

The Polishers Rag



April 2010

Dedicated to the life-long enjoyment of historic vehicles by enthusiasts on the Darling Downs



Coughran Auction: 1940 Chev ute.

COUGHRAN AUCTION



Coughran Auction: 1928 Dodge



*...and who
is this latest
arrival?
(see page 13)*



Management Committee 2009-2010

PresidentKevin McGrath

Ph: 07 4636 3760 Mob: 0407 627 751
Email: kjmcgra@bigpond.net.au

Vice PresidentBrad McKeiver

Ph: 07 4630 7204 Mob: 0488 706 833
Email: bmckeiver@bigpond.com

SecretaryLeonie Ham

Ph: 07 4633 5486 Mob: 0407 099 064
Email: leonie.des.ham@bigpond.com

TreasurerMike Richards

Ph: 07 4697 9150 Mob: 0408 732 368
Email: miker.mmr@bigpond.com

Dating OfficerKen Forster

Ph: 07 4630 0807 Mob: 0428 300 807

EditorJeff Brown

Ph: 07 4613 6706 Mob: 0403 454 332
Email: topart@cyberwizards.com.au

Property OfficerDes Ham

Ph: 07 4633 5486 Mob: 0407 099 064
Email: leonie.des.ham@bigpond.com

Rally Director teamMichael & Sue Wells

Ph: 07 4615 2042 Mob: 0429 066 655
Email: stratus1@bigpond.com

LibrarianBrad & Mitchell McKeiver

Ph: 07 4630 7204 Mob: 0488 706 833
Email: bmckeiver@bigpond.com

Workshop SupervisorPeter Donovan

Ph: 07 4630 7326 Mob: 0408 307 666
Email: abcstoragehire@bigpond.com

Membership OfficerJohn O'Hara

Ph: 07 4632 8855

Swap ManagerRick A'Bell

Ph: 07 4613 6611 Mob: 0429 456 567

HistorianBrian Timms

Ph: 07 4630 0048
Email: b.timms@bigpond.com

Combined Council Reps

Rick A'Bell, Leo Ryan.

Web site:

www.toowoombaswap.com

Meetings: *Visitors Welcome*

Meetings are held on the second Thursday of each month in the DDVVMC Clubrooms, 2 Rocla Court, Toowoomba.

Mailing address:

DDVVMC, PO Box 486, Toowoomba Qld 4350
Clubroom Ph: 07 4633 3181

For magazine contributions:

Email: topart@cyberwizards.com.au
PO Box 243, Southtown Qld 4350.

Next General Meeting:

7.30pm Thursday, April 8, 2010

Next Management Committee Meeting

7.30pm, Monday, April 5, 2010

Workshop

Workshop open Monday nights from (approx) 7pm to 9pm and Wednesday afternoon 2 til 5.

Indoor bowls

Check with Ted Taylor 4632 2565 for 2009 dates!

Next newsletter closing date

April 24, 2010

EDITORIAL



Celebrating the club's 40th

Pictured above is the Chronicle newspaper clipping from page 18, on Tuesday, May 19, 1970 that started the ball rolling. (researched and sent in by David Grant).

It was only a tiny, single column block of text, and as such, missed by many. However, as is always the case with advertising, when people are tuned in to an interest, they'll 'see' it everywhere as it will pop out and hit them.

Even though this notice was small, it attracted an enthusiastic group. As they always say, "It's not the size of the dog in the fight, it's the size of the fight in the dog". That small group of people who met that night has grown, and while many have come and gone over the years, the amazing legacy of resources, facilities and infrastructure they've established is astounding.

Those early hard workers can be proud of what they've built and established as the DDVVMC, and the newer members have a rich heritage to draw from, both in members and facilities.

While the name has stayed the same, the cars have largely changed. I wonder what the next 40 will bring.

On the front cover is my take on a 40th Anniversary club badge.

Any comments, anyone?

Jeff Brown — Editor



General Meeting Visitors



Trevor Cox from the Sunshine Coast while on another visit to his father Noel drops into the March club meeting. Trevor has a 1935 Chevrolet standard sedan on the road, still in decent original condition.



From left: Sam Pascoe (78 XC Falcon) Crows Nest Car Club secretary; Malcolm & Kay Burgess (29 Pontiac & 71 Dodge truck); John Marsh (83 Toyota Crown); Ebony Allum (65 Mustang, mid 70s Daimler Sovereign); Steve Chapman EJ/EH Club of Qld (based in Toowoomba).

Here's a quick joke from Lara Wilde...

I was walking through town the other day when I noticed a little girl walking, carrying her book bag. There was a guy in a new car driving slow with his window rolled down. He kept talking to the little girl and I was starting to get a little concerned. He kept saying... if you hop in, I'll buy you some ice cream. The little girl just kept walking. The guy then said, if you just get in the truck with me, I'll take you to the mall and buy you a new toy. I just kept following the little girl to make sure nothing strange was going to happen. The guy finally said, just get in and I'll get you a new bicycle. That was going to be the last straw, but then the little girl stopped, turned to the guy and said "No dad, you bought the Ford, you ride in it!". (Someone is teaching her right!)

Calling for Vintage Cars! THE JOHN WILLIAMSON GREAT AUSTRALIAN MUSTER

In conjunction with the TOOWOOMBA SHOW

The organisers of this event require cars to add to the authenticity of the show. They generally have a desire for the older cars particularly rag top cars of the twenties. Others such as FJ Holdens etc would fit the Australiana theme

REQUIREMENT: Attend a rehearsal on the Saturday prior to the show (10.04.2010) and one or more of the performances. Rehearsal time 8:45am to 10 am. Meet at the Landmark Building near the main arena gate.

PERFORMANCES: Thurs 15th, Fri 16th, Sat 17.

It would be impractical to attend each performance so we hope to be able to get a number of different vehicles each night from 6pm to 8pm.

So far Graham Allum, Trevor Hoffmann, George Wilkinson, Keith Hoffmann, Brad McKeiver and Pat Murphy have shown interest. More required if possible.

Ring Pat 4635 5728 or see at next meeting.

Note: this is a great opportunity to showcase our club and its cars. Remember, the more these early cars (and our club) are in the public eye, the more interest they generate — widening their appeal and value. If we want younger people to rekindle interest in older cars, we have to put them 'on show'. It takes some effort and dedication to the cause but it will be worth it for all of us in the long run. ED.

Bob's Body Restoration Tips

Finishing Body Filler

The days of laquer paint finishings meant the final finish of body fillers need not be so fine. When you look at the process; first a coat of primer spray or hand-applied putty, then blocked back, another coat of primer and blocked back, several coats of top coat, a light rub back then final coats of laquer. Then a light rub back and a cut and polish. All of this meant you could get away with finishing off body fillers with 80 or maybe 60 grit sand paper.

With the 2pac finishing now the norm, sanding would start with 80 grit and finishing off with at least 180 grit sandpaper.

After the final sand of body filler, primer is applied, blocked back and the final coats of 2pac applied.

As you can see there is not the applications for removing deep scratches from the finished body filler. Therefore the need to finish off the body filler with finer sandpaper without leaving any scratches.

Thank You, *Bob Chapman*



ATTENDANCE: K McGrath, M Richards, P Murphy, D Ham, B Timms, D Klein, K Forster, L Ryan, P Donovan, B Mc Keiver, A&J Cox, M Wells, R A'Bell.

APOLOGIES: L Ham, J Brown, J O'Hara, M McKeiver

President Kevin opened the meeting at 7:30 pm and welcomed swap booking officer Denise Klein.

MINUTES OF THE PREVIOUS MEETING required two alterations--\$2 should be \$3.

Vintage should be veteran.

D Ham moved the minutes with the alterations as being correct. 2nd B McKeiver, Carried.

BUSINESS ARISING: There was a discussion about paying for swap sites online. The general consensus was that we move towards that ideal as we are able to.

CORRESPONDENCE INWARDS:

Many magazines from other clubs

Many accounts pertaining to the Swap.

Letter from the Hot rod club with yearly rental.

RACQ Motorfest 11.07.10

Coffs Harbour club re swap (July 2010)

Patricia Giffin re swap criticism

Skye Edwards re wedding cars

Membership Growth re seminars

Great Australian Muster re participation

Maryborough club re rally 29-31.10.10

AMCOS re video licence

Australia Post re mailing system

Letter of thanks from L Ryan

OUTWARDS:

Cards to F Callow, L Ham D Klein, T&W Murphy

Email regarding swap feedback to P Giffin

P Murphy moved that inwards be received and outward endorsed 2nd D Ham Carried.

TREASURER'S REPORT: Mike outlined the club's financial position and introduced two items of business.

The club could only pay a kilometric allowance (tax office rate) for anyone who made a claim for the use of their vehicle.

The current catering allowance for general meetings is inadequate.

Moved K Forster 2nd M Richards that the monthly allowance for catering be increased to \$75. Carried.

Mike moved that his report be accepted and accounts passed for payment. 2nd R A'Bell. Carried.

LIBRARIAN: nil

DATING OFFICER: nil

EDITOR: absent

PROPERTY OFFICER: nil

RALLY DIRECTOR: Michael asked the secretary to write to

1. Wagners regarding the use of their weighbridge
2. LAMA regarding a date for the Mars Bar Challenge

R A'Bell was asked to seek council permission to use the park next door for the fortieth anniversary.

A Cox outlined the catering arrangements for the fortieth

anniversary.

Saturday lunch: salad rolls/fruit

Afternoon teamembers to bring a plate

Dinner: meal catered by CWA ladies @ \$15 a head

Sunday: barbeque breakfast, sausage sizzle lunch

A celebration cake will be purchased.

WORKSHOP:

The trailer restoration is taking longer than expected.

Peter Donovan has acted as club insurance spokesperson for the last six years and will no longer fulfil this role.

SWAP: Still a few accounts to come. The position of Swap Manager is vacant.

HISTORIAN: nil

COMBINED COUNCIL: nil

GENERAL BUSINESS:

SWAP: The committee agreed to allow Ramias to provide food caravans in the northern and southern carparks on the Thursday evening of the swap. The secretary is to write a letter stating the club's intent of continuing with Ramias as the caterer for the swap. (Mr Yummy and the current milk vendor (Pura) will also be allowed to continue).

Denise Klein proposed that swappers be able to book their sites (those they already hold) for the following year in advance by mail rather than having to line up at the swap for the following year.

K Forster moved that the club accept this proposal. 2nd M Richards. Carried.

A swap site was given to the Jondaryan Woolshed association to promote the Queensland Heritage rally to be staged at the woolshed. A letter of appreciation was returned and included were some passes to the heritage rally (early May) and the heritage festival (August). A decision was made to make these passes available as prizes at the March Rally and the fortieth anniversary.

CONSTITUTION: Kevin McGrath, as President, was concerned about the distinction between the powers of the management committee and the powers of members at general meetings. In his capacity as president, he sought the advice of a solicitor who critically examined the constitution and submitted a written report. A copy of this report was given to each committee member at the February meeting in order that any issues which arose could be considered at the March meeting.

P Donovan moved that the constitution be kept in its present form. 2nd R A'Bell. Carried.

K McGrath moved that the solicitor's account of approximately \$500 to \$600 be passed for payment. 2nd D Ham. Motion defeated.

There will be no executive meeting in April as the usual meeting date falls on Easter Monday.

Acting Secretary: Pat Murphy

President: Kevin McGrath

QUOTE OF THE MONTH

"When I die, I want to go peacefully in my sleep — just like my grandfather — not screaming in terror like the passengers in his car." — Anon.



APOLOGIES: M Richards, E Taylor, W Fischer, J Twidale, Col Baker.

Moved K Forster that the apologies be accepted. 2nd R Chapman. Carried.

VISITORS: Ebony Allum65 Mustang, Daimler Sovereign; Lara Wilde Chevrolet pickup; Trevor Cox 35 Chev; Sam Pascoe XC Falcon Crows Nest Car Club; Steve Chapman EJ/EH car club; Kay & Malcolm Burgess 29 Pontiac; John Marsh 83 Crown.

The minutes of the previous general meeting were moved as being accurate by A Hoffmann, 2nd M Klein. Carried.

BUSINESS ARISING FROM THE MINUTES:

T Hoffman, R Poulton, M Armstrong/G Hoey showed name and car badges together with quotes.

CORRESPONDENCE: See Management meeting plus:

Compass Toastmasters re use of the hall; L Ham re thanks for card Tony Turnerre 1926 Pontiac for sale; Triumph Sports Owners Assoc. re rally.

P Murphy moved that the inwards be received and outwards endorsed. 2nd N Anderson, Carried.

TREASURERS REPORT: Kevin delivered the report in Mike's absence outlining term deposits, the general account, swap income and expenses.

K McGrath moved that the report be accepted. 2nd G Allum. Carried.

QUIZ: Graham Allum conducted the quiz and the meeting showed their appreciation of Graham's efforts.

DATING OFFICER: Len Richardson XY Falcon; Des HamBuick Electra 225.

PROPERTY OFFICER: nil

RALLY DIRECTOR: Michael outlined arrangements for the Clifton Fly-In run.

Graham Allum spoke about the Petrol Consumption Rally. Meet at the club at 8:00am. Barbeque lunch.

Other clubs are welcome to participate.

40th Anniversary. Meal requirements must be confirmed by next meeting. Sat lunch and dinner as well as the Sunday breakfast and lunch are all being provided by the club. As the Saturday dinner is being catered for, those wishing to attend need to pay for tickets in advance by placing \$15 for each participant in a named envelope. This will then be refunded on attendance. (Pay at the April meeting)

Michael is changing the rally date for June as it clashes with the Queen's Birthday weekend.

Restoration Run in August.

LIBRARY: nil

WORKSHOP: Peter spoke about the G Hoey and J Cox cars that are both being worked on at the moment. He also spoke about a working bee to complete the trailer project.

MEMBERSHIP: John welcomed David Grant

SWAP: Most accounts have been submitted. There is a vacancy for the position of Swap Manager.

Denise informed us that 75% of sites for 2011 are already booked. She also spoke about her new proposal that allowed current swappers to book their sites for the following swap in advance rather than lining up. She also mentioned that some bookings

may be completed on line in future using the Paypal system.

HISTORIAN: Brian spoke of the positive feedback he received on his Falconer Motors article.

SHOW AND TELL: T Sheeran showed some motoring books that the club may wish to place in the Library. These were given to him and he is passing them on.

P Murphy spoke about a black zinc paint available in a spray can as well as applying filler (bog) over epoxy primer.

K Hoffmann displayed a number plate that belonged to his grandfather which had the prefix C and was on a 1919 490 Chev.

L Kennedy showed a cast iron object used to melt candle wax and a portable saw probably used by horsemen in days gone by.

GENERAL BUSINESS: G Hoey spoke about an upcoming movie night.

F Callow thanked the club for a card after her recent stay in hospital. L Ryan and D Klein also thanked the club for acknowledging their recent medical issues.

K Hoffman spoke about some film clips he has on the opening of the Water St clubhouse and the early Glenvale Swap. He intends to show these during the 40th anniversary celebrations.

Clyde Baker asked for a card to be sent to his dad who is ill.

Clyde also spoke on the club logo. It was reported that Ray Ashford believed the radiator on the logo to be that of a Stanley Steamer. Col Baker believes it is from a Spyker. P Donovan also contributed to the discussion by saying that the designers didn't want a T Ford to be the club logo as people may assume the DDVVMC was a T Ford club. Therefore the doors were left off and the radiator was changed.

Norm Anderson donated a set of carpet bowls.

BADGES: As a number of badge designs were circulated early in the meeting, President Kevin asked for feedback.

Ray Poulton demonstrated a design and moved that the club accept this badge. 2nd d Ham.

Pat Murphy moved an amendment so that all designs submitted could be voted on. Members would also have the opportunity to vote for the original badge and the badge previously used by members of the management committee. 2nd R A'Bell Carried.

It was decided to place photos of each badge in the newsletter together with prices, sizes etc and a decision would be made in the future. (see page 12)

Ray agreed to rescind his motion (as did Des).

Jeff Cox asked Trish Robertson to come to a meeting in order that she could sign the 25th anniversary banner she made. It was also suggested that a small plaque be placed near the ceramic badge above the Presidents' board indicating that she made this item. Jeff also spoke about the backdrops she painted for the Motor Shows held during the seventies and suggested some of them be hung in the corridor outside the toilets rather than being stored in the workshop.

Lara Wilde asked for advice on gearboxes.

James Meara asked for cars to be used to help celebrate the centenary of the Catholic Church in Clifton.

Noel Cox suggested displaying a vehicle in Grand Central to acknowledge the club's 40th anniversary

Meeting closed at 9:40pm.

Acting Secretary: Pat Murphy; President: Kevin McGrath





1924 Armstrong Siddeley (ex-Cyril Horton) sold for \$11,250.

Rally report for Clifton Fly-in

We meet at the Drayton Tavern for our a run down to Clifton for the flyin.

The cars headed south down the New England Highway and turned off at the Greenmount Connection Road. The weather was clearing up the more south we went — over the railway crossing at Nobby and everybody was travelling well so we kept on going.

When we arrived at Clifton we headed out to the airfield on the Leyburn road.

At the airfield we parked along the edge of the strip and set up for smoko.

The were a number of small aircraft and ultralights parked up so after smoko we had a look over them. I tell you there is not a lot to some of them and you wonder how they get off the ground. They are quite flimsy.

We then headed down to the sheds/hangers which were open for inspection and discovered inside a number of old unrestored aircraft and gliders as well. In the corner of the shed was a 1924/25 Chev tourer which was used as a tow vehicle on the airfield — also an old International D series truck which looked like is was a fire truck in a former life.

There was a unrestored Tigermoth in the next shed along with other planes in various states of repair. In the back hanger were more ultralights and a scale size Spitfire or simalr type of plane.

We were looking over a gryocoper which had a Subaru motor in it, when someone made the comment, “Wheres the fuel tank?” We looked and looked — eventually working out that the plastic seat was the fuel tank!

After we had checked out the rest of the shed we made our way back to the cars and headed back to Clifton for lunch. The group found the park and sat and had lunch. Sue and I were held up at the takeaway shop so didn't get to have lunch with the others. We then headed for home and we got a little shower of rain back at Nobby

It was a good trip down and back and we thank those who came out with us.

See you on the next rally.

Upcoming Rallies

Sunday April 11: Petrol Consumption Test

Meet at the club rooms at 8.00am for a 8.30am start. Graham has set a very interesting run for us again and will let us know on the day which direction we are heading. Bring along your own morning tea to be had on the run. Then back to the club rooms for the results and lunch. We are having a saussae sizzle so come alng for the day.

Lunch cost: \$5 per person. Must have names and numbers by April meeting.

COUGHRAN CLEARING AUCTION



1928 GMC sold for \$8,500. C Cab built by James Meara.



1926 Albion sold for \$9,000.



1924 AEC (ex-Michael Wells) to be restored now by John Freeman. Sold for \$13,000.



1928 Rugby truck sold for \$11,000. Body by James.

DDVVMC's 40th Anniversary

Saturday 15th May: Car 'event' in the park next door.

Saturday lunch at 12 noon (salad roll & fruit) at clubhouse.

Afternoon tea at clubhouse. Ladies, please bring a plate to share.

Saturday dinner at clubhouse (*replacing the Swap Appreciation dinner*): 6.30pm for 7pm start. (\$15 pp refundable deposit). Evening entertainment after dinner.

Sunday 16th May: A club rally visiting many of the sites of club events over the years.

Breakfast: Eggs & bacon etc at 7.30am at the clubhouse.

Rally leaves at 9am. BYO morning tea.

Sausage sizzle lunch at clubhouse.

Must have names, numbers and deposit at April meeting. Help will be required for set up and clean up.

Sunday June 13: Mars Bar Rally

Meet with the Lockyer Valley Club for the right to retain the MARS BAR TROPHY. Details of when and where to follow in the Rag. A great, fun day out for all.

Sunday July 11: Club Driving Skills Day

See how well you can drive your classic under different conditions, out of your comfort zone. More details to follow.

Coughran Auction notes

The Associated Daimler truck — another ex-Cyril Horton vehicle — were only built between 1926 and 1928 so it a fairly rare thing, probably the only one in Australia.

John Freeman got the 1924 AEC truck, once owned by Michael Wells. Thankfully he outbid an English bid, so it too is staying local.

The 1940 Chev ute (on the front cover) was owned by a mother and daughter from Leyburn. I never knew Rugby made trucks until I saw this many years ago when I worked for Brian. A lot of the wooden bodies were built by me.

The Armstrong Siddeley ute was purchased by an English chap new to Toowoomba. Hopefully we will see more of this car.

The 1926 Albion went to the Hunter Valley region.

James Meara

Sunday August 15: Restoration Run

Visit your fellow club members' sheds to view their restoration projects, both big and small.

Till the next rally, stay safe. Michael & Sue Wells:





Coral and Keith, their road, their Rugby.

Keeping the flame

Keith and Coral Hoffman's names are synonymous in the Darling Downs Veteran & Vintage Motor Club with vintage Rugby cars. It's been that way since 1969, when they saw their first Rugby, eventually buying a pair of 1929s for \$65 from John Benecke that same year. John had planned to restore them himself.

Both the rare factory ute and tourer they bought needed serious restoration, and work began immediately on the tourer first.

When the club was launched in May 1970, Keith joined at the second meeting. Coral said she was "dragged into it" but she soon found her feet.

The Rugby restoration had been proceeding well with most of the mechanicals finished, but the car was missing a taillight. In *The Chronicle* one day, Keith spied one for sale in Pittsworth, advertised by current club member John Sutton. They went for a look and bought the taillight. It came with the rest of the car. They bought that too. The car was so complete, they drove it back to Keith's parents' home at Wyreema a few weeks later.

As the ex-John Sutton car was much closer to being ready for the road, it quickly became the main restoration project.

The first tourer's engine had been restored and, after attending to the 'new' tourer's mechanical side by 'flogging' most of the parts off of the first car, the Sutton car was used for rallies on a permit. At this stage there was no tourer top or upholstery, just the springs on the seat. Blankets were put over the springs to make it a little more comfortable. The kids as well as mum and dad suffered sunburn on hot days. Mere trifles such as these didn't slow down the rallying Hoffmans. The car was eventually registered.

This car 'broke the mould' in the club as all of the other cars was beautifully restored. After a new house was built it was decided to give the car a quick coat of paint.. 'Quick' being the operative word. Keith said the two colours were applied in just $\frac{3}{4}$ of an hour on the gravel driveway, using a piece of cardboard to shield against overspray. That paint job survives to this day, some 35

years later.

Underneath, the original paint still remains, and the body's timberwork is also completely original. Added to that, the car is a genuine Toowoomba-delivered car, sold new to a McKewin (?) family at Southbrook.. There's not too many vintage cars that can claim that. Another unusual fact is that the original colours were dark brown body with light brown guards — rare among the more familiar black mudguards, so common at the time.

However, there's still some contention in the Hoffman home about the new colour. Keith insists it's a nice 'vintage' colour. Time hasn't improved it in Coral's eyes, even now it has some age patina to mellow it.

Right from the outset of joining the DDVVMC, both Keith and Coral got heavily involved in the rallying side of club life, making life-long friends along the way. When the last of the children came along, at the tender age of three months she was put into a bassinet on the back floor and away they went.

There were many competitive rallies including the Edsel Falconer Rally. In those days, rallying was serious business and it wasn't uncommon for 50 or more cars to turn up from all over the South East Queensland. Prizes were good and the Hoffman's took out first prize twice. The silver trophies at the clubhouse bear testimony to that. One prize was a complete tool chest. Rumour has it that Coral still uses pieces of it in the kitchen, mainly to replace the cutlery Keith's 'borrowed' for the shed.

Even though it was a quick 'restoration', the 1929 Rugby has been a reliable vintage car. It's only let them down twice – once at the Kingsthorpe turnoff when a small electrical fault in the distributor caused the engine to simply stop dead. Fortunately it was towed home by fellow club member Clyde Baker, driving his father's (Col) 1929 Dodge roadster. It was quickly repaired.

The other time was near Perseverance Dam when, while coming up a hill they heard loud banging coming from the engine. After collecting the car later that afternoon and returning to Toowoomba with it on a borrowed trailer (no club trailer in those days), they discovered a broken crankshaft. With a quick engine swap (fresh spare engine waiting in the shed), they were back

AS IT HAPPENED...

rallying the next weekend.

Coral wasn't content to just sit around watching the fellas enjoying themselves. She helped organize the Ladies Rally, where the women got to do the driving while the men had to navigate. She saw it as a way of bring much needed balance back into the universe.

Very early on she helped form a ladies sub-committee which launched a club recipe book with club members submitting their favourite recipes. Against the jitters of many club members they bravely had 500 printed, the cost supported by sponsorship. They sold out in two weeks. Encouraged, they did a reprint and they too went like hot cakes. With the profits they bought and installed in the original Water Street clubhouse a refrigerator, stovetop and oven, along with an urn. It was the start of the club's very significant facilities.

A single copy of this historically-important recipe book is in the club library. The cover is from a painting by club member Patricia Robertson.

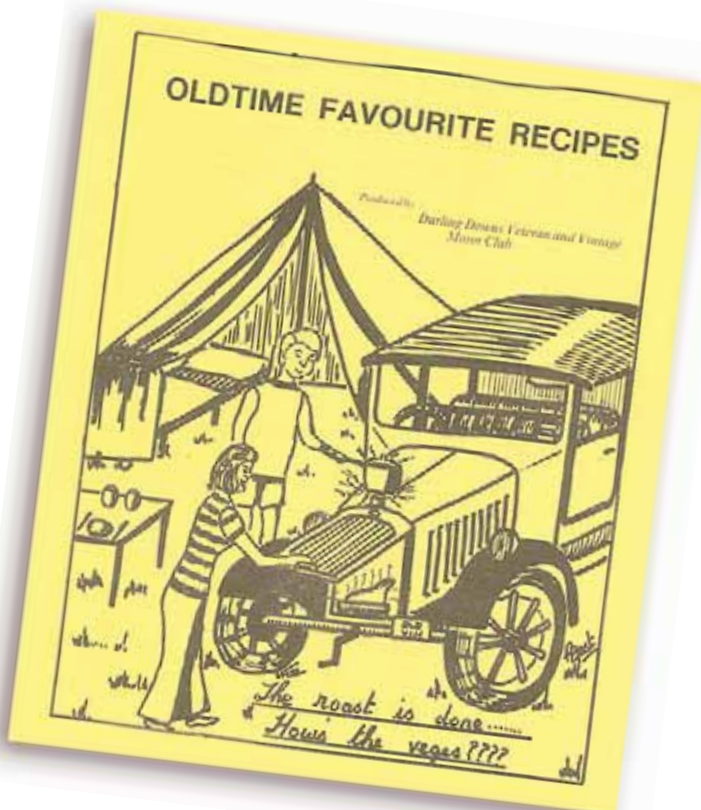
As the club began to get active with motor shows, Coral and the other club women got together for sewing days, where they created all the bunting and flags. Patricia even painted a large backdrop to liven up the backgrounds for the cars while they were on show on the Myer rooftop.

It was these women (and children) who also cooked endless meals during the early swap days.

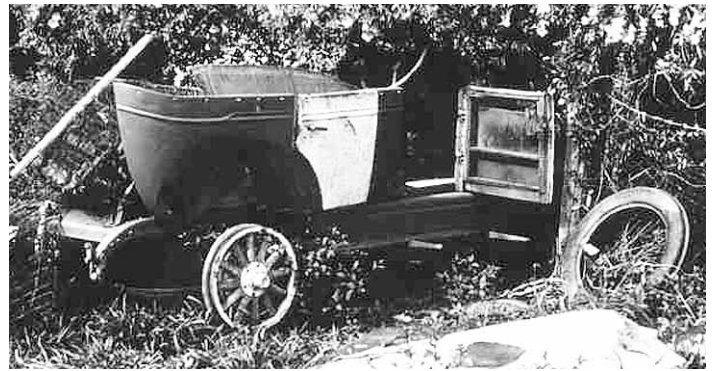
While all this excited club activity was happening, the other two Rugbys have sat in storage, until son Shane decided to buy the original tourer and utility. Restoration on the tourer recommenced late in the 90s, and it's steadily progressing as Shane gets the time. The intention is to have both tourer and factory ute eventually finished and on the road.

After all these years, it's still something we can all look forward to.

— Jeff Brown



Recipe book launched July 1981. Cover by Patricia.



First Rugby as found, 1969.



Rugby ute ready for towing home. Note the Vanguard.



First Rugby nearing completion mechanically, 1972.



Current Rugby as rallied, 1974. Note — no upholstery or tourer top.



History of Queensland number plates *by Michael Wells (continued from last issue)*

1955 - 1977

White legend on a black background. NAA-000 was issued on June 1, 1955.

Series issued:

NAA-000 to NSZ-999*

PAA-000 to PAZ-999*

NTA-000 to NZZ-999

PBA-000 to PZZ-999
(Excluding I as the third letter)

OAA-000 to OZZ-999

*NAA-000 to NSZ-999 and PAA-000 to PAZ-999 feature a horizontal diamond.

NTA-000 to NZZ-999, PBA-000 to PZZ-999 and OAA-000 to OZZ-999 feature a vertical diamond.

PAA-000 to PAZ-999 were issued by regional MRD offices only — not in Brisbane.

Years of issue:

1955 (1/6) NAA-000

1956 (1/1) NBF-197

1957 NDA-670

1958 NEZ-782

1959 NHA-910

1960 NJG-670

1961 NLS-506

April / May 1961 rural issue:
PAA-000

1962 NNO-171

1963 NPR-657

1964 NSG-996 Brisbane

PAW-761 Coolangatta

PAW-800 Southport

PAW-885 Toowoomba

PAX-098 Rockhampton

PAW-572 Townsville

1965 NVG-939 Brisbane

PJB-686 Coolangatta

PJB-818 Southport

PBK-965 Toowoomba

PBK-312 Rockhampton

PBK-525 Townsville

1966 NYC-701 Brisbane

PBV-155 Coolangatta

PBW-339 Southport

PBX-136 Toowoomba

PBV-498 Rockhampton

PBW-450 Townsville

1967 PGA-000 commenced
20 / 9 / 66

PGW-305 Brisbane

PCJ-669 Coolangatta

PBW-339 Southport

PCK-255 Toowoomba

PCJ-953 Rockhampton

PCK-424 Townsville

1968 PDR-090 Brisbane

PCW-345 Coolangatta

PCX-289 Southport

PDH-259 Toowoomba

PCX-620 Rockhampton

PCX-856 Townsville

PIX-999 last town issue
on 6 / 10 / 65

1969 PKD-156 Brisbane

PJT-702 Coolangatta

PJZ-000 Southport

PJZ-829 Toowoomba

PJZ-325

Rockhampton

PJZ-459 Townsville

PCY-000 First town issue
of provincial allotment

1970 PNY-012 Brisbane

PNU-047 Coolangatta

PNU-340 Southport

PNU-695 Toowoomba

PNU-892 Rockhampton

PNU-942 Townsville

1971 PRT-045 Brisbane

PRX-050 Coolangatta

PRQ-640 Southport

PRQ-314 Toowoomba

PRL-972 Rockhampton

PRL-753 Townsville

1972 PWB-743 Brisbane

PVN-672 Coolangatta

PVZ-321 Southport

PVX-826 Toowoomba

PVN-554 Rockhampton

PVX-462 Townsville

1973 OAS-093 Brisbane

PZZ-016 Coolangatta

OAO-580 Southport

OAJ-509 Toowoomba

OAJ-671 Rockhampton

OAO-120 Townsville

1974 OGE-273 Brisbane

OGA-360 Coolangatta

OFR-897 Southport

OFR-997 Toowoomba

OEY-670 Rockhampton

OFR-113 Townsville

1975 OLM-228 Brisbane

OKR-577 Coolangatta

OKW-000 Southport

OKD-129 Toowoomba

OJY-803 Rockhampton

OKW-538 Townsville

1976 OQT-604 Brisbane

OPL-368 Coolangatta

OQK-939 Southport

OPS-100 Toowoomba

OPL-103 Rockhampton

OQK-314 Townsville

1977 OVV-938 Brisbane

OZZ-999 Issued July 1,
1977.

1977 Green legend on a white reflective background, with 'Queensland - Sunshine State' slogan at the bottom of the

plate. Queensland was the second state to introduce slogan plates, with the first Qld plate 000-NAA being issued on July 1, 1977.

000-NAA to mid NB series plates had six bolt holes. Mid NB to 999-PZZ have eight bolt holes.

1977 000-NAA July 1

1978 012-NDI January 1

1979 452-NJU

1980 913-NQY

1981 400-NYA

1982 100-OEH

1983 000-OPA

1984 000-OWM

1985 000-PEE

These are approximate dates of issue. When the 999-PZZ plate was issued the numbers reverted to the beginning of the alphabet, eg: 000-AAA. Currently latest issue plate is L lettering. Also the colour changes to maroon letters on white reflective background in the mid G series, with a choice of 'Smart State' or 'Sunshine State' slogan.



Keith Hoffman turned up last meeting with this interesting, hand-painted numberplate. It was originally on his grandfather's 1919 Chevrolet '490', who lived at Doctor's Creek in the Haden area. The C676 number indicates it was issued in Toowoomba.

MOTOR SHOWS

One means of raising funds for the newly formed club was to stage a car display and charge the public admission.

A series of motor shows were held in the early years, the first one being in the Howards building in Neil St. Howards was a long term motor firm which once sold General Motors vehicles but changed to British cars — particularly what we now know as BMC vehicles (Austin, Morris, Leyland etc).

Their showroom was located in Neil Street on the site of the current bus interchange. Interestingly enough, this same site was also used by the Trevathen's who were probably the first to sell motor vehicles in Toowoomba. They even built a vehicle with a DeDion engine.

By the early seventies, Howards had changed their address to Ruthven Street where the Toowoomba Chronicle office is now located and the old premises became vacant, thus making a suitable venue for a car display.

Listed below are the vehicles displayed in the first Motor Show only one year after the club was formed.

(Reference: *The Polisher's Rag*, Volume 1 Number 4, October 1971)

1900 Toledo Steamer	Tim Osbourne
1907 Darracq	Marshall Lindenberg
1908 Renault	Dave Fiechtner
1910 Ford	Keith Batzloff
1912 Cadillac	Dave Fiechtner
1913 Standard Coventry	Marshall Lindenberg
1913 Cadillac	Dave Fiechtner
1915 Ford	Sel Hawley
1915 Ford	Nev Dorman
1916 Overland	Col and Clyde Baker
1922 Ford	Sel Hawley
1925 Chandler	Trevor Twidale & Terry Erbacher
1926 Dodge	Noel Parker
1927 Chevrolet	Boyce Bischof
1926 Chevrolet	Ian Claydon
1927 Ford	Falconer Motors
1927 Ford	Ray Ashford
1928 Ford	Falconer Motors
1928 Ford	Greg Biddle
1928 Whippet	Charles Nichols
1929 Willys Knight	Ray Ashford

MOTORCYCLES

1911 Triumph	Col & Clyde Baker
1915 Indian	Nev Dorman
1916 Indian	Cyril Horton

President Nev Dorman described the Motor Show as a financial success and a tremendous attraction to Carnival festivities. \$225 was the profit for this first event and the secretary described this amount as a considerable sum.

In May 1974, a proposal was made to stage a second motor show. Venues under consideration were the disused Western Transport depot in Herries St (since demolished and replaced by the Telstra

building) and the showgrounds pavilion which was located on the corner of Campbell and Lindsay Streets.

The Western Transport building was unavailable and the showgrounds pavilion may have been considered too expensive as a rental amount was quoted in the minutes of a meeting.

A later edition of the Polishers Rag stated that the Myer rooftop carpark would be available if a portion of the proceeds was shared with the Carnival of Flowers organisation. Radio Station 4GR also indicated they would be involved and the Hot Rod Club as well as the Historical Society was invited to be part of the display.

Admission prices were set at 50 cents for an adult ticket and 20 cents for a child.

The outcome of the September Motor Show was reported to be an outstanding success. 4GR even set up a mobile broadcast unit. After the event, \$625 was given to the Hot Rod Club and \$800 to the Carnival Board.

The 1975 Motor Show was again held in the Myer rooftop carpark and featured 17 hot rods/drag cars, 24 veteran and vintage cars as well as 4 motor bikes. The old cars included a Minerva, an

Continued on next page



Hello Jeff,

Attached is a photo that Brian Timms gave me on the walk around the historic garages. The Howards Motors building was where the first motor show was located.

By that time (1972) Howards had moved to their new building in Ruthven Street (Chronicle building) and the building was vacant. It was later demolished and the bus interchange was built on the site. Also on this site in the late 1800s / early 1900s was the building where the first motor car was manufactured in Toowoomba by the Trevethan brothers. The vehicle was called the Lye Moon and featured a De Dion motor and wagon wheels. I wrote a more comprehensive article about ten years ago.

You may notice the words AUTOCARS TOOWOOMBA on the building. My 28 Chev has an Autocars Toowoomba plaque on the dash.

Apparently Jim Robertson has some photos of the Motor Shows. His wife, Trish, was married to another club member Errol Best and she painted a number of old fashioned scenes that were used as backgrounds for some of the motor shows. One of these has been hung in the back corridor outside the toilets and looks very good.

Pat Murphy

AS IT HAPPENED... CLUB HISTORY:

Continued from previous page

Overland racer, a straight eight Graham, a Citroen, a Cierano and an 07 Star.

So popular was the event that some of the vehicles came from Ipswich, Brisbane and Kingaroy. Admission prices were increased to 70 cents and 30 cents and a change was made to radio station 4WK. The profit was \$1020.46.

In 1976 a number of changes occurred. The hot rod organisation was no longer associated and ran a similar show called the Hot Rod Spectacular at the Toowoomba Showgrounds pavilion. Instead of being called a motor show the event now became the VINTAGE MOTORCADE 1976 and 31 vehicles from the 1907 Star to a Mark V Jaguar, five motor cycles and six stationary engines were on display.

Associated clubs included the Veteran Car Club and other clubs from Brisbane and Ipswich. \$500 in prize money was competed for the best club display. Radio stations 4WK, 4GR and 4AK were all involved in promotion. Dalby club members built a model veteran car similar in size to a pedal car and this article was the prize in an art union.

MOTORCADE 77 was the name used to promote the next motor show, the main idea to show the gradual change in travel. Featured were a penny farthing, a sulky and many motor vehicles up to the 1950s. Unfortunately there was poor radio coverage and attendance was down.

Relations with radio station 4GR were restored and the motor show for 1978 was called the 4GR MOTOR EXPO. Admission prices were still 70c, 30c and \$2.00 for a family and many

backdrops were painted (which we still have) for the event. A moderate profit was made and \$1000 was transferred to the building fund to support planned work on the new clubhouse in Water St.

This was the last motor show to be held at the Myer rooftop carpark. There were some other similar events in later years such as one held in the Shannon's pavilion at the showgrounds and another display held in the basement carpark at High Street Plaza.

Both of these events occurred in 1985 but neither was organised by the club. The High Street event included hotrods and money raised was given to the Spastic Centre.

By 1980, the Swap was beginning to make a considerable profit and was easier to organise as some of the vehicles in the Motor Shows often had to be transported from other centres. The lack of availability of a suitable venue may have also been another reason for the demise of this major event in the club's first decade.

During the 1970s the week-long evening street carnival was very popular and the Myer carpark wasn't far from the action in Ruthven Street. Today evening festivities are centred on Carnival weekend and are held in Queen's Park.

LETTERS TO THE EDITOR

Club Badges as stickers

A few months ago I suggested that we should consider having a club windscreen sticker for our cars thus promoting the DDVVMC when we are out on rallies, club runs and attending public meetings such as Allora and the David Hack Classic etc.

The design would be identical to our existing club badge but perhaps a little larger than our shirt badge.

They would be made in a durable, weatherproof, self-adhesive material specifically for adhering to glass i.e. the windcreens of our cars.

I obtained two quotations each for a quantity of 500 and presented these at the last general meeting.

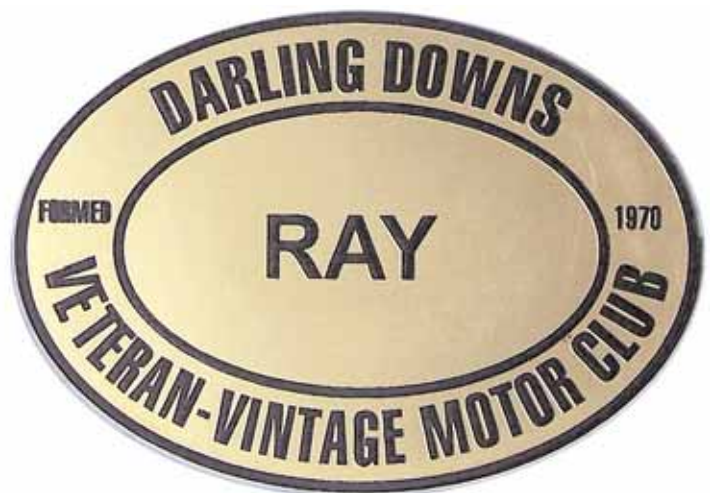
One quotation was just under \$1000 for the stickers in a tough VINYL and the other was just over \$1000 and was to be produced in a METALLIC FOIL.

As a past member of the Historic Motorcycle Club of Queensland my 'daily drive' wore the club sticker for a number of years without fading, peeling or in any way deteriorating. This badge was made in a Metallic Foil.

My personal recommendation therefore is to adopt the item in Metallic Foil. For the few extra cents that they will cost, over the Vinyl variety, they will repay in overall durability and I believe their glossy and quality presentation in Foil will further enhance the image of the club.

I will try to obtain another HMCCQ badge to show at the April meeting.

Michael Armstrong



The above badge has been submitted by Ray Poulton for consideration. It is shown about life size. They can have either a pin or magnet backing.

Ray showed two badges, in different colours. One was bright yellow with a rich blue centre. This badge is black printing over a bright gold background.

Projected cost is \$16 each.



This badge style has been submitted by Trevor Hoffman for consideration. It is also shown life size. It can have either a pin or magnet backing.

The badge background is white with black writing, and the club logo is in full colour.

With pin on back, cost is \$6.50 each. With magnet, \$8.50 each.





New 'Vintage' arrival

Ashleigh Jane Ciesiolka was born 18/02/10 and weighed a happy 2.972kg or 6 pound 9 oz in the old terms. Here's Joshua (nearly 5) Darren, Ameer, Ashleigh and Jessica 7.



Hi fellow clubmembers: this is our latest toy to join our collection, a 1964 EH Holden Special wagon — 46 years old.

Regards, James Laird

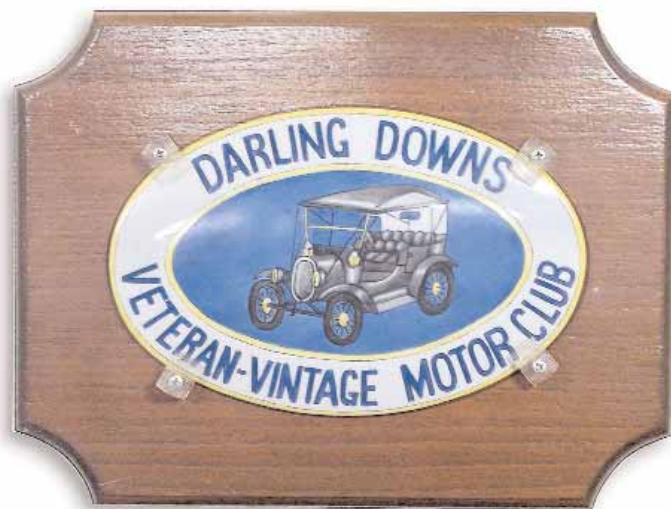
Note the period mags. Hard to find these days. — Ed.

More on the old Q plates



Hi Jeff. I have attached a photo of a black and white number plate that you requested. From the listing in the last newsletter it appears to be 1947. The numbers are made of a die-cast material with spigots on the back of them. The spigots are then put through holes in the backing plate and flattened to keep the numbers in position. The quality control of the hole drilling in the backing plate is quite poor as witnessed by the different angle of the letter and numbers.

Keith Hoffman



Club Artist

Trish Robertson is one of the early members of the DDVVMC.

While Trish may not have designed the club logo, she has been the club's artist, painter, sketcher and ceramic expert who over the years has painted banners and made a ceramic copy of the club logo mounted on the President's Honor Board listing all the presidents since the formation of the club in 1970.

Trish was the designer of an attractive gold brooch the early DDVVMC women wore on special occasions. The back drops which depicted an early garage scene were all hand painted by Trish and used in many of the Motor Shows held on Myers roof top car park in the 1970s.

We thank you, Trish, for your valued contribution and work over many years.

Brian Timms

If you're into old car brochures, check this website out:

www.lov2xlr8.no/broch1.html

Lara Wilde

Wanted

Mk II Ford Escort rear axle wheel to wheel.
Contact Brian Timms: 4630 0048

Ford Side Valve V8 Motor, preferably complete and running, but will consider anything.
Contact Greg Bowdler at night on 4630 4990.

1937-41 Ford wishbone suspension, or just the wishbone.
Contact Geoffrey Voll: 4696 8874 or 0407 652 978.

Wanted: Holden HQ/HJ/HX/HZ or WB 1 tonner/trayback ute, must be in good condition.
Lap seat belts preferably with mounting bolts.
EH or EJ Holden parts – bits & pieces, would consider whole parts car; Contact James: 0417 075 819

Grill Badge for FC Holden as per photo.
Contact Keith Hoffmann 4635 1742 or 13 Dorge Street, Tmba.



For Sale

35cfm 3 phase compressor \$800.
Contact Peter Donovan: 0408 307 666

Two 1958 FC Holdens. Suit restoration. Two FC parts cars. Sell separately. Contact Collen Klein: 0429 633 958, 4695 4194

EJ Holden Special sedan on full rego. Straight, original. New radiator, recon grey engine, 5 new tyres, new upholstery, new exhaust. \$7500.
Contact Merv and Denise Klein on 4637 9595.

Mini-sprint car/off-road racing buggy, great fun machine; \$1250;
WB Holden wiper/washer water bottle; \$65;
XT Falcon wagon NOS right rear quarter guard; \$350;
HQ Holden rear seat; \$50;
1957 Ford F600 tipper, some rust in cab but complete and original, requires full restoration but straight forward project (I have to any other projects on the go as this was planned to be my own classic car carrier); \$2500;
HG Holden exterior metal sun visor; \$75;
Victa lawnmower (3 of) and two catchers, non-goers; \$50 the lot;
Contact James Laird: 0417 075 819

GMC rims for sale off my GMC.
Tyres are in good condition.
6 stud. \$200 each ono.
Contact Lara
041 777 99 17



Indoor Bowls ~ a fun night

Played at DDVVMC Club Rooms every second Tuesday night at 7.30pm.

All welcome. Dates: April 13, 27

For further enquiries: Ted Taylor 4632 2565

March Quiz Answers

- 1 Which make and model introduced, in 1929, the New Superior model with finger tip control? **Overland Whippet.**
- 2 Which make, known as the Chief of the sixes, had only 8 cylinder models for 33 & 34? **Pontiac.**
- 3 Which two makes were combined when Darracq bought them in 1920? **Sunbeam and Talbot.**
- 4 Which make introduced the Tractioneer in the early 70s? **FWD trucks.**
- 5 What was a Welbike? **A small fold up bike used by WWII paratroopers.**
- 6 What make offered what was nicknamed 'The Chain Gang'? **Fraser Nash.**
- 7 Which make offered the Cordoba in the early 70s? **Chrysler.**
- 8 Which make offered the Fleetmaster Sport, Fleetline Aero and Fleetline Sportsmaster in the 40s? **Chev.**
- 9 Which make offered the Skyhawk and the Skylark in the 70s? **Buick.**
- 10 Which make offered the Satellite in the 60s? **Plymouth.**

April Quiz

- 1 Which high quality French make used Chrysler Engines, 54 to 64?
.....
2. Which US Sports Coupe used XR7 to designate its up market Model?
.....
3. Which US truck manufacturer introduced a 3/4 ton speed truck Called 'Buddy' in 1926?
.....
4. What make and model introduced a bike with such a large and strong casting that the rear suspension hinged off the back of the gearbox?
.....
5. Which introduced the model 'Three', in 1956?
.....
6. Which make offered the 'Speedabout', in 1927?
.....
7. Which make offered the 'Coupster' in 1925?
.....
8. Which make offered the 'Flash-Way' direction signals where the make and model formed the indicators on the boot lid?
.....
9. Which make had an 'Oleg Cassini' model in the early 70s?
.....
10. Which make offered the 'Voyager' and the 'Commuter' in the late 50s?
.....



SWAPS

Apr 18 Cleveland Swap Cleveland S'grnd 0403 960 584

May 9 Mudgeeraba Swap Mudg'ba S'grnd 0408 966 372

May 10 Gatton Swap Gatton Showground 5462 4600

May 30 Brisbane Swap Capalaba 0412 076 846

July 11 Original Gold Coast Swap Mudgeeraba Showgrounds 5530 5559 / 0427 264 732

July 18 Coffs Harbour Coffs Harbour Showground, Pacific Highway. From 6am. 0407 234 991 / (02) 6653 5139.

July 31 Nambour Swap

COMING EVENTS

April 2010

11: ARAGC Show & Shine - Carrara S/G

11: DDVVMC Petrol Consumption Test

15-16: Sunshine Coast Motorkana

17 Ute Show Toowoomba Showgrounds

May 2010

2: David Hack Classic Toowoomba airport from 9-3

8-9: Dalby Annual Rally Held at Dalby

15-16 DDVVMC 40th Anniversary Celebrations

June 2010

12-14: WinterSun Queens Birthday long weekend at Coolangatta/Tweed Heads.

13: DDVVMC Mars Bar Rally

July 2010

11: DDVVMC Club Driving Skills Day

15: DDVVMC Restoration Run

PUBLIC NOTICE

St Thomas More's Catholic Parish, cnr of South and Ramsay streets are celebrating their 50th anniversary on June 19 and 20, 2010.

You are invited to bring your old car and display it from 10 am to 3pm on the Sunday, June 20, 2010

A parking area for 24 cars has been allocated for the exclusive use of club members to display your car.

Models sought around the 60s, but all and any old car most welcome.

Register your car with Kevin McGrath, ph. 4636 3760 or at any club meeting from now on.

Are there Significant Events in Your Family?

Members — contact me if you have a family member or know of a fellow club member suffering a bereavement or celebrating a significant event, eg: birth, marriage or anything of note.

Leonie Ham

TRADERS



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'Celebrating 40 Great Years' in 2010

If not claimed please return to Darling Downs Veteran & Vintage Motor Club Inc: PO Box 486, Toowoomba QLD 4350



Above
Perhaps the only one in Australia ~
1928 Associated Daimler ~ ex Cyril Horton

Right
The colour cover of the 1975 Motor Show promotion.

