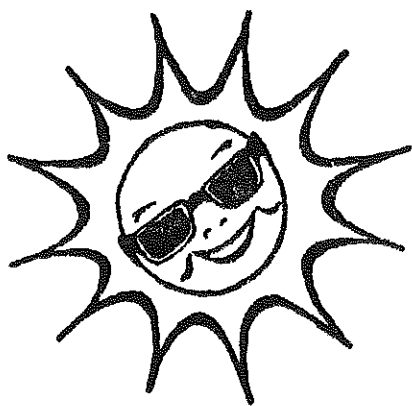


— *Auto Antics* —



from \_\_\_\_\_



The SUNSHINE COAST  
of QUEENSLAND

MAR 1972

# *Auto Antics*

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

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

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## COMMITTEE 1972

### PRESIDENT

Doug Partington  
Bruce Highway  
NORTH ARM  
Ph. North Arm 13

### VICE PRESIDENT

Doug Campbell  
Mapleton Rd.  
NAMBOUR  
Ph. 411971

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CALOUNDRA  
Ph. 911851

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### NEWSLETTER EDITOR

Ian Hayne  
Image Flat Rd.  
NAMBOUR  
Ph. 412308

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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**.  
Club membership fee includes Newsletter subscription. For  
non members - 20¢ per copy or \$2.00 per year (12 issues)

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**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.

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## President's Report

STANTHORPE..... This months report is straight from the cockpit. The Partingtons have just arrived home from the "Apple and Grape Festival" in Stanthorpe. The success of this Festival was tremendous and its financial gain to the town and surrounding districts must have been counted in at least six figures. The Festival was timed to coincide with the towns Centenary and the organization was very good indeed.

We left home on Thursday evening to attend to some business in Brisbane and we left for Stanthorpe via Toowoomba on Friday. We have towed the tandem a lot of miles, but never in conditions like that Friday. It was 93 degrees in Toowoomba when we arrived, so what it was like around Gatton I don't know, but the Falcons heat gauge read hot all the way. We were convinced that we wouldn't get over the Toll Bar without boiling and as we climbed we were even more convinced because we passed several cars and trucks stopped by the roadside. However, all was well and after four miles in low gear we reached the top. We spent the night in Toowoomba and went on to Stanthorpe on Saturday where we were greeted by the Ford Dealer Eric Muir.

Eric had the Showroom ready for the Apple Festival, half the space for the Model T and half for well known ex racing motorist and Hotel Manager Joe Bonetti to judge the Apple Cider. After the judging we all sampled the cider and polished the Ford with great gusto.

The Rally was organized by the Veteran Car Club to be part of the Festivities, and the Concours d'Elegance was held in the main street in front of a huge crowd. It was good to see Wally Cox and Ed Sims there along with another 35 assorted Veteran and Vintage cars.

After the Concours we all drove in the Centenary procession and it was one of the best we have seen, much better indeed than the Carnival of Flowers. We dined in the evening with Dale and Pat Hanley from the Gold Coast and consumed some more cider. (by this time we had acquired quite a taste for it) We camped in the Ford Dealerships back yard and the street festivities went on till the wee hours. Perhaps it was the cider, but we didn't notice the noise. The street at 5 a.m. the next morning was like a 100 acre pig sty - apple cores - grape seeds and paper packets. The Council was on the job early and the place was spick and span again by 8 a.m.

Sunday mornings programme included a Treasure Hunt for the oldies. We all lined up in the main street at 10 a.m. and were flagged off by the Honourable John Herbert M.L.A. and we headed off to Thulimbah. When we arrived, a tour of the local C.O.D. was organized and as we entered we were all presented with a pack of apples and more cider. After an interesting tour, the Rally headed off for a tour of the countryside and we arrived back at Stanthorpe at 1 p.m.

The Minister presented the Trophies to the winners and we were pleased to be amongst them. We received a beautiful silver sugar bowl for 3rd place in the Treasure Hunt. The Trophies were donated by Craven "A", who also helped immensely with the organization. Esso gave all competitors \$5.00 worth of petrol, and the Esso girls generally assisted. So wound up a beaut weekend, and just as we were about to leave, the Ford Dealer presented us with a case of apples. We obtained a  $\frac{1}{2}$  gallon of genuine Stanthorpe Apple Juice, so we can continue the festival for another week or so.

ANTICS..... I trust that you noticed the addition of advertisers to our Auto Antics. The addition of this advertising will guarantee the production of our magazine in its

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### CLUB

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CLUB MEME

new format for the next 12 months. We are privileged to have such a good magazine and this is where you come in. It costs money... so if you haven't paid your fees, do so this month. This is the last time you will receive the magazine if you are not up to date.

Support our advertisers, they support us... think about it. They didn't spend their money just because they are good fellows. They're business men!

It is good to see such support coming in with letters, articles etc...keep it up!

We had quite a lot of comment about "Antics" in Stanthorpe... all good too...

Press on!

DOUG PARTINGTON

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### CLUB NOTES

The largest gathering of club members ever, (that is my humble opinion) since the Club was first started, gathered around the hallowed floors of Kellys Workshop at the last meeting. It was like a sale at Myers with everyone getting free \$10 notes. However, people did eventually stop coming in the door. One of our visitors was a little more active than all the rest and he eventually had to be tied up, but provided many laughs in the meantime.

Mick Hayes will now be known as the "stirrer"! (not that he has ever been anything else) Good on you Mick, it does us all good to be given a spiritual kick in the pants and there was plenty of SPIRIT in your address.

We had four visitors last meeting, namely Evan Morris from Redcliffe who is a '23 - '60 Vauxhall owner and yours truly just happened to have a spare cowl for one which he disposed of to Evan, Phil Molen a '26 Morris owner, Clyde Nicholls (It's very good to see Sons influencing Fathers towards better ways of life) and Adrian Williams from Noosa.

By the way last meeting was the 90th one. I reckon we should have a big win-dig on the 100th meeting and this will occur towards the end of the year. What say we all take our wives to Surfair or somewhere else that is very posh?

President Doug is back from the Stanthorpe Rally and as usual he did not arrive home empty handed. As well as bringing back lots of ideas, another fine piece of silver graces the Partingtons sideboard. Congratulations Doug!

By the time you receive this you will know that the Barbeque has been cancelled. Sorry to hear you have not been well Allan, hope you are 100% by the time you receive this.

In future if you are in any doubt as to whether a Rally is on or off just ring Ron Kelly at Skinners Sales and Service and he will supply the necessary information.

Robyn Partington will take orders for Cloth Badges at \$1.00 each which includes 50¢ for the Club and you can sew them on to your shirt or coat. Good idea Robyn! These are the things that make our Club tick better than ever.

CLUB MEMBERS PLEASE ASSIST BY BRINGING A CHAIR TO THE MONTHLY MEETINGS.



## Editorial

It so happens I have worn the skin off at the end of my fingers through laying wet masonry blocks, and while watching a T.V. show you don't leave any fingerprints. All jokes aside, I am so busy I absent mindedly found that this is an excellent time to go cracking safes because put two 2¢ pieces in the meter instead of two 5¢ pieces and it cost me \$2.00. I'll get to the point in a minute.

Had a phone call from Rob Tonge tonight who reminded me that the deadline for copy was tonight so here I am pounding away at the typewriter trying to make some sense. I think there is a moral somewhere here and that is if you have a job to do, make sure you do it. There is another thought we can tack on here and that is even if you have not got a job to do, it does not stop you from thinking up an idea or making a suggestion for the smoother running of the club.

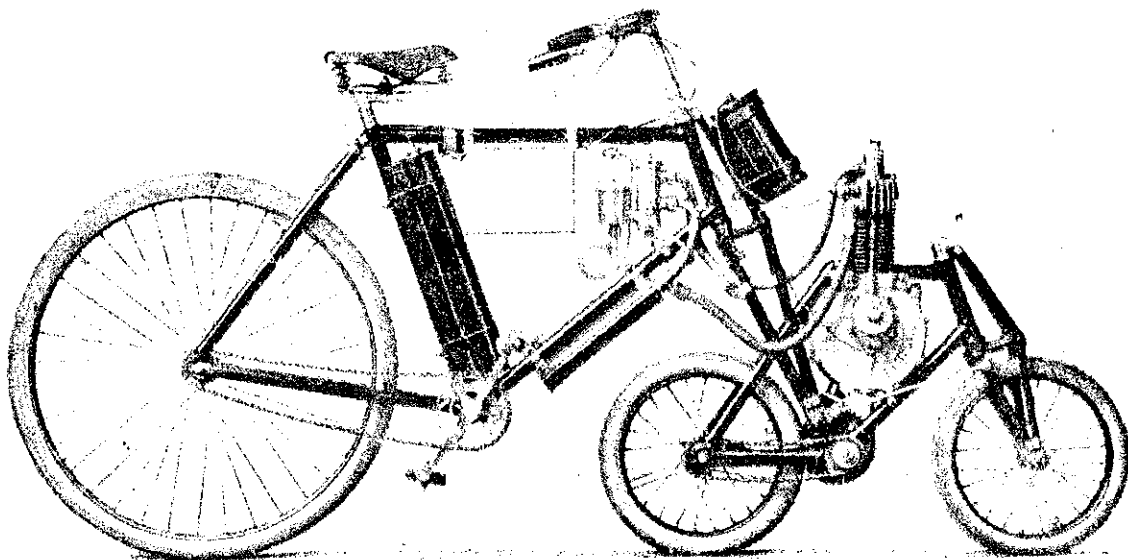
For instance, you could be an assistant to the stirrer seeing as that position has already been filled. Since this year has started we have had an abundance of new ideas which have been put into practise and all have turned out to be winners, so if you have a thought, come along with it and be prepared to give a practical demonstration of your idea. If we all contribute one thing each year, one idea, we just can't help having a better and more enthusiastic club atmosphere, and don't forget even the craziest idea has some merit in it so don't be shy.

Yours for bigger and better ideas.

EDITOR

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HISTORICAL MOTOR CYCLES No.3



A Monotrack Trike with a De Dion Bouton engine, 1903.



# COMING EVENTS



## REMINDER - KANKANYA 1972

BALLYMORE PARK - 1 - 2 - 3 April

Programme - 1st. Static Rally followed by Dinner Dance  
2nd. Bribie Run - approx. 42 miles  
3rd. Mini Rally

Forward entry forms as soon as possible !

## GYMPIE SWAP 1972

22 - 23 April

Programme - Saturday 22nd. Start 12 noon  
Barbeque at night  
Sunday 23rd. Start as early as you like  
Finish from 1.00 p.m. onwards

Drinks and light refreshments will be available.

A mountain of "stuff" will be coming to this swap - entry forms available from Doug Partington.

## COMING EVENTS CALENDAR 1972

APRIL - 30th Gymkhana  
MAY - 13th & 14th B.V.A.C. Deagon  
28th Period Costume Rally  
JUNE - 10/11/12 Combined Clubs Rally Toowoomba  
JULY - 2nd Caloundra Run  
16th B.V.A.C. Economy Run  
AUGUST - 5th Ladies Night  
13th V.V.C.A.A. Swap

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## THE SHAPE OF THINGS TO COME.....

A new two-seater car just launched in Britain has the gracious styling of "horseless carriages" built at the beginning of the century - but none of their disadvantages.

Developed by the Albany Motor Carriage Co. of Christchurch, Hampshire, the new-comer is styled on the lines of cars produced shortly after 1900. But it is not a replica of any particular model.

Albany company chiefs believe there is growing world demand from motorists nostalgic for the days when heavy coachbuilt cars trundled through quiet streets at 20 m.p.h.

Proof of this interest is the rocketing value of real veteran and vintage cars, and the vast crowds that flock to "old crock" rallies. But to many modern drivers, the temperamental character of the old cars would be unacceptable on today's crowded roads. This is where the Albany is expected to score.

Under its square shapely bonnet is the same modern engine that is fitted to the Morris Minor 1000 saloon. The latter was one of the most popular cars ever produced by British Leyland.

The new "old" car, governed to a top speed of 40 m.p.h. shares none of the starting difficulties of its true veteran counterparts, while spare parts are comparatively cheap and plentiful.

The Albany has hand-made brass lamps, but these have modern lighting built into them. However, the car has adopted a traditional bugle horn, the radiator grill is made of brass, and original wooden artillery wheels are reproduced in solid aluminium.

The Albany incorporates one very important advantage the true veterans had over their modern successors. It retains the high-perch seating that not only gives the driver a panoramic view but is claimed to "revive the enjoyment of pioneer motoring."

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## MOTORKANA PROGRESS REPORT.....

The Secretary has advised that already over 40 people from all over Australia have notified him of their intention to attend our Motorkana, and more letters are arriving each week.

We are certain of the Buffet Lunch from the Maroochy Shire Council for our Hub Tour, and we understand that the other Shires will also participate.

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## TIMES CHANGE..... Reprinted from a Motoring Magazine in the mid 1920's.

"One item in this new Bill is not without its humour. When the Bill becomes law, the pillion girl must ride astride. How well I remember the day when they began doing this and quite moderately minded people were upset at the sight. 'Do look at that girl astride,' was often heard in shoked tones. Now the law is to forbid her to sit in any other way."



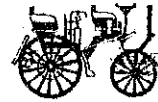
# PAGE MOTORS

COOROY

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SINCE THE MODEL "T" .....

PHONE - Doug Partington  
NORTH ARM 13

VETERAN



VINTAGE

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TREASURE HUNT ..... Sunday, 12th March.

At long last our first Rally for the year. The weather was as kind on Sunday as it had been nasty earlier in the year. Eight Oldies were at the start in Nambour and it was so good to see them out after such a long hibernation.

First away was Bob (you know his name, it is the same as his car) to set up a control, soon followed by Rally Director Joe Webster. We competitors started our selves off, after starting Frank deJonge manually.

The route let out of Nambour via Hospital Rd. and Mapleton Rd., for the first control at the Dulong Lookout. At the Lookout Joe had a rather novelty item set out.

On to Mapleton where it was noticed that several cars boiled. The Rally route followed the Scenic Rd. through Balmoral and Mick was seen to let the "A" have its head. John and Christine searched for a nut where as Bill noticed one with a fly on it. Into Maleny with more tricks and things. (Do you know what brand of spare you have now?)

After more driving and collecting etc. we all arrived at the Caloundra turnoff Rest Area for a picnic lunch where Mick oiled his knee, Ray had a camp, Bob took photos, and as usual the kids had a ball.

Rally results at the next meeting.

STARTERS:-

- F. deJonge..... Chrysler
- M. Hayes. .... Model "A" Ford
- W. Page ..... Model "A" Ford
- J. Page ..... Model "T" Ford
- R. Gauld ..... Model "T" Ford
- R. Bean ..... Oldsmobile
- J. Webster..... Chrysler
- D. Partington..... Austin "7"

RESTORATION HINTS ..... RUBBER BUMPERS, ETC:-

Many of the odd-shaped rubber parts needed for our restorations are unavailable today. If you are fortunate enough to have the old part, which by now is probably cracked, chipped and as hard as bakelite, take heart! You probably can make a new one.

First, get a chunk of rubber. (Some of the thick edge tread from a truck tyre may do)

Second, cut it roughly to size using an old hacksaw blade which has been sharpened to a knife edge - but leaving the bottoms of the teeth along the edge. Use water to aid in the cutting of the rubber.

Next, put a coarse wire wheel on your grinder and shape the piece to size. With the right width wheel and a little practice, you can turn out a close copy of the original. Last, smooth the finished piece with a fine wire wheel.

One of the easiest parts to make are door bumpers, and here it is possible to make up for some latch wear by making them slightly larger than the originals. You'll be amazed at how quiet the doors on the old car can be!

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# Letters to the Editor

I was not around in the year 1915. Actually, I believe the stork had just brought a fellow to Grandma who was to be my father! However, that's the year my "Indian" Motor Cycle was bought by the late James Courtman, the Kilkivan mechanic.

Mr. Courtman purchased the "Indian" from Syd. King of Gympie who had a cycle shop at that period. It cost the then considerable sum of £60 odd, Indians being not cheap in price or reputation.

Mr. Courtman used the bike for 11 years, covering 16,000 miles, and obviously cared for it well. It passed to the Perrett family of "Malrose" when 11 years old and was used briefly by Robin Perrett.

De-registered about June 1926, it remained unused in a work-shed a further 45 years.

After listening to the stories of other would be buyers for 3 years or more, I visited Mr. Perrett with a mutual friend. Motor Cycle was definitely not for sale! Two hours of photographing, verifying age and type etc, did no more towards a sale. However, a visit by myself 10 days later actually succeeded in convincing Mr. Perrett that I really liked the machine, and so I purchased it. (after 5 hours talk)

Briefly here are some features of the machine:-

Engine - 42 degrees Vee Twin Cylinder "F - Head". Inlet valve over exhaust.  
994cc, single cam valve operation.

Bore  $82\frac{1}{2}$  mm. Stroke 93 mm.

Detachable cylinder heads.

Dixie Magneto, Hedstrom Carburettor.

Two speed gear box, all chain drive.

Corbin speedometer, gas lamp, dual clutch, kick starter (on left side) and wheels 28" X 3" B.E.

The frame is fully sprung front and rear.

Restoration is expected to take 2 or 3 years from now.

RAY GAULD

On July 7th 1928, Mr. Jim Mawbey an uncle of my wife purchased the 2 door model of the latest Model "A" Ford that had just arrived in Dubbo. The car remained in his possession until he sold it to me. A request that he made was that if it ever was to be sold, first offer was to go to a member of the family.

The car had only done 57,000 miles and was showing no sign of rust, the paint work was patchy, the upholstery was threadbare, (the upholstery in these models was made from Bedford Cord) and the wiring was old.

It has all been stripped, the process of restoration is well under way, and if my information is correct, it will be the second 1928 Tudor model that has been restored in Australia. The other one being in South Australia.

I have been told that the Tudor model was perhaps the most popular model that Ford ever produced, according to the original owner there were only 7 of the 1928 models that came to Australia. He states that he could be wrong and it may have been N.S.W. If anyone can give positive information, I would be happy to hear from them.

My car has spent all its life in and around Dubbo. Most of the time it was driving about the property, in its latter years it was mainly used for rounding up sheep. Its new job will be Rallying - this will take place as soon as it is finished restoration.

DOUG CAMPBELL

REPORT ON SWAP MEET ..... at Leach Motors, Brisbane. Sunday 20th February 1972.

At these affairs you have got to be early. The advertisement advising the event stated start at 10 a.m. I arrived about 10.20 a.m. and the trading had already started. Everyone seemed to be there, numbering perhaps 36 fellows with stuff to sell or swap.

The weather was fine and hot. (One of the few sunny days lately) I didn't have my "Vintage Cap" and I got my bald dome well and truly burnt. There seemed to be a good number of lamps and lenses of all descriptions - hub caps - radiator caps - ring gears - armatures and field coils - many wheels and tyres - old body parts, and there was a complete Whippet about 1928, made into a ute on a trailer for sale to the best offer. It would need a lot of work but it could be done. It looked as if it had just been loaded from the sweet potato patch - this vegetable was growing in the dirt that had collected between the mudguard and bonnet.

Here is a clue for anyone wanting the spiral tubing to house wires from lights to cowl or bonnet. This is available as lightweight steel or brass outer casing for speedo cables and chromed, it would be just the thing.

These are the places for contacts. I have the name of a chap who has a yard full of Model "A" Fords and you can bet I am going to pay him a visit in the very near future.

Hamburgers and soft drinks were available at a stall, and after lunch on this fare, I returned safely back to Nambour in the "Mazda".

MICK HAYES

DID YOU KNOW?.....

Generally speaking, when people talk about the Model "A" they mean the famous Ford that supplanted the Model "T" in 1927 and was itself supplanted by the first V-8 in 1932. But Ford's first production car, in 1903 was a Model "A". This was followed in 1904 by a Model "C", followed immediately by a Model "B". Subsequently there were Models "F, N, K, R, and S." The "K", incidentally, was the most costly basic car ever produced by Ford - \$2,800. The new Model "A", designated as a '28, appeared in December of 1927. A second Model "B" with four cylinders, appeared simultaneously with the V-8 in 1932.

QUIZ CORNER ..... This item donated by RAY GAULD

Below are the scrambled names of eight men connected with early motoring. Sort out their names and bring along the answers to the next meeting and there will be a prize for the member who gets the most correct.

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FOOD FOR THOUGHT!.....

In an Auction held in Sale, Victoria late in February, an unrestored Austin 7 1926 - '27 - '28 - '29? sold for \$1,100 - we have been reliably informed that the correct value for the car was in the vicinity of \$400 to \$500.

At the same Auction an unrestored 1926 Chevrolet 4 in good condition sold for \$825.

What price the fully restored "oldies" of the Nambour Club?

\* \* \* \* \*

TESLC

WANTED - SWAP - SELL

WANTED - 1903 DE DION circular type chassis

WALLY COX  
MAROOCHYOORE

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WANTED - For ROLLS ROYCE PHANTOM - Front and rear shock absorbers

IAN HAYNE  
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SELL - 1949 ARMSTRONG SIDDELY LANCASTER SEDAN  
18 H.P. Excellent mechanically - near new tyres  
Pre selector gearbox - self adjusting tappets  
Workshop Manual. Requires upholstery and some  
body work. Complete history available.

ROB TONGE  
BOX 3 P.O.  
YANDINA  
Ph. Yandina 95

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WANTED - For 1925 CHEVROLET - Back half of body  
Two doors for front - Radiator shell

DON NICHOLS  
MARCOOLA BEACH  
via NAMBOUR

---

WANTED - For 1928 FORD TUDOR - 500 x 21 tyres  
Hub cap - Windscreen frame

DOUG CAMPBELL  
26 MAPLETON RD.  
NAMBOUR  
Ph. 411971

---

WANTED - For 1927 MORRIS COWLEY  
Plans - diagrams - specifications and any  
general data

ROB TONGE  
BOX 3 P.O.  
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Ph. Yandina 95

YOUR WANTED/ SWAP/ SELL ADVERTISEMENTS REQUIRED FOR NEXT ISSUE

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NEXT MEETING 8 MAY 72

NEXT RALLY 30 APR 1972



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