VINTAGE NEWS

THE MONTHLY NEWSLETTER of
THE QUEENSLAND VINTAGE VEHICLE ASSOCIATION Inc
FEBRUARY 2026

Web: **www.qvva.org**
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COMMITTEE FOR 2025 – 2026

President	Graham Porter	0407 257 440
Vice President	Barry Shipway	0412 778 225
Secretary	Ben Carroll	0417 007 241
Minute Secretary	Barbara Haydon	0412 667 348
Treasurer	Wendy Tyquin	0420 222 690
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QHMC Delligate	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.

MINUTES OF THE 678th GENERAL MEETING OF THE QVVA Inc.
HELD AT THE CLUB ROOMS ….WEDNESDAY 28th January 2026

Meeting chaired by Graham Porter
MEETING OPENED: 7.30pm.
APOLOGIES: as per the Attendance Book.
VISITORS: Nil
PRESENTATION: Nil
MINUTES OF THE PREVIOUS MEETING: Was moved by Wendy Tyquin and seconded by Barry Shipway. The minutes
as published in the Vintage News be taken as read.
SECRETARY REPORT: Limited activity to report. No new membership enquiries or SIVS letters since prior meeting.
Moved by Barry Shipway– Seconded Colin Hinxman.
TREASURERS REPORT: Moved by Wendy Tyquin and seconded by John Buchannan.
RALLY & EVENTS CO-ORDINATOR:
Good turn-up to fish and chips night.
9 QVVA cars attended the Australia Day at Ormiston.
3 Feb – Club Dinner @ Club Southside
11 Feb – GOF lunch @ Brisbane Motor Museum
14 th – Valentines Day – Indooroopilly Barricks. Want 10-12 cars for Gatsby theme. If interested please provide details
to James Humphreys.
25 th - February Meeting
March 15 – Jacobs Well run.
12 April – Samford Garage 100 anniversary
Friday 6 March – Bunnings BBQ.
MEMBERSHIP SECRETARY REPORT: Some enquiries but no new members.
Public Relations: Nil
GENERAL BUSINESS:
Question asked on progress on club shirts. Advised that the supplier has just returned from holidays and update
should be available for the next meeting.
James Humphry talked about the new side curtains for his car and changes to the cooling system.
Michael Ferguson discussed Samford Garage 100 anniversary plans.
Restored Cars has advertised they are ceasing publication.
Discussion about new members just joining for concessional rego.
John Day talked about repairs to his Oldsmobile cylinder.
Meeting closed at 8:23pm

THE SHELL STORY

SHELL FROM 1833 TO 1945

1833 – 1892
From seashells to the world of oil
In 1833, Marcus Samuel decided to expand his London business. He already sold antiques but decided to try selling oriental seashells as well, capitalising on their popularity in the interior design industry at that time. The demand was so great that he began importing the shells from the Far East, laying the foundations for an import-export business that would ultimately become one of the world's leading energy companies.
When Marcus Samuel senior died in 1870 he passed the business on to his two sons, Marcus junior and Samuel, who began to expand it. In the 1880s they became particularly interested in the oil exporting business but shipping still posed a problem as oil was carried in barrels which could leak and took up a lot of space. To solve the problem, they commissioned a fleet of steamers to carry oil in bulk, including the Murex which, in 1892, became the first oil tanker to pass through the Suez Canal.
In the Netherlands, the plc Royal Dutch Company for the Exploitation of Petroleum Walls in the Dutch East Indies was founded.

In 1870 Marcus Samuel passed his business on to his sons who began to expand it

1893 – 1900

The Shell Transport and Trading Company is born

With the maiden voyage of the Murex, the Samuels brothers had achieved a revolution in the transport of oil. Bulk transport substantially cut the cost of oil by enormously increasing the volume that could be carried. The brothers' main competitor at the time was Standard Oil, a company famous for its blue cans of kerosene that, when empty, could be used for anything from roofing to bed pans. To stand out they created the Shell brand and painted their cans bright red. The tactic worked and, by 1896, their kerosene trade was earning more than all their other businesses combined.

In 1897 Marcus and Samuel renamed their company the Shell Transport and Trading Company and launched their first refinery at Balik Papan in Dutch Borneo. The refinery later had to be destroyed when the USA declared war on Japan in World War II.

1901 – 1907

Merging with Royal Dutch

In 1901 when oil was found in Texas, Marcus Samuel junior pulled off the deal of a lifetime and won the transport and distribution rights from his company's main competitor, Standard Oil. However, by 1902, overproduction in Texas had slashed the available supply to virtually nothing. At the same time, a smaller competitor called Royal Dutch had begun to construct its own tankers and set up its own sales organisation in Asia. As a result, half of the Shell's fleet sat idle.

So, in 1907, the decision was taken to merge Shell Transport and Trading Company with Royal Dutch and form the Royal Dutch Shell Group. The day the telegram was received announcing the merger – April 23 – is now celebrated every year as Shell's birthday.

1908 – 1913

Expansion and innovation

The merger with Royal Dutch signalled a period of rapid expansion as Shell (the Group's name quickly became shortened to Shell) opened operations throughout Europe and in many parts of Asia. There was also substantial exploration and production in Russia, Romania, Venezuela, Mexico and the US.

The years that followed also gave Shell many exciting opportunities to demonstrate the quality of its products in the fast-developing market for petrol (gasoline). These included record-breaking races, flights and journeys of exploration. For example, in 1907 Prince Borghese won the **Peking to Paris motor rally** using Shell Spirit motor oil. In the Antarctic, explorers Ernest Shackleton and Captain Scott used Shell fuel, while **Bleriot's inaugural cross-Channel flight** was made using Shell Spirit.

In the early 20th century Shell began to expand rapidly, opening operations in Europe, Asia and the Americas

1914 – 1945

Helping with the war effort

Shell was a crucial partner to the Allies in both World Wars. During World War I, Shell became the main fuel supplier of the British army and also offered all of its ships to the British Admiralty, including the Murex.

The inter-war years were a time of rapid expansion for oil companies as the use of motor cars and demand for petrol increased. Shell fuelled the first trans-Atlantic flight made by Alcock and Brown in 1919, developed new and improved drilling techniques and, in 1929, founded Shell Chemicals to advance the refinement of chemicals from oil.

When World War II began, Shell's London office was dedicated to supporting the war effort and the company's refineries in the USA produced aviation fuel to support the Allied air forces. All Shell tankers came under Government control and many Shell staff showed great bravery in keeping them going, including the flying ace Douglas Bader who worked in the aviation department of Asiatic Petroleum before joining the RAF in 1939. War was also a catalyst for great innovation, with major advances in both fuel and chemicals research, including the development of fuels for new generations of aircraft such as the Spitfire.

SHELL FROM 1946 TO THE PRESENT DAY

1946 – 1960

Post-war expansion

The immediate post-war years were some of the toughest Shell had yet faced. Reconstruction was very expensive and the market for oil was changing rapidly. Against this backdrop Shell launched new exploration programmes in Africa and South America and built new refineries in the UK. The company also invested in larger and higher-powered ships – supertankers – in order to carry more oil in bulk.

In 1947, the first commercially viable offshore well was drilled in the Gulf of Mexico and within 8 years the company had over 300 such wells. New discoveries were also made in Borneo and the Niger Delta, and commercial production of oil in Nigeria began in 1958.

A number of scientific advances at this time boosted the demand for oil, including the invention of the jet engine – its architect Sir Frank Whittle even worked for the company for a number of years.

1961 – 1980

New ideas and directions

Shell started the 1960s by strengthening its presence in the Middle East, discovering oil in Yibal, Oman's most prolific field. This discovery was the country's first and would go on to transform Oman's economy. The Groningen gas field in the Netherlands was also discovered at the start of the decade, followed by the discovery of gas in the North Sea. This time was also a golden period of research by Shell Chemicals and the company also took the decision to internationalise, placing local people in top positions to make the most of homegrown talent in each country.

The closure of the Suez Canal in 1967 for eight years confirmed the wisdom of Shell's decision to invest in super tankers. At the same time, Shell was a partner in the first commercial sea transportation of liquefied natural gas (LNG) in 1964 – from Algeria to the UK – opening up a whole new market for the business.

Instability in the Middle East at the end of the 1960s and the start of the 1970s led to a quadrupling of oil prices and meant that the era of cheap energy came to an end. In response, Shell began to diversify, in particular into coal, nuclear power and metals. Shell also began to look beyond the traditional oil-producing countries for supplies and stepped up exploration in the North Sea and in the USA.

1981 – 2004

Growing and facing challenges

In the 1980s Shell began to grow through acquisitions. In 1986 the oil price collapsed with the price of a barrel of oil falling from $31 to $10 over the winter. To adjust to the lower oil price Shell had to focus on developing projects more cheaply. Intensive research led to huge improvements in drilling techniques and the use of 3D seismic technology to search for new oil sources became widespread. These advances enabled the company to develop offshore projects in much more challenging environments. The Troll field in Norway was one example, another was in the Gulf of Mexico where a new well was drilled at a depth of 2.3 kilometres.

The 1990s saw biomass and gas-to-liquids (GTL) technologies make giant leaps forward. In 1993 Shell opened the world's first commercial GTL plant in Bintulu, Malaysia, a pioneering step that set the stage for the increasing role this fuel would play over the next decade.

This era was not without its challenges, however. While Shell moved into new growth areas such as China and Russia and developed projects of increasing complexity and in harsher environments, it also faced increased external criticism. Environmental concerns were raised in relation to Shell's plans to dispose of the Brent platforms in North Sea storage platform, as well as over Shell's presence and activities in Nigeria. Shell has since strived to work as closely as possible with both local governments and communities. The Shell commitment and policy on **Health, Security, Safety, Environment and Social Performance (HSSE & SP)** applies across the company and is designed to help protect people, their communities and the environment wherever Shell operates.

2005 – 2016

Record-breaking innovations and new partnerships

In 2005, the Royal Dutch Shell Group underwent a major structural reorganisation as the nearly century-old partnership between Royal Dutch Petroleum and Shell Transport and Trading was dissolved and Shell unified its corporate structure under a single new holding company, Royal Dutch Shell plc.

Shell's innovation has continued at pace into the 21st Century. In 2012, the company completed Pearl GTL, in Qatar, the world's largest source of GTL products. In 2016, production started at Shell's Stones field, the world's deepest oil and gas project. And in 2017, Prelude, the world's biggest floating liquefied natural gas facility, sailed 5,800 kilometres from a shipyard in South Korea to its new home in Western Australia.

The company has also continued to expand. In 2015, Shell announced that it would be buying BG Group, a UK oil and gas production company. The acquisition was completed in February 2016, expanding the company's oil and gas portfolio. And in 2016, Shell created its New Energies business to focus on exploring and developing commercial opportunities in renewable energy, such as wind and solar..

Present day

Looking forward

Looking back over 185 years of Shell history, it has been an amazing journey. Mankind has managed to adapt, time and time again, through a century of rapid change and periodic upheaval; and so has Shell. But there are also big challenges in the century ahead.

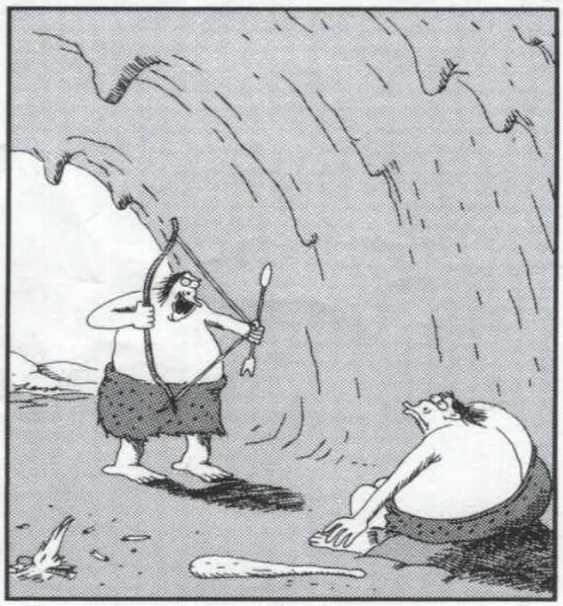
Society today faces a challenge on an unprecedented scale: how to meet increasing energy needs while reducing carbon emissions.

Shell is an active player in and has embraced the transformation of the energy system. The company sees commercial opportunity in participating in the global drive to provide more and cleaner energy solutions.

Thriving as the world transitions to a lower-carbon energy system is a key focus and Shell's strategy, portfolio and strong financial framework will give the company a source of resilience in the years to come.

Understanding what climate change means for Shell is one of the biggest strategic questions facing company leaders. In answering that question, Shell is determined to continue to work closely with society and its customers as it has done for nearly 200 years. Our history is a treasure trove of fascinating facts - featuring everything from world firsts to great artists. We've gathered a few of our favourites here to give you a different perspective on who we are and where we've come from.

"Whoa whoa whoa! ... You'll have to go back and walk through again."



"Uh, uh, uh—I wouldn't do that, Thorg. I know how to use this thing."

THE TURTLE WAX TALE (Transcribed from the side of a Turtle Wax Bottle)

It began in Chicago over 60 years ago with an innovative spirit and a bathtub. Bengaman Hirch had a dream to become a chemist, but when the Great Depression forced him to drop out of school, he became a magician to support the family. His passion for cars and chemistry came together when he started making batches of liquid car polish in his bathtub while his wife, Marie, filled the bottles.

With just a small investment of $500 and a store front on Chicago Avenue, Hirch created the worlds first liquid car polish, PLASTONE, being the entrepreneur that he was Hirch would sell his wax by polishing the fender of a parked car, wait for the owner to return, and point out the benefits.

When making a sales call to Beloit, Wisconsin in 1953, he came across Turtle Creek, Hirch made the comparison between a turtle's hard shell and the protection that his wax offered, from that day on Hirch's dream would become a reality in Turtle Wax.

Turtle Wax remains a family owned company keeping true to their innovative spirit, tradition and quality products.

THE LINK OF THE MONTH: **https://www.youtube.com/watch?v=3BGqhoGxre8**

The auction that changed everything.

WHAT'S ON

SWAP MEETS

March					
Mar	Fri	6/03/2026	11:00	Dalby Swap	Dalby Showgrounds Nicholson St, Dalby, Queer 4405
Mar	Sat	7/03/2026		Dalby Swap	Dalby Showgrounds Nicholson St, Dalby, Queer 4405
Mar	Sun	22/03/2026	07:00	Rusty and Dusty Swap	Yatala Drive In 100 Stapylton-Jacobs Well Stapylton
Mar	Sun	29/03/2026	06:00	Ormiston Swap	Ormiston State School Wellington Rd Ormiston

April					
Apr	Fri	3/04/2026		Easter	3 April to 5 April
Apr	Sun	12/04/2026	06:00	Maryborough Swap	Walker St Maryborough
Apr	Sun	12/04/2026	07:00	Rusty and Dusty Market Pimpama	193 Rifle Range Road Pim
Apr	Sat	25/04/2026		Anzac Day	

RUNS

March					
Mar	Fri	6/03/2026	09:00	Dubs on the Hill	Crows Nest Tourist Park 7558 New England highwa Nest
Mar	Sun	8/03/2026	09:00	Dubs on the Hill	Crows Nest Tourist Park 7558 New England highwa Nest
Mar	Fri	13/03/2026	08:00	High Altitude Rod Run	Toowoomba
Mar	Sat	14/03/2026	08:00	High Altitude Rod Run	Toowoomba
Mar	Sat	15/03/2025	07:30	High Altitude Rod Run - Show	TAFE Oval Campbell Street, Toowoom
Mar	Sat	21/03/2026	08:00	Welcamp Motorfest	Welcamp
Mar	Sat	21/03/2026	14:00	Rosewood Show and Shine	Rosewood Hotel

April					
Apr	Fri	3/04/2026		Easter	3 April to 5 April
Apr	Sun	5/04/2026	08:00	Coolum Car and Bike Extravaganza	Coolum State School
Apr	Sun	12/04/2026	10:00	Queensland Transport Museum Open Day	34 Lake Apex Drive, Gatto
Apr	Fri	17/04/2026		Rocky Nats 06	Rockhampton Showgrounc
Apr	Sat	18/04/2026		Rocky Nats 06	Rockhampton Showgrounc
Apr	Sun	19/04/2026		Rocky Nats 06	Rockhampton Showgrounc
Apr	Sat	25/04/2026		Anzac Day	
Apr	Sun	26/04/2026	10:00	Cruisin Caboolture - Show and Shine	James Street Caboolture

Cruise-in Locations

17:00	Moorayfield Cars and Pizza	PIZZA (Michael Ave Morayfield)	Every Wednesday Night
17:00	Munchies Diner	Acacia Ridge, Cnr Beaudesert Rd & Elizabeth st Acaia Ridge.	Every Friday Night
17:00	Auto Addiction	Old Petrie Town	Every Friday Night
07:30	Cars & Coffee Culture	Grumpys Diner, Plainland	Every Saturday morning
17:00	Westpoint Browns Plains	Westpoint Shopping Town Browns Plains	Every Saturday Night
18:00	Wynnum Plaza	2021 Wynnum Rd Wynnum West	Every Saturday Night
09:00	Ipswich Vintage and Veteran Mid Week Run	Depart from Cameron Park	1st Wednesday of every month
17:00	Autobarn Rothwell	Morris Road West Rothwell	1st Friday of the month
17:00	Yamanto Shopping Centre	Yamanto Shopping Centre	1st Friday of every month
07:30	Cars and Coffee Brisbane	Samois Foods 37 Turbo Drive Cooparoo	

QVVA EVENTS

3rd March, Clubs monthly dinner at Easts Leagues Club, 40 Main Avenue, Coorparoo.
15th March, Club Tour, organised by John Day, details previously Emailed out to all members.
25th March, General meeting at the clubrooms.
7th April, Clubs monthly dinner at Mt Gravatt Hotel, 1315 Logan Road, Mt Gravatt.
19th April, 3Way combined clubs organised by QVVA this year.
22nd April, General meeting at the clubrooms.

Seen at Steaming on the Downs 2025

Unusual shapes of yester year at Steaming on the Downs

Seen at Lismore Rally 2025

Taken from Regional Group #6 Newsletter:

Henry Ford's Soybean Car

August 13, 1941, Henry Ford unveiled something the world had never seen — a car made from soybeans. But this was no novelty stunt. Ford's goal? To blend innovation, sustainability, and American agriculture in a way that could revolutionize the auto industry.

Ford believed he could potentially "grow cars from the soil." At the height of the Great Depression and amid growing tensions in Europe, he wanted to reduce reliance on imported materials and help support American farmers. He invested heavily in agricultural research and built a lab in Greenfield Village to explore plastic and rubber alternatives made from plants.

The project was shelved shortly after its debut due to the U.S. entering World War II. Steel production was prioritized for military use, and Ford's focus shifted. By the end of the war, the momentum for plant-based materials had faded. No second prototype was ever built, and the original was likely dismantled. Without any originals to examine, skeptics question whether Ford could truly create such a car successfully. Some even wonder if the car was actually made from plant-based plastics.

Specs & Features of the Soybean Car

- *Body Panels:* We don't know the exact composition of the patented bio-plastic, but from past claims, the closest guess is that it was made from a composition of soybeans, wheat, hemp, flax, and resin. The composition of the panels also made it biodegradable!
- *Weight:* Roughly 2,000 lbs, which was about 1,000 lbs lighter than its steel counterpart.
- *Frame:* Mounted on a 1941 Ford chassis powered by a standard flathead V8 engine.
- *Durability Test:* Ford famously struck the fender with an axe in front of reporters — the axe bounced off, demonstrating the strength of the plant-based material.
- *Paint:* Finished with traditional auto paint, though the material underneath was anything but typical.
- Design: Streamlined and practical, it resembled a Ford Deluxe but boasted futuristic materials long before "green tech" was a buzzword.
- Photo by: John Lloyd Aricle from Auto Apprasial Group