

THE VETERAN CAR CLUB OF AUSTRALIA (QUEENSLAND) INC.

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

VETERAN TORQUE

OCTOBER 2020

*Warwick - "The Rose and Rodeo City"
Rally 29 October - 1 November*





VCCA(Q) - 2019 - 2020

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

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

President:
Treasurer
Secretary

president.vccaq@gmail.com
treasurer.vccaq@gmail.com
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Editor

redbubble@picknowl.com.au

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

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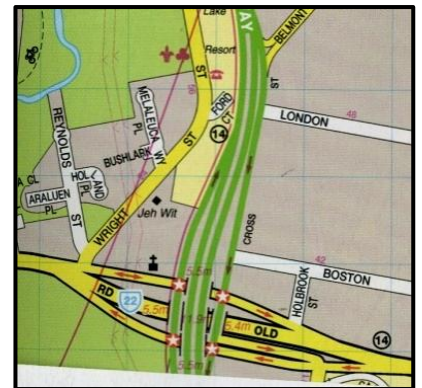
The Clubrooms phone number is (07) 3843 0010
The Club website is: www.vccaq.com

Membership fees 2019 – 20 are:.

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

There is an additional joining fee of \$30.

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



Membership fees may be paid by **direct deposit** into the Club's Account: Bank of Queensland A/C 21577447; BSB 124001, giving details of your name.

Or By Cheque, made payable to Veteran Car Club of Australia (Queensland) Inc. (Please use full name as above to comply with bank requirements.)

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

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

email: redbubble@picknowl.com.au

All other correspondence to:

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



President's Report

Another month where we had to remain flexible in order to keep operating as a meeting venue.

Club Rooms remain open

With the new restrictions limiting numbers to 10 for gatherings both indoors and outside, we had to quickly investigate changes needed to remain compliant as a meeting venue. A new COVID Checklist and physical changes to the Club Rooms meant that we could continue to use the Club Rooms with a cap of 50 people. Most of our resident clubs have continued to meet although the Committee Room has a limit of 6 people and there are restrictions on the use of the kitchen.

Club General Meetings and ZOOM

The last General Meeting went ahead at the clubrooms as usual under a new COVID Safe checklist, although we trialled using ZOOM for those members who are locked out with border restrictions and volunteered isolating. This actually went better than expected with 2 couples logged in for the trial. As we have an annual subscription with ZOOM, we intend to continue to use ZOOM for those who can't be at the meeting which means that any country member who would like to participate in the monthly meeting or just listen in can do so. Our licence allows for up to 100 participants.

If you would like to join our meetings by ZOOM, just email me at president.vccag@gmail.com and I will send you the link. It is easy to join on a desktop computer with camera and audio or a laptop, tablet or smart phone with built in camera and audio.

Working Bee

The volunteers who attended the last working bee finished the job of edging the garden to the east of the building and trimmed the shrubs along the driveway. The next Working Bee will focus on renovating that garden and spread some of the mulch. Thanks to all those who attended with the October date of Wednesday 21st.

VCCQ Event

Nine Veteran Car Club members attended the Vintage Car Club's Queensland Motorists' Day Re-enactment Run last weekend. This was the first of what they hope to be an annual event which celebrates the repeal of the Act which forbade motorists from leaving their vehicle parked in the street for more than 15 minutes. This was a hangover from the horse drawn days and while not frequently used, one Oswald Free was fined in 1927 for leaving his taxi overnight in front of a Warwick Hotel. Oswald went to court over it, won the case which led to the repeal of the act.

We started from Esk driving to Warwick via Gatton and Clifton on Saturday where there was a function at the Hotel which is now the Condamine Sports Club. Here the closest living relative of Oswald, a great nephew was welcomed, and the Town Crier read out a poem written to mark the occasion.

I am finishing this report from our Warwick Motel room so don't know how the weekend finished, but I do know that the Armstrong was consuming water at a great rate

Warwick Veteran Rally

Phil Fletcher has finished his planning for the next rally over the 29th, 30th and 31st October and 1st November incorporating the Emancipation Run on the Sunday. This is shaping to be another ripper of a rally timed with a weekend programme to allow for those who can't get away during the week. Full details are included in the newsletter.

Looking forward to seeing some of you out and about this month.

Safe motoring

Peter Arnold

WARWICK RALLY - 29th OCT. to 1ST NOVEMBER, 2020

MOST IMPORTANT - MEMBERS WISHING TO ATTEND NEED TO BOOK THEIR ACCOMMODATION IMMEDIATELY (IF NOT SOONER)! THE ONLY CARAVAN PARK THAT CAN ACCOMMODATE US ALL IS "THE BIG FOUR" (98 WALLACE STREET). THE MANAGEMENT WAS ONLY PREPARED TO RESERVE 10 CABINS AND 10 DRIVE THROUGH POWERED SITES AND ONLY FOR TWO WEEKS FROM WED. 24 SEPT UNTIL 7TH OCTOBER. THEY ARE NO LONGER RESERVED AFTER THAT DATE. SEVEN BOOKINGS HAVE ALREADY BEEN MADE. OTHER CABINS AND SITES ARE AVAILABLE BUT THERE ARE ALSO 'PERMANENT' RESIDENTS. IF WE GET 30 ENTRIES (QUITE POSSIBLE) WE MUST BOOK BY 7TH OCTOBER OR SOONER. IF YOU FAIL TO GET IN, TRY DJ'S AT 175 WALLACE STREET (SITES ONLY) OR A SMALL (ROSE CITY) C/V PARK WITH A FEW CABINS, VANS AND POWERED SITES ON THE HIGHWAY ON THE NORTH SIDE OF TOWN.

PLEASE NOTE - THE DATES HAVE CHANGED SLIGHTLY FROM THE EARLIEST PROPOSALS. FIRST RALLY DAY IS THURSDAY 29 OCT. SO ARRIVE WED. 28TH. LAST RALLY DAY IS SUNDAY 1 NOV. DEPARTURE MON. 2 NOV. - GENERAL MEETING NIGHT AT CLUB ROOMS - LAST PRIOR TO AGM IN EARLY DECEMBER.

ENTRY FORM - Please advise me asap (by 2 Oct) to request an Entry Form.

THE RALLY - On Thursday we visit the Yangan - Killarney area.

On Friday we head west to Pratten and north to Clifton and Allora.

On Saturday we experience some beautiful rural views around Willowvale and Goomburra and return via Freestone and Swan Creek.

The Emancipation Run on Sunday is a short (75km) run in the Killarney area on different routes and in different directions from those of the previous Thursday. A short run completes the programme on Sunday afternoon. No significant difficulties are anticipated with topography and only a few short sections of highway need to be negotiated - mainly to get from one side to the other.

Rally Dinner is planned at lunch-time Sunday after the Emancipation Run so those in employment can get home for work. It will be at the old Warwick Hotel in Warwick's main street and the Menu will be similar to that at the Hotel Metropole for the 1896 Emancipation Run - hope that works out! The Dinner is to be low-key - only very marginally more formal than that at Crows Nest.

Period Costume is optional but strongly encouraged for those who wish it, particularly on Sunday 1st November at our "Emancipation Run" and Rally Dinner, coinciding with the (London to Brighton) Emancipation Run.

Happy Rallying,

Phil Fletcher E: bayard4c@gmail.com Mob: 0408 803 182

Big Four C/V Park - Ph. (07) 4661 2874 Email: warwick@freedomlifestyleparks.com.au
DJ's C/V Park Ph. 0427 690 811 Email: djscaravanpark@gmail.com
Rose City C/V Park Ph. (07) 4661 1662 Email: Rosecity@westnet.com.au

1896 Emancipation Run

To celebrate the removal of the most restrictive Victorian legislation that prevented widespread use of cars on Britain's highways, the "Emancipation Run" from London to Brighton was organised in November 1896. Sixty years had passed since visionary engineers had attempted the route with steam carriages, but the new technology of petrol-powered automobiles provided similar adventure and uncertainty for the participants. The scene was described vividly by Charles Jarrott in 1906.

"NOVEMBER 14, 1896. A foggy, dull, wet, typical November morning found me making my way along Holborn to the Central Hall. This had been engaged for the purposes of a garage for the use of the intrepid people who were on that morning to make a run, involving much danger and personal risk, from London to Brighton.

For the first time in English history legal restrictions in regard to the use of motor-cars on the public highways, except when preceded by a man with a red flag, had been removed, and we were to be allowed to drive a car on the road at a speed not exceeding twelve miles an hour. The run from London to Brighton had been arranged to celebrate this important event.

The start was fixed for ten o'clock in the morning from the Hotel Metropole, and I made my appearance at the Central Hall at about eight o'clock to see what was happening. I shall never forget the scene which met my eyes when I entered. French mechanics and German inventors, with enthusiasts of all nationalities, were mixed up in indescribable confusion. Huge flares were being carried about from one machine to another to assist in lighting up the burners for the cars, which at that time were innocent of electric ignition. An occasional petrol blaze was seen through the fog which filled the hall, making the scene resemble a veritable inferno. In addition to this, the noise from the motors, which, after desperate efforts, the various persons interested had succeeded in getting started, prevented the merely human voice from being heard.

Léon Bollée was there, with a small fleet of those extraordinary little machines invented by him, which always, to my mind, resembled land torpedoes more than anything else. The Panhard and Levassor machines, which had previously taken part in the great Paris-Marseilles race, were also there; and a dozen other notabilities in what was then the somewhat limited automobile world. After enormous difficulty and strenuous effort on the part of everybody, much pushing and many collisions, the cars slowly made their way out of the hall towards the starting-point at the Hotel Metropole. I accompanied Mr. C. McRobie Turrell, who was on that day driving No. 5, the car handled by M. Levassor in the Paris-Marseilles race, so to me was given the honour of holding on his car two flags mounted on a flagstaff. Proudly floating aloft was the Union Jack—at least, it was floating as much as the thick November fog would allow; and beneath was a red flag torn into ribbons, symbolical of that sign of danger which had previously preceded all mechanically-propelled vehicles on the road; the idea being that England had triumphed over her prejudices, and that the conservatism of the early thirties had at last been overcome and destroyed.

The scene at the Hotel Metropole at the start was one never to be forgotten. The spectators had availed themselves of every possible point of vantage, to view for the first time these wonderful machines which were that day allowed to be run upon English roads. Lamp-posts, housetops, balconies were all occupied, and the thousands thronging the roadways made the passage for our car almost impossible. At the Hotel Metropole a breakfast had been held, which many of the guests of the Motor-Car Club, who were organizing the run, attended; and the Earl of Winchilsea tore up, amidst great enthusiasm, a red flag, to show the contempt of the brave motorists present for the defunct regulations under the old Act. I myself was not driving a car, neither was I a guest to occupy a post of honour on any of the cars on that run.

It is said that the spectator often sees most of the game; and I must confess that I saw on that morning much to amuse me. It was all particularly funny when viewed in the light of later knowledge. For instance, I do not suppose that any of the occupants of the cars, excepting the actual foreign mechanics who had come over from abroad with them and who had run them previously, could say how far any particular car would go on its fuel capacity. Electrically-propelled vehicles turned up with a great show, quite ignoring the fact that their capabilities were limited to less than a twenty-mile run. A parcels van was also in evidence, although I do not suppose it ever carried a parcel in its existence, and it certainly looked as if it would collapse forthwith if something larger than a hat-box was placed upon it. The drivers themselves made an interesting study. The Frenchmen were, of course, wildly excited; if gesticulation and talking could have accomplished anything, much would have been laid to their credit. The English crowd was rather fearful; in fact, one might say, almost nervous; going they knew not where, nor how; but, nevertheless, determined to go, while there was any possibility of going.

Most of the cars were historical, in view of the fact that they had, even then, accomplished great deeds. In the first, driven by M. Meyer, was seated Mr. H. J. Lawson, President of the Motor-Car Club, the car

itself being the identical Panhard-Levassor on which M. Levassor had achieved his great victory of the previous year in the Paris-Bordeaux race. No. 2 was a German Daimler landaulette, which had the previous week occupied a prominent position in the Lord Mayor's Show, and contained, amongst other distinguished personages, Herr Gottlieb Daimler himself. No. 3 was a Panhard-Levassor car, which had won the Paris-Marseilles race. No. 4 belonged to the Hon. Evelyn Ellis. McRobie Turrell, as I have mentioned, was also driving a Panhard-Levassor car, whilst Léon and Amédee Bollée and H. O. Duncan were all handling Bollée tandem machines. Another machine of great interest was driven by Mr. E. J. Pennington, who, at that time, was claiming great things for the motor invented by him. And an American-made machine, in the shape of the Duryea, also figured prominently. Another bold person, in the shape of Mr. Gorton, jun., rode a fearful and wonderful tricycle, which started off with many kicks and jumps, much to the alarm of the crowd.

The progress of the start was slow, and as I watched the cars slowly making their way towards Westminster Bridge, I distinctly remember wondering whether any of the party would come back alive. Of course there were a number of wrecks left at the starting-post, and one of the last things I noticed was a French mechanic, who spoke not a word of English, stranded with his car, in misery and rage, and keeping off the crowd with the aid of a particularly vicious and formidable-looking starting-handle. Another interesting machine I noticed was a motor bicycle; that is, if one can call a mass of mechanism mounted on two wheels by such a name. I have no idea how much it weighed, but the unfortunate rider who was endeavouring to control it was not only in a state of abject fright, but had no idea as to what he ought to do. One thing was clear, namely, that he had to get the machine going by running alongside, and when he had once started it he had in some manner or other, best known to himself, to get into his seat, a performance he signally failed to accomplish. The last sight I had of him was when he was lying prostrate in the road with the machine on top of him, helpless and unable to move.

The progress of the procession was duly recorded by the evening papers, and considering all things it might have been worse. But incidents were numerous, and accidents were not altogether unknown. Pennington endeavoured to get to the front very shortly after the start, and was put out of the procession by bursting a tyre somewhere near Brixton, having eventually to resort to the ignoble and much-despised train. The Duryea car seemed to be travelling very well, and from all accounts arrived in Brighton first, somewhere about three o'clock in the afternoon. Duncan, on his Bollée machine, had charged a hedge, landing himself and his passenger in a field, and eventually appeared being ignominiously towed behind a common cart. Stoppages were the rule, and as hardly anybody on the cars knew anything about them, devices to get going again were varied and ingenious, the most common one being to wind the starting handle vigorously in the hope that something would happen. In the case of the Bollée machines it usually did. Generally it was a back fire; and I have no doubt that Duncan remembers to this day his painful experiences in this respect.

The parcels van I referred to was, as a matter of fact, fitted up as a "break-down" van (save the mark!). It contained many things which, in the opinion of the experts, might be required by the various cars on the road, and it was supposed to bring up the rear of the procession to aid any of the cars which were stranded. There was no question about it being in the rear of the procession; it was incapable of being anywhere else. Charles Rush, who was driving, explained to me that he arrived in Brighton on the following morning at three o'clock, having spent the best part of his time beneath his car repairing break-downs on the "break-down" car.

The effect of the run on the public was curious. They had come to believe that on that identical day a great revolution was going to take place. Horses were to be superseded forthwith, and only the marvellous motor vehicles about which they had read so much in the papers for months previously would be seen upon the road. No one seemed to be very clear as to how this extraordinary change was to take place suddenly; nevertheless, there was the idea that the change was to be a rapid one. But after the procession to Brighton everybody, including even horse dealers and saddlers, relapsed into placid contentment, and felt secure that the good old-fashioned animal used by our forefathers was in no danger of being displaced. It was, however, the beginning of the movement, and the start in England of the great modern era of mechanical traction on the road."

The following was given as the official result:

1. Léon Bollée. Time 3 hours, 44 minutes, 35 seconds.
2. Camille Bollée. Time 4 hours, 44 minutes, 20 seconds.
3. Panhard Wagonette No. 8. Time 5 hours, 1 minute, 10 seconds.
4. Lawson's Landau. Time 6 hours, 7 minutes, 30 seconds.
5. Panhard Dog-cart No. 6. Time 6 hours, 8 minutes, 15 seconds.
6. Sherrin's Electric Bath Chair. Time 6 hours, 12 minutes, 10 seconds.
7. Daimler Phaeton. Time 6 hours, 12 minutes, 25 seconds.
8. Pennington's Tricycle. Time 6 hours, 17 minutes.
9. Bersey's Electric Laundau. Time 6 hours, 19 minutes, 40 seconds.
- 10 Panhard. Time 6 hours, 22 minutes.

2020 Bay to Birdwood

As this is the 40th year of this classic event I am writing a few recollections and comments.

Perhaps we should start with a quotation from the back cover of the book "Bay to Birdwood Run 1980-2010. History in Motion" by William H. Watson, Pasini Press.

"The Bay to Birdwood Run began as a relaxing biennial day out to provide publicity for the car clubs of South Australia and grew into the largest motoring event in the southern hemisphere for pre-1950 vehicles. ..

First I'll start with my involvement in the Run.

1980	Entrant 67.	A.C. Robinson	1926 Humber 9/20	This was the Inaugural Run.
1982	Entrant 317.	A.C.R.	1926 Humber 9/20	
1984	Entrant 80.	A.C.R.	1926 Humber 9/20	
1986	Entrant 927	A.C.R. Driver, Carolyn R. crew	1926 Humber 9/20	
1988	Entrant 596	A.C.R. Driver, C.R. crew	1926 Humber 9/20	I was on the Organizing Committee that year.
1990	Entrant 841	A.C.R. Driver, C.R. Owner/crew	1909 Renault AX	
1992	Entrant 1073	A.C.R. Driver, C.R. crew	1926 Humber 9/20	
1994	Entrant 0209	A.C.R. Driver, C.R. Owner/crew	1909 Renault AX	

Entry Numbers per year:

1980: 637	1982: 966	1984: 1187	1986: 1809
1988: 1673	1990: 1673	1992: 1597	1994: 1796

The above figures I can't quote after 1994 as we migrated from SA to Qld in 1994, but returned to Adelaide for the Bay to Birdwood.

Comments:

- 1980 The best ever – It was an easy drive with no congestion due to the lower entry numbers.
- 1982 A larger entry list but wet weather. I got drowned as "You never put up the hood on an open car". By the time I parked at Birdwood I was dying to visit the "Unfilling Station" but decided that I was so wet that if I had an "overflow" it wouldn't matter, so I put up the hood .Next ate lunch and scurried home to dry out.
- 1984 A good run but I had a cessation of motive power after climbing a hill. A feature of vacuum tanks is they lose it after a climb as no fuel comes through. As I was going around Millbrook Reservoir - a road with more bends than a boa constrictor – someone behind yelled out "Your number plate has fallen off". What the !!! No hope of stopping. I later found it was the VSCC Club number which was easily replaced. A pleasant run and enjoyable lunch with friends then home. I might mention here that I lived in Athelstone, which was just down through Gumeracha etc. then through the Torrens gorge to home. A big advantage on some people.
- 1986 This was the first time Carolyn had joined the Humber crew. For some reason we parked then went to see the Veterans start first. The first car away was to be the SA Premier John Bannon in a 1916 Dodge, but it wouldn't start. Now Jack Diemel, (the Mechanic at Birdwood) and I prepared this car by marking the gear positions on the lino floor etc. Jack delivered it to John Bannon on the Saturday and he was able to drive it to the Start on Sunday. But when the time came it was dead. I watched my friend Kevin Field try to crank it, but with no luck. I said to Carolyn "I think I know what's wrong", so I hopped the ropes, introduced myself to the Premier as from Birdwood, then turned the ignition key the other way. Result all four pots broke into life. I apologised to the Premier but he said "Don't worry, just think of the publicity". I said this was the day I turned the Premier on. Carolyn and I had a good run in the reliable Humber but when it came time to go home it became unreliable and died due to a magneto failure. Fortunately I was able to put the car away at Birdwood and some kind people drove us home. This year the Renault that Bob Collett now owns won the Concours.
- 1988 Again we set forth in the Humber but cheated. I had been given the task of handing out the medallions to entrants as they arrived at Birdwood. This time we cut across from home to join the actual route at Holden Hill. We did have some people who didn't tender the correct paperwork. Parking was on the Birdwood.Park Oval which was some help. Generally another good day.

- 1990 This year Carolyn entered her car "Reggie" Renault with me as driver. There was some to and fro movement from TV Channel 7 to interview Carolyn as the lady who entered the oldest car, but after some false starts it didn't happen. Pre-Concours judging was done at the Wayville Showgrounds to speed up the process. There was a report that the parade was so long that the last vehicles left the start at Glenelg at the same time as the first arrivals were entering Birdwood.
- 1992 We again had a trouble-free run in the Humber with its new coat of paint – same colour 6 coats before lunch and 5 after using an airless spraygun. It still looks good.
- 1994 Things changed for us this year. I was Chairman of the Sporting Car Club Organizing Committee for the National Veteran Rally to be held in Burra. The organization was well in hand then I announced that we were moving to Brisbane and would be there when the rally was to be held. The Chairmanship was handed over to Kingsley Newman who coped well. We left "Reggie" at Birdwood and travelled to Brisbane in April with the Humber on the trailer. At Rally time we took the trailer to Adelaide, collected "Reggie" and then on to Burra for the Event. The Rally dates were set so that afterwards entrants could enter the Bay to Birdwood. We did this, then brought "Reggie" back to Brisbane.

We did time a holiday trip to Adelaide to be spectators some years later. I feel it is a very good event, but has become too big.

We have just watched the live stream of the 2020 Bay to Birdwood going world-wide and were rather disappointed. This being the 40th year, vehicles from all decades participated. I don't think the term "Veteran Car" was mentioned, although about six to eight did appear. Emphasis was on the "Classics" ? Originally the Run was to be specifically for the older cars. We felt that too much time was spent talking to "personalities" who knew little or nothing about the vehicles.

The most noticeable thing for me was the pale blue Ford T that was Keith Conlon's backdrop. This was the one that I was driving outside the Museum when a back wheel came off, the lack of a split pin in the wheel nut being the cause. This car had been restored by prisoners at Adelaide's Yatala Prison – revenge?

The inclusion of archival film of the legendary Glen Dix looking very fit and giving his characteristic wave of the starting flag was a nice touch. I knew him club-wise, and we both worked in the SA Department of Marine and Harbors.

I have the programmes to the Runs from 1980 to 1994 plus medallions for the same.

Alan Robinson.



History of the 1913 Vauxhall. - Russell Massey

This car left the Luton Vauxhall Factory on the 28th June 1913. It was sent to Australia to be sold to James Tolson Jnr, "Glenmore Downs" Clermont. He was a friend of Boyd Edkins, Vauxhall Dealer in Sydney.

James Tolson's first car in the Clermont area was a 1910 15-18hp Napier. The following is an extract from a 1911 *Townsville Bulletin* newspaper article describing how he drove it from Clermont to Townsville via Charters Towers to attend and ride (as an Amateur Jockey) in the Townsville Cup. This is quite amazing as there were no roads or bridges. He punted over the larger rivers with Station boats.

Mr J Tolson of Glenmore, near Clermont, arrived at Townsville on Tuesday for the meeting of the North Queensland Amateur Turf Club....He made the trip across from Clermont to Charters Towers by motor car in company with Mr L. Damke, of Clermont. The trip of 300 miles was over country which had not been negotiated by motor before; but Mr Tolson's 15hp Napier car came through with only one little mishap, and at an expenditure of about 16 gallons of naphtha. The road was a very rough one, especially for the latter half, and the car had to haul itself out of creeks and over banks of sand which a buggy could scarcely have negotiated, a rope being carried for that purpose. At times the road was so bad that it was scarcely distinguishable, and Mr Tolson remarked that he would not recommend anyone to try that route. The first day out they did 144 miles, with some time lost in negotiating a creek. Natal Downs was reached for one night, and a horse was procured to pull the car over the Cape River, a carrier lent similar assistance. There were however a number of creeks where the rope had to be used. The only mishap was caused by running into an anthill in the high grass, which bent the steering bar, which afterwards broke. With the assistance of the spare leaf of a spring and the ever-useful wire, repairs were effected...and Charters Towers was reached early on the fourth day..On the return journey Mr Tolson intends to travel from Prairie, to Muttaborra, Aramac and Barcaldine..."

His mechanic at this time was "Paddy" Houston of Clermont Motors who had a workshop below the Clermont Hospital. The Vauxhall was in the garage of "Paddy" Houston at the time of the Clermont flood 1916-1917. The water went over the car a good four feet, you can still see the water stains over the brolt light control box. A very modern man for his time. He had installed electric lighting into the new homestead at "Glenmore Downs" in 1912. He had 12 volt Brolt charging and lights for his new car, not old fashioned gas lighting. His next car was a 1920 D-type Vauxhall. His last car was an enclosed Talbot with a mascot Bulldog radiator cap with an inscription under it. "I'm James Tolson's dog whose dog are you" James died in May 1931 and the cars were acquired by "Paddy" Houston.

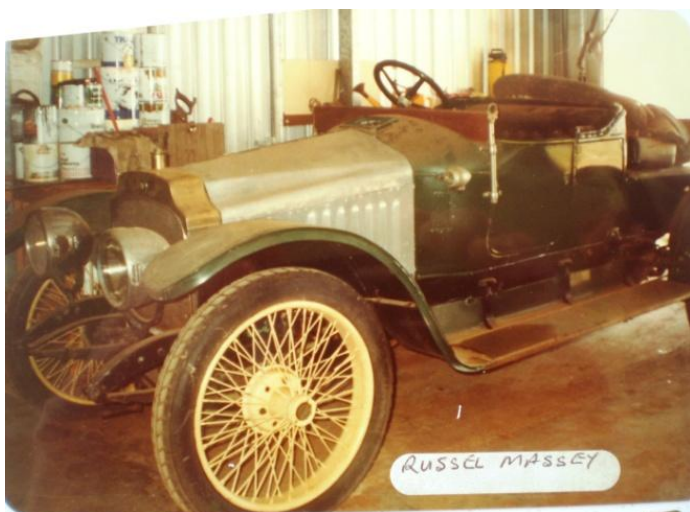
In 1960 my mother and father wished to drive some old cars in the 1962 Clermont Centenary Celebration parade so Phyllis Massey (nee Faint) asked "Paddy" if he would sell the old cars under his house in Kitchener Street. He would only sell one car to my Mother. There was a 1910 Napier in very bad condition, a 1913 Vauxhall and a 1920 D type Vauxhall with an Imitation Snakeskin coating. My father chose the 1913 A type Vauxhall. My father dragged the old car up to our workshops with the help of Bill Fraser "Fleurs" There it was stripped down by first apprentice Paul Finger (brother of Jacky Finger) helped by Cecil Bryant. The car was not finished in time to be driven in the parade but was towed on a car trailer. It was driven in the School Centenary parade in 1967. The A-type was only restored enough to take part in the parade in 1962 on a trailer. We also had an A-type Ford in it, another story. My father restored the body to a two seater Norfolk torpedo and got the engine going. (I can remember my father and Mr Ross, local Ford Dealer talking about an engine knock when the motor was hot. When I pulled the engine down in 2011, I found a hair line crack in number 3 piston).



In 1984 I spoke to a 90 year old lady Winnie McTrusty in Clermont who was the maid for Mrs Tolson in about 1923, she was 17 years old then and she could remember travelling to Clermont in the Vauxhall, very grand she felt. I worked out later she was referring to the D-type, not my A-type, still it confirmed that the Tolsons owned Vauxhalls.

My father then lost interest in the Vauxhall, so it sat in the back sheds at home until I obtained my driving licence. I used to put Dealer plates on the Vauxhall and take it for drives around Clermont town in the early 1970s. After my parents divorced the cars were left to my Mother. Phyllis gave me the Vauxhall and Fraser, my brother, the 1930 Ford Model A. The cars were stored in sheds out on Alpha Road without any more work done to them. In 2000 we moved down to Brisbane, where I was to strip and rebuild the wooden body, frame, engine and gearbox. I take the car all over Australia to attend rallies. It is a very powerful car for its time and priced accordingly.

[As told to Phyllis Massey by "Paddy" Houston].



Under Restoration



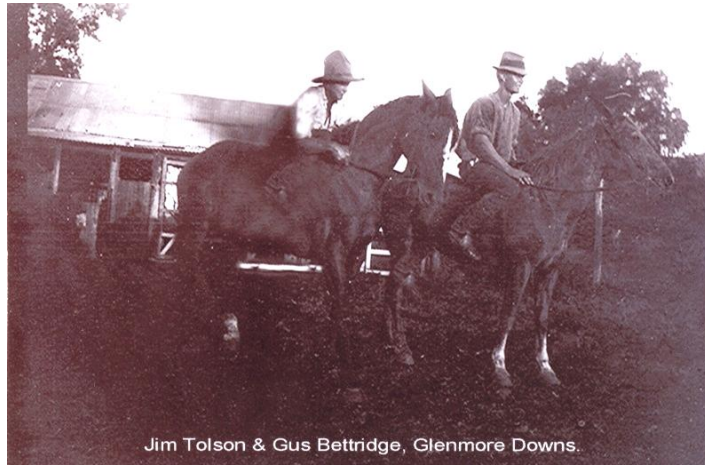
The Car Now



The D Type



The D-type now in the USA [via Brisbane, NSW, Ireland and Scotland.]

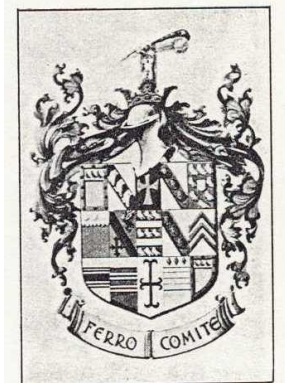


Jim Tolson & Gus Bettridge, Glenmore Downs.

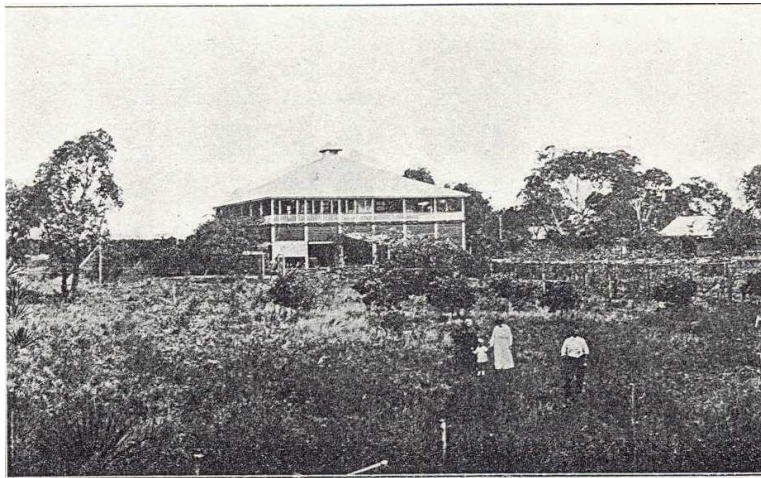
Gus Bettridge was my great uncle, photo taken by my grandfather around 1916-1920



James Tolson



***Tolson Family Crest
"Ferro comite"
"My sword for a companion"***



Glenmore Downs Homestead and Surrounding Countryside from Homestead

Miscellanea

A Note from the Editor:

This Edition of *Veteran Torque* has been produced under rather difficult conditions, and I apologise for any errors, omissions etc....

Firstly I was without internet access for the best of 2 days [the reason: we're connected to NBN via the node located nearby. I'd noticed the NBN van there all day on the Thursday, and on Friday I went and spoke to the Tech. Apparently an electrician doing some work had connected the wires incorrectly, resulting in the whole system being live! Naturally it had to be turned off until a (different) Electrician came and certified all OK. Naturally, we were one of the last 20 to be re-connected].

Secondly, I am presently unable to receive emails, due to a fault with 'Outlook' –which I don't have time to investigate at present, so apologies if I haven't included something that should have been included.

Carol R.

A SKITE:

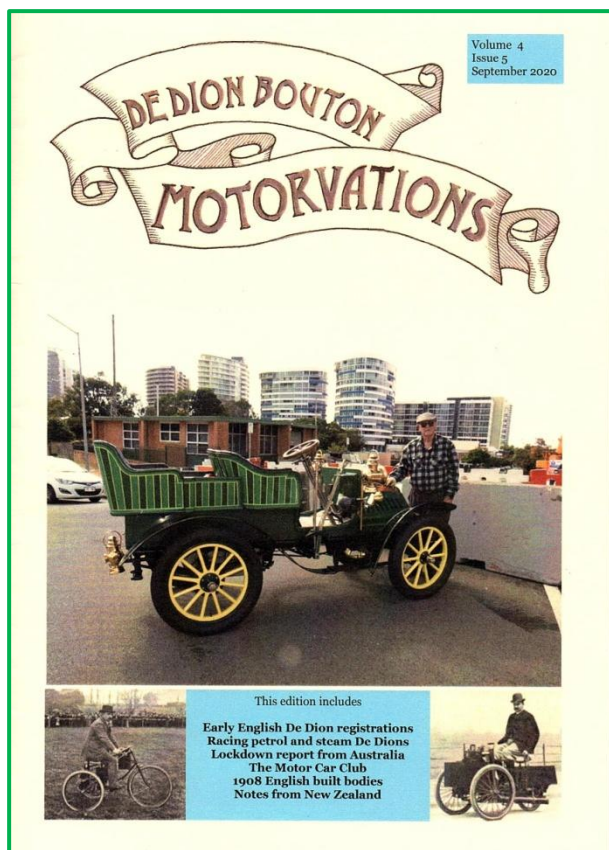
Ross Guthrie with their De Dion made the front cover of the International De Dion Magazine that circulates world-wide.

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THANKS

To Cheryl Emmerson, Former Editor of the Cairns & Dist. H.V. Club in relation to last month's article on Constantine's Bell. She has done some research in TROVE and found information about the ship 'Melra' from the Newspaper archives. The 'West Australian', Tuesday 12 September 1916. The article is very difficult to read. It is mentioned many times in TROVE sailing from and to different ports.

Melra, s.s., 3,218 tons, Captain Williams, from Derby.



HINTFULL HELP

Some time back I tried to fire up my Humber. First step was to fill the vacuum tank with petrol. The engine did run briefly but wouldn't again. I suspect the magneto. But during all the cranking the carby filled with green fluid – stale petrol. Remedy will be to drain the tank, somehow clean it out and also the fuel lines. Here's hoping.

I have small solar chargers hooked up to the batteries on the idle cars. They will not charge a dead battery but will maintain a fully charged one. Motto: Don't let cars stand idle for too long.

An extra one:

I took the dead battery out of my ride-on mower and the holding brackets came out too. I haven't yet figured out how they go back. The manual doesn't mention them. Anyway, the grass isn't growing.

Alan R.

**Minutes of the Six Hundred and Seventieth Meeting of the Veteran Car Club of Australia
(Qld) Inc.
Held in the Clubrooms at 1376 Old Cleveland Road, Carindale.
Monday 7th September 2020**

President Peter Arnold welcomed everyone, thanked them for their attendance, Meeting commenced at 7.40pm.

Tonight's meeting will be a bit different, due to the covid 19, we are trialling a simultaneous Zoom meeting. Even when we get back to some sort of normal, we could keep on using the Zoom so that our country members can join into our meeting as well.

Apologies: Alan & Carolyn Robinson, Glenn Adams, Bev Lollback, Rob & Pam Guthrie & Lauren Forster.

Visitors:

Attendance: 23 Plus 4 on Zoom

Minutes of the August Meeting: Minutes as published in the club newsletter were taken as read. Hazel Burley moved that they be accepted as a true and correct record Seconded by Syd Norman. Carried.

Business Arising: Nil

Correspondence:

Inward:

Email from Simon Anderson Vic, asking for contact with other Hupmobile owners.

Minutes of the last QHMC meeting.

Thank-you from Russell & Genny Stewart for the welcome pack they received.

Application from Russell Curtis for VCCAQ membership.

Various magazines

Accounts from CleanZone, Origin, Telstra, Carwardine and Assoc, Carolyn Robinson, Hazel Burley & Russell Massey.

Outward:

Letter to Bill & Jean Jarrett to register their Dodge.

Welcome back packs for Noel Adams and Stuart Cornford.

Business Arising from the Correspondence:

Hazel moved that the inward correspondence be received and the outward be endorsed, seconded by Trevor Farnell. Carried.

Treasurer Report:

Steve reported on the club accounts. Steve moved that the report be accepted, and accounts be passed for payment. Seconded Graham Donges. Carried.

Events:

VCCQ have an Invitation Rally on 26th & 27th September for all veteran cars and vintage up to 1927, rallying from Esk to Warwick then back to Esk.

October 30th – November 2nd Warwick rally. Halloween on 30th Oct, London to Brighton Emancipation run on Sunday 1st Nov. A silver cup from the 1934 RAC London to Brighton rally will be the prize. Rally will include a ride on a steam train and a visit to Keith Wilson's wheel works.

7th December 2020, AGM.

19th December 2020 Christmas Party and Handover Dinner.

7th to 13th April 2021, Charleville 1- & 2-cylinder Rally.

6th June 2021, Petrie Steamfest.

23rd – 25th July, National Heritage Machinery Rally in Ayr .

27th – 30th July 2021, Burdekin Rally.

Peter is looking at having a rally on the way up to the Burdekin rally. He has mapped out a rally in Yeppoon with a day on Great Keppel Island, however Terry was also thinking of offering a couple of days rallying in Rockhampton also in Mackay on the way up. They will collaborate in planning the event for anybody who wants to extend their trip up north.

10th – 16th October 2021. Swan Hill National Rally.

Property Report:

Drama in the club rooms, we had water leaking in the toilets, plumber was called in to fix the problem, he also changed the troublesome tap in the kitchen. The last working bee was well attended, and all the jobs were completed by 10am, we had morning tea and a chat, was more of a social meeting than a working bee, everyone is welcome to come along to join in. The next Wednesday working bee is on 16th September.

Dating Report:

Ross reported that the dating committee had been busy and has dated Grant Vormister’s 1906 Reo and 1918 Dodge. The Dating Certificates and the 100-year badges will be posted up to him. Michael Ferguson has completed the dating forms and will send them to Ross.

QHMC: Nil

SAG Report: Nil

Web Master: A few changes on the web, Russell put on the web about the September meeting and about the Zoom. He asked Rhonda to re-send the photos.

Editor Report: Nil

General Business:

Scott Emerson has inquired about the whereabouts of the Cadillacs that belonged to Dave Fiechtner in Victoria, Dave was a Queenslander, the 1913 was sold to someone in England, no knowledge of the others.

TAVCCA committee had a Zoom meeting discussing the future of National Rallies under the covid restrictions. No one is sure what the future holds for our rallies, waiting to see what restrictions would need to be put in place for the Charleville rally, may not have any idea until after Christmas. Looking at many ideas, most impact would be on the group functions and the dinners, the actual rallying is no problem as it is out in the open. We would be able to manage under the present restrictions. The Charleville township is wanting us to come and visit. The Charleville committee is keen to get a newsletter out but not sure what will be happening next year, it will be difficult for the people from the south. Peter will help to set things up in a covid safe environment.

Graham Donges had a problem with the boot over the universal joint in his Brush, so he bought some leather and Joyce Brooks sewed up a new one for him, and supplied scones for morning tea! Graham Porter’s Brush was sold to David Straughan, he is restoring the bodywork, Rob Beeston is also putting together a Brush.

Alan Carpenter would like to go on the VCCQ rally, and he would like someone to go with him. The rally is for all veteran cars and vintage up to 1927, rallying from Esk to Warwick then back to Esk on 26th & 27th September 2020.

The Darling Downs Anniversary rally has been cancelled.
Toowoomba swap is also cancelled.

Alan Carpenter had some trouble with the Little on the Crows Nest rally, the brush on the back on the carburettor had fallen off. No, the car is not for sale!!!!!!

Peter Arnold’s Buick blew a tyre and he has bought a new tube; however, the tube is much larger than the tyre. A discussion about the buying of tyres and tubes followed.

Meeting Closed 9pm.

Hazel Burley.....
Secretary
Veteran Car Club Australia (Qld) Inc

Peter Arnold.....
President
Veteran Car Club Australia (Qld) Inc

MARKET PLACE - FOR SALE

** The late Sam Hecker of Maryborough was a noted restorer of veteran cars, particularly De Dions, many years ago. His family now wishes to sell the **1915 MODEL T PROJECT** [photos below]. It is located in Maryborough Queensland. Offers considered.



Also for sale is an older restoration of a **1909 RENAULT BK MODEL** open touring car, similar to Dame Nellie Melba's car. It was a well finished restoration and was said to be a good running car around 20 years ago when it was last run, but storage has been less than ideal over the last 20 years.. Offers considered.

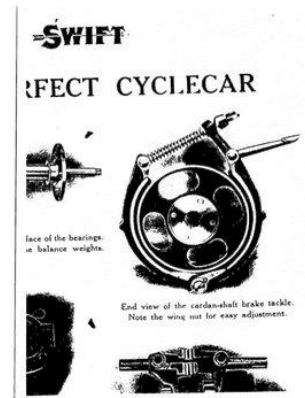
It is thought that the right person with an amiable approach will find other "treasures" in amongst the "junk" stored for decades.

Anyone interested should contact Diana Hecker by phone on 0414 719 245.
Or Email voicing14@gmail.com

WANTED

** 2 CYLINDER SWIFT TRANSMISSION BRAKE

Contact: Keith Collins, Ph. 02 6679 4104 Mob. 0427 193 411;
Email: noelaandkeith007@bigpond.com



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V.C.C.A.(Q) "Veteran Torque**

A little bit of.. HUMOUR

A Doctor was addressing a large audience in a far north Australian town.

"The material we put into our stomachs is enough to have killed off most of us sitting here years ago. Red meat is awful, soft drinks corrode your stomach lining. Chinese food is loaded with MSG. High fat diets can be disastrous, and none of us realises the long-term harm caused by the disastrous germs in our drinking water. However, there is one thing that is the most dangerous of all and we all have eaten, or will eat it. Can anyone here tell me what food it is that causes the most grief and suffering for years after eating it?"

After several seconds of quiet, an elderly man in the front row raised his hand and softly said "Wedding Cake".

