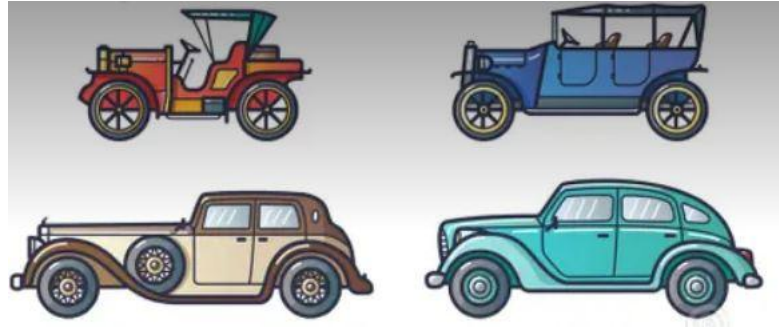


VINTAGE NEWS

THE MONTHLY NEWSLETTER of
THE QUEENSLAND VINTAGE VEHICLE ASSOCIATION Inc

February 2025



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COMMITTEE FOR 2024 – 2025

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Vice President	Rod Rush	0409 1411 40
Secretary	Ben Carroll	0417 007 241
Minute Secretary	Barbara Haydon	0412 667 348
Treasurer	Wendy Tyquin	0420222 690
Newsletter Editor	Rod Rush	0409 1411 40
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Web Master	Ben Carroll	0417 007 241
Safety officer .1	Don Lake	0412 383 954
Safety officer .2	Col Hinxman	0439 996 691
QHMC Deligate Membership Officer	TBA Rolf Rose	0428 202164

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 FEBRUARY 2025

February got off to a great start with over 30 people attending the Tuesday night dinner at Club Southside, Mt Gravatt. Let's see if we can increase the attendance to over 50 persons for the June dinner. Yes, there will still be the March, April & May dinners, but it would be nice to sneak up on my target over a couple of months.

Friday the 7th saw our Sausage Sizzle team at Bunnings Cannon Hill. It was successful, the rain stayed away, and some dollars were put into our bank account.

Thank you, to all workers, again, your assistance is truly appreciated.

PLEASE READ THE FOLLOWING PARAGRAPH

By now everyone should have heard about the raffle to be drawn at the February meeting.

A \$100 Visa card and a \$50 Bunnings Card are the prizes that have been generously donated by a member and his wife to help generate funds to support the club. Please support this by buying tickets, 3 for \$5.00 at the meeting. If you cannot make the meeting phone me on 0407 257 440 and I will organize tickets for you or your friends.

Our editor, Rod Rush, is looking for articles for the magazine. If you could write something about our club events, good or bad, your car, in fact anything that you have done with QVVA, or your life time experiences, automobile related or not, I am sure Rod will use it in the coming editions of Vintage News.

The library window at the clubrooms needs changing every two to three months. I would like a member to be the coordinator, overseeing that this gets done. I am sure every member has interesting car related parts, pamphlets, photos or books or tools that could be put on display for a period. Please consider the position, it will take a little effort, finishing with a satisfying result.

Our events man, Clint, is looking for help with organizing club runs in March, Ladies Day in June and September if you can help with one or all of these please contact him, or speak with him, at the meeting.

Before signing off, I remind you of the meeting on the February 26. at which Michael Ferguson will be doing a presentation about his Chevrolet Moonlight Speedster, the raffle spoken about above, will be drawn, and some long lost members are coming to the meeting.

For Gasoline cars
Graham Porter
President

BRAKE SYSTEM EVOLUTION : A HISTORY

Since the earliest automobiles, several methods of braking have been used. As the history of brakes progressed, each new system was built using the concepts used to design its predecessor.

Brake system evolution began in the 19th century, and continues today. The types of braking systems that have been used over the years include:

- **Wooden block brakes**

The earliest brake system applied the physical principles used to design brakes today; however, the system consisted only of wooden blocks and a single lever used by the driver to apply the brake. This form was used on vehicles with steel-rimmed wheels, including horse-drawn vehicles and steam-driven automobiles.

- **Mechanical drum brakes**

Considered to be the foundation of the modern braking system, the mechanical drum brake was developed in 1902 by French manufacturer Louis Renault, but had been invented earlier by Gottlieb Daimler. Daimler had theorized that anchoring a cable-wrapped drum to the vehicles chassis could be used to stop momentum, thus creating the first concept of the drum brake. (CONT. ON PG 14)

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- **Expanding internal shoe brakes**

Before the expanding internal shoe brake was invented, all brake systems had been fastened outside of the vehicle. Those systems were vulnerable to the elements, collecting dust and water, and being affected by fluctuations in temperature all of which made the brake less effective. The internal shoe brake was the first to be fixed inside the vehicles frame, an important innovation in the history of braking systems.

- **Hydraulic brakes**

In 1918, the concept of a four-wheel brake system using hydraulics was first proposed by Malcolm Loughead. The system used fluids to transfer force to the brake shoe when a pedal was pressed. This braking system was adopted in nearly every vehicle by the late 1920's.

- **Disc brakes**

The disc brake was invented long before becoming popular. William Lanchester patented the disc brake in 1902; the system was not popular until the auto industry began to boom in the mid-20th century. The rise of disc brakes as a popular option is attributed to the increasing weight and speed capabilities of vehicles, which caused hydraulic brakes to become less efficient in distributing heat. The first system to use disc brakes integrated both disc and hydraulic functions and was introduced in the Chrysler Imperial.

- **Anti-lock brakes**

The anti-lock brake system, better known as ABS, was created to assist previous braking systems to prevent the brakes from locking up while in use. ABS works by sensing when a lock is about to occur and igniting a system of hydraulic valves to reduce the pressure of a brake on a single wheel. The system revolutionized the way brakes function and is useful in providing more control for the modern driver.

Brake system evolution has seen interesting advances in technology since the introduction of the wooden block brake. Such innovations have led to an increase in safety on the road and fewer accidents.

1945 SERIES 59C ½ TON PICKUP BECOMES THE 31 MILLIONTH FORD. By John Emmering

By 1945 the German war machine was in the process of capitulation in Europe, Ford Motor Company briefly turned its attention to the production of the company's 31 Millionth vehicle on Thursday May 3, 1945. This time the vehicle was not a stylish sedan, since passenger car production had not yet resumed. The 31 Millionth Ford was a Spartan-appearing 1945 series 59C 1/2 ton pickup truck. Lacking the fanfare of earlier production milestones this event did not garner national press coverage or lavish ceremonies. As the pickup rolled off the Rouge assembly line however, worker's spirits were lifted as the prospect of a return to full peacetime production increased.

The U.S. War Production Board authorized a resumption of civilian pickup truck production in February of 1945 when it perceived a need for trucks for business and agricultural use. Initially a clone of the 1942 Model 29C pick up was produced. By May the trucks had been designated as Series 59C incorporating the modifications prepared for the 1946 models. These early pickups were designated 1945 models and the 59C series was continued throughout 1946. The pickups were the only civilian trucks built by Ford in 1945 and came only in "Village Green" with cream colored grills. Just 564 of these trucks were built in 1945 and they were not equipped with a spare tire due to war time shortages. These early post war trucks were eagerly purchased by businessmen and farmers weary of repairing and maintaining their tired older model pickups.



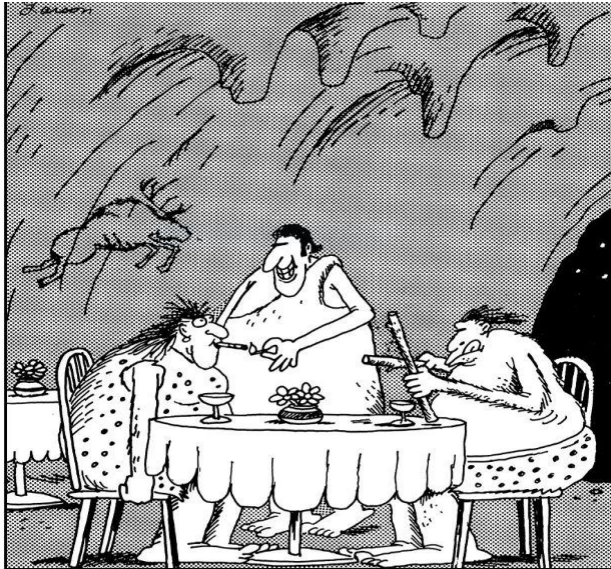
1945 Model 59C restored to its original glory True to form this example also lacks a spare.



Fish & Chips Night



Club South



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As Thak worked frantically to start a fire, a Cro-Magnon man, walking erect, approached the table and simply gave Theena a light.

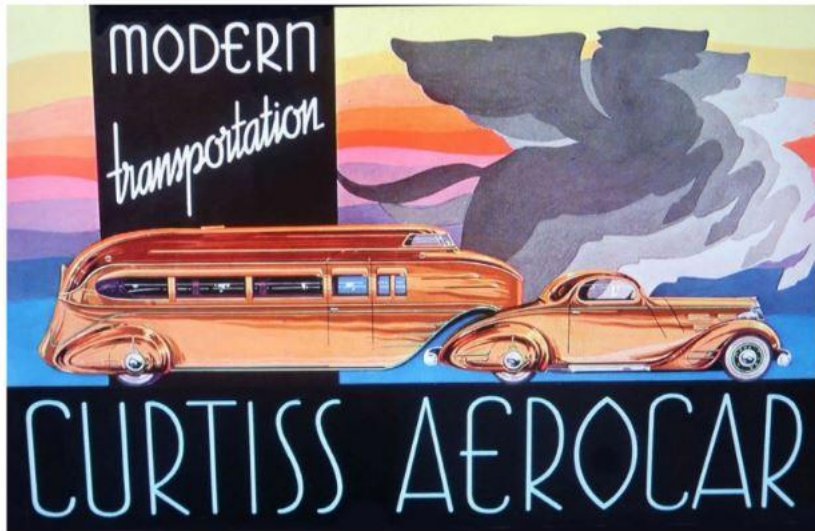
Truth in Advertising???



Curtiss Aerocar (1932): Depression-era luxury

The Wall Street Crash of 1929 and ensuing Great Depression battered the USA's burgeoning RV industry, with trailers and motorhomes viewed as frivolous indulgences at a time when many Americans could barely afford to put food on the table.

Manufacturers did continue to make luxury RVs, but on a smaller scale. Among the standouts from the era is the [Curtiss Aerocar](#). Early US trailers such as the [Earl Travel Trailer](#) from 1913 were traditional in design, resembling classic vardos or Victorian carriages, much like the Eccles Caravan.





WHY DO FLAT TAPPITS NEED HIGH ZINC OIL

The camshaft in a flat tappet engine is the reason your vehicle's engine requires zinc oil. In other words, the role of a camshaft in an engine makes it indispensable to feed your car engine with zinc. During the time the camshaft rotates, it pushes the lobe down to let the valve open. Each part of the camshaft and other components that squeeze against the lobe start rolling along the surface.

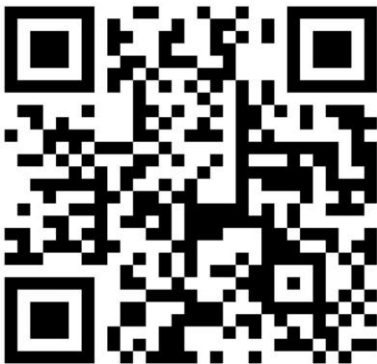
In return, it creates pressure on your engine due to the friction between the lobe and the camshaft followers.

With the increased pressure, the oil starts squeezing out of the camshaft and the lobe. Due to the oil loss, it can damage your engine by increasing metal friction or creating wear.

Regarding this, you should get motor oil that contains an anti-wear additive. The zinc oil sticks with each part of the engine and lubes them creating an anti-wear coating. In exchange, the zinc oil can resist high pressure, wear, and sludge and let your engine run smoothly.

To sum up, a flat tappet engine requires zinc oil to protect your engine from high pressure and wear. Therefore, it boosts the overall engine performance by improving fuel efficiency.

Credit given to the Queensland Early Ford V8 Club RG 157's September 2024 newsletter for the above article.



1.



2.

The first QR code shows the precision of formation flying of drones, not only that but the actual formation can change as well, can you imagine the amount of programming involved to achieve this.

The second QR code is a pod cast by Mark Mills senior fellow at the Manhattan Institute for Prager University talking about the claim that we are rapidly transitioning away from fossil fuels, this is just not happening, the green technology is more material intensive.

MINUTES OF QVVA MEETING – 22nd JANUARY 2025

Meeting opened – 7.55 p.m.

Welcome: to 667 Meeting.

Attendance: As per Attendance Book

Apologies: Don Lake, Barry Shipway, Clint Frater, Susan Porter, Gary Day, John Knight, Alison Day.

Minutes of last meeting: Read by Barbara, Seconded James Carried

Business Arising: Nil

Secretary's Report:

2 new members, Robert Moore – XF Falcon panel van, Robert Maarseven - Sunbeam Alpine

Moved: Ben. Seconded, Robert Wode. Carried

Treasurer's Report:

Moved Wendy, seconded Trevor Farnell. Carried

Events Coordinator's Report:

26 Jan – rally – Redlands - display – 6 a.m.

4 February – Club dinner at Club Southside

7 February – Sausage Sizzle – Bunnings Cannon Hill

12 February – GOF Bi-Monthly lunch - Belmont Taven

16 February – Club tour to Jacobs Well – Lunch at Horrigan's

26 February – General Meeting

Editor's Report

No coming events in magazine. Will publish close events in future

Lots of QR codes – people not looking at the QR codes

Still looking for reports on events

Sausage sizzle

Organisation well underway

Public Relations

Nancy – home – starting chemo – long journey ahead

General Business

Raffle for next month prize \$100 card, \$50 card – tickets available

Bayside rally this coming weekend

Church putting on an event to raise money for people with disabilities – gala event – want some cars – 14 February

Old age home at Carina – wants a couple of cars for display - 1 Coorparoo Street, Warner (Date for this?)

Christine – Robert Shannon Foundation – charitable trust – historic motoring – established 15 to 20 years ago – encourages younger people to become interested in cars 30+ years old. Grants available to assist in restoration of an old vehicle. Young person must be under 30. Applications for grants to be at the QHMC by end of May. See Christine if interested.

Presidents Run – Christmas in July event – looking for a venue – country pub at Toowoomba, or Esk, or Kyogle or similar. Overnight stay. Info in next magazine.

Graham representative of QHMC – ill health prevented him attending the November meeting.

Hopes to be at the January meeting.

Rolf Rose is new membership secretary. Clint has passed on information.

Open Forum

Rodney Rush – interest started at an early age – spoke of his interest in old vehicles over the years.

Supper supplied by James, no raffle

February meeting –

Supper – Graham will appoint someone, Raffle – will be the gift cards.

Open forum for February – Michael Ferguson

Meeting closed: 8.48 pm.

John Day spoke on the Archives Project of the VCCQ's 70 th Anniversary.

VCCQ's website is full of historical photos and videos covering the early years of motoring.

COMING EVENTS

16th February. Sunday Club Tour to Jacobs Well. Lunch at Harrigan's, Calypso Bay, Harrigan's Lane, Jacobs Well.

26th February. Wednesday. General meeting. Club Rooms.

4th March. Tuesday. Club monthly dinner at Easts Leagues sports club, 40 Main Avenue, Coorparoo.

16th March. Sunday. Club Tour. To be organised.

26th March. Wednesday. General meeting. Club Rooms.

1st April. Tuesday. Club monthly dinner at Mt Gravatt Hotel, 1315 Logan Road, Mt Gravatt.

9th April. Wednesday. GOF bi-monthly lunch at Banyo Bowls club, 16 Froude Street, Banyo

13th April. Sunday. Three Way combined clubs organised by the Ipswich Club.

18th to 21st April. Easter.

23rd April. Wednesday. General meeting. Club Rooms.



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