forced into receivership.

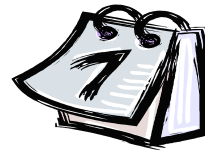


After re-organisation, the company attempted unsuccessfully to regain its former status, buying the Linn Manufacturing Company, makers of the heavy-duty Linn tractor, in 1927. After the sudden death of its president, Oliver Hayes, in 1928, the company merged with the American LaFrance Company to become LaFrance-Republic.

During the Great Depression, in 1932, LaFrance-Republic was purchased by the Sterling Motor Truck Company, which itself was purchased by the White Motor Company in 1951. A parts depot for Republic existed in Alma until 1957.



Coming Events



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." 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 CURRENT Club Membership.

OTHER EVENTS BEING PLANNED. We urgently need your help for event suggestions. We do have a few on the planning board but your suggestions will help. We will still do the planning. Graham K & Graham B.

CLUB MEETING DATES: 6th March 2024 3rd April 2024 1st May 2024

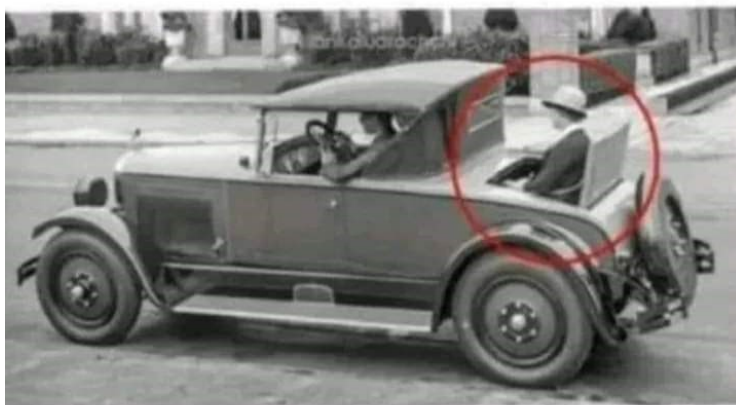
MARCH 2024

Tuesday 19th March Visit to Mt Gravatt Men's Shed, Leatherwork, 3 different Music groups, and Woodwork in the morning, in the afternoon there is Woodcarving, Heartfit, and also Guitar and a Ukulele groups.

JUST FOR LAUGHS

Submitted by a male member who will remain nameless in fear of retribution from the lady members of the club. LOL

There really was a time



when men drove in peace



Wanted



Wanted Dodge 671 complete truck or parts to help with my restoration of one that I have. Thanks for your help, Richard Bonomi 0428 628 551.

WANTED

Rear wheel traverse brake cylinder for a 1940s O type Bedford truck.
Call Ralph R - 0408 616 709



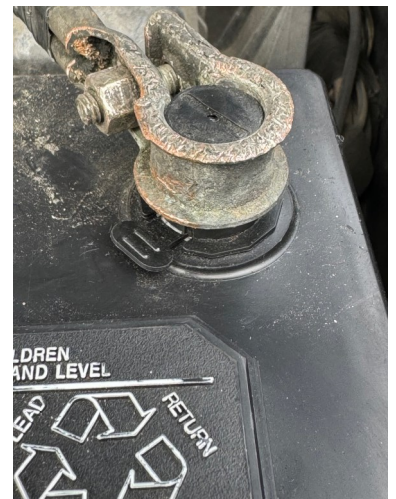
JUST FOR LAUGHS - thanks to Allan Waller



we must all do our part, together we can reduce energy waste and save the planet. i just unplugged a whole row of electric cars that no one was using.

A customer had his car towed to my brother's Workshop since it was not starting, he said that nothing works and it's completely dead. It was working fine until he bought a new battery and put it on himself. Problem solved within 5 seconds after my Brother opened the bonnet. The Customer got it up and running free of charge!!

YES, that is right, the customer never took the insulator cap of the battery terminal before putting the clamp around it.





Any Old Iron

FOR SALE: Manual for a 1937 Maple Leaf truck - if interested please contact Ross Harris on 0423.855113 offers considered.

FOR SALE: For sale two 1954 AR160 International cab chassis trucks. Both have very little rust and are both complete. Both have silver diamond engines one was running. Prior to being parked Both have two speed rear diffs. If anybody is interested Please call Peter on 0407052911 \$2500 for both They are located in Killarney Qld 4373

FOR SALE: 1956 Commer Superpoise B 2524 25cwt. Same family since 1957 until sometime after 2000. Last registration 2000. Sold to a family friend for restoration but was never commenced. Sold to me 2018. Repairs to date are: Minor rust repairs. There is no structural rust that I am aware of. There is still minor rust and surface rust repairs to be done. New rear wheel brake cylinders. Fuel pump kit. Radiator clean and test. Recondition water pump and new thermostat. Bench seat re-upholstered. New front windscreen rubbers. New battery. Original work shop manual, parts list and maintenance handbook. I have 5 boxes of original parts that belong to this comer. The mudguards are loosely assembled for photo's. Engine is 4 cylinder overhead valve 2,266cc and very sound. (Humber Hawk). Gearbox 4 speed. I am unable to finish this project due to past couple of years of ill health and now lack of space. I have years of paperwork history and receipts for this Commer. It starts off the choke, drives and stops. Price \$7,900.

Qld Personal plates 56 COMR \$1,500. Barry Palmer Mob: 0497120449





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