



July / August 2021 Edition

www.qvva.org

Facebook [QVVA Inc](#)

Phone 0412 383 954

VINTAGE NEWS



President's Report August 2021

Please contact us through our email if you have any issues qvva@gmail.com or 0412 383 954

Hi Members, family and friends ,

As this is my first Presidents Report, I would like to take this opportunity to say that I feel very privileged to have been asked to take on this roll and hope that I can fulfil the expectations that come with this position . It will be my intention to carry on the good work of the previous executive and hopefully see the club grow both in membership and activities.

The events of the past twelve months in relation to the Covid Outbreak have seen many changes to the way we, as a club, carry on our activities and this is particularly obvious with our rallies and our club meetings every month. Covid restrictions have seen the cancellation of some of our events and indeed some major rallies in and around Queensland and Northern New South Wales which is no doubt disappointing but inevitable given the continuing outbreaks that are occurring .

As a club located in South East Queensland, we have been a little bit luckier than some other states and are still able to hold events and regular monthly meetings under the current restriction. Our Friday lunches in the park are still being held and our Tuesday Night Dinners are also going on . The Events team are still planning and carrying out events/ runs in and around Greater Brisbane and the South East Queensland Region and it is my hope that as members of this car club will continue to support the efforts of these volunteer organizers and attend as many events as possible.

I look forward to seeing you at upcoming events and monthly meetings and welcome any suggestions you may have for myself or the committee in an effort to enhance this Great Club and the Vintage Motoring passion in which we indulge

Don Lake

President

Queensland Vintage Vehicle Association

Page Finder



- 2 President's report
- 2 Past President's report
- 2 Contents
- 3 Committee
- 4 Your new Executive Committee
- 5 Minutes for 630th June QVVA General meeting
- 6 Minutes for 631st July QVVA General meeting
- 7- 8 Minutes of 57th Annual General Meeting
- 9 Road Rules Emergency Vehicles
- 10 - 11 QVVA Events
- 12 Public Relations Report
- 13 Ford History and BBQ
- 14 Check your wiring
- 15 Ford History 100 years on
- 16 - 18 History on my 1935 DU Dodge
- 19 - 20 History of the car Radio
- 21 Tax Office / Funny
- 22 Lead foot picture

Out going President's Report August 2021

I would like to thank my committee over the last 4 years for all the support and hard work they have put in to keep this club running specially over the last 18 month with Covid 19 making things hard for all.

I'll be around to help the new committee if the need arises and wish them all the best over the coming 12 month with keep the club moving forward. I wish everyone all the best in the future.

YOURS IN AGED & CLASSIC MOTORING

Barry Shipway

Past President & Magazine Editor

Queensland Vintage Vehicle Association

0412 778 225



QUEENSLAND VINTAGE VEHICLE ASSOCIATION INC

COMMITTEE FOR 2021 – 2022

President	Don Lake	0412 383 954	donzioak@gmail.com
Past President	Barry Shipway	0412 778 225	bazue@optusnet.com.au
Vice President	Vacant		
Secretary	Ben Carroll	0417 007 241	ben@carrollfamily.com.au
Treasurer	Wendy Tyquin	0420 222 690	rtyquin@bigpond.net.au
Membership Secretary	Clint Frater	3161 2264	0433 414 223 cfrater@optusnet.com.au
Minute Secretary	Ben Carroll	0417 007 241	ben@carrollfamily.com.au
Editor	Barry Shipway	0412 778 225	bazue@optusnet.com.au
Tour Events Co-ordinator	Ruth Knight	0428 437 580	knight37@bigpond.net.au
	Clint Frater	3161 2264	0433 414 223 cfrater@optusnet.com.au
Public Relations	Susie Shipway	0412 778 224	kuppi@optusnet.com.au
QHMC Representative	Colin Hinxman	0439 996 691	chinxman@bigpond.net.com
Webmaster	Ben Carroll	0417 007 241	ben@carrollfamily.com.au
Safety Officers	Colin Hinxman	0439 996 691	chinxman@bigpond.net.au
	Don Lake	0412 383 954	donzioak@gmail.com
	Ian McLucas	0448 778 799	ianandbevmclucas@bigpond.com
Property Officer	Clint Frater / Don Lake		

“QVVA WELCOMES ALL VISITORS TO OUR CLUB”

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.

GENERAL MEETING: 7.30PM fourth Wednesday of each month

ADDRESS: Veteran Car Clubrooms, 1376 Old Cleveland Road,

Carindale 4152 Club Room 07 3843 0010

MEMBERSHIP \$30.00 Joining fee plus \$40.00 Annual fee

**EFT payment can be made to our Bank account which is Bank of Queensland
BSB: 124—078 ACCOUNT: 90528779 (use your Surname as reference)**

QVVA – DISCLAIMER

**The Queensland Vintage Vehicle Association does not hold itself responsible for
Statements made or opinions expressed by contribution to the monthly Vintage News**

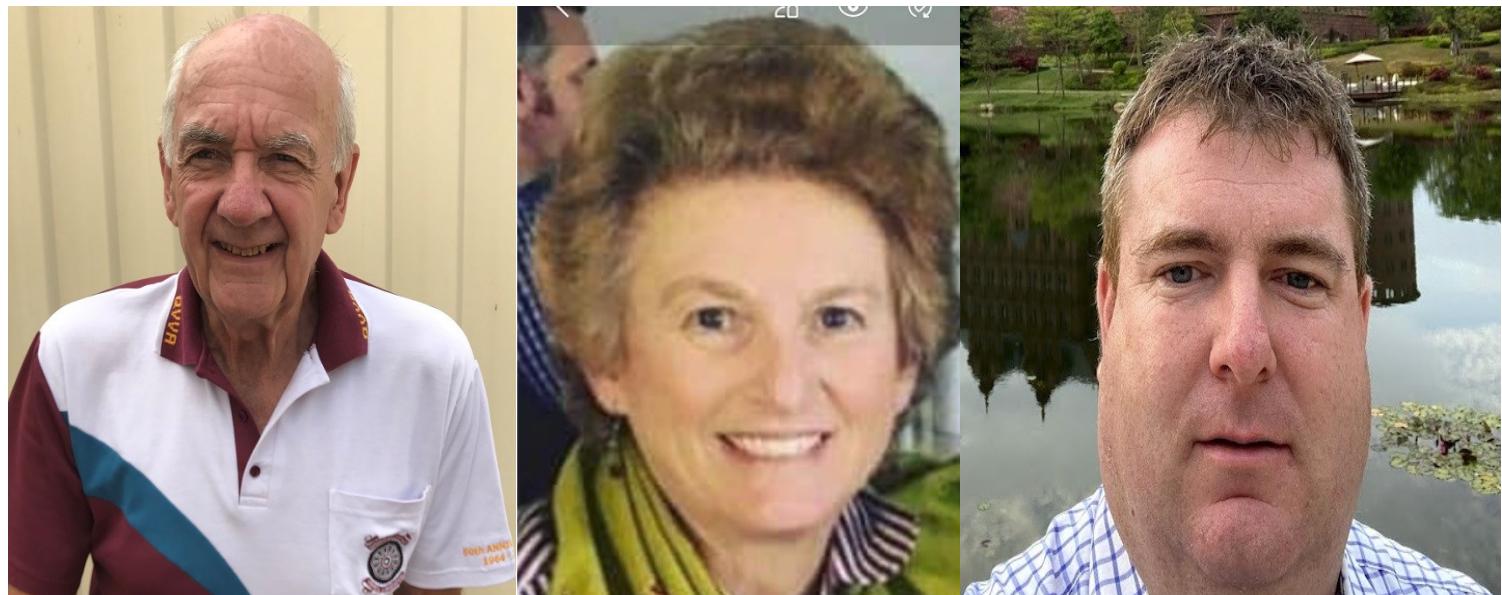
PLEASE USE THE CLUB EMAIL IF YOU WOULD LIKE TO CONTACT COMMITTEE MEMBERS
qvva .inc@gmail.com

Your Committee for 2021 - 2022

PRESIDENT
Don Lake

TREASURER:
Wendy Tyquin

SECRETARY
Ben Carroll



Members at the club run Friday 20th August Gumdale



MINUTES OF THE 630th GENERAL MEETING OF THE QVVA Inc.

HELD AT THE CLUB ROOMSWEDNESDAY 23rd June 2020

Meeting chaired by Barry Shipway

MEETING OPENED: 7.30pm.

APOLOGIES: as per the Attendance Book.

VISITORS: Nil

PRESENTATION: Nil

MINUTES OF THE PREVIOUS MEETING: Was moved by Barry Shipway and seconded by Ruth Knight. The minutes as published in the Vintage News be taken as read.

SECRETARY REPORT: Moved by Barry Shipway— Seconded Colin Hinxman.

TREASURERS REPORT: Moved by Wendy Tyquin and seconded by Don Lake.

Reminder about membership payment.

\$500 donation to QIMR moved by Wendy Tyquin and seconded by Trevor Farnell.

RALLY & EVENTS CO-ORDINATOR:

Friday Run – 7th Brigade Park Chermside

A number of Invitation Runs in the events list.

Suggestions for Tuesday club dinner welcome.

MEMBERSHIP SECRETARY REPORT: Some enquiries but no new members.

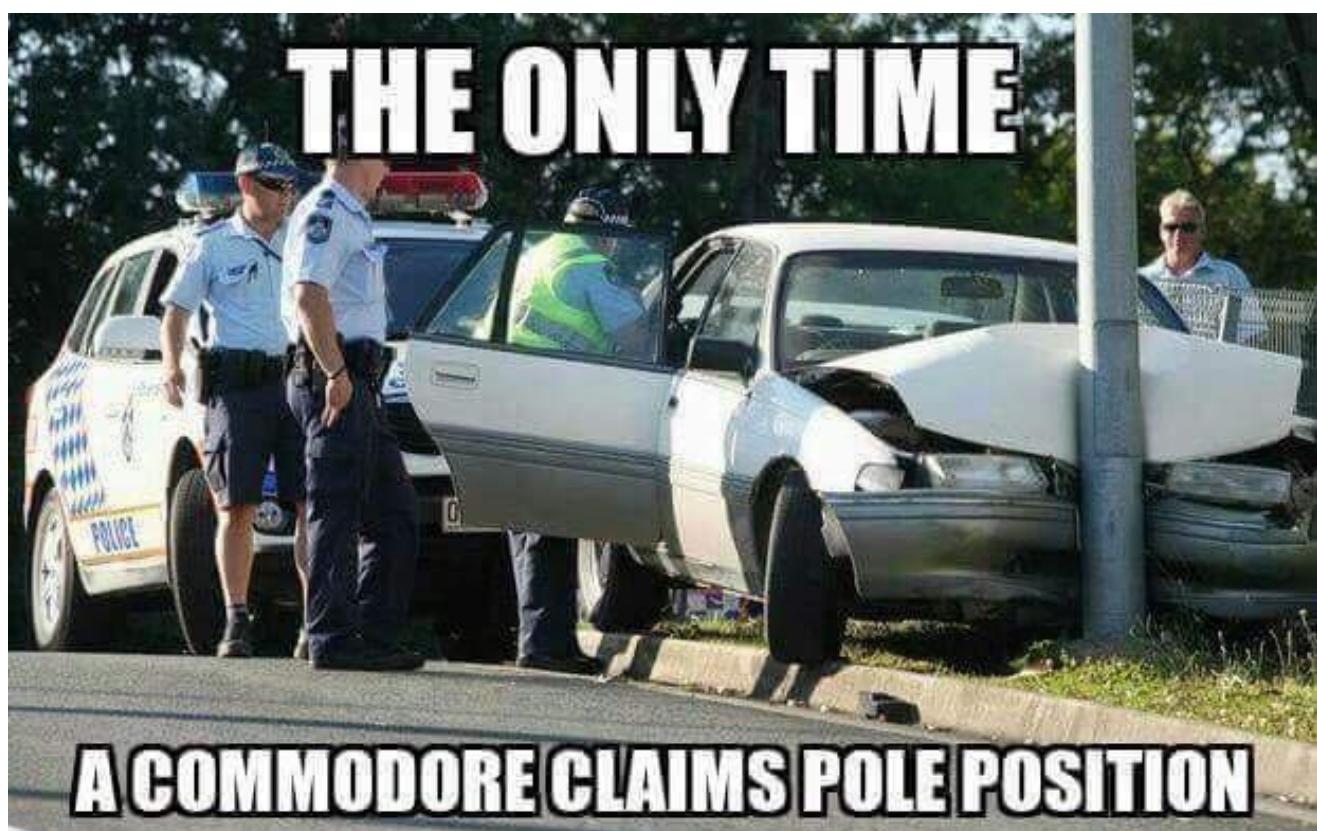
Public Relations: Nil

GENERAL BUSINESS: Next meeting is AGM. Barry advises that he will not be running.

Don Lake provided report on Motorfest – Generally well attended only 3 vintage cars present. Safety requirements which were published were not enforced.

RAFFLE: Won by Don Lake & Rolf Rose.

Meeting closed at 8:23pm



MINUTES OF THE 631st GENERAL MEETING OF THE QVVA Inc.

HELD AT THE CLUB ROOMSWEDNESDAY 28th July 2021

Meeting chaired by Barry Shipway

MEETING OPENED: 7.45pm.

APOLOGIES: as per the Attendance Book.

VISITORS: Nil

PRESENTATION: Nil

MINUTES OF THE PREVIOUS MEETING: Moved by Clint Fraiter, Seconded Don Lake

SECRETARY REPORT: As previously emailed. Moved by Clint Fraiter, Seconded by Jim Fortune

MEMBERSHIP SECRETARY REPORT: New member this month - Matthew Tsim with a Honda s600 Sports car. Three resignations of membership including Edna Gallagher who is 94.

TREASURERS REPORT: Moved by Wendy Tyquin, Seconded by John Day.

RALLY & EVENTS CO-ORDINATOR:

Tuesday dinner will be held at Fielders in Tingalpa.

Friday run to Mt Gravatt lookout

18-19 Sept Queensland Re-Enactment event in Warwick.

August Friday Run will be to Gumdale Mueseum made from kerosene tins.

Looking to run Ekka day run now Lismore rally has been cancelled.

GENERAL BUSINESS:

Discussion of a 1928 Oakland that had been sold to a buyer in NSW.

Lismore rally has been cancelled.

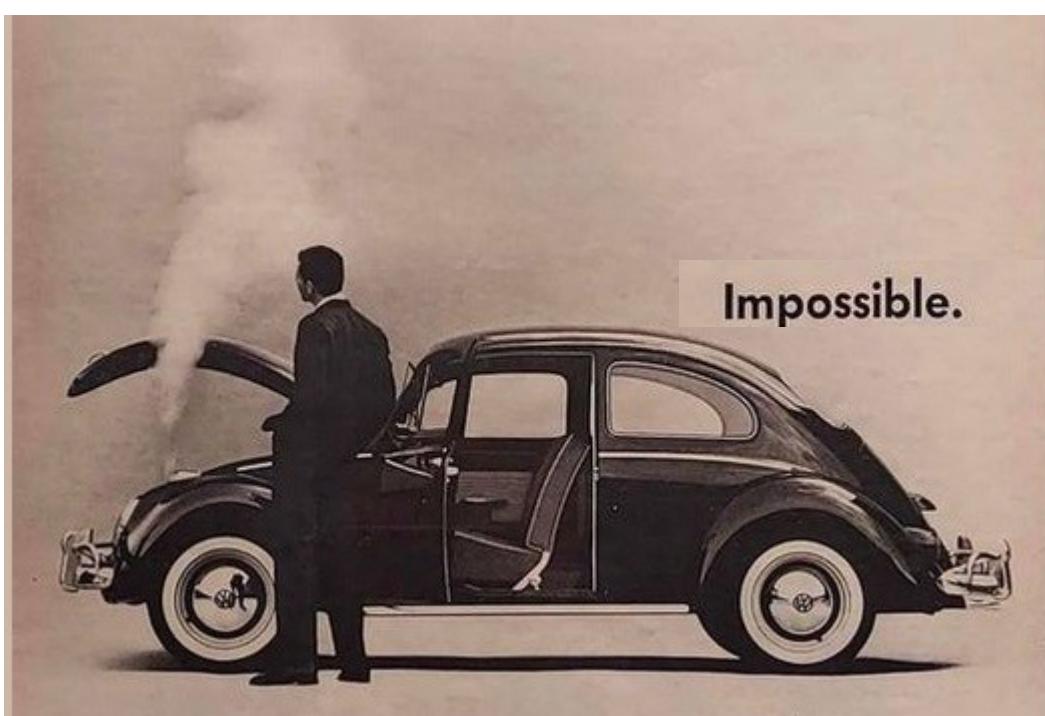
Ian McLucas spoke of Scottish event in Townsville and discussed state of Bruce Highway.

PUBLIC RELATIONS: Peter Kent recently passed away at 96 year old. Several cards sent including one to John Knight.

RAFFLE: Don Lake

Meeting closed at 8:07pm

Most petrolheads wont understand this



MINUTES OF THE 57th ANNUAL GENERAL MEETING OF THE QVVA Inc.

HELD AT THE CLUB ROOMSWEDNESDAY 28th July 2021

MEETING OPENED: 8.45pm

APOLOGIES: As per the attendance book for the 631st General Meeting

PRESIDENT'S REPORT: Barry Shipway

Barry called on Wendy to present the treasurers report

TREASURER'S REPORT: Wendy Tyquin read out the treasurer's report and moved that the reports be accepted. Ian McLucas Seconded it. Reports left on table for anyone to view. [No further Discussion]

PRESIDENT: Advised that he was not standing for that position and thanked all for the support he received over the last 4 years of being in that position. Barry then declared all office bearer positions vacant and called on Clint Frater to act as interim chairman to conduct the nominations for the new committee.

SECRETARY'S REPORT: Clint Frater asked if there was a need to read the minutes of the previous AGM. Clint moved the minutes of the previous AGM as emailed out to all, be accepted, Seconded by Don Lake [No further direct Discussion]

ELECTION OF OFFICE BEARERS

President: Don Lake Nominated by John Day seconded by Barry Shipway. Don accepted.

Vice President: Position left open.

Secretary: Ben Carroll Nominated by Clint Frater seconded by Jim Fortune. Ben accepted.

Treasurer: Wendy Tyquin. Nominated by Ian McLucas, seconded by Clint Frater. Wendy accepted.

Minute Secretary: Ben Carroll. Nominated by Clint Frater, seconded by Don Lake...Ben accepted.

Newsletter Editor: Barry Shipway: Nominated by Col Hinxman. Seconded by Susie Shipway.

Barry accepted.

Tour & Events Co-ordinator: Shared between Clint Frater and Ruth Knight: Nominated by John Day seconded by Susie Shipway. Both Accepted

Public Relations: Susie Shipway. Nominated by Ruth Knight, seconded by Bev McLucas. Susie accepted.

QHMC Representatives: Col Hinxman. Nominated by Clint Frater. Seconded by Barry Shipway.

Col Accepted

Webmaster: Ben Carroll. Nominated by Clint Frater, seconded by John Day. Ben accepted.

Safety Officers: Col Hinxman, Ian McLucas, Don Lake. Nominated by Clint Frater, seconded by Barry Shipway. All three accepted.

Property Officer: Shared between Clint Frater and Don Lake. Nominated by John Day seconded by Ruth Knight. Both accepted.

General Business:

1. Wendy moved that Bank of Qld is retained as the clubs bank for the next 12 months and confirmed that the signatories required to approve a cheque or bank transfer will remain two of the three positions – president, secretary and treasurer. Seconded by Ian McLucas. Carried unopposed.
2. Appointment of Auditor or member to review financial records. Formal auditor not required by legislation. Motion that Ian McLucas to review books moved by Wendy Tyquin seconded by Don Lake. Carried unopposed.
3. Re-confirm existing Membership fees- \$40 for email newsletter, \$30 joining fee, \$75 for posted newsletter. Moved by Wendy Tyquin seconded Clint Frater. Carried unopposed.
4. Meetings - retain current arrangements with regards to meeting frequency when possible in current Covid-19 requirements- moved by Ian McLucas seconded by Barry Shipway Carried unopposed.
5. Retain membership of QHMC. Discussion around QHMC and recent activities. QHMC to be contacted to determine why correspondence has not been received.
6. Motion: Retain same insurance (Gallagher) \$20 Million cover for 12 months from 31 August with an undertaking to understand if rates can be reduced now swap is not held- Moved by Ian McLucas Seconded by Clint Frater. Carried unopposed.
7. Discussion was made to investigate the goods stored in the shed and if they should be retained or sold/ disposed now the swap will not be held. Clint and Don to review in order to save rental costs.

There was no further business discussed.

Don thanked all those that have taken on committee positions and then closed the meeting at

9:07 pm

/ / 2021

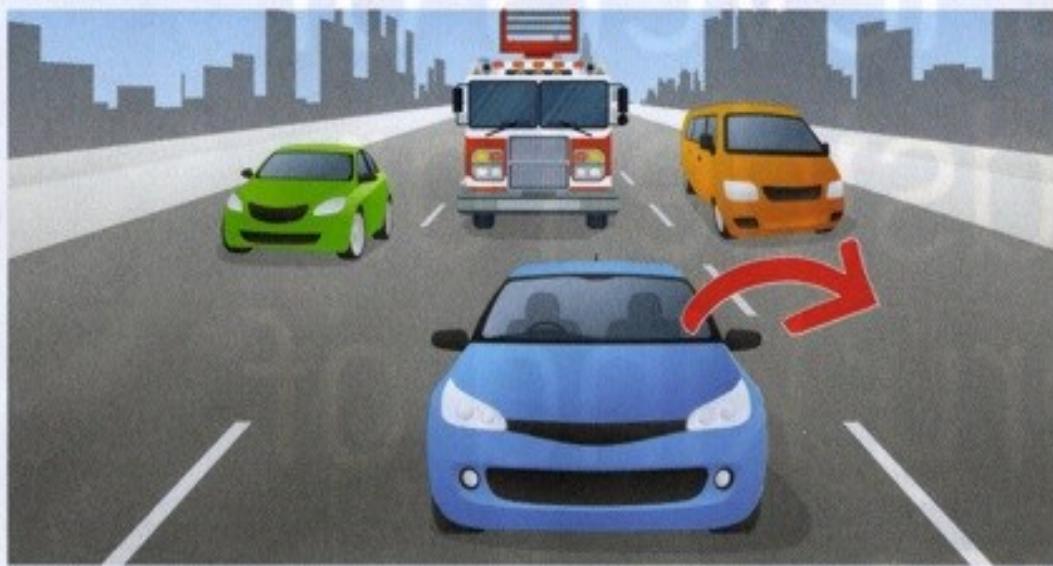
Don Lake

President QVVA.



EMERGENCY VEHICLES

The sound of an emergency vehicle's siren can spark fear in even the most experienced driver. If an emergency vehicle is coming towards you sounding an alarm or showing flashing lights, you must move out of its path as soon as you can do so safely. For more information about Queensland's road rules, please contact the Department of Transport and Main Roads at tmr.qld.gov.au or by calling 13 2380.



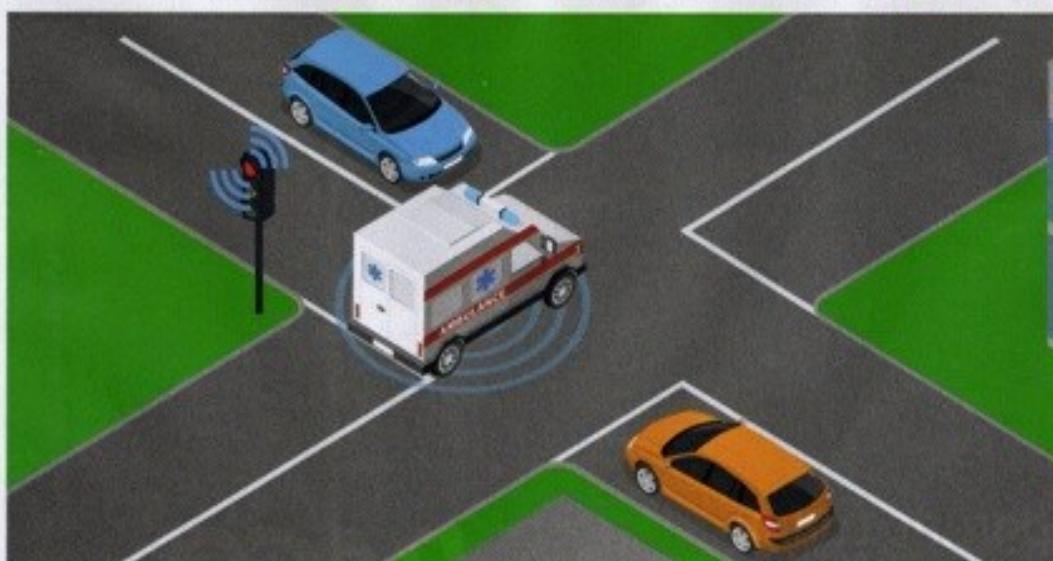
MOVE LEFT

Slow down and move left to give the vehicle a clear run down the middle of the road. If you can't move left safely, stay where you are and let the emergency vehicle overtake you. Do not slam on the brakes, move your vehicle suddenly or drive into the path of the emergency vehicle.



GIVE WAY

Giving way to emergency vehicles should always be done with the utmost care and with the safety of yourself and all other road users as a priority. The law allows you to drive onto the wrong side of the road or drive through a red traffic light to get out of the way of an emergency vehicle if it is safe to do so.



INTERSECTIONS

Emergency vehicles often stop or slow down when they enter intersections to check if they can pass through safely. You must give way to an emergency vehicle that is sounding an alarm or showing flashing red or blue lights. This applies even if you are facing a green traffic light or arrow and the emergency vehicle appears to have stopped or slowed down.

PENALTIES APPLY IF YOU DON'T GIVE WAY TO EMERGENCY VEHICLES.

QVVA RUNS 2021

In the event of bad weather consult QVVA website – www.qvva.org or phone

Ruth Knight – 0428 437 580 or

Clint Frater 0433 414 223

Please sign the attendance book at all outings

If driving a Special Interest vehicle to and from an outing, please take the Club Magazine or print this page.

If any members would like to ride in another club member's car for an outing please contact

Ruth and we'll try to find a suitable seat for you.

WEDNESDAY'S GENERAL MEETING FROM 7-30PM

2021

AUGUST

- 11th** **Wednesday EKKA tour – Will now be held on the planned holiday that will be announced by the Government. (Friday 29th October)**
- 25th** **Meeting 7.30pm Club Rooms Carindale**
Note No Friday club run on AUGUST 27th

SEPTEMBER

- 5th** **SUNDAY INVITATION:** Chrysler Expo, Family day, Rocklea Showgrounds Enter via Goburra Street. \$10 Adults, \$20 swap site
chryslerexpo@gmail.com
- 7th** **TUESDAY DINNER:** Gallopers Sports Club, 304 Lancaster Road, Ascot Join us for dinner and a chat – 6pm
- 22nd** **General Meeting – Club rooms 7.30pm**
- 24th** **FRIDAY OUTING: Another interesting collection to view**
We'll have morning tea at a park (to be advised) and then travel to 14 Nanette Court, Alexandra Hills to see a collection/museum started by farmer Vic Fauser and continued by his family. Included in the collection is a fully restorer Marshall steam engine, 1929 Dodge Tourer, motorbikes, shearing gear etc....

OCTOBER

- 5th **TUESDAY DINNER:** To be advised
- 17th **BONNETS UP DAY.** To be held at Michael and Jodi Fergusons place in Samford.
BBQ lunch supplied by the club
- 23rd **SATURDAY INVITATION:** Laidley Swap Meet – Motorcycle only
No car parts - Laidley Showgrounds \$10 – cash only, 5am
Graham 0409 195 941 gscziso@bigpond.com
- 27th **GENERAL MEETING** club rooms 7.30pm
- 29TH **FRIDAY OUTING: Fish & Chips on the Northside. (Note: Ekka Tour)**
68 Allpass Parade, Shorncliffe. Come for morning tea and stay on for lunch or come for as long as you like.
Park at the parking area near Baxters Jetty – Shelley Inn is over the road and is a good fish and chip shop we have been to before. Bring your own, eat in or take away. A cool breeze guaranteed!!!

NOVEMBER

- 2nd **TUESDAY DINNER:** TBA
- 24th **GENERAL MEETING, club rooms 7.30pm**
- 26th **FRIDAY OUTING: TBA**
- 28th **INVITATION SUNDAY: Holden out for a cure ALL HOLDEN DAY**
Redland Showgrounds Cleveland – All Holdens from 1948 onwards
8am – 2pm, Adults \$6, free parking 0456 085 323
Email holdenoutforacureahd@gmail.com

DECEMBER

- 7th **TUESDAY DINNER:-TBA**
- 11th **SATURDAY: Christmas Party to be held at the Heritage Hotel at Old Petrie Town, 901 Dayboro Road, Kurwongbah**
- 31st **LAST FRIDAY OF THE YEAR OUTING:** Back to Lota Reserve where it's always cool.
Map 163, R 10 – Esplanade, Lota
BYO chairs and food or buy fish & chips from over the road.
From 10am onwards....see you there

PUBLIC RELATIONS REPORT

Sympathy Cards sent to:

Elizabeth Kent and Susan & Peter Flood on the passing of long time member
and friend Peter Kent.

Also wishing a speedy recovery to any
QVVA members who may be unwell at this time.

If you would like a card or message sent on behalf of QVVA
Contact Susie Shipway ~ Email kuppi@optusnet.com.au or Mob 0412 778 224

Do you remember the 60s,70s & 80s



FORD History and BBQ



What does the photo of a BBQ grill have to do with Henry Ford? Hang on.

Ford's Model T, of which fifteen million were sold, required 100 board feet of wood to build. Ford despised waste. His motto was, "Reduce, reuse, and recycle." He was also a nature-lover, an environmentalist of his time. His escape from the stress of life was camping in the great outdoors.

Frustrated by the mountains of sawdust his lumber mills created, he and his partners sought a way to utilize the scrap wood and sawdust into a useful (and profitable) product.

An idea came to him one day as he was camped with some friends in the wilds of Michigan . After his party spent a long time collecting sufficient wood for a campfire, an idea sprang in Ford's mind. Upon returning back to the lumber mill, he shared the idea with some of his partners and set to work.

What was the idea? Lumping a fistful of sawdust and cornstarch with a bit of tar to form a briquette. It performed exactly as Ford imagined it would. He then built a charcoal briquette factory adjacent to his lumber mill where the waste from one became the fuel for the other.

A new Model T was now frequently sold with a bonus bag of Ford Charcoal Briquettes, so you could drive into the woods to camp and not worry about finding campfire wood.

Now you know. Ford not only created the modern automobile industry which takes millions to work and back each workday, but he also created the weekend grilling and camping industries.

In 1951, the Ford Charcoal Briquette Company was sold. The new company was named after Ford's real estate partner who helped him find the land to supply wood for building the early Ford automobiles- E.J. Kingsford. Kingsford Charcoal is the largest producer of charcoal briquettes in the world.

STORY IS TRUE: see [Kingsford \(charcoal\) - Wikipedia](#)

Why it's a good idea to keep an eye on the wiring in our old vehicles



FORD HISTORY REPEATS ITSELF 100 YEARS LATER

In 1920, times were tough in the American auto business. Bankruptcy was sending many small manufacturers to the wall. Henry Ford had just completed a buyout of the remaining few private shareholders and he owned the Ford Motor Company lock stock and barrel. He was asset rich, but cash poor. The banking industry was circling, confident that for the first time in history, they would gain an interest in the biggest auto manufacturer in the world. Henry Ford would be forced to approach them for financial help to get him through these tough times.

Always unconventional, Ford increased production in the face of Dealers protesting low sales figures. New Model Ts were shipped to unwilling Dealers, who under long standing arrangements, had to pay COD for the cars. Unwilling to lose the franchise that had made them wealthy over the last 10 years, Dealers went to their banks and borrowed until better times returned. Some Ford Dealers went to the wall, but Henry Ford emerged unscathed.

The crux of this story is that Ford sent excess stock to its Dealers. Now, read on.

Fast forward 100 years. Covid 19 has meant a global shortage of microchips that are at the heart of today's vehicles. Microchip production has dried up as the pandemic has impacted on its labour force. There is a story doing the rounds that the auto industry in better times, has screwed the microchip price down to barely profitable levels. Since Covid based lockdowns have become a feature of our lives around the world, sales of whitegoods and electronic goods have soared. These also use microchips. Manufacturers of these goods pay better prices for microchips than auto makers, so the story goes. Regardless of the reason, the shortage of microchips is impacting the auto industry worldwide.

In America, Ford has been hit harder than other automakers by the chip crisis, saying that the shortage will cost it \$2.5 billion and slash its production this year by 1.1 million vehicles. Ford has a glut of unfinished vehicles, awaiting microchips. With few signs that the microchip shortage plaguing the auto industry will abate anytime soon, Ford Motor Co. is considering the unusual step of shipping partially built vehicles to dealerships and relying on service technicians to add the missing chips when they arrive.

The automaker is trying to ease the glut of F-Series trucks and other vehicles that have languished on storage lots surrounding its assembly plants for months by stashing them with dealers who have ample space as their inventory of new vehicles has dried up.

Everything that is old is new again!

John Day



History of 1935 flathead 6 DU 4 Door Dodge Sedan up until 2014.

Owners Barry & Susie Shipway

Vin/Chassis number DU876

Engine number DU136767

1935:

Mr James Audsley purchased the vehicle on Tuesday 12 November 1935 from Harden & Johnson, Flinders Street Sydney. Registration: 11568. Metallic Light Brown.

The car had a manual rear light at the time and it was Alan Fraser Audsley 's job to turn it on when the headlights were used. Also had a rear window blind that could be raised and lowered.

1935 to 1939:

Prior to WWII the car was used for family travels, Brisbane, Port Macquarie, Melbourne, Eden, Mount Kosciusko, Jervis Bay, Bowral and so on.

1939 to 1945:

At the outbreak of WWII the car was on one of the family travels, on the Great ocean road.

Mid 1940's: New registration number JA 007 for James Audsley at number 7 Lang Street Mosman Sydney.

During WW11:

The car was used locally by the family in Mosman Sydney. It has a fuel converter fitted at this time.

Post WW11:

The car is still used locally by the family in the Mosman Sydney area. It is hand painted by James Audsley at this time in pale grey.

1950: The car is used for the wedding of Mr Alan Fraser Audsley (youngest son of James) to Miss Joyce MacDonald (only daughter to Mr Samuel George MacDonald). The fuel converter was still fitted at this time.

Around 1953: Mr James Audsley sold the car to Mr Samuel MacDonald with the plates JA 007. The car is garaged at 51 Awaba Street Mosman Sydney and used locally plus more family travels to Northern N.S.W and Ipswich.

1956:

The car was pictured in the August edition of Modern Motor Magazine for the Article "Know Your 1935 – 1939 Dodge" Article attached.

1964:

Mr James Audsley passes away

1965:

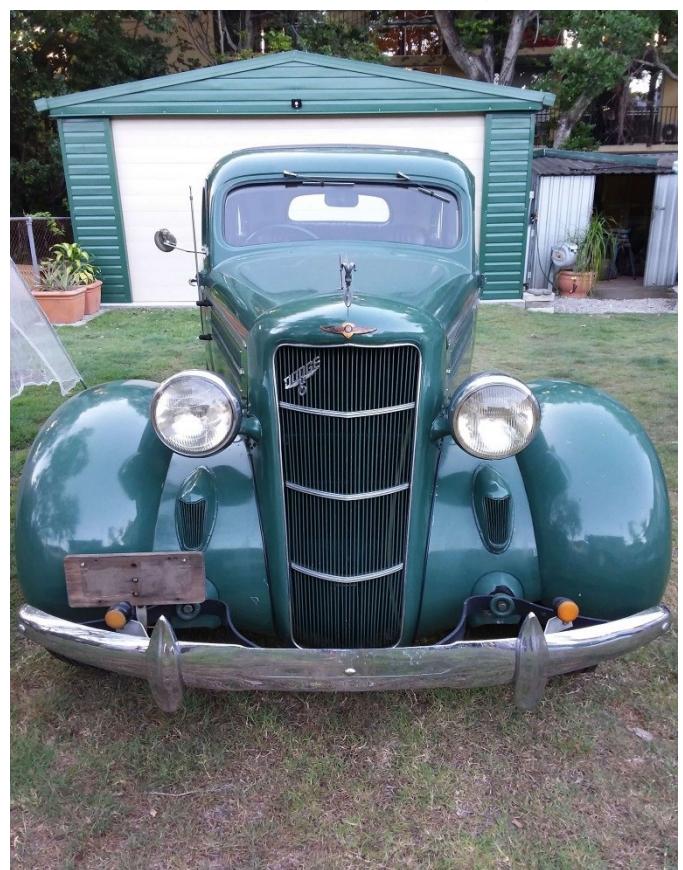
Mr Samuel MacDonald passes away. The car is deregistered, as his widow Mrs Minnie Elizabeth MacDonald did not drive and the car remains in Mosman. The plates JA 007 are passed onto Mrs Joyce Audsley (nee Macdonald)

1975:

The car leaves after 40 years in Mosman and goes to Chester Hill Sydney. Mr Harold Edward MacDonald (only son of Mr Samuel MacDonald)

Around 1985:

Car is rebuilt restored by Mr Harold MacDonald, painted the current dark green as per photo. Reregistered to Mrs Minnie MacDonald with plate SG 7405 (SG for Samuel George, 7405 for birthday 7 April 1905)





Know Your **1935-39 DODGE**

ALTHOUGH this article deals with models from 1935 to 1939, much of the service procedure can be applied to other pre-war Dodges.

Model identification prefixes are: 1935, DU; 1936, D2; 1937, D5; 1938, D8; 1939, D11. However, engines of Canadian origin have a different prefix ahead of the engine number, which is stamped on the left front of the cylinder block. The car serial number is found on the right front hinge pillar.

Engine Removal

To remove the engine on models up to 1938, drain the radiator, then remove the bonnet. Up to 1937, radiator brace rods must come off, and on 1938 models remove the bonnet side-panels. Take off the fan blades and remove the radiator core (see cooling system). Take out the engine front support bolts, then disconnect starter cable, generator, and distributor wires. Undo the fuel lines at the pump, throttle control rods, and the oil line from gauge to cylinder block. Remove floorboards and disconnect handbrake cable, pro-

peller shaft and clutch release fork, then remove the gearbox. Disconnect the exhaust pipe, remove the bolts from the rear engine mounting, and hoist the engine from the chassis.

On 1939 models the engine, clutch, and gearbox can be taken out as a unit. Take off the bonnet and front bumper, drain the water and remove the upper and lower hoses. Remove the radiator shell, core, mudguards and sheet metal as an assembly. Remove the drive-shaft and (if equipped with the power shift) the vacuum control at the gearbox. Disconnect the fuel pump flexible line, the exhaust at the manifold and oil-gauge line at the flexible tube. Disconnect throttle and choke controls, temperature tube and bulb from the cylinder head, ignition wires at coil, starter cable, speedo cable at gearbox, earth strap and generator wires, handbrake cable at the brake band, gearshift and selector rods or cable at the gearbox, and clutch pedal linkage. Take off the crankcase vent pipe. Remove front and rear engine support bolts, then loosen side splash trays and lift out the assembly.

When reinstalling the engine, loosen the exhaust-pipe support brackets and

allow the engine to run a few seconds before tightening the mounting bolts and exhaust-pipe brackets. This will ensure correct engine alignment.

Working on Engine

Two types of cylinder heads are used, cast-iron and aluminium. Tighten the head nuts in the sequence shown; on cast-iron heads a second tightening is advisable when the engine has reached normal operating temperature. Any retightening or checking of aluminium heads must be carried out with a cool engine.

To adjust the valves you must first remove the off-side front wheel and take off the sheet panel and the valve tappet covers. Valve timing on all models is correct when the two "O" marks are adjacent to each other and in line with both shaft centres. To check the timing, reset the inlet and exhaust valve to special gaps (see data panel) and crank the engine until No. 6 piston is coming up on compression. Inlet should open 6 degrees AFTER t.d.c. and exhaust close 8 degrees AFTER t.d.c. This method of timing is used on models up to 1940.

When replacing the timing cover, a centring tool or boss should be slipped on the crankshaft; until this is properly fitted, the screws which retain the cover should not be tightened fully.

When removing the valves it is a wise plan to plug the holes in the casting around the tappets to prevent



TIGHTENING order of Dodge head.

Around 1990:

The car moves to Central Coast, Forster N.S.W with Mr Harold MacDonald, but still registered to Mrs Minnie MacDonald.

July 1998:

Mrs Minnie MacDonald passes away, the car is left to her youngest granddaughter Mrs Ann Blunt (nee Audsley). The car is moved from Forster to Glen Innes N.S.W where it stay garaged until 2014.

December 1998:

The car is registered with the Inverell Antique Motor Club by Mrs Ann Blunt, registration number 117.

2003:

The car continues to be registered with the Inverell Antique Motor Club, new registration number 24326H.

August 2003:

The registration plates JA 007 are taken over by Miss Helen Elizabeth Audsley (sister to Ann Blunt nee Audsley) from Joyce Audsley. Plates stayed in use by Helen until 2014.

2011:

Mrs Joyce Audsley passed away.

2013:

Mr Alan Fraser Audsley passes away.

1998 to 2014:

The car had been on club registration and was used for the occasional club outing.

2014:

The car is now in its 79th year. The car is now owned by Laurie & Lyn Campbell who are local members of the Inverell Antique Motor Club I believe. I have seen this car around in the Northern Rivers area over the years on run with the local club on own travels there.

October - November 2020:

I saw this car on Facebook Market Place, I believed I would not get this car so I followed it for around 3 months. I made contact with the current owner late October 2020 to have a look. I travelled south to Banora Point N.S.W to check it out, it was not too bad for its 85 years, I made him an offer which he declined, "I've declined higher offer than yours!", so I said I'll be back. I let things sit be for a bit and went back with a new offer. Sent him a message with my new offer, which was lower than my original offer. I just let it be for a few days and after a club run one Sunday in my 1960 Morris Major I made contact once again and said what about my current offer, well, what do you think happen for me? "Well in these hard times I will take the offer!".

You little Riper. I now have a nice 1935 Dodge in the shed and lots of people are saying 'nice drive my friend.'



Look out it's now my turn to update the old girl.

So far I have replaced the leads, plugs and coil, new battery leads and added a fusible link, she is now a negative earth car and LED lights to come. New radiator, sill panels and paint touch up are on the ever growing list.

She is a very original car, and will do my best to keep her that way.

HISTORY OF THE CAR RADIO

Seems like cars have always had radios, but they didn't. So here's the story:

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset.

It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car.

But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago.

There they met **Paul Galvin**, owner of **Galvin Manufacturing Corporation**. He made a product called a "battery eliminator," a device that allowed battery-powered radios to run on household AC current.

But as more homes were wired for electricity, more radio manufacturers made AC-powered radios.

Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in **Galvin's** factory, and when they perfected their first radio, they installed it in his Studebaker.

Then **Galvin** went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard.

Good idea, but it didn't work half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) **Galvin** didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention.

Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioneers could hear it. That idea worked -- He got enough orders to put the radio into production.

WHAT'S IN A NAME

That first production model was called the 5T71.

Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - *Radiola*, *Columbiola*, and *Victrola* were three of the biggest. **Galvin** decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the *Motorola*.

But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)

In 1930, it took two men several days to put in a car radio -- The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them.

The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression –

Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when **Galvin** struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores.

By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from **Galvin** Manufacturing to "Motorola" in 1947.) In the meantime, **Galvin** continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts.

In 1940 he developed the first handheld two-way radio The Handy-Talkie – for the U. S. Army. A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II.

In 1947 they came out with the first television for under \$200. In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone.

Today Motorola is one of the largest cell phone manufacturers in the world. And it all started with the car radio.

WHATEVER HAPPENED TO

the two men who installed the first radio in Paul Galvin's car? Elmer Wavering and William Lear, ended up taking very different paths in life.

Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

Sometimes it is fun to find out how some of the many things that we take for granted actually came into being!

Australian Tax Office

At the end of the tax year, the A.T.O. sent a tax inspector to audit the books of a local hospital.

While the taxman was checking the books, he turned to the executive of the hospital and said: "I notice you buy a lot of bandages. I imagine there's a lot of wastage there. What do you do with the end of the roll when there's too little left to be of any use?"

"Good question," noted the executive. "We save them up and send them back to the bandage company and every once in a while, they send us a free roll."

"Oh," replied the taxman, somewhat disappointed that his unusual question had a practical answer.

However, he was now well mounted on his favourite hobby horse and ready to be critical. "What about all these plaster purchases? What do you do with what's left over after setting a cast on a patient?"

"Ah, yes," replied the executive, who actually hadn't a clue, but rising to the challenge. "We save that too and send it back to the manufacturer and every so often they send us a free bag of plaster."

"My, my, an answer for everything!" responded the auditor, who also fancied himself a bit of a wit. "What do you do with all the remains from the circumcision surgeries?"

"Here, too, we do not waste," answered the executive. What we do is save all the little f<<<<<s and send them to the tax office, and about once a year they send us a complete p>>>k.



If undeliverable please return to:
Queensland Vintage Vehicle Association
1376 Old Cleveland Road
Carindale Qld 4152

