

THE VETERAN CAR CLUB OF AUSTRALIA (QUEENSLAND) INC.

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

VETERAN TORQUE

DECEMBER 2015



David and Helen Revell took their newly-restored 1913 Star to the National Veteran Rally at Goulburn.

[photo courtesy Rhonda Guthrie]



COMMITTEE MEMBERS OF VCCA(Q) 2014-2015



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

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Bob Burley (07) 3886 0059

Club Delegate to Qld Historic Motoring Council:

Albert Budworth (07) 3361 2424

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 currently commence at 7.30pm, and Visitors are always welcome.

The telephone number for the Clubrooms is (07) 3843 0010

The Club has a new Website: www.vccaq.com

Membership fees for 2015 (Due July 1) are:

Full Membership (single): \$60; Joint Membership \$65.

Country Membership (single): \$50; Joint Membership: \$55.

Associate Membership \$50

There is an additional joining fee of \$30.

Note: As from 1/7/2015 there is an **ADDITIONAL CHARGE** of \$5 for those members requiring a mailed copy.

Membership fees may be paid by direct credit into the Club's Account:

Bank of Queensland A/C 21577447; BSB 124001

Membership Application Forms are available from the **Secretary**.

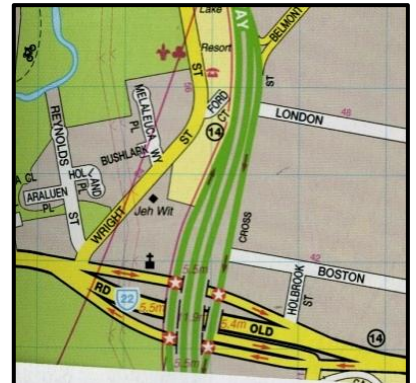
All articles for publication in "Veteran Torque" must be with the Editor by the 20th of each month.

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**MINUTES OF THE SIX HUNDRED AND TWENTY SECOND GENERAL MEETING OF
THE VETERAN CAR CLUB OF AUSTRALIA QLD INC.
HELD IN THE CLUBROOMS
AT 1376 OLD CLEVELAND ROAD, CARINDALE, MONDAY 2 NOVEMBER 2015**

Opening: Vice- President Glynn Hackshall opened at 7:40 pm.

Attendance: 17 members as per attendance book. It should be noted that attendance was minimal, partly due to the Queensland contingent (including almost our entire Management Committee) attending the 2015 National Veteran Rally in Goulburn.

Apologies: As per attendance book

An abbreviated meeting followed.

From the October General Meeting Minutes, Peter Ransom asked for the origin of the suggested \$5 levy per competing vehicle at future events, aimed at topping up the Rally Account. There was general discussion of this proposal: Glynn Hackshall recommended that in view of the small numbers present, this matter be held over for further discussion at the December Meeting. Committee is to review and report back to the December General Meeting.

QHMC Report: VCCA(Q) is advised to prepare a Risk Management Document. QHMC is preparing basic format documents. Committee to investigate. Glynn pointed out that the Club already has a document as a basis, prepared in 2002 by Wayne Aberdeen, Howard Kenward and Peter Arnold.

General Business:

Ian Herse stated that the VVCC has a waiver which participants must sign prior to taking part in any Club event.

Despite a bent conrod that was fixed on the side of the road, and a burner fire that consumed the wicker basket and some paint work, Chris and Jenny Sorensen finished this year's London to Brighton in their 1901 Locomobile, with minutes to spare. Brisbane Chev Club members Michael and Jody Ferguson bought Sorensen's 1903 Cadillac to run in this year's event. They failed to start due to a broken brake cable in the hotel yard before setting off for the start in Hyde Park. (How do you repair something like this at 6am in central London on a Sunday morning?) Better luck next time folks.

Meeting Close: The meeting closed at 8:10 pm

J. Day
Acting Secretary

NOTE: Due to the absence of the Secretary, and the low member attendance, the Minutes of the October General Meeting will be ratified at the December Meeting.

President's Report

Thanks to Glynn for Chairing the last meeting whilst Hazel and I were attending the National Rally in Goulburn.

After having a pleasant three day run down we were treated to a nice meet and greet day with plenty of time to get ready for the following day's start. It's always nice to catch up with some familiar faces from rallies past.

Quite a good roll up and a conveniently located Rally Headquarters.

The day routes were drop dead perfect roads for our veterans, some hills but everybody survived and had a tale to tell. We noticed a few bits had fallen off a few cars eg a Darracq tail shaft, a beautiful top half of a brass carburettor, the list goes on, these parts were auctioned off later in the day. It was a hoot!

The main display day was in the afternoon after a full day out seeing the sites it was a really good turn out and the gas light parade was on after. Well it started out good with a very big crowd all wanting to see it all. Then it started to rain so most simply went to any local venue for dinner. However the rain got from a sprinkle to a decent down pour, over the next hour over half the fleet went home, Some Brave souls did the Parade but I believe the public didn't come out in the numbers promised.

A big thank you goes from the VCCAQ to the Veteran Car Club of Aust. ACT for putting on a great rally, we all felt very welcome and will be back next time around.

Nearly forgot, Rick McDonough was at the Rally and said to say hi and thanks for the effort VCCAQ put in for his book launch at Carindale Clubrooms.

The Club Christmas party is on the 19th December. Hope to see you all there. I know it's happening because our house is full of all the goodies and prizes.

This is the last meeting of 2015 - hope to also see you there.

Let me take this opportunity to wish everyone a very Merry Christmas and good health and happiness for 2016.

Bob Burley.

* * * * *

Webmaster's Report

As I'm scribbling this many of our more intrepid types are down south rallying their little hearts out and I'm hoping for lots of pictures of the National and Victorian events when they're back in town. That's a long-winded way of saying there's not much new web-wise at the moment.

Our LINKS page can take you to many fascinating places but I can't pretend to know about all the magic veteran car sites out there. If you know of some, why not let me know?

We're ready to roll with public access to a couple of sample issues of Veteran Torque. If you want to test this out, click on "About Us" on our home page and then on 'HERE'.

Peter Ransom

DISCLAIMER

Articles and advertisements appearing in *Veteran Torque* are published in good faith on the understanding that the content is legitimate, and no responsibility for the accuracy of the contents is accepted.

Any opinions expressed herein are solely the views and opinions of the contributors and are not necessarily the views and opinions of the Management or Membership of the Veteran Car Club of Australia (Queensland) Inc.

2015 AGM of The Association of Veteran Car Clubs in Australia.

This meeting was held in Goulburn, our representatives were Wayne Aberdeen, Bob Burley, and Peter Arnold.

Items included in the Chairman's report were -

- The new TAVCCA Website. This is 'Attached' to the website of the Victorian Club. It will be administered by Mark Mc Gibbon. It is intended to be an overview website. Ian Berg and Mark are still seeking feedback on content and presentation. Ian mentioned the efforts of Michael Holding in putting it together.
- Following the resignation of Malcolm Johns after many years as the legal officer of the Federal Body the new honorary legal officer is Michael Tippett.
- All Clubs submitted an annual report, -copies of which would be available on request.
- Every Club gave a brief about how strongly their club has been functioning over the year.
- Overall the veteran car movement is very active in Australia. (good news eh).
- Ian Berg reported that following his discussions, at this time there did not seem to be a strong desire for a national magazine, maybe in the future.
- Various States provided updates on the upcoming events ie The Tasmanian All Veteran Rally at Ulverstone in 2016, Victorian 1 and 2 cylinder at Traralgon, the South Australian All Veteran at Clare in 2017, and the NSW All Veteran at Forbes in 2018.
- The Montagu Trophy this year was awarded to Malcolm Johns.
- Francis Ransley, our FIVA Technical Officer, gave an update on FIVA passport issues.
- At this time, all Clubs have been asked to advise on what they think may be their future requirements for 100 year plaques.

The incoming Committee of the AVCCA for 2016 is:

Chairman:	Peter Templer	South Aust.
Vice Chairman:	Bob Burley	Queensland
Secretary/Treasurer:	Hamish McDonald	South Aust.

B. Burley

* * * * *

SOME COMING EVENTS FOR YOUR DIARY

19 DECEMBER. Christmas Party - At the Clubrooms. Note. The final numbers need to be given to Hazel by December 1. Money (\$27/person) to be paid by the December General Meeting.



23-24 JANUARY. Social Week-End Based at the Clubrooms, and organised by Russell. It is proposed Saturday night will be a Chinese meal followed by a Movie; Sunday will be a purchased meal (eg. pizza etc.)



21 FEBRUARY Annual Memorial Run (Joint with the Vintage Club) February 23rd. John & Wendy Wagstaff have kindly invited us to inspect the contents of John's "TOYSHOP" at 40 Trinder Road, Ashgrove, where John has a fine collection of exotic vehicles. Morning tea will be available. Members will need to let Russell know by 14 February if they are coming as John makes special arrangements with his neighbours to facilitate parking of many vehicles. For further details, contact Russell.

6 AUGUST. Annual Presentation Dinner

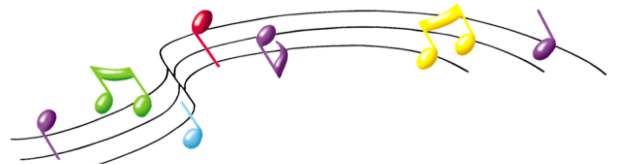
20 AUGUST.[SATURDAY] Club Swapmeet From 8.30am. At the Clubrooms.

Queensland's ONLY **Veteran/Vintage Swap**. Gold Coin Admission. Tea, Coffee and Sausage Sizzle available. We expect that Irene and Kathy will again be on hand with their Vintage Clothing Boutique.

Veteran Club's 60th Anniversary Rallies

March 6-11 Dalby
[See separate flyer from the Lanagans in this issue].

May 22-27 Yamba
July 3-8 Mackay
Sept. 18-23 Stanthorpe



*Come on, let's Celebrate **Our Birthday***

The Qld Veteran Car Club 60th in 2016

DRIVING AT DALBY 2016 HUB TOUR

6th to 11th MARCH 2016

Dalby and the surrounding district is ideal for veteran motoring with quiet, flat country roads, and lots of agricultural areas.

The Bunya Mountains National Park and the revamped Cattle Saleyards are on the itinerary for a modern day on Wednesday.

The Tour Headquarters will be at the Dalby Tourist Park which has powered sites and cabins.

Please mention the Veteran Car Club when booking.

There are several motels quite close to the park.

It is within walking distance to Dalby Shopping World which is open 8 am to 9 pm.

There are take-aways, hotels and service stations close by.

All meals will generally be the responsibility of entrants although this may change.

Intended places of interest include Historic Jimbour House, An Engineer/inventor extraordinaire, Lake Broadwater, Pricey's Motor bikes and Saloon

Arrangements will be made for a Final get-together Dinner on Friday night.

Please have your entry form (sent out by Rhonda earlier) for the Dalby Rally in by 22nd February 2016

Contacts:

Wally & Bev Lanagan 07 46622736

walnbev@bigpond.net.au

The Goulburn National All Veteran Rally

Monday 2 November

The morning dawned on the first official day of the rally with everyone looking to the sky. A "Scotch Mist" we were later informed. But we didn't care; we had used up all our bad luck just getting to the rally.

It all started at our stopover at Coffs Harbour when Christine wanted to know what all the glass was on the trailer floor! It turned out that when I put the Talbot in the trailer I was supposed to fold the top section of the windscreen down. The support on one side had broken at a screw hole and the whole windscreen was flapping backwards and forwards which ultimately resulted in the top section of glass breaking. Next morning Christine was on the phone. All the local glaziers were booked out. Finally she got onto a glazier in Newcastle who would cut the glass if we fitted it. The only tape measure we had was a dress-makers one but as it worked out the glass fitted perfectly. Another phone call to a brother of a friend who lives just outside Goulburn netted us lunch and a welding job. We were back in the rally!

At the Day 1 briefing the Scotch mist was more like being in the middle of a cloud. It had almost disappeared as we all drove out the gate. We were happy to be there. That changed at the first, and only, traffic lights. Gavin and Loretta Marron were behind us in their 85mph Studebaker. They noted that patches of oil on the road corresponded to our stopping locations as the veteran cars edged through the lights. Loretta ran up and informed us we were dropping oil and we pulled over just after the lights to check it out. By the time I got out of the car there was a 200mm circle of oil. The problem was instantly diagnosed – a joint between the oil line and a brass fitting had pulled apart. I was thinking towing when a local plumber stopped, looked at it and said "If you pull it off I've got the brazing equipment". So there we are, sitting in the gutter, brazing up an oil line. At this stage John, in the NRMA backup support vehicle, stopped. Together they finished the brazing at which stage our Good Samaritan left declining payment or recognition. With John's help, we refitted the pipe, topped up the oil and were on our way. The whole repair job was over in less than half an hour.

We were heading for Taralga for morning tea. At the briefing we were informed how the local CWA were getting up early to bake fresh scones. We like fresh scones, so the idea was to make up time. The course notes mentioned one big hill. It was more like all uphill with some steep sections thrown in. We struck a couple of rain periods that I found refreshing and Christine found wet. The country side was green and hilly with wind farms on most ridge tops; which explained the wet, windy and steepish terrain. We started passing some of the slower cars and a few stopped ones. John, from NMRA told us later he had to deal with a few overheatings and one destroyed clutch that had to be trucked back. When we got to Taralga the carpark was almost full. We headed for the scones but needn't have worried, the CWA crowd had put on such a spread that even at that late stage it looked almost untouched.

The weather had cleared to a pleasant day. It was then a short run to Crystal Brook Lavender Farm at Laggan for lunch. Set on the top of the hills, there were great views in all directions. The good thing about being on the top of a hill is that going home was primarily downhill. After lunch it was back to Goulburn via Crookwell. Crookwell looked like a cosy little country town and quite a few of the veteran cars stopped there. As the clouds were starting to roll in a bit, and as we still don't have a hood, we decided to press on to Goulburn and the campground. We arrived back happy to have completed day one and we are pleased to say that the rest of the rally didn't throw up any more surprises.

Brett & Christine Hollingum



Goulburn through the eyes of Terry, Regie and Karen.

Over 100 veteran cars converged on the sheep capital of Australia - Goulburn for the 2015 Shannons National All Veteran Tour. The clouds looked threatening with rain as Goulburn welcomed the "Old Ladies" (cars that is!). Goulburn, the first inland city in Australia, a perfect place to show the historic cars. Our club was very well represented with 24 cars; visitors came from New Zealand and even the USA. The most adventurous drove their 1911 FN 2400 from Newcastle via a music gig in Sydney to the venue ...and back. They said, "Why not that's what they are for - to drive"! The majority of our club, arriving Friday, comfortably settled into the South Goulburn caravan park. Enterprisingly one member booked the booze bus for a Friday dinner at the Goulburn Workers' Club.

Saturday was spent cleaning cars, dodging showers and scouring the local Op shops! It was also the only chance we had during the rally of all getting together at the campsite for a happy hour (or two!).

Sunday: sign in and registration, everyone was handed a goodie bag, the ladies were thrilled with the metal polish and rusty bolt lubricant but we all appreciated the shiny insulated mugs. This mug was not just a collection piece to put in the poolroom once the rally was over but a necessary drinking vessel for the week's yummy morning tea stops. Of course the run to Collector proved a lesson that one must listen to rally organizers and bring ones mug each day! The first run was full of surprises; the appearance of a sunny warm afternoon and perhaps the reason it was called a "Shake Down Run" ...the first 28 kilometers were on the M31/M23. The Model T's might have been "pedal to the metal" but it was a big shock for a Waverley! Eventually it calmed down to a pleasant winding country road! That night Lord Mayor Geoff Kettle welcomed us to a drinks and finger food Civic reception. It was a pleasant evening with lots of chit chatting and getting to know people.

Monday - Run to Taralga-Crookwell, 135KM. With rain threatening it was quite a bit cooler. People dressed accordingly - some in mink coats, some with helmets, gloves, and waterproof jackets (and a few Queenslanders in shorts!). When the route card says "steep" it means fit your oxygen mask! Hills and beautiful scenery led us into the 1000 meter high yesteryear town of Taralga, with the old stone houses, church, shops, and lots of woolly sheep. A big thank you to the wonderful CWA ladies for their fantastic morning tea. After another 20 km pleasant undulating scenery it was lunch at Crystal Brook Lavender farm. After lunch it was on to the township of Crookwell, with its very wide main street with the essentials in life for veteran car enthusiasts ...a fuel stop and a St Vinnies! Then it was all downhill 65km back to ground zero. That night Warren Brown (local, cartoonist, broadcaster and car enthusiast) entertained us, relived his story of the making of the ABC film Peking to Paris.

Tuesday - Melbourne Cup Day -the race that stops the nation...but not Veteran car enthusiasts! A short 90km day, off to Bungonia for morning tea. It was a truly lovely drive through undulating windy country roads which kept the drivers and passenger alert! Free time in the afternoon for those who wished to place a bet and watch. A great race and surprise win by Michelle Payne.

Wednesday - Rainy, misty and cool. A 62 km drive to Gunning through winding hilly roads, with low cloud adding atmosphere! Lunch at Gunning Hall, organized by the local rural fire brigade, proved a real appetizer with flat bread filled with steak/chicken and salad. Hot coffee and tea was served in extra large teapots with dessert of assorted cakes and biscuits. With full tums it was a nice 62km drive home. That evening the Rally Committee had organized a BYO BBQ at the Workers Arena, heavy rain kept the numbers down but even with small numbers we had an entertaining evening. Russell and Susan came with tablecloth and silver wear (but excluding a candelabra)! Graham Donges was so impressed he acted as their butler! It was a nice night, a few drinks and stories of old and new proved to be a way to relive our youth and enjoy each other's company.

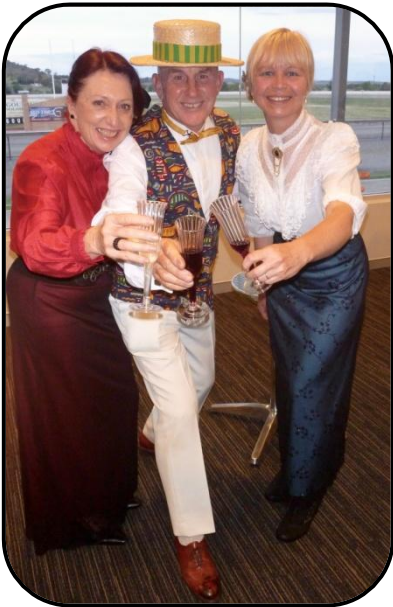
Thursday: Goulburn Town Tour and Period Dress Day, a rainy start to the day. Quite a few ladies and gentlemen dressing in style to suit the cars, warm fur coats and umbrellas were popular! Our first tour stop, Goulburn Rail Heritage Museum. Trains were not moving but people reminisced of days gone by. Next stop was the National Trust Riversdale Homestead, which proved a great photo shoot, especially for those in period costume. Finally to the Goulburn Historic Waterworks, where volunteers very proudly showed the working steam beam pump and told the history of the amazing pumps. It was difficult to get "steam man", David Revell out of the building!

That night, with very dark threatening clouds the cars were on display in Sloan Street in preparation for the gaslight procession in the main Street of Goulburn. It was a great sight, lots of cars and much honking of horns - we all know how a man likes to blow his own horn!!

Friday: The last day was a pleasant run to Tarago, on return The House of Alpaca gave an interesting talk on the Australian Alpaca industry, an Ugg boot and weaving demonstration. Even thistles from Scotland can be put to use to bring out the final smoothness! It was then time to dress for the Final Dinner and many people made a special effort of period dressing for the occasion.

All in another great rally, with lots of interesting cars and people. Very few cars seemed to need any outside mechanical assistance and with the last resort of setting down passengers, all made the hills! Many new friendships were made, with lots of ladies talking about early motoring fashions. This means no Op shop will be safe as the never-ending search for old style outfits continues! A big thanks to Rob Woolley and his whole team for a very well run and enjoyable Rally. On On to Tasmania in November 2016.

Karen, Regie and Terry "Team Waverley Goulburn 2015"



At the Final Dinner



Carol and Wayne



Jan and Tom



Dianne and Allan

Out and About on the Goulburn National Rally.

[Thank-you to Rhonda Guthrie for the following photos]



Graham & Irene set for a day's motoring



The Brennans' 1914 Standard Rhyll



Bob Collett's Renault & the Clegg's De Dion



The Guthrie's Austin



*Denis Tobler's
1913 Darracq*

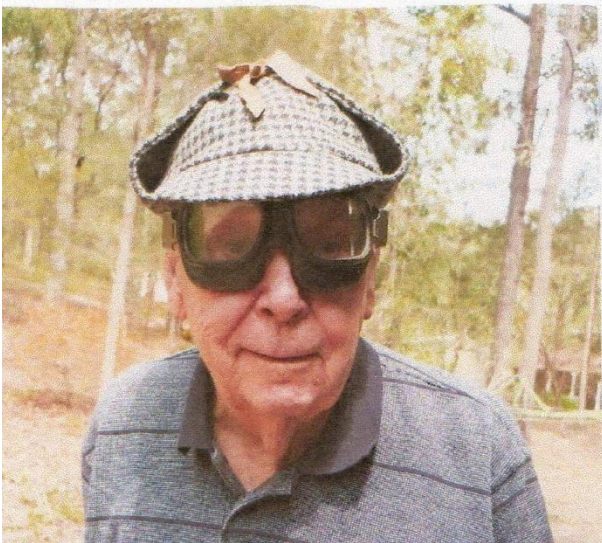

*"A Barn Find" -
John Fryirs 1908
Renault*



*The Cerutti's 1909
Maxwell*



This is
Bleeding
Ridiculous



Some Christmas Traditions from around the World

UKRAINE

In the Ukraine, it's traditional to hang spider web-shaped decorations on the tree. This reflects the Ukrainian legend of the poor widow who didn't have enough money to decorate her tree, but when her children awoke on Christmas day, the tree was covered in webs that glistened gold and silver in the morning light.



SPAIN

The Spanish dish, turrón, a confection made from honey, egg white, sugar, and toasted almonds, is served during Christmas. Recipes date back to the 16th century.



GREAT BRITAIN

Mistletoe was first hung as a Christmas decoration in Great Britain. However, the tradition of kissing under the mistletoe is most likely of Scandinavian origin.



HOLLAND

Children in Holland receive presents from Sinterklaas on December 5, not Christmas Eve or day. And if they leave carrots for Sinterklaas's horse, he'll leave the kids sweets.



ICELAND

Thirteen jólasveinarnir, or "Christmas Lads," deliver presents to children in Iceland. Originally, the Christmas Lads were pranksters. Each showed up on a specific day around Christmas and performed a trick or prank.



NORWAY

Here, people hide all the brooms in the house on Christmas Eve to prevent witches from stealing them for a midnight ride. And it's also a Christmas Eve tradition to leave a bowl of porridge in the barn for the gnome who protects the farm.



GERMANY

In Germany, it is traditional for children to decorate their Christmas lists with pictures and then leave them on the windowsill overnight. And the Christkind delivers gifts at Christmas. Also in Germany, it's a tradition to leave a shoe or boot outside the front door on December 5th.



RUSSIA

Here, Christmas is celebrated on January 7th, and Babouschka brings gifts to children. Babouschka, meaning old woman or grandmother in Russian, is based on the biblical story of the woman who didn't give a gift to the baby Jesus. So, to repent, she gives gifts to children.



POLAND

The traditional Christmas meal in Poland is called the Wigilia, and consists of twelve courses. Held on Christmas Eve, Wigilia is derived from the Latin phrase "to watch." Families here believe that what happens during Wigilia festivities predicts the coming year.



ITALY

Italian families celebrate Christmas Eve with the Feast of the Seven Fishes and eat lentils during the holiday season to ensure luck and wealth for the following year. The children in Italy receive gifts from La Befana during Christmas.



IRELAND

It's traditional for Irish families to leave out mince pies and Guinness Ale as a snack for Santa.



Thank-you to Terry Lewis for providing the following.

"Driving down (along the Newell Highway!) to the Goulburn National Rally I started to think about adding shock absorbers to the car trailer! Once there I spoke to a few members who had trailer shock absorbers and felt it was the way to go.

Couplemate in Brisbane (www.couplemate.com.au) were recommended and they are providing a full tandem trailer kit. The best discovery was that they were offering a Christmas discount of \$40 per set and free postage so the tandem system was \$215 in get and postage. The coupon code is shocky. Below is some website info and fitting instructions.

Safe enjoyable motoring"

Product Description

Christmas is almost here and what better to buy your wife is something you do not already have. Your facebook discount is \$40 plus we will add in Free Shipping which is another free \$15. Facebook followers only have the coupon code for this item.

Caravan Shock Absorbers also known as shocks

Caravan shock absorbers by Couplemate are a popular premium caravan shock absorber used on all popular caravans in Australia.

Caravan shock absorbers dampen the energy from rough roads that otherwise would travel through your caravan.

Caravan shock absorbers do not carry any load. The popular myth caravan shock absorbers some load is false.

Our best guess is 30% of shock absorbers will fail within 5 years of purchase.

How to remove and test your old Caravan Shock Absorber

Caravan shock absorbers are easy to remove. Just remove top and bottom bolt. Your shock absorber should be under no pressure or compression so it is safe to remove.

Remove your old shock absorber from its brackets, compress then extend your shock absorber. If you have ANY free play then replace both of your Caravan shock absorbers.

Free play means compression settings in the table below.

We cyclic test every batch of caravan shock absorbers to destruction to support the best quality for your equipment

Caravan Shock Absorber information

Pair of Caravan shock absorbers.

Closed = 255mm Open = 380mm.

Compression 80% Opening to 20% Closing.

Shock absorbers are gas and oil filled.

1600kg per pair

Brackets not included.

Caravan Shock Absorbers Installation

Install on an axle of 15 degrees to the vertical and about 300mm length or 1/2 open.

Note: Some brands of Caravan shock absorbers that have lain on their side in the box may need to be pumped several times before installation for best efficiency.

We cyclic test every batch of trailer shock absorbers to destruction to support the best quality for your equipment.

Worn parts, parts rubbing together, loose nuts, worn utensils, etc are all signs of a trailer without a caravan shock absorber.

Why are caravan shock absorbers important for your trailer?

Do you remember Henry Ford? Ah yes, I thought that name would ring a bell.

Ole Henry never put shock absorbers on his cars until he got sick of the rough ride. He also needed to sell more cars.

Funny thing happened when Henry put shock absorbers on all his cars, he sold and sold and sold more cars.

Yes, the Governator may have worked for Henry Ford in a past life.

Henry sold so many cars that all the world car manufacturers now put shock absorbers on their cars.

We reckon your caravan needs them too.

Caravan Shock Absorbers Article

Caravan damage from Roads can be disastrous.

Early last century, Henry Ford thought shock absorbers were essential equipment on his cars.

Henry could have possibly been quoted as saying "the driver and passengers are the shock absorbers". Trailers, Caravans and Off-Road utility trailers all suffer from vibrations caused by bad or rough road conditions.

Road vibrations not only cause excess wear and tear on caravan components but also cause excess wear and tear on household components inside your unit.

Wear and tear has a visual impact on your household components, where rough road conditions can affect the fit and operation of quite expensive components like refrigerators, stoves, and other items.

Couplemate Trailer Parts, a long time Australian supplier of Caravan & Camper Trailer suspension parts, is pleased to announce its latest product release, this being a line of caravan shock absorber products specifically for Recreational Vehicles and Off-road Campers.

Americans have hit the wide open road with recreational vehicles and off-road equipment for years now. Couplemate Trailer Parts is well-known as the manufacturer of "The Marriage Saver" or Trailer Guide. The focus is now on Recreational Vehicle comfort and protection of that growing investment that is hauled around the country.

The main focus of our latest Caravan Shock Absorber for your vehicle is to cut the effect of movement within the body over rough ground, while also focusing on improved ride stability while driving in normal road conditions.

Couplemate Trailer Parts also suggest that without the use of shock absorbers while doing off-road trips, your RV or trailer will have a "bouncing" ride.

Energy is stored in the spring and then released to the trailer, possibly exceeding the allowed range of spring movement.

To help with the controlling of excessive suspension movement without shock absorption requires the use of stiffer (higher rate) springs, which would in turn lead a "harsh" ride.

By using shock absorbers it will allow the use of soft (lower rate) springs while controlling the rate of suspension movement in response to bumps.

They are designed to dampen the motion of the unsprung weight in a vertical direction.

Springs alone are not shock absorbers, as springs only store and do not dissipate or absorb energy.

The science of shock absorption is all too simple. Remove energy created by rough roads by use of a dampener.

Dampeners are called Shock Absorbers.

Science has not changed since Henry Ford's days. If it's got wheels then it probably needs shock absorbers.

FOR SALE.

I have been asked by Joe Timkiv's wife Visnja to spread the word around that they plan to sell their 1915 Buick and clear out the workshop in the next few months. Many of our Queensland members will know that Joe suffered a serious stroke 3 months ago, badly affecting his right side and speech.

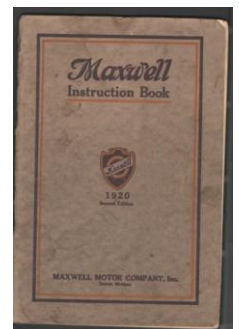
Joe was a very skilled engineer, all his work is to a high quality. I understand the car is complete, has had all the mechanical components fully overhauled, including the engine. It now requires reassembly, upholstery and painting. Several of our Club members know the car and have watched the restoration, Kevin Brooks, (brooks@goanna.tv), who had a 1915 Buick himself, has offered to provide more detailed information, I have additional photographs if required.

Contact: Terry Lewis, email: terrylewisbundy@skymesh.com.au



***1920 MAXWELL CAR INSTRUCTION BOOK** (2nd edition, November 1919), reasonable condition, cover intact, well illustrated, 62pp plus cover \$25.00 (plus postage \$3.50)

Contact: Geoff vannevar@iinet.net.au



I found what appears to be a **1905 PEUGEOT FRERE ENGINE**, under an old house recently -about 500cc , 3.5 hp or so Peugeot say. I presume its motor cycle, but could be car? Anybody interested? Or have info on what it would suit? Reply to John Pauling in Blenheim NZ, email jandlp@xtra.co.nz



A little bit of.. HUMOUR



Murphy drops some buttered toast on the kitchen floor and it lands butter-side-up. He looks down in astonishment, for he knows that it's a law of nature of the universe that buttered toast always falls butter-down

So he rushes round to the presbytery to fetch Father Flanagan. He tells the priest that a miracle has occurred in his kitchen, but he won't say what it is, so he asks Fr. Flanagan to come and see it with his own eyes.

He leads Fr. Flanagan into the kitchen and asks him what he sees on the floor.

"Well," says the priest, "it's pretty obvious, someone has dropped some buttered toast on the floor, and then for some reason they flipped it over so that the butter was on top."

"No, Father, I dropped it and it landed like that." exclaimed Murphy.

"Oh my Lord," says Fr. Flanagan, "dropped toast never falls with the butter side up. It's a miracle."

A thorough investigation is conducted, not only by the archdiocese but by scientists sent over from the Curia in Rome. No expense is spared. There is great excitement in the town as everyone knows that a miracle will bring in much needed tourism revenue. Then, after eight long weeks and with great fanfare, the Bishop announces the final ruling.

"It is certain that some kind of an extraordinary event took place in Murphy's kitchen, quite outside the natural laws of the universe. Yet the Holy See must be very cautious before ruling a miracle. All other explanations must be ruled out. Unfortunately, in this case, it has been declared 'No Miracle' because they think that Murphy may have buttered the toast on the wrong side".

* * * * *



The local Council could not afford a speed camera, so they put up a sign saying: "Slow Down - Old Peoples' Home". - It had no effect.

At the next meeting they decided to play on the paternal instincts and put up a sign: "Danger - Children at Play".

The result was no discernible reduction in traffic speed.

Then the Chairman had a brain-wave and suggested they try a sign with: "Nudist Colony" -

As a result of the Nudist Colony notice, cars and trucks crawl through the village.

