



THE VINTAGE CAR

The Vintage Car Club of Queensland Inc.

Founded 1955



IN THIS ISSUE:

Strawberry Farm and Exploding Camels

Virgins Breakfast pictorial

A raft of Coming Events

No. 458

January 2023

THE VINTAGE CAR CLUB OF QUEENSLAND Inc.

OFFICE BEARERS 2022-2023

PRESIDENT	Wendy Muddell OAM	0499 348 899 wendymuddell@outlook.com
SECRETARY	Peter Healy	0418 198 567 vccq.secretary@gmail.com
TREASURER	Ray McKenzie	0417 607 284
COMMITTEE	David Fryer	0418 722 007
	Wolf Grodd	0419 709 169
	Lyle Cooper	0423 464 212
	Barry Morris	0431 812 173
IMM. PAST PRES.	Henry Hancock	0414 311 564
EVENTS CO-ORD	Barry Morris	0431 812 173 vccq.events@gmail.com
EDITOR	Peter Ransom	0439 740 457
WEBMASTER	Peter Ransom	0439 740 457
LIBRARY	Wendy Muddell	0499 348 899
FACEBOOK	Brian Carson	0403 307 198
REGISTRAR	David Fryer	0418 722 007
QHMC REPS.	Doug Young	0418 719 430
	Wendy Muddell OAM	0499 348 899
VEHICLE DATING	Contact the Secretary	0418 198 567
TEABAG CO-ORD	Leigh Harborne	0423 399 318
RAFFLE QUEEN	Jennie Ransom	0428 592 828

MEETINGS. General Meetings are held at 7.30pm on the fourth Tuesday of each month. We meet at the VCCA(Q) Clubrooms, 1376 Old Cleveland Rd., Carindale QLD 4152. To see a map, click [HERE](#). The Club's well-stocked Library is open before and after the meeting and a pre-meeting BYO everything BBQ is usually enjoyed by a number of our members. Supper is provided after the meeting.

PRIVACY. Spammers and scammers. To slow down the Internet trolls and trawlers out there, we will generally not publish email addresses, as you can see in the Office Bearers section above.

COVER PICTURE. Ruben Martin tries the D-Type for size at Jolly's Lookout

CORRESPONDENCE - Unless otherwise requested, please address all written correspondence to:

The Secretary
The Vintage Car Club of Queensland Inc.
1376 Old Cleveland Road
Carindale QLD 4152

You can also [email](mailto:vccq.secretary@gmail.com) the club at vccq.secretary@gmail.com

SENDING MONEY TO THE CLUB

Cash. Only in person to the Treasurer at club meetings or events.

Cheques. **Suncorp Bank** requests that our full name "**Vintage Car Club of Queensland Inc.**", is written on all cheques sent to club. Please post to the Treasurer at the Club's postal address (above), unless otherwise requested.

Direct Deposit: Payments are easier and faster using Internet direct deposit. Our Suncorp account details are:

Account Name: Vintage Car Club of Queensland Inc.
BSB: 484799 Account No: 001424831

It is MOST important that you include your surname and a brief description of the nature of the payment (e.g. Smith subs, or Jones Xmas lunch).

VCCQ ESSENTIAL INFORMATION.

Here's an update on things you should know about the Club. We have:

- **The Vintage Car, our monthly magazine.** In your e-mailbox a week before the monthly General Meeting. That's the plan.
- **Magazine archive** with all newsletters/mags bar the last 12 months. [TRY IT!](#)
- Website - Click [HERE](#)
- **Email address –aka VCCQ Mailbox.** All committee members have access to this mailbox. vccq.secretary@gmail.com
- **Facebook page** – Click [HERE](#). Get yourself on Facebook! Current financial members can also join the **VCCQ Private Members'** page.
- **Club Library.** Open at club meetings. There's a complete listing of all books, members only. wendymuddell@outlook.com
- **Members' Directory** - listing all current financial Members. See Secretary for a copy. **Work has commenced on the next edition. Members' Register** is also maintained detailing members' vehicles. A copy is kept for viewing in the Club Library.
- **Lapel Name Badges.** These are given free to all new members. Existing members can obtain new ones from the Secretary at a cost of \$13.

PHANTOM PAYER, WHERE ARE YOU?

Houston, we have a problem! Fortunately, unlike the astronauts aboard Apollo 13, there is no danger to life, limb or expensive spacecraft, however it is a problem to your Treasurer. Despite always advising members paying any funds into the club Suncorp account to include their surname and reason for the payment on the transaction, someone has paid their subs without including their name.

This phantom payment has been brought to the attention of members previously in Treasurers reports and at General Meetings without any response. We had believed that the recalcitrant had been identified when the last of the stragglers on the list of members believed unfinancial was contacted by a Committee member and was advised that he had paid. On further checking of his account after being given the date by the Treasurer, he decided that this was not, in fact, his payment so promptly paid in the amount.

The list of members kept for marking off subs payments was carefully checked (again) against the contacts list and no name appears to be missing. It has been noted previously that some institutions are a bit tardy in sending payments through, but about three days seems to be the maximum delay. The phantom payment appeared in the account on 12th September 2022, so if you did not get an email acknowledgment of your subs payment from the Treasurer, and you paid your subs by direct deposit (via your own device or in a bank) in the couple of days before this date, please check your account. The amount of \$60 to VCCQ should stand out. If you believe this is you, please contact the Treasurer.

It is entirely possible that you have paid your subs twice, so please check and the extra payment can be credited to your 2023/24 subs. That is, provided you promise to always include your name on future payments!

Ray McKenzie

Treasurer



Bayside relaxation: Greg Riddel's Porsche and Jenny Hayes' recently-acquired Sunbeam Alpine

COMING EVENTS SUMMARY - 2023

This is a summary of events schedules for the next 3-4 months. More detail is presented in the following pages and where necessary an information sheet will be emailed to all members.

January	18	Strawberry Farm - lunch	Wendy
	24	General Meeting – Lamb Night	Secretary
February	9	Mid-week: Wolston house	
	18	Beenleigh Artisan Distillery	
	26	A Day in the Country	EvCo
	28	General Meeting	Secretary
March	28	General Meeting	
April	22	Boules Championship	Peter Ransom
	25	General Meeting	

Events Coordinator. Barry Morris is the man to contact if you're thinking about organising a mid-week run, a cross-Australia expedition or something in between. His phone number and email address will always appear on Page 2 of your magazine.

VCCQ CURRENT EVENTS

MID-WEEK LUNCH AT THE STRAWBERRY FARM - Wellington Point

18 January 2023

Here's a new destination that's said to be well worth a visit. Correct name is the Wellington Point Farm, and it's located at 625 Main Road, Wellington Point. Join us at 12 noon for lunch. And be sure to let Wendy know if you're coming. Preview? Click [HERE](#).

LAMB NIGHT & FLASH FLOOZIES

(January General Meeting)

24 January 2023

For a general meeting with a difference, the Committee is hosting a pre-meeting Lamb BBQ at \$10/person. BYO everything but let management do the cooking! Post-meeting entertainment will be some shortish movies under the intriguing heading of Fast Follies and Flash Floozies. We need numbers for catering, so if you're coming, please advise Events Coordinator Barry Morris – his contact info is on Page 2.



MID-WEEK RUN: WOLSTON HOUSE - Wacol⁶**9 February 2023**

Morning tea and a walk around the historic building at 223 Grindle Rd., Wacol. More details coming by email.

BEENLEIGH ARTISAN DISTILLERY - Eagleby⁶**18 February 2023**

Beenleigh Rum Distillery, 142 Distillery Rd Eagleby. Pizza Lunch, followed by a Tour and Tasting (= 2 standard drinks). More details coming by email.

A DAY IN THE COUNTRY – Peak Crossing**26 February 2023**

Note the revised date. A fund-raiser displaying 200 of the best cars around. Not open to the public. For full details refer to the email circulated by Barry Morris on 11 January.

**Bayside sightings: David Fryer's TR3****Gavin Mutton's 1914 Swift****OTHER CLUBS' INVITATION EVENTS****CARS & COFFEE - Various venues****1st and 3rd Saturday of each month.
Plus other dates as advertised.**

Take your vintage car along to a C&C but be sure to get there early! We are listing these gatherings as club events to give our members even more opportunities to use their cars and fly the VCCQ flag. Check what's happening: visit our Facebook page [HERE](#). Visit our web page [HERE](#). Or talk to Wolf Grodd.



PAST EVENTS

BOXING DAY – CLEVELAND POINT



No actual report, but thankfully Wolf took some pictures.

**Chrysler Imperial racer,
big Benz tourer and an MG
TC**



Fom the other side: 1921 Benz tourer andChrysler Imperial coche de carreras



Jon Voller's suitably nautical Delage DI

VIRGINS BREAKFAST - Jollys Lookout

Wow! Without having actually counted I can't be sure, but I'd have to say that the crowd of cars and crews at Jollys Lookout last Sunday would rank with the biggest in a very long time. The Guyomar Napier and Mutton Studebaker represented the Veteran era while we had a nice variety of Vintage from Austin 7 to Rolls-Royce. PVTs were out in numbers as were PWTs. The entire "display" featured Wolf's D-type Jaguar and James Millar's Lancia Aurelia as centrepieces, topped at one end by the Porsche contingent and tailed at the othe by a swarm of little English sports cars.

Now Ronnie Brown and Phil Dadd are synonymous with Alvis, always turning up in one or writing about Alvis-based travels and adventures. Imagine my shock when those two intrepids rocked up in a modern Mini Cooper S. I expect an explanatory note.

Despite the large numbers the BBQs weren't overly taxed and likewise, Steve and Jenny Hayes dispensed the bubbles to a very happy clientele.

The pictures tell the story: carry on...





The Prangley Speed Twenty and Silver Ghost avoiding the sun's first light



Napier's swan song? History tells us Jak won't let it get too far away.



Napier driver's world, where the action is. Messrs C A Vandervell did a switchbox that is lusted after in Veteran car quarters. Big \$\$





Delage, Vauxhall, Daimler, Citroen and a Striped James all looking at the D-Type



Austin 7, SJ, MG TC x 2 and TR3, western carpark early in the day



Later arrivals: chunky 1916 Studebaker, slippery Bently Special Coupe



You can see why photographer's etiquette says don't snap people while they're eating. But Wolf and Leigh looked so happy that the unknown lensman just went ahead anyway.



**Vauxhall 23/60, Delage DI,
Napier.**

Citroen Roadster, Daimler DB18



**Porsche 356,
Triumph Special,
A7**

**Doug Young's Jaguar
XK140, Greg Riddel's
Porsche 356**



THE PEOPLE'S PAGE.

Right, Jak catches up with Striped James

Below, David Fryer, Jon Voller, Greg Riddel, Natalie Hiley



**From left:
Andrew
Wilson, A N
Other, Robert
Wegener,
Malcolm
Wegener,
Lucas Fletcher,
Dave Fletcher**

Cathy Service and Grant Berry have morning tea nicely covered.



FROM THE CHAIR



SOMETHING FROM THE PREZ

Many of us are taking life a little more slowly at this time of year, some have taken advantage of seasonal happenings to pop away for a few days, and so on.

Outings are however looming, including the Virgins Breakfast – always a well-attended event. My apology for non-attendance at this 'season opening' event.

Our Christmas Party was well attended tho there were some last-minute cancellations due to the dreaded covid. The caterer did a great job on the night and the writer has emailed our profuse thanks for her efforts.

Only six months to the AGM! Our Treasurer Ray has indicated he would like to see a replacement this year to hand over this not entirely stressful position. This job is a necessity of course, but not TOO demanding of the incumbent. Please give it some thought and if you might like to know more, chat to Ray personally or at a meeting?

Our fearless Editor and his supportive Secretary are moving from their large house to something more manageable in the near future, and there may be a month when a substitute Editor will look after this important job. We'll keep you posted! We would certainly very much miss this monthly 'read'..

A goal for the current committee is to establish a group of judges for the Annual Concours, held in June. If this is of interest, please give it some thought and speak with Secretary Peter or myself at any time.

Meanwhile enjoy your special cars and your Club and we will see you soon at an event or a meeting.

Yippee New Year!

Wendy M

0499 348899

EDITOR'S OCCASIONAL...

You may not recall me ever having seen much value for the club in Facebook and I've certainly been silent on the topic for some years. But now I have something to say. Last week I took a punt and advertised our '29 Hudson on Facebook Marketplace. Now I'm reasonably tech-savvy, so posting an advert along with a collection of pictures was straightforward enough and lo! - literally seconds after the posting process concluded bells started ringing, announcing the arrival of enquiries about the Hudson. I knew what the bells were about, but I wasn't prepared for the sheer volume of enquiry and the



subsequent “chat” (appears to be a Facebook term for more than one message passing between individuals).

I posted my advert on Monday morning and had the car sold at full price and money in the bank late the following afternoon. Early Thursday morning the new owner arrived with a trailer, loaded up and headed off to Nanango. Jennie and I drank some bubbles that evening to fog up the Hudson’s departure and the

end of my days (61 years, actually) as an owner of a Vintage car.

Back to Facebook. An incredible result, obviously reaching an audience that club magazine advertising would never tap in a year. if ever. And yet, and yet, while Facebook served my purpose brilliantly, I always had the feeling of flirting with digital death at the hands of the endless options, settings and preferences one can exercise.

Our club’s two Facebook pages have quite different objectives, The public page is there for all to see, with VCCQ activities featuring and fellow enthusiasts being encouraged to become “members” of our Facebook entity. There are over 280 members but I don’t know how many make any sort of contribution or have joined the real club, Our Private Members page is essentially a SIVS Impromptu Events booking/notification facility. While it presently doesn’t get a lot of use – another Covid hangover – it’s easy to use and shows the way for other clubs as they eventually put aside paper-based systems.

My view of Facebook nowadays is much more positive. In addition to our web site we now have a significant Internet presence via Facebook and in time we’ll find a red hot Admin person who can generate significant benefits for the club and our members.

And speaking of stepping up, the supper that you enjoy at our meetings doesn’t appear out of thin air. A small group of volunteers ensures that you don’t miss out, but we would like to see some new faces behind the counter. If you’re interested, talk to Leigh Harborne (see page 2).

Peter Ransom

THE PASSING LANE

It is saddening to report that two club members, Graham Mackay and Paul Reid, passed away last week. Our thoughts are with their families and loved ones. It would be a nice gesture if some notes on Graham’s and Paul’s lives could be written for publication in *The Vintage Car*.

INBOX



Ace reporter Ian Hayward was on the scene and took these pictures when Robert Wegener's Vauxhall executed an FTP on the climb to Jollys Lookout. We were waved on, being told it was probably just a loose wire.

En route: an unplanned inversion



On arrival: 14/40 Special and crew made it to the top and much discussion ensued.

NOAKES ON EVs

Peter Noakes, our man in Prince Edward Island, is more a commentator than reporter, offering views that often reflect the real world rather than our island paradise. Hear him on EVs (Electric Vehicles).

Hi Peter,

Henry Hancock's article on EV sales and production is a bit scary and I'm sure he got it right.

Will we actually convert in the near or remote future? I note that recently the Swiss government asked EV drivers to stop using their cars on some days as there was insufficient electricity, and that in a country with allegedly abundant hydro power.

Here on PEI the government was persuaded to buy a fleet of electric school buses, at huge cost. A paradox is that each one has a diesel furnace in the back to heat the bus and keep the battery warm. Remember -15 is common here. The buses use almost as much diesel as the regular ICE models which of course heat the interior with engine heat. To add to their CO2-footprint, the EV buses use power from the grid, half of which comes from oil and coal. So what have we gained, at great expense? Some of the drivers have an array of solar panels at home, but on most days in winter they provide bugger-all. And the buses are on the road during daylight hours.

I read that Volvo has had second thoughts on EV manufacture and will maintain the tooling to make ICE's as they will likely be required.

For anybody who is able to do the math, a rapid transition to EVs is not possible without huge investments in the grid, nuclear generation, and mining of raw materials. It ain't going to happen.

Welcome to the lunatic world of climate hysteria.

Peter Noakes

TO THE DUMP, TO THE DUMP - McMillan's Lament

It has recently come to my attention that our members are getting older fast. It's OK when we are in our 60s, but in our 80s it is a different matter. I put a note on Facebook recently re a collection of old mags being available. I have got all the old mags I need but there will be someone in the club who may want them rather than having them dumped. The same thing is happening with more than just mags. A number of our members are passing on, leaving sheds full of stuff. I went to one recently and there were heaps of tools, parts, etc., which will probably end up in the dump. If the club had a shed somewhere people could just leave stuff of value for future use it would be better than dumping it.

David Fryer has indicated that the Tramway Museum would accept stuff, so this could be an option.

It's such a shame to see perfectly good stuff being thrown away. A sign of the times. It's just not worth the time sorting it out. It's like our members - past their use by date. Off to the dump. But perfectly good Sidchrome spanners with decades of life left in them -it's just not cricket.

Brian McMillan

MICE PIES - news from around the traps

We've introduced this section as an informal approach to reporting what's going on around the place. Some of it may lack excitement but we hope to balance that sort of thing with shocking revelations and rumourmongering. For even greater balance you, too, can be a contributor of words and pictures.



LIBRARY PROJECT



Now that the preliminaries have been dealt with, work is proceeding apace on the Library Job. If you are interested in this project and would like to assist, please phone or email Wendy any time. Contact details are elsewhere.

Currently there are two regular attendees, but the more members who understand the purpose of the VCCQ Library, and the depth of its contents, the better.

OLD SILVER



It has been decided at a General Meeting that the championship trophy formerly awarded at our Concours to those who have previously won at this event, will be reintroduced. In the short term our redundant trophies will be polished up and will be on display in the Club's display window in the near future. Kevin Long's loan of a part of his substantial collection of mascots, badges and so on will be returned to him, with our thanks for his generosity. If you have an idea for a displaying this area, please contact Peter Healy or Wendy anytime.

AT THE TRACK



Brian McMillan is another ace reporter. But tis time he sent in the pic below (which seems to have John Kent of

Wangaratta somehow involved) accompanied by "Max testing tyres" as the description. No doubt the Aston Martin types will be across this.

CONCOURS JUDGING



Ideally we could look to having a group who can work together as judges for the annual Concours event. This is mentioned elsewhere, but is an important issue, tho judging is not too serious!

Anyone out there who might like to investigate this possibility? No names, no pack drill at this stage! Of course we appreciate the efforts of Greg Riddel in this area, but it cannot continue to be a burden for one person, who has been generous in his dedication.

WHAT IS YOUR PLAN?



A recent Committee Meeting has been held to – loosely – map out a few of the goals for this second half of our terms of office. This is always of assistance to any committee, and should streamline procedures for the next six months, at least. It was held on fairly short notice, and unfortunately several could not make it, but was a pleasant affair and worth doing.

MEMORY LANE, YEAR END REFLECTIONS



Yes, we got together again! Three years after the General Assembly in Cyprus and after well over two years of Covid 19 agony we could finally meet for a "real" General Assembly. Our Bulgarian hosts, in good cooperation with our General Secretary Gian Mario Mollar, made sure the meeting ran very smoothly. And of course all General Committee members - with our VP Finance Jos Theuns in a starring role as moderator - did their bit as well to ensure that we received almost only positive feedback afterwards. On behalf of all General Committee members, including those - like me! - who were confirmed or reconfirmed in their positions, I would like to thank you all for the support and trust you expressed through your votes in the General Assembly.

This year's General Assembly was a historic one as it was our first in fully hybrid form. Logically, mostly members outside Europe followed the various meetings digitally. All the more striking was the physical presence of members from two so-called emerging major countries: Brazil and India. Yes, the vast majority of FIVA members are in Europe, but one of the plans for next year is to get a foothold in more non-European countries, often those with much younger populations than in Europe. Therefore: if you have contacts with historic vehicles friends in countries not yet on the FIVA map, let us know!

Our journey to the future, to the roads of tomorrow that - like today - we want to see turned into amazing Memory Lanes from time to time thanks to a very diverse mix of historic vehicles, will not be without obstacles. In the European Union, they seem to be coming our way first. Because the EU wants to be a forerunner when it comes to measures to control climate change and reduce vehicle emissions. That is why we should count ourselves lucky to have such a good grip on legislative developments now, helped by an active Legislation Commission assisted by very experienced lobbyists.

Our aim is to ensure that the global passion for historic vehicles is accepted as much as so many other widely accepted leisure and cultural activities, such as horse riding, football or rock music. Emissions are inevitable, but we are seriously looking for solutions, like E-fuels, that will help further reduce our carbon footprint and exhaust emissions.

The more we will be travelling this road together, along with like-minded other international organisations, the stronger we will be. And be also convinced that membership of FIVA is a very good argument, with which you can come forward to explain your association's position when in touch with policy makers or media for advocating and promoting our and so your cause.

On the eve of a new year that will hopefully bring many new stories about historic vehicles and restoration projects, I wish you all the very best for your personal health and well-being. But let us not forget our FIVA Family members in countries and areas affected by war and aggression. Let us hope they can soon return to their workshops or behind the wheel of their historic vehicles. So that they can join us in continuing our common journey on Memory Lane.

Tiddo Bresters

FIVA President

SUPPER ROSTER

TEABAG VOLUNTEERS NEEDED!

It's not a difficult thing to do, it's not a culinary contest and you'll get guidance and support from Leigh Harborne. How about taking a turn? You can call her on 0423 399 318.

SUPPER ROSTER 2023

DATE	TEABAG	DATE	TEABAG
January 25	Leigh Harborne	July	
February		August	

March		September	
April		October	
May		November	
June		December	Xmas Party

SERVICES DIRECTORY

On our website under "About" the final heading is "Useful Products & Services".

Below are several additional contacts we've had recommended. The list will be kept to about half a page of the mag and as new ones are added the oldest will drop off. You'll see a date on all services as they tend to change. Please send in any recommendations you may have.

PRIXCAR SERVICES - March 2022

Interstate vehicle transport services. Check their web site: www.prixcar.com.au

CARTER CUSTOMS - 2021

For full rotisserie restorations. Contact Tony Carter on 0413 847 920 or tonycartercustoms@gmail.com. Factory 2 & 3 / 192 Gympie Rd., Tinana Qld 4650.

WHITE METAL BEARINGS - September 2021

Contact Gerry Smith Ph. 0408 151 195 or email: janger_1@bigpond.com

MAGNETO REPAIR - April 2018

Contact Davin March, at 196 Marsden Road, Kallangur, Brisbane, Qld 4503.

Phone 07 3385 0299 or Mobile 0424706359. davin.march@bigpond.com

KOOL'S RADIATOR SERVICES - April 2018

22 Musgrave Rd Coopers Plains (07 3277 5122)

ARCHERFIELD PRECISION ENGINEERING - January 2019

2 Coin St, Moorooka, Phone 3875 1568

LUCAS STUFF - December 2018

The man who bought Kevin Baker's Lucas Parts business is Danny Lee in Melbourne. Email: dannyleepersonal@gmail.com Phone number is 0412 327 197

Apparently Kevin has moved to Melbourne and works with Danny one day a week.

NUTS N BOLTS - November 2018

In Salisbury, Brisbane use "Bolts and Industrial" Excellent service.

<https://www.bolt.com.au/>

ENGRAVING - June 2019

Good/proper trophy engravers - Master Engraving, 17/93 Rivergate Pl, Murrarie, 3393 9644. Wolf Grodd

GASKETS – October 2019

Queensland Gaskets Salisbury. Can cut out any profile in most materials on their water cutter including metals.

VINTAGE TYRES – January 2020

Ben McKinnon <https://www.antiquetyres.com.au/>

SU CARBURETTORS – January 2021

Burlen Fuel Systems in Salisbury, England. <https://burlen.co.uk>

New lamps for British cars - January 2021.

<https://www.bettercarlighting.co.uk/index.php>

ENAMEL BADGE REPAIR - February 2021

Marlene Hagger, 0407 613 457, email amhagger@outlook.com, or c/- Post Office, 511 North Bokara Road, Mypolonga Sth Aust 5254.

LOTS OF LOVELY LINKS

Links are the work of the underworld! You get a fantastic free ride to (sometimes) irresistible other domains. Obviously very dangerous as there may be no way back...

RECENT NEW LINKS :

Climb to the Clouds	<u>Mt Washington</u>
London in the 1930s	<u>A Look at London</u>
Your taste in tires	<u>Whitewall Waffle</u>
Fastest aircraft ever!	<u>Blackbird</u>
Supercharged Grand Prix Cars 1924-1939s	<u>Blown Beasties</u>
Racing at Strathpine, Qld., in the '60s	<u>Strathpine Speedsters</u>
Sydney life, 1929 (pre-depression)	<u>Gordon Innes Clip</u>
Electric Car History	<u>Quick EV History</u>
Citroen Kegresse	<u>Caterpillar crawl</u>
San Francisco 1906	<u>Market St. Cable Car</u>
Electric car record attempt	<u>Baker Electric 1902</u>
Ragtime piece inspired by Eliska Junkova	<u>The Bugatti Step</u>
Building Morris cars in the 1920s	<u>Mass production</u>
Jay Leno's Baker Electric	<u>Quiet Ride</u>

American motoring history	Dubious History
SHIP WRECK & RECOVERY	The Vasa
Top 10 car producers 1950 – 2019	CREEPY

MARKET PLACE

FOR SALE - Club Regalia.

Never to be repeated runout special!!! Only available at club meetings.

- 50th Anniversary Rally scarves (red only) \$5 ea
- VCCQ Stubby coolers in vibrant blue \$3 ea
- Car badges \$25 ea
- 50th Anniversary car badge - \$25 ea

Pay the Treasurer on the night, please.



FOR SALE

1927 Vauxhall 14-40 Princeton.

LM5167 - One of the last before GM products started.

Aluminium body. Known car; been in our club for over 60 years. Joe Wilson was involved in putting it together for Harrison's when restored in the 1990s. Dad (Jerry Smith) has done some mechanical work including new white metal bearings. In great going condition with brand new Firestone tyres. \$35,000

Contact Bud Smith for further pics and info.

allistairtrentsmith@gmail.com

Mob: 0431 739 985

FOR SALE

7th SERIES LANCIA LAMBDA

Selling on behalf of Kim Brownbill, Maldon VICTORIA

Car Number (Chassis Number) 18424, Tipo 216 fitted with cocktail cabinet rather than occasional seats.

Engine Number 10680, Tipo 79, Gearbox number 7832, Tipo 112 4 speed, Back Axle number 8252, Tipo 161



The Lambda will be sold unregistered. Price is \$155,000

Contact Iain Simpson for further information

e: iains@patash.com.au

FOR SALE - PICTURES OF VERY EARLY BRITISH AIRCRAFT

2 only. VCCQ property - view at club meetings. \$ensible price\$.

Wendy Muddell: wendymuddell@outlook.com or 0499 348 899

FOR SALE

- Replica triangle shaped rear mounted FOUR WHEEL BRAKES sign, cast aluminium \$20
- Poster, large veteran Overland in racing scene, laminated and block mounted \$30

Wendy Muddell 0499 348 899 or wendymuddell@outlook.com

FOR SALE

- 3 piece engine analyser kit - unused \$35? (\$60-90 new)
- 3 piece engine analyser kit - used \$25
- 12V vacuum cleaner - \$15
- Compression gauge - \$5
- Other items which may be of interest

All items can be seen and purchased at the January 2023 general meeting.

WANTED

SCHEBLER CARBURETTER. New-ish member Bob McDonnell recently acquired this [1928 Auburn 8-115 Speedster](#). Its Lycoming engine is fitted with a Schebler Model S twin-throat (2 x 1 ¼") carburetter that's seen better days. Bob is anxious to get hold of any parts or a complete carby. **Bob MacDonnell** ph. 0403 3333 207

VAUXHALL 14/40 CYLINDER HEAD . Long term member Dave Fletcher is headless, seeks replacement. David.fletcher@gmail.com or 0478 917 443.

AND FINALLY...

IN APPRECIATION

My thanks to all those who contributed to this issue. They include Brian McMillan, Wendy Muddell, Barry Morris, Wolf Grodd, Dean Prangley, Peter Noakes and Jennie Ransom. E&OE.

MAGAZINE CONTRIBUTIONS

All contributions to the mag – letters, articles, photos, adverts - are welcome, though I can't guarantee publication. There's no hard deadline for these contributions, but if you're thinking of sending something DON'T DELAY - JUST DO IT! Send everything to Peter Ransom.

PUBLICATION DATE

The Vintage Car is published approximately one week before each month's General Meeting. Next month (February 2023, Issue No. 459) it will be around 21 February 2023.

NEXT MEETING

Meetings are now held on the 4th Tuesday of the month. The next General Meeting will be at the clubrooms on 24 January 2023.



The Supplement

Dean Prangley has been digging in the archives again. These few words from the Mount Barker Courier and Onkaparinga and Gumeracha Advertiser, Friday 30 June 1916, stirred his interest:

"The Duke of Westminster's fine exploit in rescuing prisoners from the Egyptian desert by means of an armed motor car fleet, were published a few weeks back. Details of this great motor charge are published in the "Daily Mail" (London) and will be read with interest by motorists."

Now read on...

PRISONERS IN THE EGYPTIAN DESERT:

Rescued by Armed motor fleet.

Brief cabled particulars of the Duke of Westminster's fine exploit in rescuing prisoners from the Egyptian desert by means of an armed motor car fleet, were published a few weeks back. Details of this great motor charge are published in the "Daily Mail"(London) and will be read with interest by motorists. Four officers who took part in the exploit state: " In many ways fortune favoured us, but it was only by complete disregard of the tremendous difficulties and a display



of high qualities of courage and resource that the expedition was successful." The discovery of the place of concealment was of romantic features. When General Lukin reoccupied Sollum he found the enemy had burned the camp and the German munition factory nearby.

Ten armoured cars following the enemy's tracks came upon a remarkable road which, starting in the desert, runs to Tobruk, ninety miles into Tripoli. According to English notions, the road surface was execrable, but the

armoured car enthusiasts declared it splendid. Over it the cars made a speed of 35 miles an hour. At Aziza, nineteen miles from Bir Waer, the cars suddenly came upon the enemy. They dashed into a Turkish mountain gun with two machine guns, killing every gunner by Maxim fire. Then without a halt they charged in line over boulders, stiff scrub, and sandy patches, the scattering foe, taking to their heels at the approach of the magical instruments of the infidel.

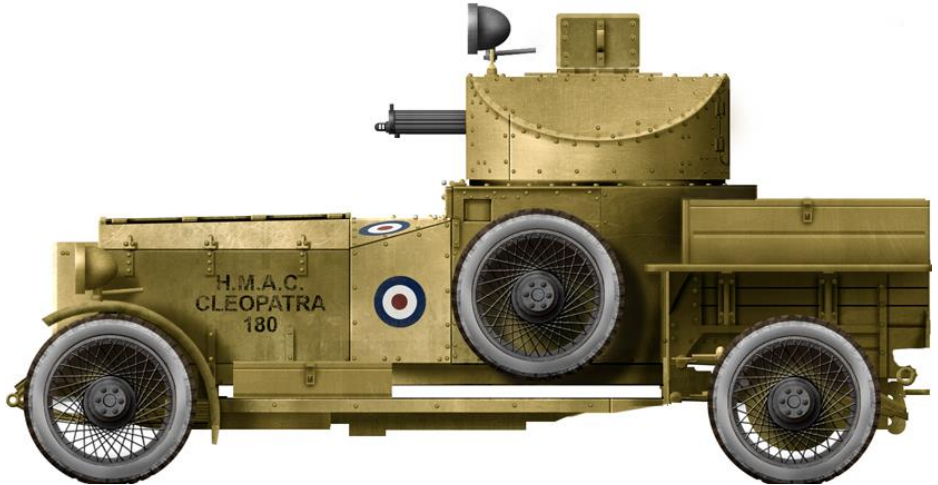


The charge continued for seven miles, but the enemy, thrown into the wildest confusion, could not be further chased for fear of shortage of petrol. Many of the enemy were killed. Three field guns, nine machine guns, hundreds of rifles and spare parts, dynamite, travelling workshops, and 250,000 rounds of rifle ammunition were captured.

Some of the camels when caught in the range of the machine guns blew to pieces as if struck by a high explosive, and then burst into flames. It was found that the Arabs had laden them with bombs and petrol.

On returning from Sollum the Duke of Westminster was informed of a letter picked up in the ruins of Bir Waer from Captain Watkin Williams to Nruï Bey, complaining that the Tara prisoners were starving and ill, and suggesting that medical comforts should be procured from Sollum. The letter mentioned Bir Hakim as the place of the prisoners' detention.

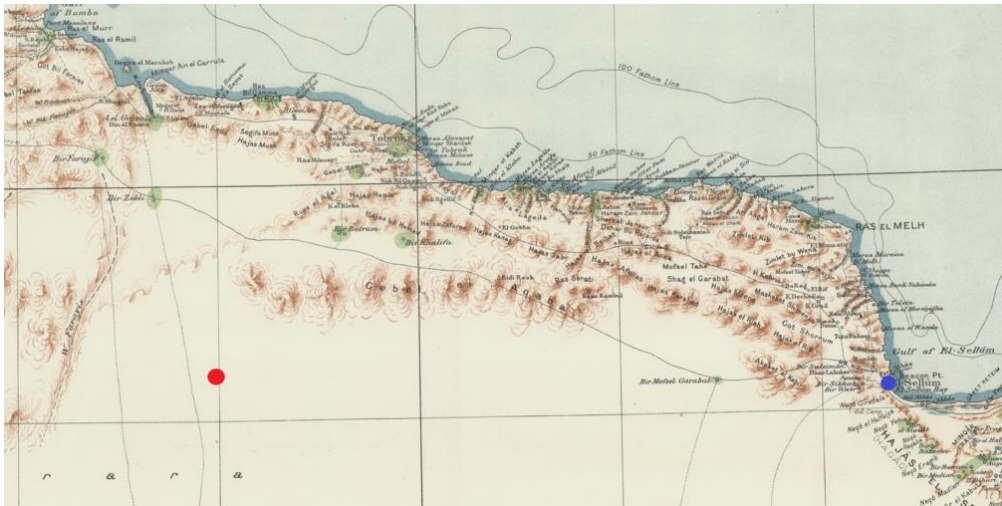
Every prisoner and refugee was interrogated, but none knew Bir Hakim except a man who said he had fed a flock there thirty years ago. Subsequently another man who had been guard over the prison was discovered. The Duke asked permission to attempt the rescue. Every man of the motor-batteries sat up all night tuning up the machines. The batteries were reinforced by light cars carrying guns, and all of the motor ambulances within travelling range of Sollum were brought in.



1914 Rolls-Royce armoured car

By midnight of March 16 were gathered at the old Turkish fort on the ridge above Sollum were nine armoured Rolls-Royce cars, five touring cars with guns, light cars with supplies and ambulances- 42 motors altogether. No Tourist Trophy cars were ever more carefully prepared than these. At three o'clock on St. Patrick's morning the column moved out of the fort across the few miles of trackless desert till the Tobruk road was picked up. Aziza, the scene of the charge two days before, was reached in darkness. They halted for the first rays of the sun to light up the sky behind them. The cars then hummed ahead, gathering pace as the shadows disappeared. At 63 miles a small party of Arabs were disarmed, but the men were set free, as there was no room for prisoners. For miles the tracks of a car had been seen, At 81 miles a captured Wolseley belonging to the Royal Navy Armoured Car Division, was found with the engine in good order but one of the back wheels buckled. It had improvised tyres. A great quantity of sheet rubber had been washed up on this coast, presumably part of a cargo from a torpedoed ship. The Arabs had rolled it up, tightly bound with camel hide and fastened it to the rims with wire. An officer went out a few days later for this car but found it burnt.

When the column had travelled 80 miles on the Tobruk road the cars changed direction. The two Arab guides were arguing whether they were on the right track. The man who had not seen Bir Hakin since boyhood thought they were wrong. The other Arab would not say much, although circumstances proved him a zealous guide. He thought the pace of the cars greater than it really was and expected to arrive sooner. The desert was now very stony, but the going was fairly hard. A hundred miles went by, then 105. That was believed to be the limit of the distance, but there was still not the faintest sign of the Tara prisoner's camp. Between 110 and 115 miles nobody spoke, the silence reflected fear of failure. A mile further on the Arab became animated. A mound was seen, whilst through the mirage appeared a small mountain. This, their guide said was the end of their journey.



Bir Hakeim (red) and Sollum (blue) on a 1916 British map

A halt was called. At two o'clock the Duke sent forward the armoured cars to attack. They raced up to within 200 yards of the mound, and as one would expect, the first car was that of William Griggs, the famous jockey, who regards this as the biggest of the classic races in which he has taken part. Before their relievers the prisoners, totalling nearly 100, were standing still silhouetted against the skyline absolutely motionless, silent as statues, dumb with amazement at the appearance of the strange throbbing fleet. At last one man threw off the sack covering him and faintly cheered.

The crowd staggered forward with the rolling gait of starved men, swarmed around the cars crying "Are we free?" They could not be persuaded to leave the cars, and slightly hindered the advance to tackle the guards, all of

whom were subsequently killed. Meanwhile the remainder of the column, seeing the prisoners leave the mound, started a tremendous race to the spot. They ran abreast, caring not for obstacles or punctures, just tore forward as fast as the engines could propel them, and the air was filled with the cheers of the crews and the noisy exhausts.

The prisoners' condition was desperate. A heap of white shells showed that snails had been their staple diet. Occasionally they had goat flesh but "the amount served us was reduced to the size of a skinned mouse," as one prisoner said. Some parties had gone out daily to find edible roots. These has been collected from a wide area, and as the captives' strength diminished they made the painful journeys with small results. I think in five days their resources would have ended. Some of them ate too freely of the bread, milk, jam and bully beef carried in the ambulances, and the cars were slowed down on the homeward journey, Sollum being reached on the following day.

The cars travelled 240 miles. With the rescued prisoners were two mascots of the Armoured Car Division, one being a parrot brought away from Ypres, which cannot speak but betrays its former home by making a quaint noise like the flight of a shell. A ship's officer and a Greek interpreter missing from the prisoners were found safe. They went under escort to Tobruk for food, the guards telling the Italian authorities that the prisoners were starving and that the English would pay. While food was being procured the Italians received a wireless message announcing the rescue, and the two prisoners were immediately released.

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Have a peep at Wikipedia on Rolls-Royce [armoured cars](#).