

VINTAGE NEWS

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



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COMMITTEE FOR 2025 – 2026

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Safety officer .2	Col Hinxman	0439 996 691
Safety Officer .3	Allan Twomey	0428 102 921
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 ROOMSWEDNESDAY 25th FEBRUARY 2026**

Minutes of QVVA Meeting - 25 February 2026

Meeting opened – 7.35 p.m.

Welcome: to 679 Meeting.

Attendance: As per Attendance Book

Apologies: Barry Shipway, Clint Frater, Susan Porter, Adrian Deerling, John Knight, Kate Twomey

Minutes of last meeting: Read by Ben, moved by Trevor, Seconded by James. Carried.

Business Arising: Nil

Secretary's Report: Welcome potential new member, Philip Dudley 1938/1939 Rolls Royce Wraith. Letter from Veteran Car Club, requesting clean up after use if using under covered area. It was suggested that the area was used by workmen, working nearby.

Treasurer's Report:

Moved Wendy, seconded Don Lake. Carried

Events Coordinator's Report:

James reported – busy year so far. 90 Year anniversary of Walter Taylor Bridge transferred to last Sunday. 8 now 9 vehicles attended. Thanks to everyone who attended. Lots of interest in the cars. Council was so excited that so many cars were there.

3 March Monthly dinner

6 March Bunnings sausage sizzle

9 March Motorfest applications open

15 March Club Tour – Jacobs Well – 9.30 a.m. start

25 March General meeting

7 April Monthly dinner

12 April Samford Garage 100 th Birthday – see Michael Ferguson

19 April 3-way combined clubs rally organised by QVVA

22 April General Meeting

30 April – 3 May Pre 31 Autumn Tour in Orange

17 May Club tour -James to arrange

August 20-21 Lismore rally – date claimer

Membership Officer

5 new members

Ron Terry, 28 Willys Overland Whippet

Chris Daley, 58 FC Holden Special

Norman Edmonds, 1982 XE Ford Falcon

Trystan Marshall, 1974 Ford F100

Nigel Peak, 1975 HJ Holden Ute

Editor's Report

Nothing to report

Sausage sizzle

All arrangements in place for 6 April

Public Relations

Nothing to report

Skites

Don Lake - \$500 for stainless steel bars. Beautiful job. Far cheaper than quote for rechroming

Graham - 1938 Dodge engine found in Katoomba the lot for \$800

General Business

Not a lot of participants at club events

Suggestion that Christmas party be moved to July to enable more to participate. Saturday or Sunday lunch. Likely to be President's Rally – Christmas in July – 2-day event – stay overnight somewhere and have the dinner at the venue. Will report back next meeting.

Uniforms – sample being made – one for male and one for female
Window in club house – needs dressing – volunteer needed. Glen Smith nominated
QMIR morning tea – Don and Ruth attended – morning tea – good day – they are grateful for our donation
1922 Essex Tourer – for sale – all parts are there
Open Forum
John Day – film of making wheels for Model T Ford. Wooden spoke wheels about 1915. Very interesting.

Winner of raffle – Pheobi – Supper for March – Ruth, Raffle – Ken Pointing
Meeting closed: 8.45 pm.

THE PENRITE OIL STORY

Penrite Oil, one of Australia's most trusted names in the automotive industry, is set to celebrate its 100th anniversary in 2026.

This milestone reflects a century of innovation, commitment to quality, and a family-driven legacy that has shaped the company into a respected leader in the automotive industry.

Entrepreneurial spirit

The story of Penrite begins with Les Mecoles, a young and ambitious entrepreneur who started his business journey while still a student at Melbourne High School in the 1920s. Les began by importing oils from overseas and acting as an agent for established brands such as Shell, Autolene, Trogon Oils, and Rigolin.



Les Mecoles. Image: Penrite

His school notebooks were filled with sales figures and oil blend formulas, showcasing his early passion for business and technical knowledge.

On his sixteenth birthday, March 6, 1926, Les officially launched his own company.

Operating from his family home in St Kilda, Melbourne, he blended oils on his mother's kitchen stove and delivered them using his father's wheelbarrow.

Later, as his customer base grew, he relied on a courier service for deliveries.

Family stories recall that Les even sold his prized leather jacket to fund his first batch of oil.

Les was also deeply interested in photography, cars, and horse racing.

He often carried a camera or racing guide and even served as the photographer at his own wedding, leaving the reception early with his brother to test-drive a car.

These passions reflected his curiosity and entrepreneurial spirit, traits that would shape his business approach.

In the early years, Les operated a petrol service station on Hawthorn Road, Caulfield, selling oil and petrol from the curb side.



Penrite

As the business grew, he purchased his first factory, allowing him to expand operations.

By 1932, he relocated the business to 625 Bridge Road, Richmond, Melbourne, acquiring the property for just £75 — a site now occupied by a McDonald's restaurant. Over the following years, Les continued to grow the business, acquiring additional properties across Abbotsford and Richmond to import, distribute, and manufacture oil under the name L.H. Mecoles Oil Merchant.

In 1934, his brother Stan joined the company, helping further expansion.

PA-grade

Recognising the need for a distinct brand, Les initially sketched the name "Oil-Rite" on the back of an envelope.

However, when this name was already taken, Stan suggested "Pen-Rite," combining "Pen" for Pennsylvania crude oil, regarded as the finest at the time, with "Rite" to signify the right oil.

In 1936, Les registered the name Penrite with the Commonwealth of Australia and became a member of the Pennsylvanian Grade Crude Oil Association, enabling him to import 100 per cent pure Pennsylvania crude oil for blending.

During the 1930s, Penrite experienced significant growth, moving to 71 Hoddle Street, Richmond, and expanding distribution to other Australian states.

By the time World War II began, Penrite offered not only oils and lubricants but also greases, automotive batteries, and workshop tools to meet growing customer demand. Records show that Penrite played an important role in supporting the Allied war effort, producing various products for both the European and Pacific campaigns.

The plain green wartime Penrite tins marked a practical shift from Les's usual marketing style, reflecting the needs of the time.

A January 1942 stocktake revealed that Penrite held £11,000 worth of stock, though the staff had been reduced to fewer than 10 people.

Throughout this challenging period, Les and Stan ran the operations, ensuring production for the Australian government.

Hardened

After the war, Australia still faced extensive rationing, affecting manufacturing and daily life. By 1951, Penrite Oil had grown to become a Pty Limited company and was promoted as the 'Specialist in lubricating oils and greases for every purpose'.

Les travelled frequently to Brisbane, Sydney, and Adelaide, expanding Penrite's reach, and began hiring salespeople, dedicating effort to training them in the art of salesmanship.

One of his earliest recruits was Ron Walker, who would later become chairman of Fairfax Ltd, Lord Mayor of Melbourne, and head of Formula One.

In the late 1960s and early 1970s, the Abbotsford site was acquired by the Victorian government to make way for a new freeway, and Les brought a new facility at 3 Cross Street, Brunswick.

During this time, Les's health began to decline after battling cancer twice.

With no children to inherit the business, he decided to sell.

He identified John Dymond, a young oil additives supplier and close associate, as a potential successor.

With support from John's wife, Margaret, the Dymond's negotiated the purchase, and Les helped finance the deal to ensure the company remained in capable hands. The sale was finalised in March 1979, and Les passed away shortly after, on August 23, 1979.

JD's journey

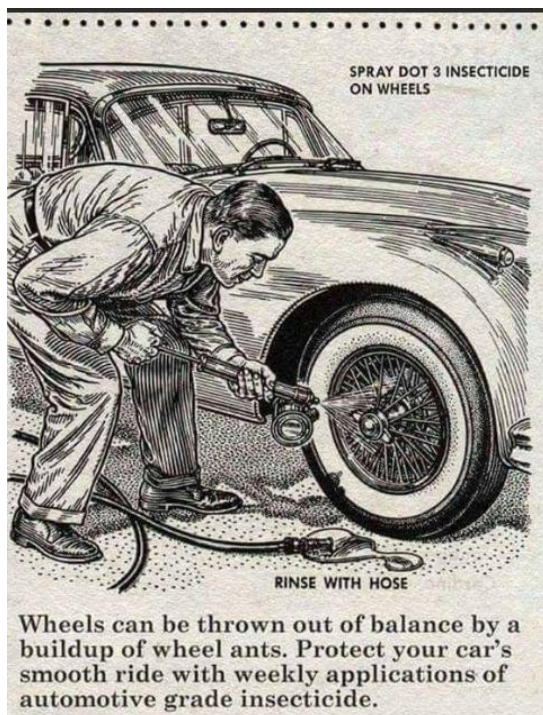
John Dymond, known as "JD", started his career as an apprentice engineer at the Vauxhall motor factory in Luton, England.

He and Margaret migrated to Australia in the late 1950s, where John worked with British Petroleum on their long-life fuel additive program.

His work allowed him to travel across Australia and New Zealand, gaining insight into the local automotive market and identifying a need for oils designed specifically for Australian conditions. After leaving BP, John joined Lubrizol, a US-based additive company, developing oil and lubricant solutions tailored for Australia. After purchasing Penrite, JD quickly identified a key gap in the Australian lubricants market: most oils were designed for North American or European conditions and were not optimal for Australian cars and climate. He focused on developing oils specifically engineered for local conditions and expanded Penrite's presence internationally, including New Zealand and Europe. In 1981, JD launched the Penrite HPR – High Performance Range, a line of multi-grade, full zinc oils featuring advanced "Extra Ten" technology.

This innovative range became the first of its kind in Australia and quickly gained popularity, solidifying Penrite's reputation as a leader in the high-performance oil market.

In the late 1980s, John launched his first major marketing campaign, showcasing classic, racing, and collectible cars belonging to his friends. The campaign emphasised the importance of using the best oil for valuable automobiles, connecting emotionally with car enthusiasts and positioning Penrite as a trusted brand. By the mid to late 1990s, Penrite relocated its main blending plant to a purpose-built facility at 88 Lewis Road, Wantirna. The "Obsession with Oil" campaign connected customers with their cars, portraying vehicles as extensions of themselves and reinforcing the idea that Penrite offered superior protection and performance. This campaign, supported by television, radio, and retail promotions, resonated with a wide audience, from race car drivers to owners of rotary engines, V8s, and turbocharged cars.



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

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 Showground
Apr	Sat	18/04/2026		Rocky Nats 06	Rockhampton Showground
Apr	Sun	19/04/2026		Rocky Nats 06	Rockhampton Showground
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 Cooperoo	

QVVA EVENTS

7 April Monthly dinner

12 April Samford Garage 100 th Birthday – see Michael Ferguson

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22 April General Meeting

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EDITOR: This Vintage News comes to you via Office Works because my internet has failed.

CLUB'S SOUTHSIDE RUN

This run was organised by John and Alison Day, these runs are always good, well thought out and with local historical content to make it interesting.

We had three veterans come along also, these cars are always crowd pleasers. Two model T Fords from the stables of John Day and Trevor Farnell and a De Dion Buton owned by Geoff Clegg. The Di Dion had some troubles near the start but whatever they did it certainly worked faultlessly for the rest of the day.



At the beginning of the Southside Run, at the boat ramp at the end of Alberton Road, there are two concrete structures, sentinals of the past that have been obviously been left there as part of a bigger structure, the one on the left seems to be much older judging by the weathering of the concrete, they were cast on site, there are no plaques attached to either structure.

Can anyone shed light on what were these for, or do they just fade away in history like Stonehinge!
Editor.

35MPH ?

Oil Leaks

OIL leaks, as a cause of high oil consumption, are frequently overlooked. The only definite way to determine whether an engine is leaking oil or not is to tie a piece of cloth under the engine and road test the car. A very small leak will cause extremely high oil consumption. For example: If an engine leaks one drop of oil every 20 ft. it will leak one quart of oil in every 100 miles.

Every car has one certain road speed at which fuel economy is highest. So, if the car owner wants the best fuel mileage possible, he should drive the vehicle at approximately that speed. If his speedometer is not working or is inaccurate, he will waste petrol—and never know it! Furthermore, cars travelling above 35 miles an hour show a heavy increase in fuel consumption.

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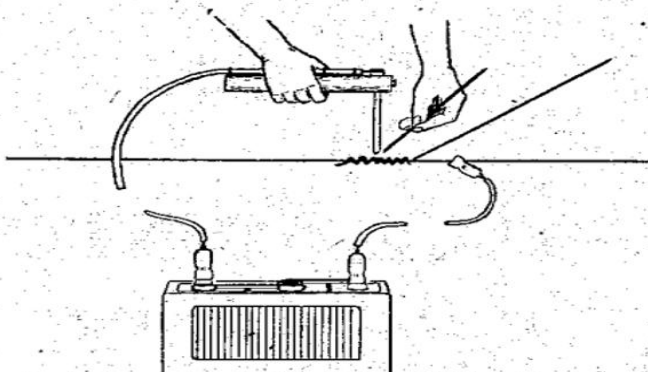
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BATTERY-OPERATED SOLDERING TOOL

(Contributed by T. Black, Badgerys Creek, NSW)

THIS battery-operated soldering tool was found to be effective for soldering branch connections to field telephone wires. At first, an ordinary soldering iron heated at the foot of the post and then hauled up on a line was used, but this proved slow and bothersome. The actual tool was made from a short



length of broomstick with a carbon pencil from a torch battery fastened in a hole at one end by a flat pointed wood screw. The flexible lead from one side of the battery was splayed out and passed into the hole with the pencil so that when the holding screw was fastened a good contact was made. The negative and positive leads each comprised a length of twin "flex" to ensure a minimum voltage drop between the battery and the job. These leads should be kept as short as possible. The outfit could not be recommended for heavy or continuous soldering owing to its high drain on the battery, but it is just the thing for wiring jobs such as that for which it was made.

