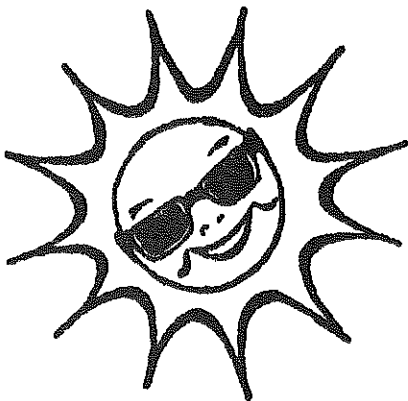


— *Auto Antics* NOV 72



from \_\_\_\_\_



The SUNSHINE COAST  
of QUEENSLAND



# Greetings

With  
Every Good Wish  
for Your Happiness  
this Holiday  
Season



## President's Report

I feel that 1972 has been a year of extremes for our Club from the fabulous success of the "Sunshine Coast Hub Tour & Motorkana '72" to the dismal disappointment of so many rallies washed out by ever present rain. Indeed we must feel fortunate that our big event was blessed with such magnificent weather while the rest of the year has been so poor. Another extreme has been the effort that some members have put towards the Club while frankly, others have not pulled their weight.

Aside from our Rally, the most notable happening has been the reformation of our magazine, Auto Antics, into a publication second to none in the Australian Antique car movement. Rob Tonge and others responsible have done a magnificent job and I feel disappointed in the lack of support they have received from some quarters.

The Combined Council of Antique, Classic and Vintage Motor Clubs has slowly progressed throughout the year and it has been good for our club to have been part and parcel of this organisation from the inception. With approximately 16 member clubs a full census is being prepared so that the council can speak for all enthusiasts, particularly at government level on such matters as road safety and registration. The council decided that all clubs within themselves should instigate an annual roadworthy check on all vehicles on concessional registration, and it is pleasing to see this adopted by our club.

Special thanks to Joe Webster for the production of our Road Worthy Form and I would like to see a motion to alter our constitution so that this certificate is required before any vehicle is allowed to start in any Rally. Road Safety is of prime importance and the retaining of our concessional registration is of paramount importance to the movement. Any offenders should be barred from attending Rallies. The Combined Council held a very successful rally on the Queens birthday weekend in June and many of our members attended.

Our Club has benefited greatly from Doug Campbell's generosity in providing the raffle prizes throughout the year - to Doug, our sincere thanks.

Much has been already written about our "Sunshine Coast Hub Tour and Motorkana '72" but no annual report would be complete without mentioning this event, Queensland's largest ever motoring Event. There have been larger static events but never a mobile event such as it was. Our Major Sponsors T. M. Burke and Castrol along with all the other local firms, Councils and organisations who played their part made the Rally. We were only the tradesmen who joined the pieces together.

Since Peregrin, the weather has taken a turn about and Rallies have had to be put off again. I trust that 1973 will give us a better go. To my friends on the outgoing Committee; Thanks very much for all your help, and to those who are about to take up the reins, the very best of luck, for I trust that the Antique Car Club of Nambour will continue to travel on its ever upward path for the enjoyment of members and the betterment of the movement as a whole.

To all members and families and friends, very best wishes for this coming Christmas and New Year from Robyn and myself and we trust you have many more happy miles of Antique Motoring.

DOUG PARTINGTON



# Editorial

At long last the November (?) issue of Auto Antics is finished.

A little smaller than usual but better late than never. This of course is a lesson in what can occur when copy is received late - nuff said!

We can be justly proud of our Club's growth and achievements during 1972 but let us not rest on our laurels. As a thought for 1973..... let us all endeavour to interest and encourage the many young people in our community in the fascinating hobby of Antique Motoring.

The Christmas party at Kelly's was, as usual, a great night and some photos taken by Bob Bean appear elsewhere in this issue. Our thanks to Ron and Maureen for making the Colosseum available.

The Editorial staff wish all members a Merry Christmas and a "Vintage" year in 1973.

EDITOR

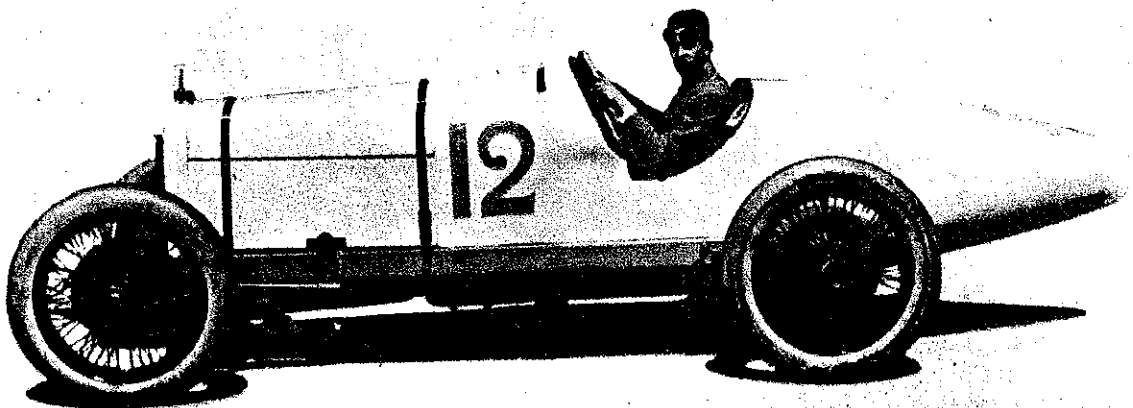
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## CORRECTION

Bob Bean's address as shown in his advertisement elsewhere in this issue is incorrect - Bob can now be contacted at 56 Carter Road, Nambour.

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WHAT IS IT? (answer in next issue)

## BEGINNING OF A BUSINESS

One of Daimler's friends was a Belgian called Edward Sarazin, who lived in France, and who, at one time had been Otto and Langen's agent there. He now agreed to become Daimler's agent, since Otto and Langen's interests were looked after by a French company, and he looked around for someone to whom he might sell the concession for the Daimler patents in France. His thoughts hit upon his friend Emile Levassor, who was a partner with Rene' Panhard in a band-saw business. This business, originally called Perin and Pauwells, had been going since 1845, and in 1853 Perin had invented the band-saw. Pauwells, apparently, invented nothing, and when he died in 1867, Perin got a new partner called Rene' Panhard, who designed saws to cut metal as well as ones to cut wood. This proved so successful that they opened a new works at 19 Avenue d'Ivry, Paris, and took on Levassor to run it. When Perin died in 1886, Panhard took Levassor into partnership instead. This is how the firm first started. Later on, Sarazin died, in 1887. Sarazin's widow now owned the patents for the Daimler engine and she convinced Daimler that she was the best person to represent him in France. Not only this, but on May 17, 1890, Madame Sarazin married Emile Levassor! So possessed now of Daimler's engine patents rights for France, Levassor began to make motor cars. And so began the start of a large, important motor industry.

Taken largely from "From Veteran to Vintage".  
By Kent Karslake and Lawrence Pomeroy.

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## CHARLES FARROTT

Perhaps you have not all heard the name Charles Jarrott. For that, I don't suppose you could be blamed too much if you don't read books or listen to tales of motor racing of long ago. As far as British racing history goes, two men not only stand out, but set a standard which serves to guide us to this day. These two men were Charles Jarrott and Selwyn Edge. There have been many famous drivers since but these two probably represent the most notable English racing motorists of the late nineteenth and early twentieth century. Both men were racing cyclists, motor cyclists, motor tri-cyclists, and later raced motor cars with considerable success, against machines mostly superior to their own, so all the more notable was their fame.

This time, let us concern ourselves with Jarrott. Charles was sturdy, guided by the unwritten rules of sportsmanship, and had a determined nature, with a never-say-die attitude. His main object was to finish every race possible. His first official race win is recorded in 1897. The machine was a De-Dion motor cycle. From this on, he raced also on motor-tricycles, tandems, and thence to cars. Only his fame as a racing cyclist plus the fact that he was managing the Panhard agency in England, as well as his insistence that he could do the job, earned him the driving job on a second class "Panhard - Levassor" car for the Berlin to Paris race over 687 miles in June 1901. Such a fine performance he put up, that the Panhard works prepared a 70 HP car for him for the 1902 race from Paris to Vienna. He was placed second in this race after incredible troubles against the best opposition available. In later times he drove many other makes of car, notable success being with, "De-Dietrich" and "Wolseley" types. He was still racing when Brooklands track was built, & latter years still took vast interest in all racing, helping to his limit anyone who could

get a wheel in any race. In old age he loved his mug or two with the boys and was held in high regard by the up and coming drivers of another generation, as well as those few survivors of his own age.

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### NOW ITS VINTAGE AEROPLANES

There is a man well known to some of us that has something more than a couple of Model "T" Ford cars and a really good Ford "T" truck. To my surprise, George Sutherland of Gympie club, has a very interesting vintage aeroplane, which is a Leopard Moth of the early thirties, and one, I am told, of only three survivors in this country.

I suppose you describe it as a high wing monoplane, as the wing is on top of the fuselage. Now George spent some time showing me over this little box of tricks, and I noticed the engine is a "Gipsy Major". It appeared to me to be a similar motor to that in the well known Tiger Moth. The engine's four cylinders had ordinary looking car type spark plugs and I always thought planes had special plugs. It had two magnetos of course, and the crankcase was on top with cylinders underside. My first impulse was to look at his engine upside down to understand it easier! Now George is about to go for a fly, so I watch, as closely as possible. (I'm 150 ft. away, not sure I'm allowed any closer on the strip.) He goes to side of cabin under wing at left, possibly checks ignition is "off", turns on fuel tap. Now he goes to propellor and gives it four slow turns over compression to draw in a charge of fuel to each cylinder. Now back to side of cabin and fiddles inside again, probably setting throttle and turning ignition "on". Back to propellor, and all the time I keep wondering if this thing has to be humoured like a Model "T" Ford at starting time! No such thing, as one good swing and that old motor roars to life. Now George is back at left side of cabin again and he throttles the engine down, saving greatly on noise and dust. Only two other reasons for throttling down his engine at this stage I suppose. One that maybe his kite would take off without him at those revs, or the other that the wind from his propellor might embarrass him by tearing his trousers off in front of all those people!

Anyhow the engine settles down to a very steady blubber, just like a Chev 4 if ever I heard one. A couple of minutes pass, then George climbs into it on the right side under wing. A terrific roar, flying sand, a large cloud of dust etc, most of which is in my eyes, as I'm the only one too stupid not to take my eyes off him, and this vintage Leopard Moth trundles off down the strip. Not too far and that tiny tail wheel is off the ground and the thing is on two wheels only. It sort of reminds me of when you try to run down a goanna, how they look flat out on tippy toes! Anyway, he gets it off the ground as well as any of those smug new planes, and disappears into the blue. I thank you very much George Sutherland, as you made my day, as well as many other people's, with your nearly forty year old plane. It's a little beauty! A very entertaining change from old cars, is old aeroplanes!

R. GAULD.

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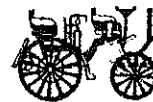


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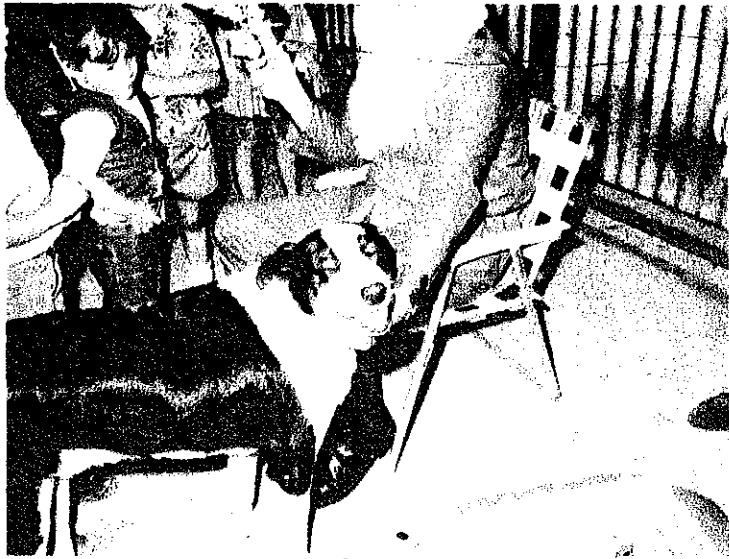
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J. Plater

Box 12 P.O.

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