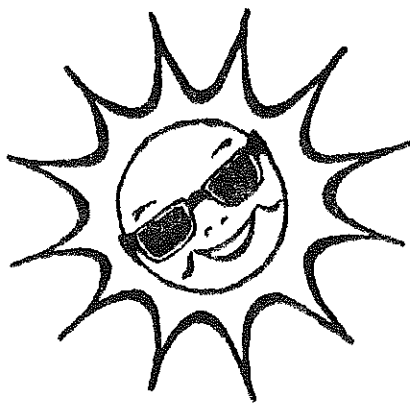


— *Auto Antics* —



from _____



The SUNSHINE COAST
of QUEENSLAND

Auto Antics

The official Newsletter of — **The Antique Car Club of Nambour**

Address all correspondence to — P.O. BOX 362, NAMBOUR, QLD, 4560

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CLUB MEETINGS — are held on the LAST TUESDAY IN EACH MONTH at the rear of
SKINNERS GARAGE, BRUCE HIGHWAY, NAMBOUR...VISITORS WELCOME

"AUTO ANTICS" — Address all correspondence to THE EDITOR, BOX 362, NAMBOUR.
Closing date for copy — 7th OF THE MONTH OF PUBLICATION.
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non members — 20¢ per copy or \$2.00 per year (12 issues)

CLUB MEMBERS! A free copy of "AUTO ANTICS" will be sent to any potential member of the Antique Car Club of Nambour, together with a fact sheet describing the activities of the club. Just send us the name and address of anyone you think could be interested in joining. Be sure of the correct address and include the postcode.



COUNSEL TO MAIDENS

Oh damsel fair beware the car
Where seating space is wider far
Than any man of reason needs
Except to further his misdeeds.
The steering column change eschew
No good can come of it for you,
And likewise any motor shun
From which you can't bale out and run.

Let maiden modesty decide
To take a summer evening ride
In something of the vintage breed
For virtues friend was ever speed.
No vilpine sibilance can come
From guileless lips of vintage chum.
With passion he is never dizzy
His motor keeps him far too busy,
And vintage bucket seats preclude
The acrobatic interlude.

Nor can he sit you in the back
For there a jerry can, a jack,
An inner tube, some oily rags,
A pair of mouldy flannel bags,
A grease gun, several tattered maps,
Dead bottles left by other chaps,
A tow rope and a grimy glove
Leave not a lot of room for love.

Don Juan hands it to his betters
To flirt with triple carburettors,
And modern Casanovas thrive
On ultrahydramatic drive.
But vintage bod of stark appearance
Gives his poppets ample clearance
He keeps his honour engine bright,
Is never loose, and seldom tight.

And should the half elliptic ride
Bring bruise to tender underside,
Those precious nylons go to hell,
Among the spanners in the well.
And gearbox cast a blob or two
On tiny white and cherished shoe,
These are but little things to pay
For being out of dangers way,
The while you blind to Kingdom come
And back again intact to Mum.
The trouble is the vintage brew
At length may prove too strong for you,
And if you ride with him a lot
You'll end by marrying the clot.

So all in all it seems to us
You're safer riding on a bus.

Contributed by
GEORGE LAMBERT



Editorial

Some of you may have been buying a reasonably new Sunday Newspaper, "The Sunday Australian". This is a paper which started off from square one and has fought its way into every state in Australia after going very close to not making the grade at all. The interesting thing I think is that after 5 or 6 decades of the Sunday Mail and Truth or Sunday Sun as it is now called, we have at last a Newspaper which can give us up to three or four hours reading compared with only minutes in one of the others. Here is a brand new baby bucking the big guys and licking them hollow at their own game (my humble opinion). That is in Editorial matter etc.

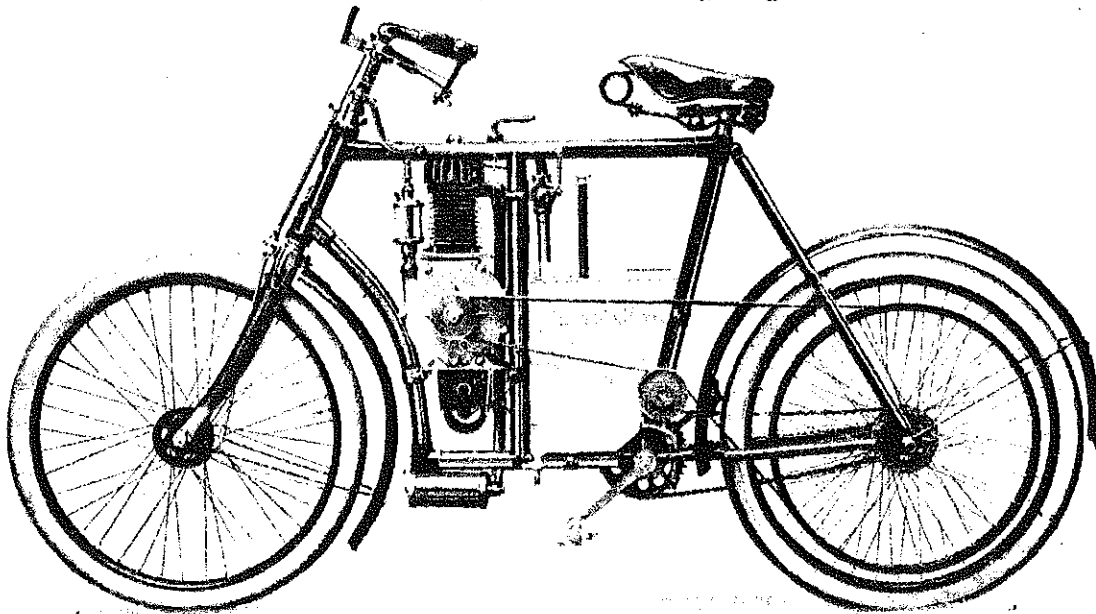
I would like to think we could compare our Club with large Clubs in the South without being too cocky. However, this is not the point I am trying to make. I do think it is very good policy for our Club to always strive to do things better than ever before. There is really no place for mediocrity in a Club such as ours. We have all travelled around, we have gained ideas from other Clubs and we have built on them and improved our organisation. These improvements can and should come from Club members. Each member has a number of ideas and if he does not feel up to standing up at Club meetings, then a letter to the Editor is what we are really looking for. The strength of our Club is the combined force of ideas supplied by members.

I think our Club is good, it's different from other Clubs, let's keep it different. Let's never become satisfied and let us progress with the sure knowledge that in five years time the Club will be five times bigger and five times better.

EDITOR

* * *

Motor Cycles of Long Ago.



The Hewetson, with inverted magneto and jockey pulley, 1902.

CLUB NOTES

Last Meeting: Twenty eight were present including visitors George Hadley (T Ford & Oldsmobile), Mr. James from Caloundra and Brian Mann from Yandina. Chairman for the night was Vice President Doug Campbell standing in for President Doug who had an operation on his toe. This information was confirmed by Hal Day so Robyn can stop worrying.

It was also the 94th meeting - it looks like Christmas for the 100th.

Ladies Night: Appeared to be enjoyed by all - the only criticism being that the Chef apparently does not know how to cook chicken, as several people were confronted by quantities of nearly raw chook. Personally, I consoled myself with various types of liquid refreshment and didn't feel a thing - - - until next day.

Noticed the Chief Gladiator from the Colosseum and the Rally Director sparking on all six cylinders - among others.

The Treasurer reports bags full of money coming in with Entry Forms and no doubt at some later date, bags full will be paid out.

The Sunshine Coast Promotion Bureau asked us for our Hub Tour and Motorkhana Programme to be included in their brochure.

The Caloundra Run was very successful with fourteen starters with about fifty adults and umpteen children. After the Rally everyone adjourned to Olive and Alan Clegg's home for the presentation of the Clubman Award of the year by Mrs. Shepherd to John Page.

Congratulations John - very well deserved. John is the man who does not say a lot but who is always there doing what ever is necessary without being asked.

The Club wishes to thank you very much Olive and Alan for putting on a very enjoyable afternoon tea. This was unexpected and no doubt Olive spent a great deal of time preparing for this event. It's people like this who make a good club really great.

The monthly raffle yielded another \$5.00 and was won by Dick. Prizes are still being provided by Vice President Doug and this is a very much appreciated gesture.

Bob Bean advised that a couple of things have been swapped, and wants more listings for the Spares Register.

* * *

CHANGES IN DESIGN

Changes in designs improved many cars during the 1920's. Body lines became more graceful and the closed car, chiefly the sedan, became common.

In 1919, 90% of all cars were open models. In 1929, 90% were closed cars.

During the 1920's and 1930's, automobile engines became quieter and more powerful. Other improvements during that period included four-wheeled brakes, quick drying paints, sealed-beam headlights, shatter-proof glass, factory-installed radios and heaters, independant wheel suspension and low-pressure balloon tyres. In 1932, Ford brought out the first low-priced car with an eight-cylinder engine. In 1937, General Motors offered an automobile transmission on its medium priced Oldsmobile.

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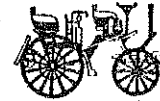
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JAMES L. NORTON AND HIS MOTOR CYCLE

Rem Fowler's win in the 1907 T.T. race was the first of a great number of Isle of Man victories for Norton machines. This bike, which weighed about 180 lbs., was powered by a V twin cylinder engine of 671 c.c. (75 x 76 M M bore and stroke), and the engine was made in France by Peugeot.

James L. Norton installed the engine in one of his long frames, (he was a great advocate of long wheel bases), and added sprung front forks as well. Fowler had actually entered himself in the twin cylinder class and won by thirty three minutes, at an average speed of 36.2 M.P.H.

James L. Norton built the first Norton motor cycle in 1902. It was an O.H.V. model with countershaft and chain-cum-belt drive. He also built motorcycles designed by other men, devoting most of his time and all his workshop facilities to the manufacture of these new fangled contraptions. He was a clever engineer and a founder member of the Institute of Automobile Engineers. Among the several designs for which he was responsible was an O.H.V. single cylinder engine, laid down in 1913, and subsequently forming the basis of the first O.H.V. racing Norton engine produced ten years later. "Pa" Norton raced his own motorcycles also, but unfortunately with no great success.

Although "Pa" Norton died in April 1925 at the comparatively early age of fifty-six, his motor cycles have continued on and are still well known today. Few motorcycles can claim so long a record of manufacture as the seventy years of Norton. "Pa" Norton's faith in the motor cycle was not misplaced!

RAY GAULD

* * *

AUTOMOBILE WORLD SPEED RECORDS

One mile - Piston Powered Automobiles.

<u>M.P.H.</u>	<u>YEAR</u>	<u>DRIVER</u>	<u>PLACE</u>
39.24	1898	G. De Chasseloup- Laubet	France
103.56	1904	Louis-Emile Rigolly	France
131.724	1910	Barney Oldfield	U.S.
203.790	1927	H.O.D. Sergrave	U.S.
301.13	1935	Sir Malcolm Campbell	U.S.
394.196	1947	John R. Cobb	U.S.
403.10	1964	Donald Campbell	Australia
409.277	1965	Bob Summers	U.S.

One mile - Jet Powered Automobiles

407.45	1963	Craig Breedlove	U.S.
526.27	1964	Craig Breedlove	U.S.
536.71	1964	Art Arfons	U.S.
555.127	1965	Craig Breedlove	U.S.
576.553	1965	Art Arfons	U.S.
600.601	1965	Craig Breedlove	U.S.

* * *



COMING EVENTS



ENTRIES CLOSING SOON

SUNSHINE COAST HUB TOUR

&

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COMING EVENTS CALENDAR 1972

- AUGUST - 13th - V.V.C.A.A. Swap
- SEPT. - MOTORKANA '72 & HUB TOUR
- OCT. - 15th - Road Rally
- NOV. - 12th - Concours Gold Coast Autorama
- DEC. - 9th - Christmas Party

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BEANSTALK & SPARES REGISTER

It has now been close on three months since the suggestion for the adoption of a Spares Register to be introduced into the Club was put to members by Bob who has volunteered to generally look after your spares and keep the register up to date, and at the present we have only a small amount of members who are taking an advantage of this free service which is offered. Come on chaps! don't dump it - let the Registrar have a look and store it for you. He could have a buyer lined up for swap or sell for your particular parts you have listed.

Congratulations to members in the organising of the Ladies Night which was held at the Maroochy Sands. I think a most enjoyable time was had by all including the Rally Director.

REVIVING A LOST ART: Stand erect, place right foot on ground, push foot down as in operating throttle and shift weight to right foot. Place left foot forward to repeat operations as previously carried out with right foot. Alternate at a speed of 10 movements per minute and, when proficiency has been attained, increase speed to 80 per minute. This is known as "walking", a form of transportation used before the introduction of the automobile.

PRESTIGE RESTORATION: Owing to the increased work, no further orders can be accepted for complete restorations before 13th September, 1972.

BOB BEAN

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DID YOU KNOW?..... by RAY GAULD

The first Motor Traffic Act was introduced in New South Wales in 1909. Prior to this date the motor carriage was not registered, nor had the driver needed an official slip of paper called a Driving Licence to allow him to drive his motor carriage.

Even in 1909 motor traffic has inflicted casualties on the population, for the records show that two persons were killed, and forty-nine were injured. In this, the first year of the new traffic act, the following number of convictions were made:

Negligent Driving	2
No Tail Light	18
Excessive Smoke	19!!!!
Exceeding 6 M.P.H. across intersections and 4 M.P.H. around corners	16

(From "The Story of Australian Motoring", by Keith Winser)

The New South Wales Government's first motor vehicle was purchased by the Carruthers Government in 1906. It was a De Dion Bouton and was sold by W.J.C. Elliott, who then gave a great deal of driving instruction to various public servants who were to drive it on official duties.

(I wonder what happened to it?)

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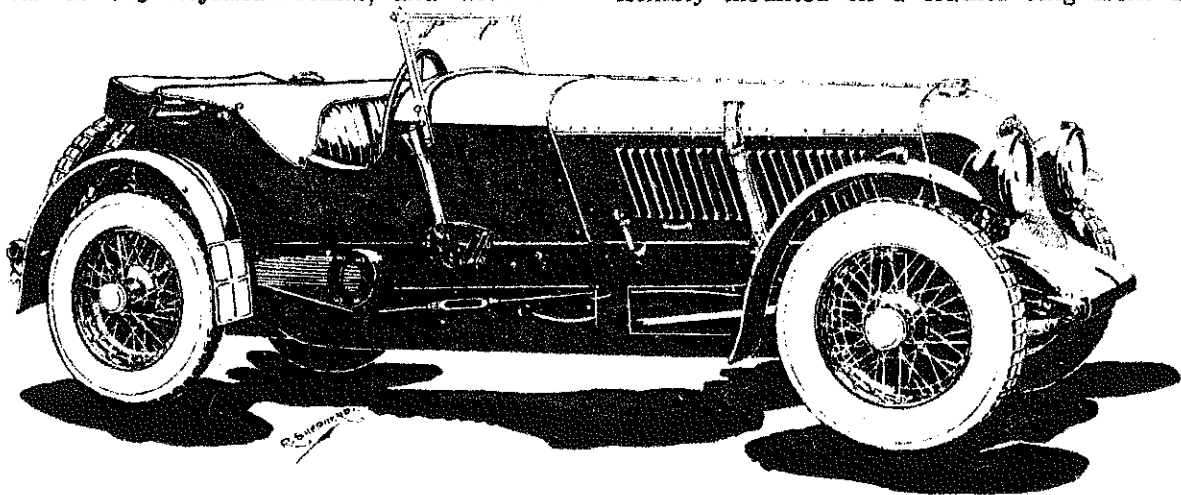
1920 LEYLAND EIGHT



AFTER the end of World War I, the great Lancashire firm of Leyland Motors decided to build for the luxury passenger car market. Their product, the Leyland 8, was designed by J. G. Parry-Thomas, surely one of the half-dozen outstanding automobile designers of all time. Thomas really showed his originality of thought in this design, and the result, due to his genius and the fact that he was not hampered by having to consider costs, was undoubtedly the outstanding car at the Motor Show of 1920—all who examined it were unanimous in labelling the Leyland 8 the "Lion of Olympia." Thomas, from the beginning, raced the Leyland 8 at Brooklands, and won his first race at an average of 94.25 m.p.h. and by 1922 he was lapping Brooklands at 103.11 m.p.h. Later, of course, he developed the car as the Leyland-Thomas, and with it

picked up oil from a tank on the offside of the crankshaft and fed it to a trough. From here a pump forced the oil to all bearings in the engine. Ignition was by coil and distributor and when the engine stopped, the current was cut off automatically by cessation of suction. The cylinder head was detachable, pistons were aluminium alloy and two Zenith carburettors supplied the mixture on the rear side, later replaced by a single instrument. The compression ratio was about 5 to 1, and the engine, as standard, developed 145 b.h.p. at 2,500 r.p.m. The power at a mere 1,000 r.p.m. was 60 b.h.p., and at 1,800 r.p.m., 100 b.h.p. Vastly increased power was available with fairly mild tuning and no liquid dynamite, and Sir Lionel Phillip's car eventually gave 250 b.h.p.

The chassis was deep channel section braced by girder cross-members, and the gearbox was flexibly mounted on a leather ring front and



earned immortality at Brooklands. The Leyland-Thomas eventually lapped the track at 124 m.p.h., and as late as 1938 Sir Lionel Phillips achieved nearly 125 m.p.h. on the road in his re-bodied example.

However, the interest in the Leyland 8 is not in its performance so much as in its ingenious design, which was decades ahead of its time. The engine was an eight-cylinder in-line type, the bore and stroke being 89 x 146 m.m. and the capacity 7,266 c.c. There were two overhead valves per cylinder, and these were operated by a single overhead camshaft. This was driven from the rear end of the six-bearing crankshaft by triple eccentrics and rods, to obviate the noise in the drive. Each valve was equipped with a cantilever leaf-spring instead of the usual coil spring.

Lubrication was full pressure; the flywheel

back; it had four speeds forward. The two axle shafts were mounted in a wide V-angle to assure proper wheel contact with any cambered road. The suspension was by quarter elliptic springs at the rear; these had rollers between each leaf and were connected to torsion bars in tubes, which came into play after a certain spring deflection was reached. Suspension in front was by half-elliptic springs, with girder radius arms from the dumb-irons to a torsion bar.

The rear wheel brakes were operated mechanically with vacuum servo assistance. The chassis had automatic lubrication from a dashboard tank—again remember the date of 1920, and the wheelbase was 11ft. 9in. with alternatives after 1921 of 10ft. 6in. and 12ft. 6in. The chassis alone was priced at £2,500 in 1920, but reduced to £1,875 later.

Letters to the Editor

Having recently returned from a trip to Newcastle and districts nearby, I thought members could be interested in what I saw and did. First of all, I picked up a reconditioned Ford "T" engine (as a spare for my car) from Bob Newman of Tuggerah. Bob has 2 restored Talbot cars and a shed full of old goodies in the parts line. I left Bob's and went to Cassnock. Max Burke, the owner of a '16 Hupmobile, unrestored 15 Buick, and a couple of veteran and vintage bikes made me very welcome.

Three days later we were still there! Max's bikes are 1910 Arno fixed engine single, a 1914 Turner I.A.P. outfit, 1927 Harley, '30 New Hudson etc, etc. Max, Joan, Francie and myself had a day out at the vineyards of course! Following is a list of people whose cars and motor cycles I saw, rode or drove about:-

Adrian Schuck of Wallsend - 1908 Abingdon King Dick motor cycle. I rode this one quite a distance and was amazed by its performance. Adrian owns many veteran or vintage motor cycles and some of our members saw him at the Gympie Swap or at our last meeting.

Doug Marr - 1918 Buick 6, single seater, 1913 Sunbeam, also some motor cycles under restoration.

Laurie Macey - 1916 Buick Tourer, early Schacht motor buggy about 1907. Laurie demonstrated the Schacht to me and boy! what a bag of tricks it is! Laurie also has a 1929 Indian Super Scout bike, a beauty.

Hinkler Tooth - 1920 Ford "T" tourer under restoration. This one is a left hand drive (not the one from up here) and coming along nicely. Also there is a big Sunbeam Tourer about '26 in his yard, a beauty, waiting for restoration. Hinkler's son Allan has a Triumph on the go also. (Car about 1928)

Jim Taylor - I met Jim but did not get time to see his motor cycle collection.

John Wilson - John has a 503 Fiat, 1918 Buick and a Baby Austin (1927 I think)

Rick Risato - A whole shed full of cars. 1904 Renault 4 cyl, (restored) Austin 7, two unrestored Bean Cars and some motor cycles. Some of these belonged to Steve Elliott who has them there also. Steve was at back of premises working on the Mystery Overland of his. Rick's everyday car is a 1929 Whippet with wire wheels.

Also met Laurie Redman from Dungog who has a vintage Douglas and most of an early veteran F.N. motor bike.

Somewhat to my disappointment I could find no one with an "Indian" bike like mine, but was told where I could get a motor, so I collected this engine from near Armidale on the way home. Francie didn't seem to like getting her stockings torn on the motor. Naturally, with something like that you put it on the front seat! She rode quite a lot of the way home in the back seat. Definitely not quite as keen on "rubbish" as I am!

Any way, a good time was had by all and I can definitely recommend any of these people I named as well worth looking up if you are down that way. They made our holiday quite pleasant and went out of their way to show us about etc. Also I think I have convinced several of them that our September Rally is worth coming to. I think you would be surprised at the interest being shown by them in our Motorkhana.

RAY GAULD

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To the local aboriginies, the car at first was a fearsome thing. One day a friendly owner, seeing the Binghi's gathered around his parked vehicle, but at a respectful distance, asked if any of them would like a ride. None was willing. Eventually a young gin with a baby in arms got into the front seat alongside the driver. As soon as the car moved she lost her nerve, thrust the infant on to the driver's lap, jumped out and went bush like a scared emu. Long afterwards she came cautiously back, much to the relief of the motorist who was trying to explain the piccaninny to his wife!

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NEXT MEETING 25.7.72

NEXT RALLY _____



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