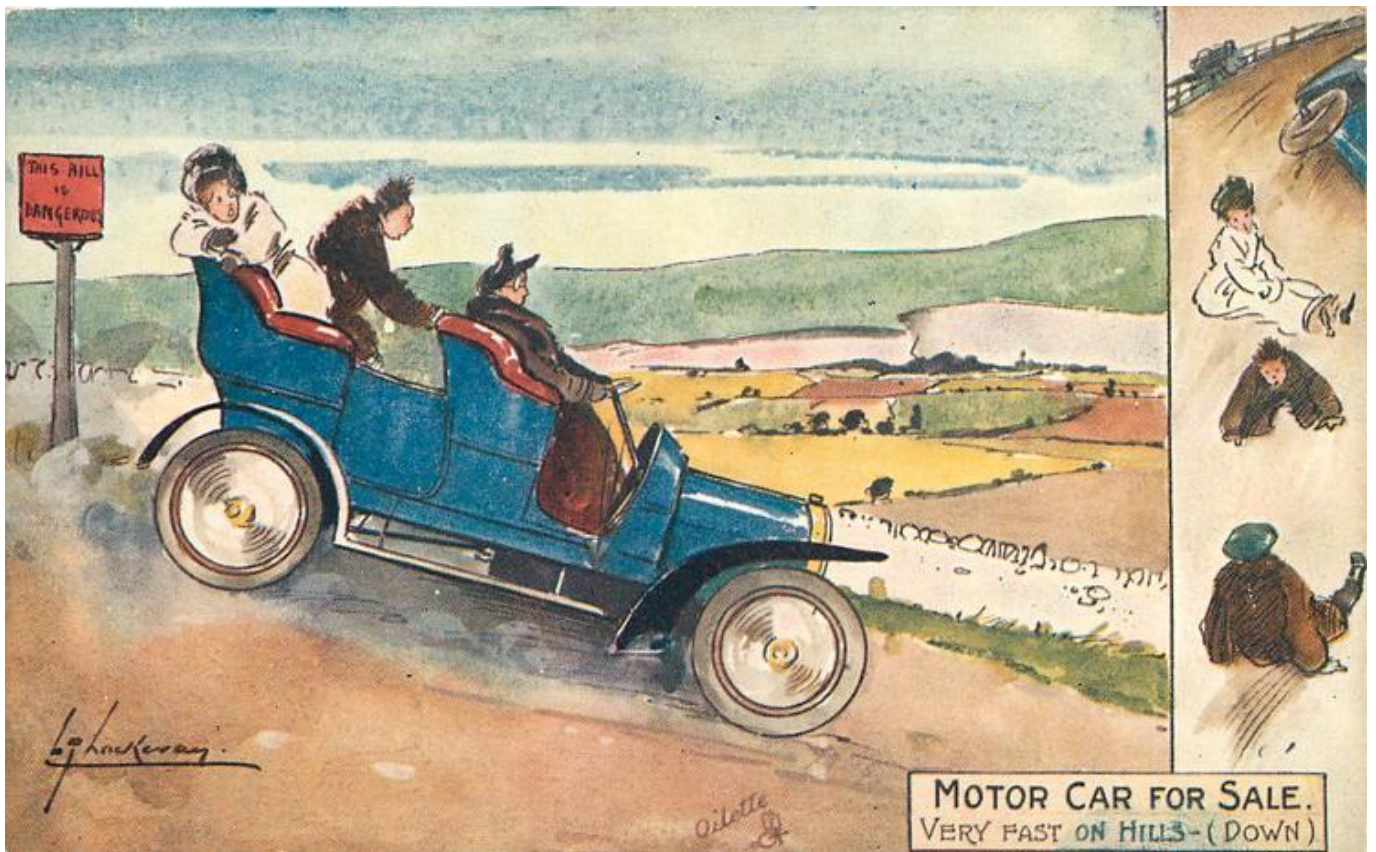


VINTAGE NEWS

THE MONTHLY NEWSLETTER of
THE QUEENSLAND VINTAGE VEHICLE ASSOCIATION Inc

September 2024



Web: www.qvva.org

Facebook: QVVA Inc

eMail: info@qvva.org.au

COMMITTEE FOR 2024 – 2025

President	Graham Porter	0407 257 440
Vice President	Rod Rush	0409 1411 40
Secretary	Ben Carroll	0417 007 241
Minute Secretary	Barbara Haydon	0412 667 348
Treasurer	Wendy Tyquin	0420222 690
Newsletter Editor	Rod Rush	0409 1411 40
Events Co-ordinator	Clint Frater	0433 414 223
Public Relations	Ruth Knight	0428 437 580
Web Master	Ben Carroll	0417 007 241
Safety officer .1	Don Lake	0412 383 954
Safety officer .2	Col Hinxman	0439 996 691
QHMC Deligate	TBA	

QVVA welcomes visitors who have an interest in the preservation and restoration of all types of vehicles to an original condition as far as practicable.

Meetings:

General meetings are held at 7:30pm on the fourth Wednesday of each month at the Veteran Car Clubrooms, 1376 Old Cleveland Road, Carindale 4512 Ph: 07 3843 0010

Subscriptions:

The annual subscription is currently \$60 and renewable on 1st July with a 50% pro-rata for applications after 1st January.

A \$40 joining fee applies for new members.

Membership will be considered to have lapsed after three months of non-payment.

A person with three months arrears who wishes to join again will be treated as a new applicant.

EFT payment can be made to our bank: BSB: 124 – 078 a/c 90528779 Use your surname as a reference.

Concessional Registration:

To qualify for the Special Interest Vehicle Scheme concessional registration you should be familiar with the Queensland Transport “Criteria for Eligibility” guide and observe the restrictions.

Newsletter Distribution:

The newsletter is sent members by email only but is also posted on our website www.qvva.org.au for casual viewing.

Disclaimer: The Queensland Vintage vehicle Association does not hold itself responsible for statements made or opinions expressed by contributors to the Vintage News.



PRESIDENT'S REPORT SEPTEMBER 2024

Thank you for once again for trusting me guide our club for another term. I will do my best to move QVVA, into the future, to being one of best old car clubs around. To Don and his committee, you have done a good job in holding the club together, particularly with the Tuesday night dinners which, when I attended had large numbers (thank you Clint) and will continue to do so. It was a pity to see that the runs and meetings did not see the same attendance.

I have always had a passion for QVVA since joining in November 1977.

Yes, I have been away from events and meetings for some eight years, due to work commitments and personal issues, however, I have always kept up with what has been happening in QVVA, sometimes with intrigue and other time wondering, why.

Moving forward I would like to see QVVA grow in membership, by increasing our social activities, increasing our interaction with other clubs., and hosting an annual event that will attract statewide and interstate clubs to attend. With a little effort the word will get around that QVVA events are worth going to, that alone will lead to membership growth, which will see our club continue for another 60 Years.

Our meetings will be a little different, there will be a speaker at every meeting. It may be a club member talking about past events, the restoration of a vehicle, a particular make of vehicle, or why he or she goes to a particular place for holidays. I started that at the August meeting with "Why I joined QVVA so many years ago". If you are asked, do not say NO, take the opportunity to pass on your knowledge, for 10- 15 minutes, or longer, thus making the meeting more interesting for all attendees.

Our rally coordinator, Clint Frater, will be looking for members to organize monthly runs. Please assist him in volunteering your services. You only have one event to worry about. Go to a spot you know about, start from the clubrooms or a point somewhere in Brisbane (we all have cars and can drive) Find a nice Morning tea stop and a lunch stop, restaurant, club or BYO.

Your efforts will be appreciated.

For Gasoline Cars

Graham Porter

President.

Lismore tour August 2024

We love the Lismore rally. We've been attending regularly since 1979 and have booked in for their 65th Anniversary rally next year. Nev Doherty, with his brother Aubrey, and other club members who aren't with us now, Hank Eustace and Barry Neville, attended the early rallies in the 1960's. It took them many hours to travel there, sometimes via the Lions Road.

We arrived in Lismore on Thursday, after a wet and long drive, booked into our B & B and met up with friends from BVRC.

Friday was a fine day and the run took us to Kyogle where we enjoyed a 30 minute film about early film making at the Cinematography Museum. The Kyogle Historical Museum was open for us to browse and then a walk around the shops in Kyogle and lunch in the park. After lunch we were invited to visit the J. J. Hurley's truck museum, which has been built behind the Kenworth sales rooms in Kyogle. Mr Jim Hurley kindly told us the history of Mr Alan Brown and his father, Mr Jack Hurley, who had met in the war and when they were released from service, ventured first in bicycle sales and repairs, then tractor and truck sales. They became the White Truck franchise in 1948. It has continued to be a family business and the museum is a credit to them. Their dealership sold more Kenworth trucks than any other dealership in Australia. In the museum, there is the first Kenworth truck they sold 50 years ago which is restored beautifully with the 70,000th Australian made Kenworth, parked next to it.

The Lismore Showgrounds was the base for the club's activities and Saturday morning saw us arrive a little early to browse the farmers markets. We seem to always bring home some rhubarb, macadamia nuts and a pumpkin. We then toured through the usual beautiful countryside to Wardell for lunch in a park near the river. Saturday night saw us enjoying good company, good food and entertainment.

Sunday is the Swap Meet at the showgrounds, so we arrive early again to buy up the bargains – fortunately there weren't too many to bring home. The run today was to Nimbin, where we had coffee (no bickies) and travelled back to Lismore in time for lunch and presentations before leaving for home.

If you would like to join in the 65th Anniversary rally next year, put aside August 14th to 17th 2025. John & Ruth





TECHNICAL STUFF : YOU SHOULD NEVER USE OLD OIL

By: Brian Silvestro - (<https://www.motor1.com/>)

That oil that's been sitting on the shelf for the past decade? - you might as well throw it out. You might want to think twice before putting that old can of oil in your car. According to this study put on by The Motor Oil Geek on YouTube, expired engine oil is downright dangerous for your engine.

Host Lake Speed Jr. set out to show whether old oil, when shaken, could be brought back to a usable state. He dug out a couple of old sealed oil containers - one in a plastic container and another in a metal can - to see whether a good shake could bring them back to life.

The lab results aren't surprising. Whether we're talking about the 20-year-old Valvoline oil or the 50-year-old Mobil1, both showed significant signs of oxidation, shaken or not.

Essentially, that means the oil itself, as well as the set of additives put into the oil when it was new - Zinc, Phosphorus, Sulphur, etc. - have chemically degraded to the point where they can no longer lubricate an engine sufficiently.

The plastic bottle of Valvoline was the worst of the two. It showed signs of water present in the oil, gathered over the course of two decades simply through the heating and cooling of the container. So we advise against using that old bottle of oil in your garage, even if it's for a top-up.

Parts suppliers like Autozone and CarParts.com say most motor oils have a shelf life of about five years. After that, oxidation begins to occur, degrading the quality of the lubricant.

Note from the Editor: Suggest that you research this for yourself. If you do a Google search you will find that a 5 year shelf life for oil is the generally accepted recommendation for storing oil.

WHY DO FLAT TAPPITS NEED HIGH ZINC OIL ?

Camshaft in a flat tappet engine is the reason your vehicle engine requires Zinc oil. In other words, the role of a camshaft in an engine makes it indispensable to feed your car engine with Zinc.

During the time the camshaft rotates, it pushes the lobe down to let the valve open. Each part of the camshaft and other components that squeeze against the lobe start rolling along the surface.

In return, it creates pressure on your engine due to the friction between the lobe and the camshaft followers.

With the increased pressure, the oil starts squeezing out of the camshaft followers and the lobe. Due to the oil loss, it can damage your engine by increasing metal friction or creating wear.

Regarding this, you should get motor oil that contains an anti-wear additive. The zinc oil sticks with each part of the engine & lube them, and creates an anti-wear coat. In exchange, the zinc oil can resist high pressure, wear, and sludge and let your engine run smoothly.

To sum up, a flat tappet engine requires zinc oil to protect your engine from high pressure & wear. Therefore, it boosts the overall engine performance by improving fuel efficiency.

BEAUDESERT TOUR REPORT

18th August

The tour started from the clubrooms at 9pm which just happened to coincide with Lang Kidby's display of the Bean 14 England to Australia car.

The tour was attended by nine club members in four vintage cars and one modern.

First stop was the Beaudesert Tourist Information Centre for morning tea then we headed on a round trip via the old Tankred Meat works and ended back at the Beaudesert Golf Club.

The Golf Club restaurant has a spectacular look out over the golf course which was in prime condition, as good as you would see anywhere. The restaurant offered a great menu but the helpings were about twice as normal with the quantity easily equal to meals offered at the Nobby Hotel and the Meringandan Hotel, both of which are noted for huge helpings. We had an excellent outing, one member got lost which added to the excitement!



COMING EVENTS

- 3rd September. Club monthly dinner at Gallopers Sports Club, 304 Lancaster Road, Ascot.
UBD 140 R14
- 11th September. GOF Lunch at Belmont Tavern, 185 Belmont Road, Belmont. UBD 162 F17
- 22nd September. Club tour to Mathena Gallery, 2557 Mt Mee Road, Ocean View UBD 45 K19
- 25th September. General meeting at the club rooms.
- 1st October. Club monthly dinner at Carina Leagues Club, 1390 Creek Road, Carina.
UBD 181 M1
- 13th October. Bonnets Up Day, 17 Corella Avenue, Samford. UBD 106 N13
- 23rd October. General meeting at the club rooms.
- 5th November. Club monthly dinner at Gaythorne RSL, 534 Samford Rd, Mitchelton.
UBD 138 L7
- 10th November. QVVA 60th Year celebration.
- 13th November. GOF Lunch at Belmont Tavern, 185 Belmont Rd, Belmont. UBD 162 F17
- 27th November. General meeting at the club rooms.

OTHER EVENTS SEPTEMBER

- 1st– Noosa Beach Classic Car Show–** Sports Complex Tewantin
- 7th– Stanthorpe Motor Show and Swap–** Showgrounds
- 7th-8th– Festival of Wheels –**Boonah Showgrounds
- 8th– Chrysler Expo and Rocklea Swap–** Rocklea Showgrounds
- 8th All Makes Car Show–** Brothers Leagues Club Toowoomba
- 14th– Kooralbyn Car and Bike Show–** Community Hall Kooralbyn
- 15th –Eliminators Swap Meet–** Beenleigh Showgrounds
- 20th-22nd – Peninsular Motorfest -**Redcliffe
- 29th –Military Vehicle Show and Swap, -**Laidley Showgrounds
- 29th– All American Car show and Swap–**Rocklea Showgrounds

REGULAR CAR MEETS AROUND BRISBANE

This is NOT a complete list. If you know of one that you can recommend let us know so we can add it to our list.

Old Petrie Town, Petrie-Fri nights, Sat and Sun morning, every week.

7.00 am Greg's Cars and Coffee-Victoria Point Shops – 1st Sunday of month

7.00 am Cars and Coffee- Spokes Café, Samford Village- 2nd Sunday of month

7.30 am -Cars and Coffee -Samios Foods Turbo Drive Coorparoo -1st Saturday of month

7.30 am- Coffee, Crunch and Chrome -Joes Diner- Kingsford Smith Dr. Eagle Farm -2nd Sat of month.

7.30-10 am, 2nd Saturday of the month, Repco Morayfield

8.00 am Cars and Coffee- Ormeau, 270 Lars Rd. – last Saturday of month

8.00 am Breakfast and Cars, Beenleigh Historic Village, -last Sunday of month

10.00 am Waterloo Bay Hotel -Berrima St Wynnum- 2nd Sunday of month

5-8pm Wednesdays; Morayfield Cars and Pizza, Shops at Uhlmann Ave, Burpengary East

QVVA IS TURNING

60

BE A PART OF YOUR CLUB'S CELEBRATIONS

WHEN: Sunday 10 November 2024 **TIME:** From 10.30am

WHERE: VCCA(Q) Clubrooms, 1376 Old Cleveland Road, Carindale

WHAT TO BRING: (1) Your veteran, vintage, historic or classic vehicles
(2) Your stories & photographs of your time with QVVA
(3) Your favourite drink & a glass from which to drink
(4) Your good luck as all who attend will receive a ticket in a "lucky door prize"

WHAT IS HAPPENING: The day will commence with a morning tea & renewing of friendships. We will then enjoy a catered barbecue lunch consisting of bread rolls, steak, sausage, marinated chicken in satay sauce & choice of 4 salads followed by the 60th birthday cake for dessert, tea & coffee.

Past members are invited to attend & we can all reminisce on good times of the early days of QVVA Inc. Videos will be playing & photographs available in the clubrooms to be enjoyed by all. There will be raffles throughout the day.

COST: \$47 per person (includes morning tea, lunch & lucky door prize ticket)

RSVP & PAYMENT BY: 1 November 2024

RSVP: Add your name to the list at a club meeting or event, email qvva.inc@gmail.com or phone me on 0407 257 440

PAYMENT BY: (1) Cash, cheque or debit/credit card at a club meeting or event
(2) Post cheque payable to "Queensland Vintage Vehicle Association Inc" to QVVA Inc, 1376 Old Cleveland Road, Carindale Q 4152
(3) Direct bank deposit to:
Account Name: Queensland Vintage Vehicle Association Inc
BSB: 124-078 Account No: 90528779 Reference: 60 & your surname

Should you have any questions, please call me on 0407 257 440.

**REMEMBER, THIS IS YOUR CLUB
BE A PART OF THE CELEBRATIONS!**

Graham Porter

Graham Porter
President

Queensland Vintage Vehicle Association Inc



THE LIGHTBURN ZETA

Lightburn is a South Australian company that manufactured washing machines, wheel barrows, concrete mixers, power tools, trailers, dish washers, brick moulds, hydraulic jacks, range hoods, wheel rims and the Zeta car.

Most of us will remember the washing machine and the concrete mixer because of their remarkable similarity with their "churns" at 45* .



The Zeta car was available in four models – a runabout, deluxe, sports and a utility. The runabout had a flat steel floor, wide opening doors that swung 180*, fibreglass body and a steel firewall.

The car was a patchwork of engineering ideas of the period pieced together. It was equipped with a specially designed Villers twin cylinder, blower cooled, two stroke engine developing 16.5bhp at 5,000rpm.

The engine consisted of the block, generator, starter motor, fans, primary drive, chain driven gearbox and differential. The runabout had a top speed of 55mph, the best economy was 60mpg at 35mph.

Lightburn entered three Zetas in the 1964 Ampol Trial, they didn't expect to win but wanted to show how tough the car is. Two of them were disqualified for being late at a check point but continued on and all three cars completed the course. Many major brand cars failed to finish. If you are reading this on a computer screen check out this youtube link and see how the cars performed on the Ampol Trial.

<https://www.youtube.com/watch?v=u7nu1FWGYZs>

Alternatively if you are reading this in print form, use your smart phone on the QR code below for the same link connection.

Southeby Auctions recently sold a Zeta Sports (as below) for US \$51,750.



DO YOU BELIEVE IN SANTA?

IF YES, READ ON ...

SANTA CLAUS IS COMING TO

QVVA CHRISTMAS PARTY

SATURDAY 14 DECEMBER 2024

WITH A GIFT FOR EVERYONE!

WHERE: VCCA(Q) Clubrooms, 1376 Old Cleveland Road, Carindale

TIME: 5.30pm

WHAT TO BRING:

- ★ Your veteran, vintage, historic or classic vehicle
- ★ Your favourite drink & a glass from which to drink

DINNER: A delicious catered roast meal consisting of bread rolls, 3 meats, 5 vegetables & choice of plum pudding or apple pie, tea & coffee

COST TO MEMBERS: \$48 per adult \$20 per child (12 and under)

RSVP & PAYMENT BY: 1 December 2024

RSVP: Add your name to the list at a club meeting or event, email qvva.inc@gmail.com or phone President Graham on 0407 257 440

PAYMENT BY:

- (1) Cash, cheque or debit/credit card at a club meeting or event
- (2) Post cheque payable to "Queensland Vintage Vehicle Association Inc" to QVVA Inc, 1376 Old Cleveland Rd, Carindale Q 4152
- (3) Direct bank deposit to:
Account Name: Queensland Vintage Vehicle Association Inc BSB: 124-078
Account No: 90528779
Reference: *Your surname*

SEE YOU THERE!

The “Last Run” Rally

Former workmates asked me recently “Why have you stuck with those old cars for 50 years?” To us, the answer is simple. It’s all about the people we meet, the places we go, the things we see and the experiences we would otherwise probably not have in life.

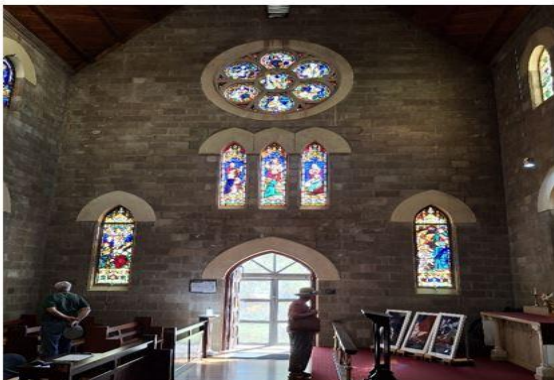
Cobb and Co coaches transported people and mail to regional and remote areas of Australia from 1853. On 14th August 1924 the last Cobb and Co horse drawn mail coach in Australia, ran the 76 km from Surat to Yuleba in Queensland’s Maranoa district. Coach lines had fallen victim to expanding railway networks, mail delivery by air and mainly the mass arrival of cheap, reliable motor cars and trucks.

This month, the Roma Historical Motor Club conducted “The Last Run Rally,” as part of District-wide celebrations of the centenary of the last coach run. As above, the demise of coaching was largely due it being replaced by private ownership of motor transport. It seemed only fitting that eleven cars of that era from the Veteran Car Club joined in these celebrations. Included were QVVA members from left to right in the photo below: Trevor and Janette Farnell 1915 Model T, Gary and Kathy Day 1916 Dodge, and Alison and I with our 1910 Model T.



QVVA Veterans

On our first free day, Thursday, we went to the St Pauls Anglican Church for a guided tour of “Windows of St Pauls,” a spectacular display of 50 stained glass and leadlight windows. Eleven of them dated back to 1875. We gladly made the small donation asked for the informative talk. With only 25 parishioners regularly attending, they will need all the help they can get to maintain their beautiful 110 year old church.



St Pauls Anglican Church, Roma.



SETTING OFF

Most of the Veteran Club members stayed in the Roma Gun Club's excellent and cheap caravan park. That night after a great \$10 "load your own burgers meal", we watched clay shooters in action, up close and personal. A new experience for most of us.

Friday saw us at Australia's largest cattle saleyards. The Roma saleyards processed 245,000 head last year, servicing 40% of the nation's herd. On a big Tuesday auction, up to 12,000 head are unloaded from transports, divided into pen lots and auctioned. Stock are sold by live weight, so after auction are individually weighed to give total sale price and then loaded according to the new owners' transport requirements. Not an exercise for the feint hearted.



Roma is known for its bottle trees. The biggest one is worth visiting.

With a girth of 9.6 metres, height of 15 metres and a crown covering 23 metres, it is a popular attraction in town.

Rally entries were capped at 60, but we suspect a couple more snuck in. Apart from the local Club, there were big representations from the Southside Morris Minor Club, the

Morgan Owners Club and the Veteran Car Club.

Saturday morning's novelty "carless gymkhana" and public display was held at the old Roma Butter Factory, now being redeveloped as a museum to local industry. In recognition of the Cobb and Co theme, Saturday afternoon was a "mail run." We were issued with a canvas mail bag and given directions to five local attractions from which to collect "mail" in the form of a sealed envelope. Back at the Butter Factory, our mail bags were handed over. Unbeknown to us, each envelope contained a playing card. We had just done a poker run. Our envelopes were opened and the highest hand won. The rally dinner was a very well received camp oven stew and mash under the stars, in real Cobb and Co fashion.



Sunday was Yuleba's big day. At 62 km from Roma, it was the terminus of the last coach run in 1924 and was again in 2024. There were dire predictions of heavy traffic on the Warrego Highway for Sunday morning. Football finals, Roma Races and the Cobb and Co festivities in Yuleba saw us on the road at 7am. That would have been memorable had normal winter temperatures prevailed. But it got to 30 degrees during the day. And the traffic did not eventuate for us early starters.

Normally a sleepy little township, Yuleba was jumping. Streets were closed. There were multiple food and coffee vendors and a good number of market stalls, many with a Cobb and Co or country theme. Camel drawn coach rides and a steam train from Toowoomba preceded the arrival of the official coach carrying the mail from Surat, just as in 1924. The coach carried Her Excellency the Honourable Dr Jeannette Young AC PSM, Governor of Queensland. It was accompanied by a great variety of 20 or so, horse and bullock drawn buggies, wagonettes and wagons. One small buggy showed bush humour, with its sign "Cobb and Co - Junk Mail delivered daily."





The coach carrying the mail from Surat arrives in Yuleba

A great weekend. Congratulations to the willing workers of the Roma Historical Motor Club.

The experiences above are why we have we stuck with the historic motoring hobby since joining QVVA in 1968. Long may they continue.

John and Alison Day

THE START OF COBB & CO IN AUSTRALIA

Cobb & Co was the name used by many successful sometimes quite independent Australian coaching businesses. The first was established in 1853 by American Freeman Cobb and his partners. The name Cobb & Co grew to great prominence in the late 19th century, when it was carried by many stagecoaches carrying passengers and mail to various Australian goldfields, and later to many regional and remote areas of the Australian outback. The same name was used in New Zealand and Freeman Cobb used it in South Africa.

Although the Queensland branch of the company made an effort to transition to automobiles in the early 20th century, high overhead costs and the growth of alternative transport options for mail, including rail and air, saw the final demise of Cobb & Co. The last Australian Cobb & Co stagecoach ran in Queensland in August 1924.

Cobb & Co has become an established part of Australian folklore commemorated in art, literature and on screen. Today the name is used by a number of Australian bus operators.

The original Cobb & Co was established in Melbourne in 1853 at the height of the excitement created by the Victorian goldrushes by four newly arrived Americans – Freeman Cobb, John Murray Peck, James Swanton and John B. Lamber. At first they traded as the "American Telegraph Line of Coaches," a name that emphasized speed and progressiveness. With financial support from another newly arrived US businessman George Train, they arranged the importation of several US-built wagons and Concord stagecoaches.

Cobb & Co's horses were changed at stages every 10–15 miles along a stagecoach "line" often at inns or hotels that could also cater for the needs of drivers and passengers. As historian Susan Priestley notes, "Coach lines did not attempt to compete with... railways. Instead, as rail lines extended, coaches were transferred to feeder routes and were timetabled to link in with trains."

Their imported Concord stagecoaches used thorough-brace technology, on which thick straps of leather suspended the body of the vehicle, providing passengers with greater comfort on the rough country roads when compared to coaches with traditional steel-springs.

Source: Wikipedia.

Minutes of QVVA Meeting – 29 August 2024

Meeting opened – 7.40 p.m.

Attendance: As per Attendance Book

Apologies: Jeanette, Alison.

Welcome: to 662nd Meeting.

Secretary's Report: Minutes of last meeting read. Moved Ben, Seconded Trevor Farnell. Carried

Business arising: Nil

Minutes of AGM: Read by Ben. Ratified, Don. Carried

Treasurer's Report:

Treasurer's Report Summary

Opening Balance	5894.98
Add Receipts	<u>580.00</u>
	6474.98
Less Payments	<u>641.99</u>
Cash Book Balance	5832.99
Less Outstanding Deposit	40.00
Bank Statement Balance	<u><u>5792.99</u></u>

Insurance to pay \$1025 to pay.

EFTPOS now available.

Moved Wendy seconded Col Hinxman

Events Coordinator's Report:

Beaudesert run. Small numbers but good run.

Lismore same weekend – good two days

Membership

Two new members John Ferrett and Errol Perry

Another enquiry – 1965 Plymouth hard top

Blitz on name badges – must be worn to meetings and events - \$12 + \$3 postage if new one required

Public Relations

Magazine now being prepared by Rodney – September well on the way. Congratulations to Rodney. Has received lots of good articles.

Sausage sizzle – Don gave some details

- . 8 workers essential
- . EFTPOS now available makes it possible
- . Average Saturday - Can be assured of \$2 000 each Saturday
- . 7 am. Set up close 5 p.m.
- . Two groups to operate for the day.
- . Best to start with a Friday night.
- . Thursday night 29 August – Father's Day event at Bunnings between 6 and 8 p.m - 4 cars on show Bunnings Cannon Hill

General Business

60th and Christmas Party organisation underway

- . Christmas party - 14 December - \$48
- . 60th Anniversary – 10 November - \$47
- . Working on 60 attending
- . Chasing past members and foundation members
- . Brochure for both events in next magazine
- . Planning well underway.

Model Rules - The January 2024 Meeting moved that three clauses be removed from the Model Rules – the change was not lodged with Office of Fair Trading and the fee not paid.

Trevor moved, seconded Gary – rescind the previous motion. Carried.

No representative on Qld Historic Council. No volunteers from the meeting. Committee to discuss Now using text messages and emails to remind members about events and meetings.

Ron McCann – was taking a car to John Paul College on 10 October but can't do it – volunteer needed to take their car. It's a fun day. Let Graham know if you can take your car.

President received email – Glory City Church on Father's Day – Springwood – car needed for display.

Ian McLucas – no longer owns a 1969 MG – sold to MG Club member on Gold Coast

New shelving in the library – old shelving available free

Open Forum

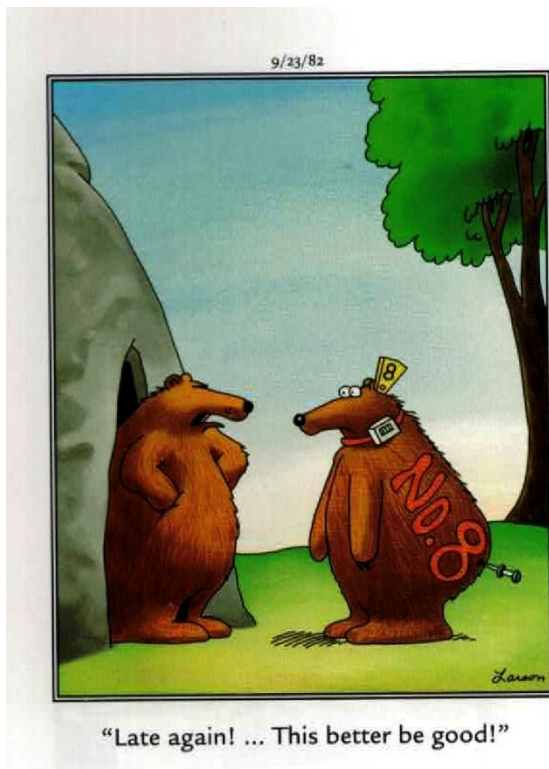
Graham wants this to be a regular event -

Graham spoke of his interest in old cars and how he came to join the QVVA.

Col Hinxman nominated for September meeting.

Supper person needed for September – Glen Smith nominated.

Meeting closed: 8.45 p.m.



Now you take them bigbirds Barnaby, they never eat,
they just sit and stare!

1909 PEERLESS MODEL 25 RACEABOUT

In 1909, when Peerless launched their new Model 25, a six-cylinder car. The corresponding engine was derived from the racing car ‘Green Dragon’ with which factory race driver Barney Oldfield raced successfully between 1904 and 1906. Then the new company management under Charles Schmidt, who came from Packard to Peerless, decided to drop out of racing and bring the six-cylinder into series production instead. In 1907, Model 18, one of the world’s first production vehicles with this drive concept, appeared. This was followed by the Model 20 and finally the Model 25, where the displacement had already increased to 13.5 liters. With a sales price of at least US\$ 7,000, this car was one of the most expensive available at the time.

In total, only 1,618 Model 25 were built. Hyman Ltd. in the USA currently offers an extraordinary vehicle from this brass and nickel era of the automobile. The body construction is stylistically the same as the Raceabout bodies of the time, but was built much later as a replica. While the exterior shines in bright green with dark red, hand-drawn coachlines, the sofa-like seats are made of light brown leather. 36-inch wooden rims, a Gray & Davis searchlight centred above the dashboard, Rushmore headlights and polished brass parts all around the car create an atmospheric pre-war look.

<https://hymanltd.com/.../6481-1909-peerless-model-25.../>

<https://www.secret-classics.com/.../peerless-model-25.../>



Click on the links (Ctrl + Click) or scan the QR codes for some fantastic pictures of this car from the “Brass & Nickel” age.