

VINTAGE NEWS

THE MONTHLY NEWSLETTER of
THE QUEENSLAND VINTAGE VEHICLE ASSOCIATION Inc

April 2025



Web: www.qvva.org

Facebook: QVVA Inc

eMail: info@qvva.org.au

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Secretary	Ben Carroll	0417 007 241
Minute Secretary	Barbara Haydon	0412 667 348
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Safety officer .2	Col Hinxman	0439 996 691
QHMC Deligate	Graham Porter	0407 257 440
Membership Officer	Rolf Rose	0428 202 164

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

Meetings:

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

Subscriptions:

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

A \$40 joining fee applies for new members.

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

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

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

Concessional Registration:

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

Newsletter Distribution:

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

Name Badges: Failure to wear a name badge at club events incurs a \$2 fine.

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

PRESIDENTS REPORT APRIL 2025

With Autumn now in full swing, we are approaching the best time of the year for driving our cars. Your committee has some great events planned for you to enjoy. See Below.

MAY

6th Tuesday **Clubs monthly dinner @ Club Yeronga**

18th Sunday **National Motoring Heritage Day. Day's activities at Ormiston School, Planes, Trains & Automobiles.**

26th Wednesday **Pizza Night at Clubrooms before Meeting
advise me on 0407 257 440 if you are coming**

JUNE

3^{1st} Tuesday **Clubs monthly dinner @ Fielders Club**

11th Wednesday **GOF Lunch @ Brisbane Motor Museum**

15th Sunday **Ladies Day tour. A Day in the country starting from JUBILEE Park, BEAUDESERT from 8.45am. Tour instructions will be sent out prior.**

JULY

1st Tuesday **Club Dinner @ Tingalpa Hotel**

13th Sunday **Samford Show car display day. Special invite to QVVA**

Members to bring their vehicles. Driver and passenger free [Normally \$25.00]. Need to advise Michael Ferguson if you will be there. Tickets needed.

20th Sun **Presidents Run Christmas in July To Be Organised.**

28th Wednesday **Clubs Annual and General Meeting @ Club rooms**

Now that you know what is happening, and when, it is time for you to add it to your calendars . By doing this we will make our coordinator feel good

about the effort that has to be put into events and we will see a rise in our attendances also. You may not be able to attend all events, but for our newer members, the Ladies day run in June, is a day not to be missed.

In years gone by QVVA has attended the Lismore rally and a number of our cars have gone down in convoy. The committee suggests that can go down again this year. Their event is on the 14th-17th August, and is celebrating their 65th anniversary. The country side around Lismore is better than none for our driving experience, and I highly recommend you come along. Entry forms and details will be at the MAY meeting.

On another run coming up, Wendy and Ross are planning on a 4, 5 or 6 night run touring through northern New South Wales in late October. We will let you know the date and towns we will be visiting at the May meeting. We are hoping that we can all stay at the same accommodation and eat at the same restaurants. It will be a fun time and will be something to remember. I would love to see 10 -12 cars attend this event.

As you have read the above you will have seen that all of the work is all but finished for the rest of this club year and most of the events till Christmas are also scheduled. As Clint Frater, our Events Coordinator is going on short holidays, he will not be around to make sure things are under control. I would like someone to take over the roll at least until the AGM. The job is very easy and should only need a few phone calls to organize the venues we are visiting. Please call me if you can assist. QVVA needs your assistance. Till next Month, I sign off.



GOF meeting April
Banyo Bowls Club

For Gasoline cars

Graham Porter

The following is a copy of a presentation given by Michael Ferguson at a QVVA meeting February 2025. It is published here in its entirety, it has been well researched and is a credit to the owner of "The world's rarest Chevrolet"



The missing Chevrolet



Moonlight Speedsters



Chevrolet Moonlight Speedsters were only ever built at the Woodville plant in South Australia by General Motors Holden in 1931 and 1932 and sold exclusively by them in the Australian market.

These three photos are of our 1932 Chevrolet Moonlight Speedster which is believed to be the only known surviving Moonlight Speedster.





FIRST PUBLIC VIEWING OF NEW "QUALITY" CHEVROLET CARS—Scene at the Exhibition Building today, when the new line of Chevrolet cars was thrown open to public inspection. Large crowds surrounded the various models and closely examined the many improvements. A feature of the display was an exhibit of Australian-made materials which are used in the construction of Chevrolet cars.

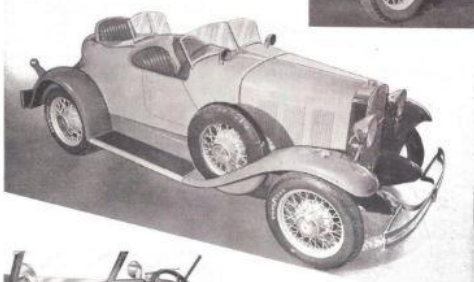
The release of the new 1931 model Chevrolets at the Adelaide Exhibition Building, two tone 'Moonlight Blue' Speedster bottom right with silver wheels and brown leather upholstery.

"MOONLIGHT—SPEED—A CAR—AND YOU"
EVE DECIDES WHAT THE NEW CAR SHALL WEAR

Most car salesmen will admit, strictly in private, of course, that the sale of a car is finally decided when the approval of the lady in the case is secured. Eve must still be satisfied. Designers, therefore, strive to dress their mechanically perfect car in an attractively perfect dress. The entire scheme must be right—the accessories must have a feminine appeal and there must be an opportunity to express one's characteristic tastes in the car one buys, and so we see a more pleasing array in the style and coloring of the new cars.

This is all to the good, for although we admit the foolishness of overlooking the under-dressment virtues of a car when approaching its pleasing appearance, we should also admit that in meeting the desires of car owners, designers have nearly improved the aesthetic value of their work during the past decade. Scores of models of "boned-up" cars reveal a business and progressive character that will help us to forget the period through which we anxiously hope we have passed. We illustrate a rare exception car exhibited at the Chevrolet show held in Adelaide last month. It is known as the "Moonlight Speedster," taking its name from its coloring as well as from its graceful lines. If one imagines the hull of a yacht crossed with its stern over the radiator and its bows over the differential, one may visualize the lines of the car best.

Carrying the nautical touch a little farther, the designers have used trans-



ported by a streamlined grill. The steering is fitted out in front of the radiator—quite an English touch, which is appreciated nearly as much as the two cobby holes in the dash. That of us above the average in height will applaud the cut of the door openings which, as one of the smaller photographs show, allows considerably free access than the square cut door. The three spoke driving wheel is just another little help which motor science has undertaken to assist the enjoyment of motoring. All these and other improvements are being made by car designers, urged on by the ever-growing list of lady car-drivers.

BRILLIANT DISPLAY of NEW MODEL CARS. 1932 Model CHEVROLET Makes Its Debut.

Chevrolet's new car for 1932 is heralded as "the great Australian Value for 1932."

Embodiment almost perfect with selective fine-tuning, a 28 hp unit, 100 mph in 19 sec, top speed 100 mph, and a weight of 2,500 lbs. The car's features a striking example of what a 1932 car looks like. It is a 1,500 cc. engine with 100 hp, 100 mph in 19 sec, top speed 100 mph. It is a 1,500 cc. engine with 100 hp, 100 mph in 19 sec, top speed 100 mph.

Particularly every good automobile feature of every year is incorporated in the new 1932 Chevrolet as well as a new "roll-over" front end construction introduced for the first time in any car.

This remarkable car is now on view at the show-rooms of the distributors.

Distributors:
City Motors Ltd.
95 Waymouth Street.

The Display of 1932 Model Chevrolets, Exhibition Building, Adelaide, 13th March.

The release of the new 1932 model Chevrolets at the Adelaide Exhibition Building, Moonlight Speedster centre, most likely Black with Red wheels and red leather upholstery.

July 1, 1931, advertising in the Australian Homes & Gardens Magazine. Most likely the same car that was used at the 1931 release at the Exhibition Building in Adelaide.

THE ONES THAT GOT AWAY

The photos on the following pages are ones I have collected over a number of years, this is the first time they have been displayed together and none of these cars are known to still exist.

Colin Wade's 1931 Chevrolet Moonlight Speedster.

The top photo in this article is from The Naracoorte Herald with our Speedster on its way to The Bay to Birdwood in 1994 when Darryl Stark owned the car. Left to right Ron Daw, Colin Wade, Darryl Stark and Angela Stark.



Ron Dan (left), of Brisbane, Colin Wade and Darryl and Angela Stark, of Ipswich, look over Mr Wade's photo album, with the Starks' 1932 Moonlight Speedster on a truck behind them.

A BRIEF visit to Naracoorte by a rare Moonlight Speedster last week rekindled memories for sporting car enthusiast Colin Wade.

Darryl and Angela Stark, of Ipswich, called in to show him their 1932 Chevrolet sports car, on the back of a truck, en route to take part in the Bay to Birdwood rally on Sunday.

Last year Mr Wade had read an Advertiser story about the Starks' car, said to be worth more than \$100,000, and wrote to them about one of the earlier, original models which he had bought in 1931.

Only five 1931 models were made at GMH's Woodville plant. Mr Wade's cousin was foreman of the group building the car.

Mr Wade bought it for 225 pounds from his cousin's father, who owned Waymouth Motors. It had been in the showroom for only a few days and "I was taken with it".

The list price was 165 pounds but the "virtually new" car had 200 miles on the clock and Mr Wade thinks he wasn't charged any sales commission.

Because he went to war in 1940, Mr Wade sold his car to a friend, who later resold it.

Apparently it ended up in WA and was later broken up.

Mr and Mrs Stark bought their 1932 model in Sydney, where it had been lying upside down in a wood yard.

They spent 10 years restoring it and believe it's the only survivor of that make and the rarest Chevrolet in the world.

It cruises at 70-80km/h and they drive it on rallies.

Mr Stark said Mr Wade was "the only person I've come across who ever owned a new one".

A jaunty Colin Wade with his 1931 Moonlight Speedster in the 1930s.

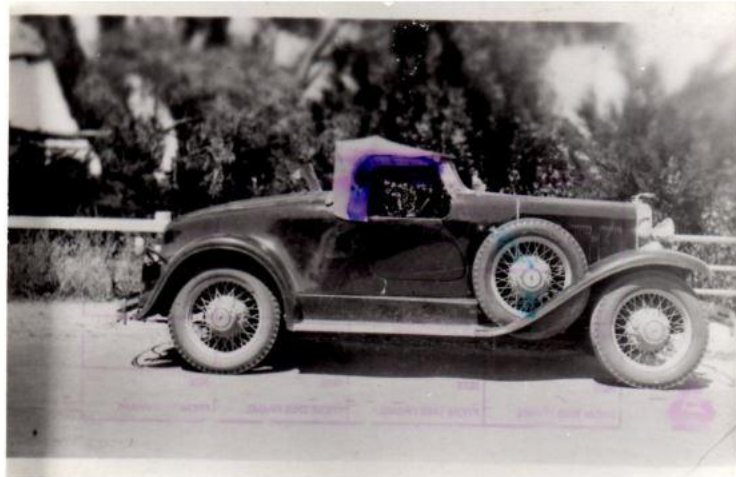
Colin Wade is standing next to his car in the bottom photo, he bought this 1931 Chevrolet Moonlight Speedster new in 1933. There was one of these Speedsters displayed in each of the 5 major capital cities for the 1931 Chevrolet release in early June; this car went to Perth but didn't sell and was returned to Adelaide where Colin eventually bought it brand new in 1933.

He sold it to a friend in 1940 when he joined the army and served throughout the war.

The second owner told him the car ended its days in Perth where it was broken up.



More photos of Colin Wade's 1931 Moonlight Speedster.



Dale Fisher's 1931 Chevrolet Moonlight Speedster.



This 1931 Moonlight Speedster was owned by Dale Fisher, who did his apprenticeship as a panel beater at the N.R.M.A. in Sydney, he later became well known for modifying early Holdens. He repainted it red, hand painted the whitewalls along with the steering wheel and gear knob in 1957 and drove it for a few years until he sold it in the early 1960s.

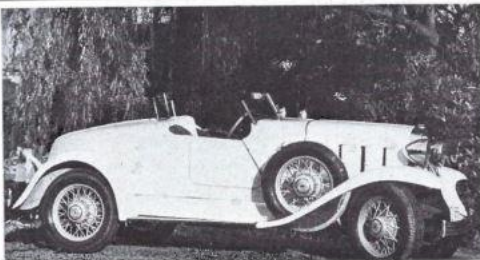
He has no idea what happened to it, but I suspect that it was the red 1931 Moonlight seen on the Sydney dock in the 1960s that has never resurfaced.



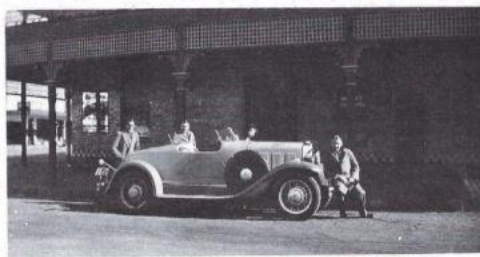
Dale standing next to his car in the bottom left photo, his uncle is in the top right photo.



More of Dale's photos.



ABOVE: This beautiful 1932 Chevrolet speedster is owned by Chev. Club secretary, Ron McCann of Gladesville, N.S.W. Ron on various occasions has run across leads that he has followed in the hope of locating parts or even a whole car.



ABOVE: The old original photo above is that of a 1932 Chev. speedster, being the identical body shape to Ron McCann's photographed at top of page. This print was found with a heap of family photos in a rubbish dump. Written on the back was the inscription "Hotel Orange 14-6-36". Possibly the owner was passing through Orange at the time or could have lived there. Three distinctive differences between the two cars are as follows, the engine hood size panels are quite different, the bumpers are not identical and the head lamps don't match. There were 99 of these speedsters manufactured and to date Ron's is the only one still in one piece. Show this article to some senior members of your family who just may recognize the print.

Another 1931 Moonlight Speedster owned by a G Plummer a professional photographer in Orange N.S.W.

Our car is in the top photo when Ron McCann owned it in the mid-sixties and below a 1931 Chevrolet Moonlight Speedster in Orange N.S.W. Published in 'Custom Rodder' magazine in May 1974, the photo had "Hotel Orange 14-6-36" written on the back, it was found in a pile of photos at a rubbish dump.

The NEW CHEVROLET

PRICE LIST

Series 1A—Suburban Model - - - 107 inch wheelbase	
Five wire wheels, spare at rear.	
TOURER, 1AT - £235	SEDAN, 1AS - £329
Series 1—Suburban Model - - - 109 inch wheelbase	
Five wire wheels, spare at rear.	
ROADSTER, 1R - - - - - £235	
Large rear dock for luggage.	
Series 2—Club Model - - - - - 109 inch wheelbase	
Five wire wheels, spare at rear. Front bumper and rear bumperettes.	
TOURER, 2T - £259	SEDAN, 2S - £355
ROADSTER, 2R - £262	COUPE, 2C - £368
Extra for leather in Sedan £3. Coupe £3. Extra for luggage carrier £2. Dikey seat included in Roadster and Coupe.	
Series 3—De Luxe Model - - - - - 109 inch wheelbase	
Six wire wheels, spares in front fenderwells. Full bumpers front and rear, luggage carrier.	
TOURER, 3T - £274	SEDAN, 3S - £370
ROADSTER, 3R - £277	COUPE, 3C - £383
Extra for leather in Sedan £3, Coupe £3. Dikey seat included in Roadster and Coupe.	
Series 4—Moonlight Custom-built Models—109 inch wheelbase	
MOONLIGHT SPEEDSTER, 4R - - - - - £365	
Six wire wheels, spares in front fenderwells. Full bumpers front and rear.	
MOONLIGHT COUPE, 4C - - - - - £375	
Five wire wheels, spare at rear. Front bumper and rear bumperettes.	
All prices subject to Sales Tax. Prices, specifications, colour, and equipment subject to change without notice.	
GENERAL MOTORS - HOLDENS LIMITED	
Isbane - Sydney - Melbourne - Adelaide - P.	

1931 price list



The 1938 Winton Hotel fire in Queensland, Chevrolet Moonlight Speedster on left, most likely a “Moonlight Blue” 1931 model.

Bob Halverson’s 1932 Chevrolet Moonlight Speedster.



Bob Halverson owned this 1932 Chevrolet Moonlight Speedster in partnership with two other apprentices at the Cunnamulla Queensland General Motors Dealer, they bought it from another senior apprentice.

They used to use it for spotlighting, and it broke down in a paddock and when they came back it had been moved by other locals who managed to get it running, they did more damage, and it was no longer mobile and eventually a scrap merchant came through the area and stripped the aluminium body from it in the early 1960s, Bob has been back and checked but there are no longer any remains on the property.



Bill Spraggon's photos taken on a Sydney Street in 1962.



Bill Spraggon took these photos on a Sydney Street in 1962 and went back a couple of weeks later to try and buy the Speedster but was told that it had been scrapped and they gave him the horn from it.

Ron McCann managed to buy the front and rear windscreen frames from the wrecker who scrapped it, along with the unique dash panel and the cowl vents which have been handed on to all the successive owners of our Speedster and we now have them in our possession.

The windscreen frame from this car was used on our Speedster when Darryl first restored it.



More of Bill Spraggon's photos.



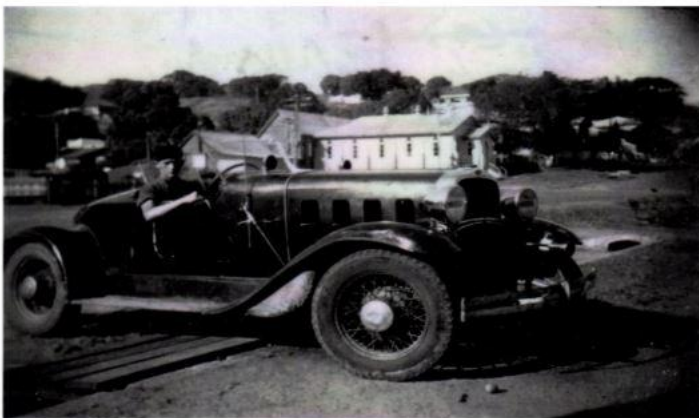
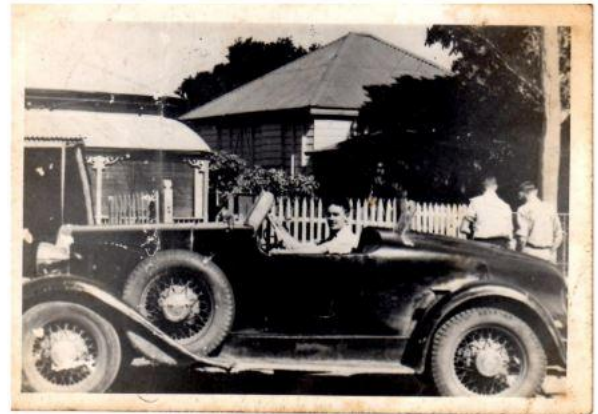
1932 Moonlight Speedster.

Unknown owner in Ingham Queensland 1939 – later Patty Kearne’s car.



1932 Chevrolet Moonlight Speedster when owned by refrigeration mechanic Patty Kearne, on the right, who is at the wheel in Townsville Queensland in 1948.

Keith McCullough below at the wheel of Patty Kearne’s car a little worse for wear in 1951, he gave these photos to Darryl Stark after seeing Darryl with his Speedster at a car show in Brisbane some 30 years later.



This car was later sold to someone in Home Hill. It was unfortunately cut down to a Ute which was later seen outside a Blacksmith’s Shop at Home Hill.

That was the last time the car was seen and what happened to it is anyone’s guess.

Max and Dorothy Longhurst's 1932 Chevrolet Moonlight Speedster.



Owned by Max & Dorothy Longhurst. Photo was taken in 1945 at Portland, Victoria near the beach. Max in driver's seat, Dorothy left and her friend, a fashion designer, right. They were just married; he probably used the car to help attract her.

Max bought the car from an accountant at Balaclava, Melbourne in the early 1940's. They sold the car in approximately 1947. Max saw his old car again for sale in a showroom at Geelong in 1961 and he wanted to buy it back, but by the time they thought it over, the car was sold and had gone to Sydney. Could this be the one in Bill Spraggon's photos?

Max and Dorothy moved to Brisbane many years ago and were early members of the Veteran Car Club Qld.

1932 Chevrolet Moonlight Speedster.



Unknown owner from St George, Queensland.

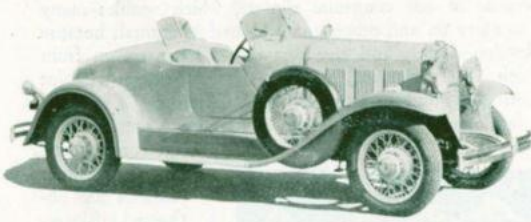
Probably the last one to be cut up around the mid-seventies.

Slightly modified with what appears to be a 1933 radiator surround and sealed beam headlights.

It begs the question where are these Speedsters now? There is only one known 1932 Chevrolet Moonlight Speedster and no known 1931 models.

People have been searching for well over 50 years and all possible leads have been exhausted and not one other genuine car has been found to this date.

Finding a 1931 Moonlight Speedster now would be the Holy Grail for a car collector.



EVERYONE AGREES

that present-day car values have been revolutionised with the introduction of

THE NEW QUALITY CHEVROLET

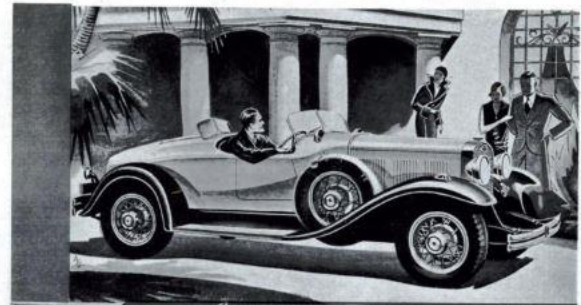
Many motorists accustomed to buying cars in the higher priced groups have found that the New Chevrolet provides their every requirement, with consequent saving in first cost and maintenance.

Distributors:

CITY MOTORS LTD.,

95 WAYMOUTH STREET.

CHEVROLET: BUICK: PONTIAC: OAKLAND.



It's Great!

IS THE PUBLIC'S OPINION OF THE NEW CHEVROLET

EVERYONE agreed that the New Chevrolets looked great. Now, everyone agrees that the new cars are great. Never has public appreciation for a low-cost motor car been so pronounced, so well do they meet the needs of all classes of motorists.

Everyone interested in keeping their motoring costs down to a minimum should find out what this New Chevrolet has to offer.

Consult Your Local Dealer.

THE NEW CHEVROLETS

Built in and for Australia by GENERAL MOTORS-HOLDEN'S LIMITED
BRISBANE, SYDNEY, MELBOURNE, ADELAIDE, PERTH

Prices Start At £235

Printed and Published by EDGAR H. BAILEY, of 141, Belconnen Road, Cullindah, for United Press Proprietary Limited, "Herald" Buildings, 97 to 114 Flinders Street, Melbourne, Sydney Office, Logan House, Wynyard Square.

1931 Advertising.

ATOM MOTORS PTY. LTD. No 955
ROOTES GROUP DEALERS

OFFICIAL RECEIPT
PHONES: 89-3807
89-3810

Sold to *Mr Ronald J. McCann* 3/5 19 65
94 Tenyns Rd Gladstone

The motor vehicle described as follows: *Chevrolet Moonlight*

Make _____ Type _____
Reg. No. _____ Eng. No. _____

Payment to be as follows:—
By Cash/Cheque _____ £
By Trade-in Allowance _____

Make _____ Reg. No. _____ Eng. No. _____ £
Balance to be paid by _____ £

H.P. _____
Total Selling Price: £195-0-0

The Title of this Vehicle is guaranteed by **ATOM MOTORS PTY. LTD.**

Received from *Mr Ronald J. McCann*
The sum of *Five pounds* £5-0-0
Part Deposit

By Cash/Cheque No. _____ Bank _____ Place _____

This receipt is issued subject to the clearance of the above cheque. The purchaser holds this vehicle as Bailee only until such cheque is converted to cash.

Vehicles sold with all faults, if any. Models not guaranteed.
We hold no responsibility whether the above vehicle has been used commercially or otherwise.

ATOM MOTORS PTY. LTD.
Purchaser *RJM* Per *RJM*

ATOM MOTORS PTY. LTD. No 957
ROOTES GROUP DEALERS

OFFICIAL RECEIPT
PHONES: 89-3807
89-3810

Sold to *Mr Ronald J. McCann* 3/5 19 65
94 Tenyns Rd Gladstone

The motor vehicle described as follows: *Chevrolet Roadster*

Make _____ Type _____
Reg. No. _____ Eng. No. *R1597460*

Payment to be as follows:—
By Cash/Cheque _____ £
By Trade-in Allowance _____

Make _____ Reg. No. _____ Eng. No. _____ £
Balance to be paid by _____ £

H.P. _____
Total Selling Price: £195-0-0

The Title of this Vehicle is guaranteed by **ATOM MOTORS PTY. LTD.**

Received from *Mr Ronald J. McCann*
The sum of *Five pounds* £5-0-0
Part Deposit

By Cash/Cheque No. _____ Bank _____ Place _____

This receipt is issued subject to the clearance of the above cheque. The purchaser holds this vehicle as Bailee only until such cheque is converted to cash.

Vehicles sold with all faults, if any. Models not guaranteed.
We hold no responsibility whether the above vehicle has been used commercially or otherwise.

ATOM MOTORS PTY. LTD.
Purchaser *RJM* Per *RJM*

Receipts for the deposit and payments when Ron McCann purchased the Moonlight Speedster in 1965, 60 years ago later this year.

TARBAN MOTORS PTY. LTD. No 189
ROOTES GROUP DEALERS

OFFICIAL RECEIPT
 PHONES: 89-3807 10-7-1965
 89-3810

Sold to *A. R. J. McCann.*

The motor vehicle described as follows:—
Search the deposit on Chev. Roadster

Make *CHEVROLET* Type _____
 Reg. No. *U/R* Eng. No. _____

Payment to be as follows:—
 By Cash/Cheque £ 20-
 By Trade-in Allowance _____

Make _____ Reg. No. _____ Eng. No. _____ £ _____
 Balance to be paid by _____ £ _____
 H.P. _____
 Total Selling Price: £ _____

The Title of this vehicle is guaranteed by TARBAN MOTORS PTY. LTD.

Received from _____
 The sum of £ _____

By Cash/Cheque No. _____ Bank _____ Place _____

This receipt is issued subject to the clearance of the above cheque.
 The purchaser holds this vehicle as Bailee only until such cheque is converted to cash.

Vehicles sold with all faults, if any. Models not guaranteed.
 We hold no responsibility whether the above vehicle has been used commercially or otherwise.

Subject to acceptance by Manager. TARBAN MOTORS PTY. LTD.

Purchaser _____ Per *A. R. J. McCann*

TARBAN MOTORS PTY. LTD. No 304
ROOTES GROUP DEALERS

OFFICIAL RECEIPT
 PHONES: 89-3807 31- July 1965
 89-3810

Sold to *Mr. R. D. McAlmon*
94 Tynneison Rd Gladstone

The motor vehicle described as follows:—

Make *Chevrolet (1932?)* Type *Roadster*
 Reg. No. _____ Eng. No. _____

Payment to be as follows:—
 By Cash/Cheque £ 75-0-0
 By Trade-in Allowance _____

Make _____ Reg. No. _____ Eng. No. _____ £ _____
 Balance to be paid by _____ £ _____
 H.P. _____
 Total Selling Price: £ _____

The Title of this vehicle is guaranteed by TARBAN MOTORS PTY. LTD.

Received from _____
 The sum of £ _____

By Cash/Cheque No. _____ Bank _____ Place _____

This receipt is issued subject to the clearance of the above cheque.
 The purchaser holds this vehicle as Bailee only until such cheque is converted to cash.

Vehicles sold with all faults, if any. Models not guaranteed.
 We hold no responsibility whether the above vehicle has been used commercially or otherwise.

Subject to acceptance by Manager. TARBAN MOTORS PTY. LTD.

Purchaser *R. D. McAlmon* Per *R. D. Butsp*



Photo of Ron McCann taken 6 March 1970 – for the Australia Post Office Magazine.

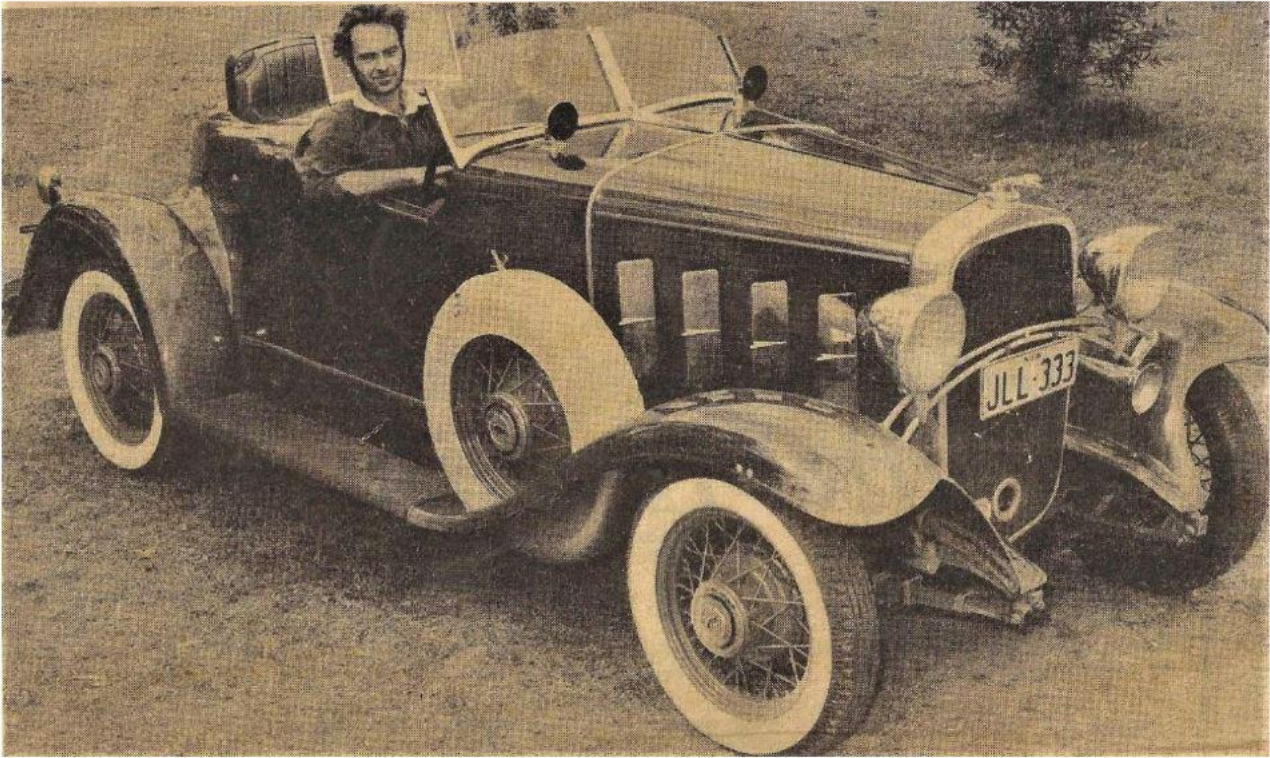


Photo from The Queensland Times 17th November 1977, just after Darryl purchased the car, still with N.S.W. plates.



“Darryl Stark driving the world’s rarest Chevrolet” from a press release by General Motors Holden’s 16th of September 1992 after Darryl had done a total body off restoration.
Courtesy of General Motors Holden.

THE VINTAGE CAR

A well-oiled rag from the Vintage Car Club of Queensland



Moonlighting



* Issue No. 479
* October, 2024
* Five Star
* Reading



Minutes of QVVA Meeting - 25 March 2025

Meeting opened – 7.35 p.m.

Welcome: to 669 Meeting.

Attendance: As per Attendance Book

Apologies: Adrian Deerling, John Knight, Stan Miller, Barry Shipway, Susan Porter, Ross & Wendy Tyquin, Janette Farnell, John & Alison Day, Kathy Day, Pheobi Nash,

Visitors: Jackson & Michaela – restoring a bus

Minutes of last meeting: Read by Barbara, Seconded, Trevor. Carried

Business Arising: Nil

Secretary's Report: 3 new members, No other secretarial activities except paying the rent

Moved: Ben. Seconded, Robert Carried

Treasurer's Report:

Moved Graham , seconded, James . Carried

Events Coordinator's Report:

Bayside Swap Meeting on this coming weekend – still on – despite the weather

1 April – Monthly Dinner – Mt Gravatt Hotel

9 April – GOF bi-monthly lunch at Banyo Bowls Club

13 April – 3 way – with Ipswich Club

23 April – General Meeting

6 May – Monthly Dinner – Club Yeronga

18 May – National Motoring Heritage Day – Ormiston school

28 May – General Meeting

3 June – Monthly Dinner – Fielders Club

11 June – GOF Lunch at Brisbane Motor Museum

15 June – RACQ – Motor Fest

22 June – Ladies Day Rally

25 June – General Meeting

1 July – Monthly Dinner – Tingalpa Hotel

19/20 July - President's Run – Christmas in July

28 July – Monthly and AGM

Editor's Report

Nothing to report

Good March issue

QR codes – between 6 and 10 people used them

Sausage sizzle

Next one - 4 April

Everything organised

A few new volunteers – thank you to all who volunteered

Public Relations

Martin and Gary – back – good to see

Nancy doing as best as she can –

General Business

Letter from Christine Stevens – asking to be our delegate to the QHMC

Happy with current delegate – Graham

Graham reviewed minutes from last QHMC meeting.

Graham to attend their next meeting – 27 March 2025

Christine gave a report on the QHM Federation -

Qld getting majority of the Grant Funds from the Robert Shannon Foundation.

Seeking DGR status – process is underway

Thanks to Glen Smith for dressing the window in the Club House – Dodge information and items – looks good

Open Forum

Robert Wode – interesting talk on the restoration of his Chevrolet

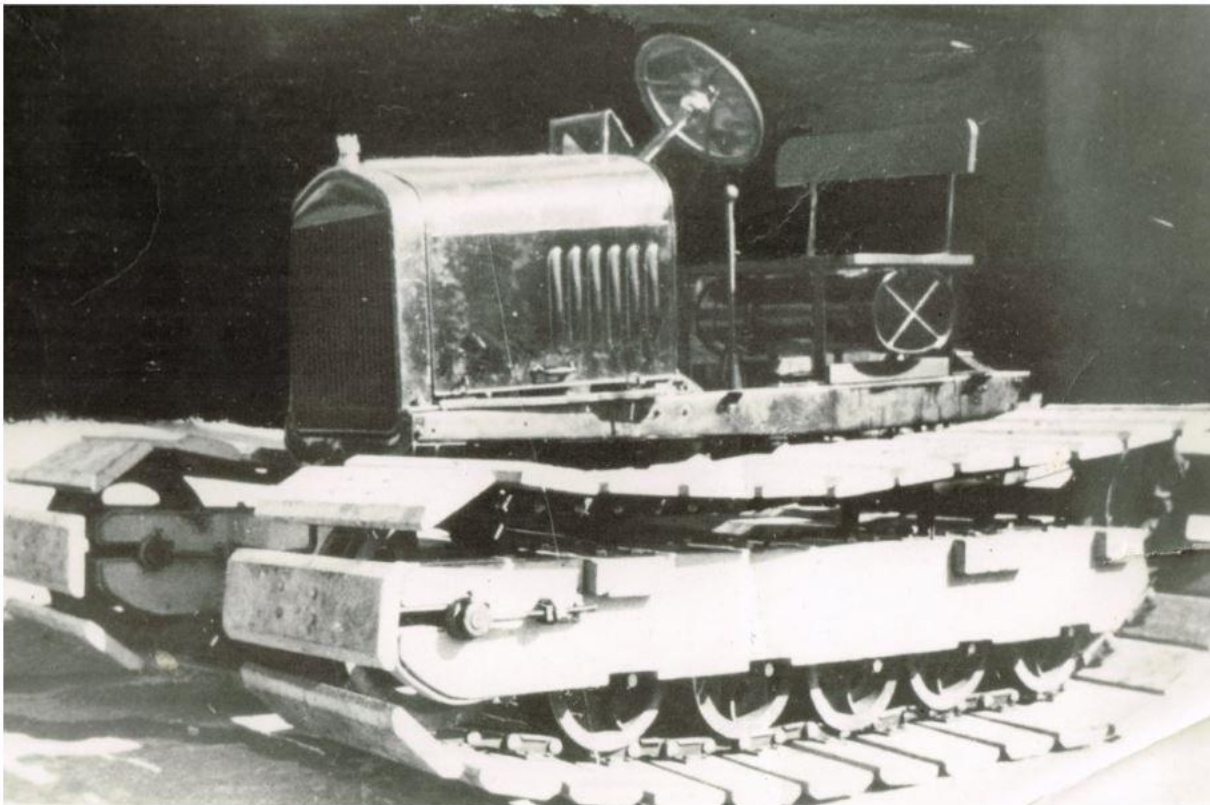
Winner of raffle – Gary Day

Next month meeting volunteers– Supper - Rod Rush , Open Forum – John Buchanan, Raffle prize –Graham.

Alternative uses for Model T engines

The ready availability of used Ford Model T motors made them a logical choice for alternative uses. Here's four from our region.

1. RH Trevan, the Lismore NSW Ford dealer converted at least two Model T's into crawler tractors for use in dragging bins of cut sugar cane from the fields. His son Bob Trevan recalls seeing one still in use many years later, snigging logs in a Uki NSW sawmill.



RH Trevan's crawler

2. In the 1990s Ken Nowland was proprietor of the GMH Dealership at Inglewood in Queensland. Ken rescued and restored a (c) 1923/25 "Bearcat Track Laying Tractor." It was powered by a Model T Ford engine and transmission, all mounted on an Oregon pine frame. Ken's Bearcat had spent its life snigging timber in the Inglewood district, until being abandoned in 1952.

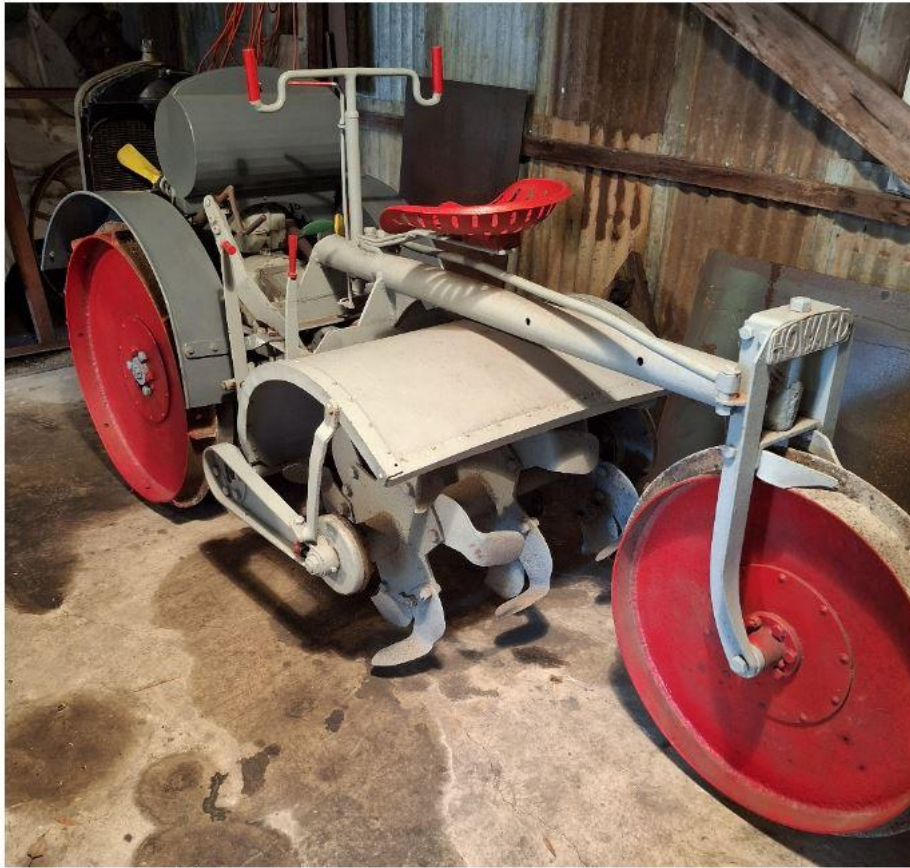
The "Bearcat" was the product of the YUBA PRODUCTS COMPANY of San Francisco, California. It came with "claw tracks" which functioned like a Caterpillar crawler. About 600 were built in the first year. The Great Depression saw Yuba close its doors in 1930. We understand that the Inglewood Bearcat is now in Tasmania.



Ken Nowland's Bearcat Track Laying Tractor

3. Brisbane Model T owner Ian Fordyce has rescued and restored an "Austral Auto Cultivator" powered by a Model T engine and transmission. Ian understands that five were made by the Austral organisation, which later became the well-known Howard Rotary Hoe company. As it turned out, the Ford motor was too high revving for the purpose and lacked the low down torque required. Most were recalled in 1925/26 and fitted with Morris Commercial engines. Ian has put the "Howard" badge on his Austral, until the former owner decides to release its original "Austral" badge from his collection of souvenirs.





Ian Fordyce's Austral Auto Cultivator

4. Bob Trevan from Lismore found a "Thrifty Farmer" Tractor unit, marketed in the USA from 1932 to 1941 by the Sears Roebuck and Co, costing about \$100. Just add an old Model T or A as a donor and you had a tractor that would do the work of 2 to 4 horses and didn't need shoeing or feeding or get tired. Bob sold the unrestored rig to the late Francis Ransley in Wynyard Tasmania. The photos below show Francis' restoration. Last we heard, it was in Melbourne.

Submitted by John Day

IMAGINE GETTING OUT FLEXED BY A MODEL T



Three Club Tour 13th April 2025

After a very wet Saturday, Sunday 13th was bright and sunny. We arrived at Cameron Park to find Easton Street full of cars. The final count was 46 cars with 6 cars from QVVA with a total of 10 members of our club attending. A delicious morning tea was ready for us, so after much chatting and eating we headed off to our destination. After crossing the Brisbane River a couple of times and travelling through Mt Crosby, we arrived at Rob & Jenny's home at Hawkesbury Road, Anstead.

Here the Ipswich Club members cooked a sausage sizzle for us for lunch. Everyone made themselves comfortable on the wide patios around their beautiful home. A small herd of contented cattle roam the 25-acre property as do the four Alpacas, who we were able to hand feed. It was a lovely day meeting with members of the Ipswich and Bayside Clubs and with 46 cars to look at – many car conversations. We look forward to the Three Club Tour in 2026 – QVVA to organise!!!



Cadillac and Super Vauxhall



Cavilcade 1



Cavilcade 2