

VINTAGE NEWS

THE MONTHLY NEWSLETTER of
THE QUEENSLAND VINTAGE VEHICLE ASSOCIATION Inc

September 2025



Web: www.qvva.org
Facebook: QVVA Inc
eMail: info@qvva.org.au

COMMITTEE FOR 2025 – 2025

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
Newsletter Editor	Rod Rush	0409 141 140
Events Co-ordinator	James Humphery	0412 117 655
Public Relations	Ruth Knight	0428 437 580
Web Master	Ben Carroll	0417 007 241
Safety officer .1	Don Lake	0412 383 954
Safety officer .2	Col Hinxman	0439 996 691
Safety Officer .3	Allan Twomey	0428 102 921
QHMC Deligate	Graham Porter	0407 257 440
Membership Officer	Rolf Rose	0428 202 164

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

Meetings:

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

Subscriptions:

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

A \$40 joining fee applies for new members.

Membership will be considered to have lapsed after three months of non-payment. A person with three months arrears who wishes to join again will be treated as a new applicant.

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

Concessional Registration:

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

Newsletter Distribution:

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

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

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



I am pleased to announce the Position of Events Coordinator is now filled, with James Humphry accepting the position. I am sure that he will do a good job with you helping where possible. A new Events calendar will be sent out shortly. Which will show the dates and venues for the rest of the year and also the 2026 version as well. Some events are yet to be planned for 2026 but I am sure that you will assist James in filling the calendar.

On the 15th to the 20th of October, Wendy and Ross Tyquin, have organized a run to Grafton. There has been a lot of investigation, planning with blood sweat and tears put into this special run. So far only four cars are going, which is very disappointing, not only for me, but for Ross and Wendy as well. If you would like to attend, for all or just the weekend, please contact Wendy or myself for more details. She has organized BUDGET accommodation to keep costs down. I hope to see you there, it will be a great chance to get to know your fellow members and their wives when having meals drinks and a bumper time over a couple of excellent days.

There are other events for October with a motor show at the Samford Show Grounds. [Samford Parklands, Samford Valley QLD 4520 to Samford Showground - Google Maps](#) OCT 5. Tuesday night Dinner at Carina Leagues Club OCT 7, Sausage Sizzle OCT 10, Club general meeting OCT 22, Bonnets up Day at the Fergusons Samford OCT 26.

The Ferguson's are supplying lunch on the 26th If you are attending will you please let them know by contacting them on 0407 759 634 (Michael) or 0407 262 343 (Jodi). Their address is 17 Corella Ave SAMFORD

A heads up for November. We are planning a revisit to The Mathena Gallery, a mathematics experience. For those who did not attend last year you missed an experience like no other. This place explains all mathematical calculations used from ancient times to those used when orbiting in space and used by the early computers, in other words it is simply brilliant. In order to have more time there we will have lunch at an onsite winery. More details to come.

The Christmas party will be held, at lunch time 12Noon, on the 13th December, we have booked the same caterers for our meal. Santa and an ELF are going to make an appearance. Please dress in Christmas clothing or PURPLE and SILVER. A sheet will be available, at the September meeting, to register your attendance.

Also in December there will be a club Picnic at Lota on the 31st Come along and enjoy yourselves with fellow members. I am sure there will be something for everyone.

For Gasoline Cars,

Graham Porter

President



1923 Aston Martin “Razor Blade”

One of the earliest examples of aerodynamic design



REX MCAFEE

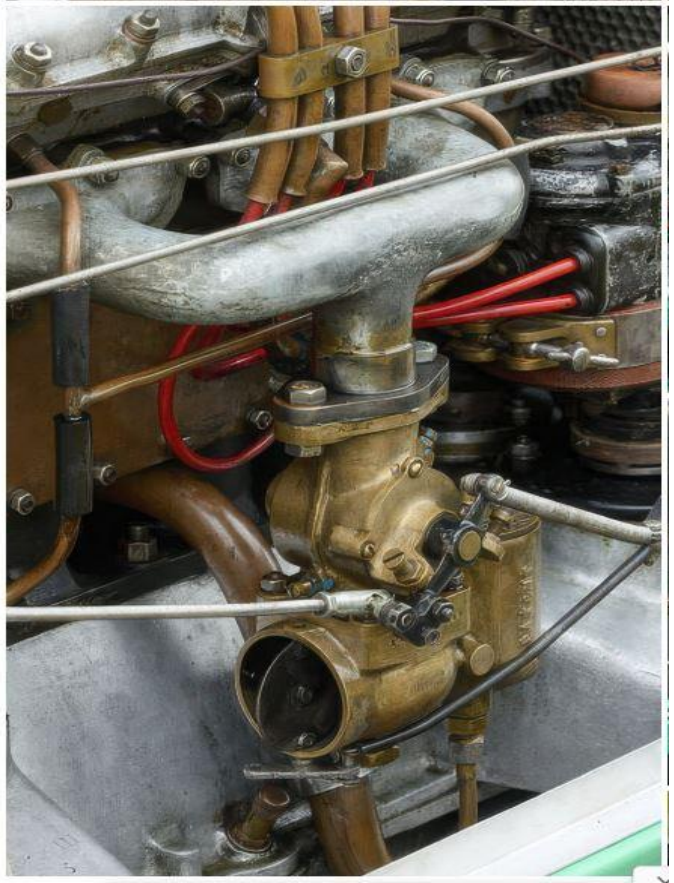
The Aston Martin Razor Blade was initially built in 1923 to break the one-hour ‘light car’ speed record with a focus on aerodynamics, reduced cross-section and lightweight performance. One of the earliest motorsport examples of aerodynamic design, the Razor Blade’s bodywork, was manufactured by the de Havilland Aircraft Company.

Measuring just 18.5 inches at its widest point, the Razor Blade is believed to be the narrowest race car ever built, hence its unique name. This is further reinforced by an inswept chassis, with a much narrower rear that gives it a distinctive look and driving characteristics. One of the unique named Works cars which formed the foundations of the now legendary Aston-Martin brand along with ‘Bunny’ and ‘Coal Scuttle’, the 4th oldest Aston Martin in existence, this is a remarkable opportunity to enjoy a legend so important that it is the inspiration for the BRDC badge.

The Razor Blade attempted to break the record – held by AC Cars – in 1923, at Brooklands. While it maintained record-breaking pace, the attempt was eventually abandoned after the race car repeatedly shed its front offside tyre at speeds over 100 miles per hour. Later in the year, however, the Razor Blade set a new record for the standing start mile and kilometer. It went on to see racing success throughout the 1920s.

Bamford and Martin car, chassis number 1915, the Razor Blade’s slender bodywork conceals a bespoke race engine initially developed for the 1922 French Grand Prix. The four-cylinder, twin overhead cam, 16-valve engine outputs 55 horsepower and was derived from half of a three-liter eight-cylinder Ballot engine.

It was raced regularly until the 1950s when it was sold to the Harrah Motor Museum in the USA, which eventually became the National Automobile Museum. During this time, it was returned to the UK. The current owner has lent the car to Brooklands Museum for many years, and it has been on display, apart from when the owner enjoyed using Razor Blade at various events. It has previously appeared at Goodwood FoS and can continue competing at numerous events including VSCC, AMOC and Shuttleworth events. Perhaps most surprisingly of all, the Razor Blade is road-registered and carries the plate XO9958. A large history file accompanies this fantastic and evocative car. Available to view by appointment at Ecurie Bertelli.



Rare Aston Martin “Cloverleaf” Celebrates its 95th Anniversary

It was 95 years ago that the car which came to be known as ‘Cloverleaf’, XR 1981, lined up at the bottom of Aston Hill. One of just eight customer cars built in late 1923, this very early Aston Martin was competing against two Bugattis and two other Aston Martins – one of which had been entered by the company’s founder, Lionel Martin, who won the trophy on the day.

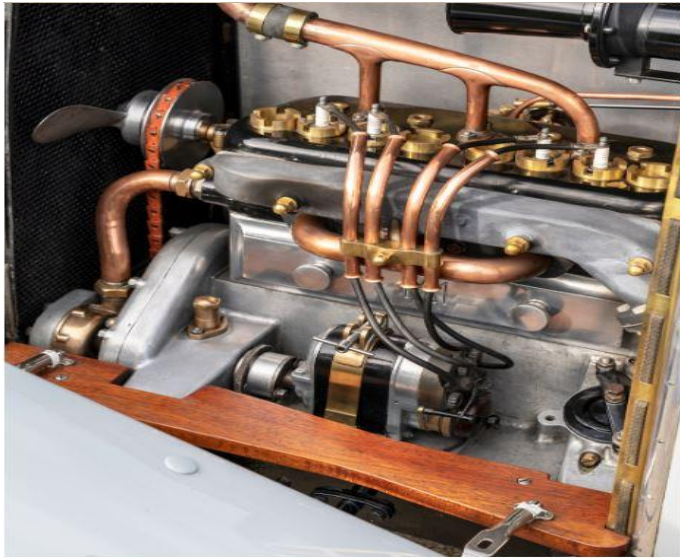


To mark the anniversary of its first competitive outing ‘Cloverleaf’ has returned to Aston Hill to be driven by Aston Martin Racing ace and three time Le Mans class winner Darren Turner, followed closely by a Bugatti, to recreate as accurately as possible the events of almost a century ago. The car was painstakingly prepared for its hillclimb return by renowned specialists Ecurie Bertelli, the Midlands-based firm which currently manages the vehicle on behalf of its owner.

Aston Hill is, of course, an evocative place for every Aston Martin enthusiast since it is nothing less than the inspiration behind the name of the company – Aston Martin – which combines the name of this famous hillclimb with the surname of one of the business’s founders. Far more than just a namesake, though, Aston Hill was the venue for many defining moments in the early years of the brand with Lionel Martin driving his home-tuned Singer specials and later cars of his own design up the hill, cementing a lasting ethos of sporting performance for the great British brand.

Built in late 1923, chassis 1926 is one of the oldest road-going Aston Martins still in existence and had an open body design known as a Cloverleaf, because the two front seats and one rear seat behind created the shape of a three-leaf clover. Built at Aston Martin’s second home, 53 Abingdon Road, Kensington, this car, now known affectionately simply as ‘Cloverleaf’, is a stunning example of the very earliest Aston Martins and continued in active competition until the late 1960s. Featuring front wheel brakes, a rare feature in

the 1920s, and a top speed guaranteed to be in excess of 72 mph Cloverleaf's 38 bhp power peak is channelled to the driven wheels via a four-speed gearbox.



A MESSAGE FROM OUR MATE CLIVE

Courier Mail 12:09:25

Billionaire **Clive Palmer's** passion for classic cars is well known.

And a week after enjoying Riverfire on his \$40m superyacht, he will be showcasing up to 20 of his prized vehicles at the Mercedes-Benz Club of Queensland's 50th anniversary Concours d'Elegance.

The event, to be staged at Norths Rugby Club, Wavell Heights, on September 14, will feature more than 220 cars, including 70 in the concours.

The line-up from Palmer (illustrated) will include a 1911 Mercedes 50 HP Tourer, a 1966 Mercedes-Benz 600 Pullman Limousine once owned by Hot Rod magazine founder **Robert Petersen**, and a 1935 Mercedes-Benz 500 K Three-Position Roadster by Windovers.

Meanwhile, work is officially under way on Palmer's vision to create Australia's largest car museum west of Brisbane.

Early demolition works have commenced at the Patrick Estate site near Lowood, with major earthworks scheduled for the end of 2025.

COMING EVENTS

QVVA Events

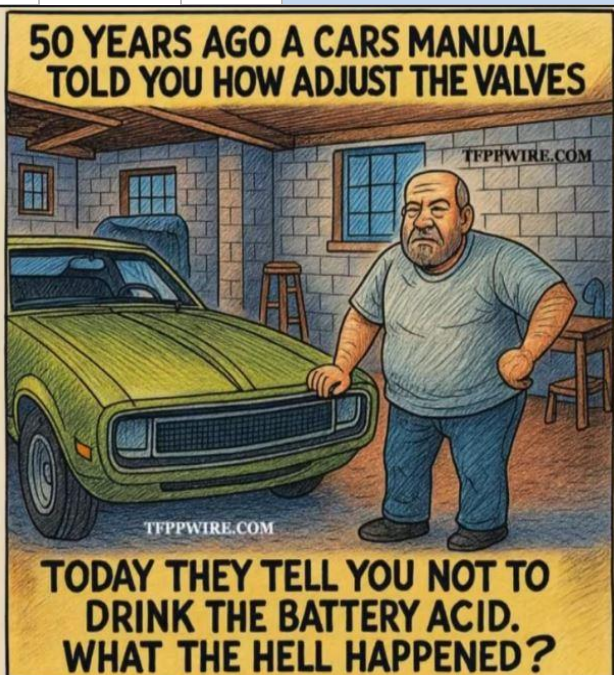
- 14th September, Club Tour, TBA
- 24th September, General meeting at the Clubrooms.
- 7th October, Club monthly dinner, Carina Leagues Club
- 11th & 12th October, Lama Club weekend, Gatton.
- 15th to 20th October, Week Away to Grafton.
- 19th October, Bonnets Up Day, Samford. To be organised.
- 22nd October, General meeting at the Clubrooms

REGULAR CAR MEETS AROUND BRISBANE

This is NOT a complete list. If you know of one that you can recommend let us know so we can add it to our list.

- Old Petrie Town, Petrie-Fri nights, Sat and Sun morning, every week.
- 7.00 am Greg's Cars and Coffee-Victoria Point Shops – 1st Sunday of month
- 7.00 am Cars and Coffee- Spokes Café, Samford Village- 2nd Sunday of month
- 7.30 am -Cars and Coffee -Samios Foods Turbo Drive Coorparoo -1st Saturday of month
- 7.30 am- Coffee, Crunch and Chrome -Joes Diner- Kingsford Smith Dr. Eagle Farm -2nd Sat of month.
- 7.30-10 am, 2nd Saturday of the month, Repco Morayfield
- 8.00 am Cars and Coffee- Ormeau, 270 Lars Rd. – last Saturday of month
- 8.00 am Breakfast and Cars, Beenleigh Historic Village, -last Sunday of month
- 10.00 am Waterloo Bay Hotel -Berrima St Wynnum- 2nd Sunday of month
- 5-8pm Wednesdays; Morayfield Cars and Pizza, Shops at Uhlmann Ave, Burpengary East
- 3pm ,2nd Saturday of the month– Yank Tanks, Espresso 25, Boat Works Coomera

September						
Sep	Sat	13/09/2025	06:00	Gympie Swap Meet	Gympie Showgrounds, Exhibition Road, Southside, Gympie,	Second Saturday in September
Sep	Sun	14/09/2025	06:00	Eliminators Show and Swap	Beenleigh Showgrounds	3rd Sunday in September
Sep	Thu	25/09/2025		Military Vehicle Show and Swap	Laidley Showgrounds	
Sep	Sat	27/09/2025		Military Vehicle Show and Swap	Laidley Showgrounds	
Sep	Sun	28/09/2025	06:00	Toowoomba All Holden show and Swap	Pillar St, Toowoomba Rugby League Grounds	Entrants from 6.30am with Public from 9.00am



"Have you ever noticed how much some guys look like their cars?"

**MINUTES OF THE 674th GENERAL MEETING
QUEENSLAND VINTAGE VEHICLE ASSOCIATION INC
HELD WEDNESDAY 27 AUGUST 2025 AT THE VETERAN CAR CLUB ROOMS**

MEETING OPENED: President Porter opened the meeting at 7.40pm and welcomed all in attendance.

ATTENDANCE: As per attendance book

APOLOGIES: As per attendance book

VISITORS: None

SECRETARY'S REPORT: Secretary advised on quiet month.

3 new membership applications which transitioned into new members:

Moved by Ben Carroll Seconded by Barry Shipway

BUSINESS ARISING: Nil

MINUTES OF PREVIOUS MEETING: True and correct as emailed to members.

Moved by Wendy Tyquin Seconded by Rolf Rose

As all in favour it was accepted

BUSINESS ARISING: Nil

MINUTES OF 2025 AGM: Whilst still fresh in our minds: True and correct as emailed to members.

Moved by Wendy Tyquin Seconded by Col Hinxmann

As all in favour it was accepted

BUSINESS ARISING: Nil

TREASURER'S REPORT: Treasurer gave report for July 2025 and reported bills paid since 31 July 2025.

\$500 donation was still to be made to QIMR.

Healthy balance due to sausage sizzles.

Acceptance of report and bills passed for payment.

Moved by Wendy Tyquin Seconded by Kate Twomey

As all in favour it was accepted

BUSINESS ARISING: Nil

TOURS & EVENTS' CO-ORDINATOR REPORT: Graham reported on Northern Rivers

Run in Lismore which was attended by 10 vehicles from

QVVA. Drives were scenic but potholes were terrible.

He listed upcoming events:

02.09.2025 Club dinner at Southside Sports Club

10.09.2025 GOF lunch at Belmont Tavern

14.09.2025 Club tour

05.10.2025 Samford Car Show

07.10.2025 Club dinner at Carina Leagues Club

15-20.10.2025 Journey to the Jacarandas

Wendy advised it is still not too late to join us for all or part of the run. Contact Wendy for accommodation details.

We will visit museums: petrol bowser & oil tins, Holden & historical Lawrence & National Cartoon Gallery & alpaca farm.

Drive through historical road tunnel, ride car ferry, see jacarandas in bloom, ride world's 1st solar powered train.

Come join us & enjoy the company of fellow club members!

26.10.2025 Club Bonnets Up day at Samford.

Ruth advised Cheryl Nott had suggested we set a definite date for 3 Club Rally each year, possibly the Sunday before ANZAC Day. This was agreed, so on 19 April 2026, QVVA to host.

Graham advised James Humphry and Phoebe Nash had agreed to take the position of Tours & Events' Co-ordinators.

MEMBERSHIP REPORT: Rolf advised he has added 3 new members:

Eli Butler 1976 F100 Long Wheel Base Ford

Carol & Peter Mills-Morris 1989 Mazda Mx5 coupe & 1994 Ducati

Alena Jacobson 1950 Ford Mercury coupe

EDITOR'S REPORT: Graham thanked Rodney for another great magazine. He said he will, as he did in Lismore, be handing a "book" to a member on a rally with expectations of them doing a rally report, either a paragraph or a novel with photos. Please co-operate if handed the "book".

SAUSAGE SIZZLE REPORT: Don reported the August sausage sizzle was down on takings due to weather so finished at 2.30pm. He thanked workers. Don reported a profit \$690 (correction by treasurer \$800.40 profit). Leftover stock held over for next sausage sizzle.

Next sausage sizzle 10 October 2025. Let Don know if you are able to help.

Bunnings needs confirmation of Insurance Cover as current insurance expires 31 August 2025. Ben will contact insurer.

PR REPORT: Ruth advised former member & president Mike Hubert had passed.

Graham advised of passing of Lorraine Raven (wife of Tom) from Grafton. They are well-known Dodge owners in the movement.

QHMC REPORT: Graham had nothing to report.

SKITE: Graham advised he had received (and had the proof at the meeting) a "Warning Letter" from NSW Transport Department about his speeding along Bangalow Road through Clunes. No fine this time!

POST 2025 AGM: President reported on the following positions:

TOUR & EVENTS' CO-ORDINATORS: James Humphry & Phoebe Nash

Nominated by Graham Porter Seconded by Wendy Tyquin

James & Phoebe accepted post AGM. There being no further nominations, it was agreed that James & Phoebe be elected.

SAFETY OFFICERS: Don Lake & Alan Twomey

Nominated by Barry Shipway Seconded by Col Hinxmann

Don & Alan accepted. There being no further nominations, Don & Alan were elected.

GENERAL BUSINESS: Future Runs:

Graham asked for volunteers to organise a run for either 14 September or November.

Michael Ferguson offered to organise a run on 14 September to Mathena at Ocean View.

Please contact James Humphry, Phoebe Nash or Graham if you can help with a November run or maybe a Moreton Bay cruise.

Don advised Cat of 9 Tails (St Helena Is) sank in Manly Harbour a couple of weeks ago.

Christmas Party: 13.12.2025 lunch at the clubrooms.

Club Shirts: Barry has researched Club Shirts. Minimum of 3 shirts required for order.

\$49 + GST = \$53.90 for no pocket

\$55 + GST = \$60.50 with pocket

More details next meeting.

1933 Red Chev pickup:

Michael advised his pickup has been sold to a fellow who approached him at the Samford Show.

THANK YOU: President thanked Barry for supper.

Wendy thanked Graham for raffle prize for meeting.

SEPTEMBER MEETING: Supper: Ruth Raffle: Barry

RAFFLE: Alan won the meat tray raffle prize but asked for redraw and Col was the lucky winner!

MEETING CLOSED: President Porter declared the meeting closed at 8.25pm
President Acting Minute Secretary.

WATER INJECTION FOR ENGINES

I RECENTLY had a talk with a chap who fitted a water-injection system to his tractor. This comprises a 2-gallon water-tank mounted on the dash above the carburettor, and connected to it, at a point above the jets, by a copper pipe. A valve is fitted to the pipe to control the amount of water passing through, and this can be adjusted by the driver from his seat. It is claimed that when the engine is pulling hard on a full, open throttle the admission of water increases its power, and as much as 8 gallons per day is used. To my way of thinking, this could only be due to the water compensating for some fault in the engine's design and would be of no use if everything were normal. However, I would like to know more about it, and would like your opinion on its advantages, if any.—“W.J.F.”, Cowra, N.S.W.

THE ANSWER

Dear “W.J.F.”,—There has been quite a lot of controversy concerning the merits and demerits of introducing water into an engine via the carburettor, and the most reasonable theory is that it cools down the charge, thus suppressing pre-ignition and detonation. It therefore follows that, in an engine where pre-ignition or detonation is occurring, the suppression of it will mean an increase in power.

Water-injection on quite a lot of stationary kerosene engines was at one time a standard fitting, but it seems to have gone out of use in favour of changes in compression-pressure, combustion chamber design, and the use of anti-knock fuels. This is just another case where it has been found that prevention is better than cure.

RADIATOR OVERFLOW

I HAVE a Chevrolet 4-cylinder truck which has a bad habit of spilling water out through the radiator overflow pipe when the engine is stopped after a run of about 10 minutes. The engine is not hot and the water does not seem to be boiling, but as soon as the engine is stopped the volume of water seems to increase. I have had the block cleaned out, a new radiator core fitted and the cooling system thoroughly overhauled, but the trouble persists. Could you suggest what would be the cause of the trouble and how I can overcome it?—"Farmer," Bundaberg, Qld.

THE ANSWER

Dear "Farmer,"—The trouble you complain of is probably due to a worn circulating pump spindle, which at a certain speed allows air to be drawn in from the outside. Under normal running conditions, this air probably finds its way out slowly in the form of bubbles, but that which is trapped in the water-jacket, etc., when the engine stops, expands due to heat when circulation ceases, and the water level is thus raised.

The cure would be to have the pump shaft bearings rebushed or bored out over-size and a new standard spindle or over-size spindle fitted. The withdrawal of all the old packing and the repacking of the gland with new material would be only a temporary cure.

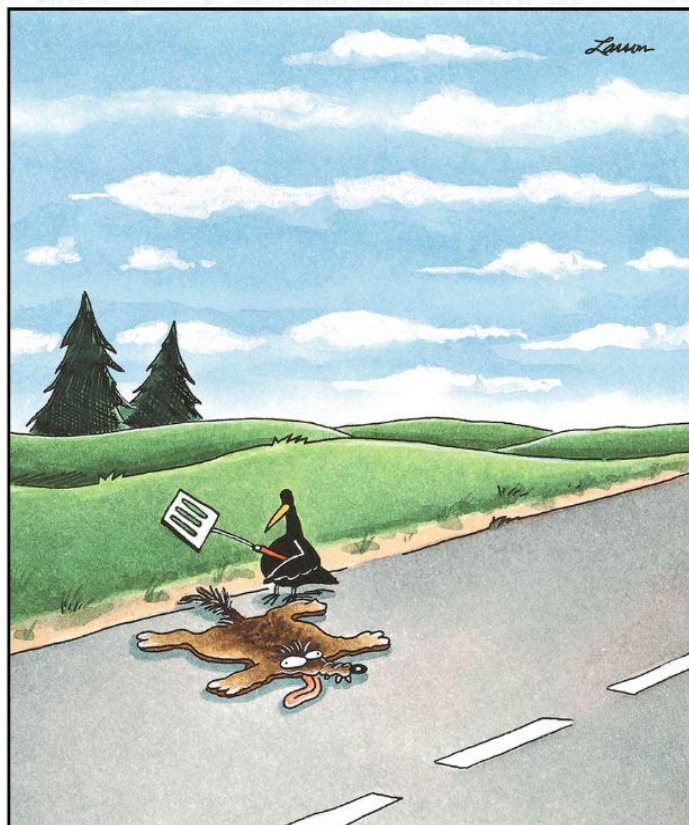
If there is oil present in the water, the cause could be a leaking cylinder head gasket.—Bert Wilson.

IS TRICKLE-CHARGING DETRIMENTAL?

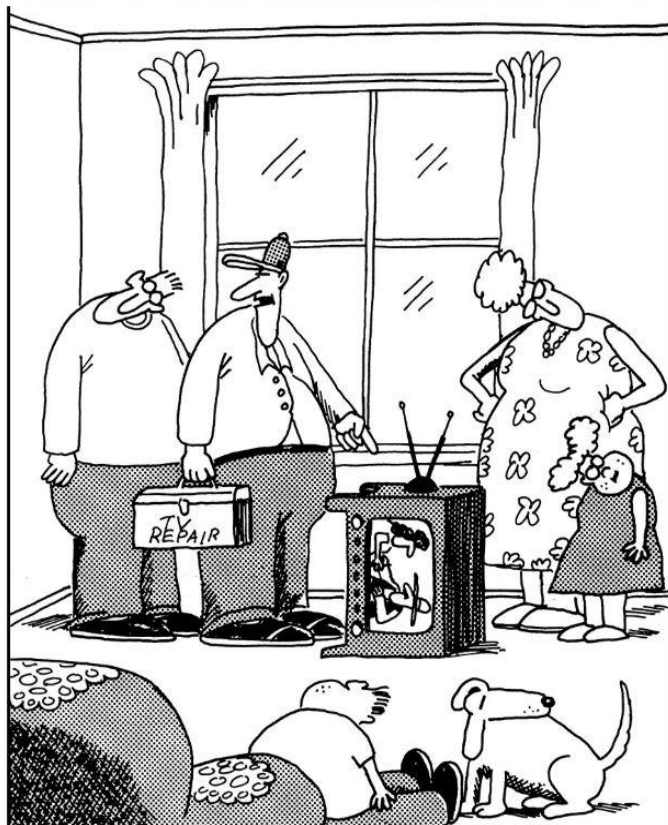
SOME battery users are under the impression that continuous trickle-charging of a battery has a detrimental effect on the plates due to gradual increase in capacity, with resultant strain on the plates.

Continuous trickle-charging of pasted positive plates, of which the grids are antimonial lead, is not to be fully recommended, on account of the presence of the antimony; but continuous trickle-charging of pure lead positive plates has been proved in many instances over a long term of years to be in no way detrimental. On the contrary, it carries definite advantages, especially the elimination of freshening charges, which in the aggregate must bring about some wear and tear on the plates.

The term "trickle-charging" is applied rather loosely. Trickle-charging is essentially the amount required to compensate for open-circuit losses. If that amount is not exceeded, no abnormal peroxidation of the positive plates will take place. Where positive plates have been found in service to be heavily coated with peroxide, with or without expansion whilst nominally on continuous trickle-charge, it will be found almost certainly that the amount of charging has been unnecessarily excessive.—"Exide News."



Secret tools of the common crow



"Well, here's your problem, Mr. Schueler."

SHOULD A BATTERY BUBBLE WHEN STANDING IDLE?

THIS query was submitted to the American publication, "The Battery Man." The reply was that there should be no action of any kind when a battery is standing idle. If it has just been removed from a charging circuit, it may bubble for a short time until all the bubbles have worked out of the electrolyte, but after that there should be no bubbles.

The statement that "there should be no action of any kind when a battery is standing idle" requires a considerable amount of qualification. When a battery on charge has reached a fully-charged condition, the plates "gas" vigorously, and, on cutting off the charge current, there is an immediate and progressive reduction in the amount of gas evolved, until, after a few hours, a quiescent state is reached in which there is no apparent evolution of gas (i.e., "bubbling.") On closer inspection, however, it will be found that a slow but steady evolution of gas is taking place from the surfaces of the negative plates.

The gas coming off is actually hydrogen, and it is produced by the interaction of the negative active material (spongy lead) and comparatively small amounts of metallic impurities deposited on it. In the sulphuric acid electrolyte, the resultant effects are: (a) the slow sulphation of the negatives, and (b) the evolution of hydrogen from the "impurity" metal.

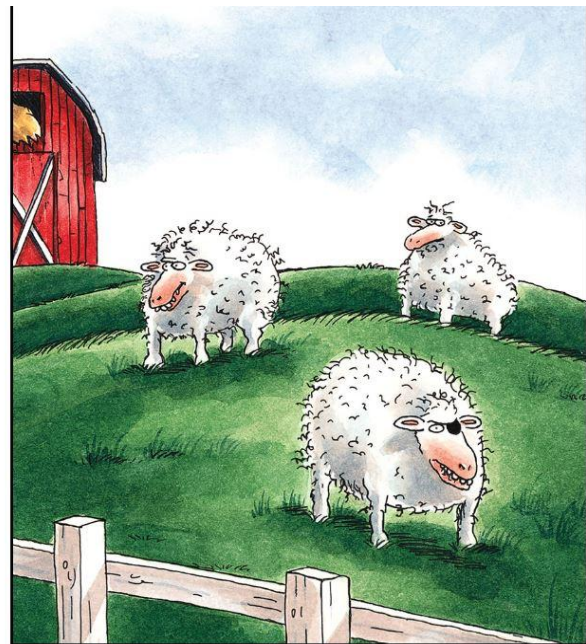
The most common source of contamination of the negatives in this way is the antimony which is used in the alloy employed in the manufacture of the positive and/or the negative grids. This effect ("local action") occurs to varying degrees in all cells, though it is generally not serious enough to prejudice the satisfactory operation of a battery. Any battery left without charging for a protracted period will lose some of its last charge through this local action, a loss which has to be made good to restore the battery to a fully charged state.

Hence the statement that "no action takes place when a battery is standing idle" is, strictly speaking, incorrect, and might easily mislead battery users into assuming that batteries can be left idle for indefinitely long periods without any resultant adverse effects.—"Exide News."

STATIC ELECTRICITY

STATIC electricity is the kind of electricity that is generated by stroking a cat's back. It is high-voltage electricity and does not flow in steady current but accumulates and discharges intermittently. The most common cause of static electricity is friction of some kind, such as rubbing a piece of fur, rubbing a piece of plastic or amber with a cloth, scuffing your feet on the carpet, surging of liquid in a tank, and other similar causes. No doubt you have noticed the chain which hangs from tank waggons many times and probably know that their purpose is to ground the chassis so that any static electricity generated by the internal friction of liquids swishing back and forth in the tank can escape to ground and will not cause a spark which might bring about an explosion.

It is static electricity which causes lightning. Clouds containing moisture and the earth act as a giant condenser and when sufficient static electricity has accumulated we have the phenomenon known as lightning which is really a gigantic discharge pushed by millions of volts which discharges the condenser. On the car, static may be caused by friction from the fan belt or the tyres rolling against the surface of the road or internal friction between the tubes and the cases. High tension discharges such as from electrodes of the spark plugs or even the spark that may occur at the commutator of the generator will be enough to set up static waves which will affect the car radio. The general cure for static electricity is to ground points where static electricity may accumulate. Suppressors in the high tension line and condensers will shut out causes of static which may affect the car radio. Various devices have been used to ground the tyres so that static that is generated there may be grounded and thus eliminated. There are conducting powders available to sprinkle in the tyres which will eliminate this source of static. Static electricity will also escape from sharp points.



It's a known fact that the sheep that give us steel wool have no natural enemies.