

# Gympie Historic Auto Club Inc.

POSTAL ADDRESS:  
GHAC, PO Box 353 Gympie QLD 4570

**MARCH**



## THE TALK TUBE

FACEBOOK: Gympie Historic Auto Club – new page 2024  
WEBSITE: [www.gympiehistoricautoclub.com.au](http://www.gympiehistoricautoclub.com.au)  
EMAIL: [gympiehistoricautoclub@outlook.com](mailto:gympiehistoricautoclub@outlook.com)

### **PRESIDENT'S PONTIFICATION**

The AGM has been and gone with minimal changes and I thank members for the trust they have shown in the management team. It is pleasing to have a rally director again, but expressions of interest are invited for the position of newsletter editor. The follow up to the February rally has been the attempt to improve cooling by increasing the flow rate of the radiator and opening up more water passages by about 5 hours of backwashing yielding a recovery from around 10% to maybe around 50% and requiring the repair of a few minor leaks

At the same time the mystery of why I could not crank start the car led to the discovery of an open circuit between the slip ring and rotor in the magneto. In attempting to address this, it was found that the rotor shaft had expanded and would not easily come out which was probably the cause of the gap. Luckily after a few hours of making pullers and expecting to break something, the rotor came out in good condition and a bit of a sand it slipped back in and made good contact again—but that did not solve the problem. It did get spark to a couple of plugs 1&2 but not reliably to 3&4 and not at all to 5&6. Ultimately replacing plugs in 4,5 & 6 allowed crank starting but significant missing was evident and there was lead leakage found in the leads to 4, 5 & 6, yet to be fixed. The plugs (Champion) and leads have done less than 500km since new. Does anyone have a spark plug tester?

Happy Safe Heritage Motoring  
Ralph

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#### **General Meeting Dates**

Thursday 26th March at 7.30pm

Thursday April 30th at 7 pm

## 2024 GHAC Elected Office Bearers

<i>Club position</i>	<i>Elected officer</i>	<i>Phone contact</i>	<i>Email</i>
President	Ralph Richardson	0408 616 709	ralphrichardson5@bigpond.com
Vice President	Steve Stockden	5482 7256 or 0427 827 256	ssstockden@bigpond.com
Secretary	Carol White	5483 7361 or 0428 556 547	whiteshouse@spiderweb.com.au
Treasurer	Mel White	0499 908 490	
Rally coordinator	Rob White	0447725903	whiteshouse@spiderweb.com.au
Editor	VACANT		
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Dating Officer	Trevor Keene	0401 720 228	tkeene47@gmail.com
Swap Coordinator	Steve Stockden	5482 7256 or 0427 827 256	ssstockden@bigpond.com
Swap bookings	Yvonne Cooper	0460 864 044	ylcooper@hotmail.com
Meet and greet	Alan Brown	0419 179 220	arbrichard@hotmail.com

### BANK DETAILS:

Bendigo Bank  
 BSB: 633-000  
 A/c No: 182657015  
 A/c Name: Gympie Historic

## CLUB MERCHANDISE

### GHAC club polo



The polo shirt is the Aussie Pacific Morris (army green and white)

It is short sleeve only in men's or ladies.  
 Mens (1317) - sizes S to 5XL  
 Ladies (2317) – sizes 6 to 26

### GHAC club dress shirt



### Regular Monthly events by other s

**1st Saturday—Cars and coffee Sunshine Coast. 7am to 10am German Bakehouse Café, 54 Junction Drive Coolum Beach.**

**2nd Sunday—Cooloola Cove Cars and Coffee. 8am to 10am Shopping Centre Cooloola Cove**

**3rd Saturday- Moonlight at Matildas Traveston. 4pm to sunset (depending on season)**

**3rd Sunday—Cooroy Cruise—in. Maple St (opposite library and at rear of the shops). Hosted by Roadrunner Car Club**

2026

# RALLIES

Month	Time/Place	Event
<b>March</b>		
Wednesday Thursday 26th	9 am clubrooms 5pm Bunnings 7.30 clubrooms	Run to Gundiah via Dickabram Easter Family night General meeting
<b>April</b>		
TBA 25th	TBA 10am approx RSL	Rally opportunity ANZAC PARADE (by arrangement)
<b>May</b>		
Friday 15th Saturday 16th	6pm? Showgrounds	Gympie Show parade (by arrangement) Bundaberg Car, Truck & Bike show
<b>June</b>		
<b>July</b>		
<b>August</b>		
<b>September</b>		
		GHAC Swapmeet
<b>October</b>		
Saturday 17th Friday 25th	Mary St Perth	Goldrush parade Fiat Centenary rally Mundaring to Melbourne

# Members Marques

## THE OBSESSION CONTINUES

- my 1927 Chev truck- *Author: Rob White*

The year was 1982 and I faced a dilemma. For the past four years I had worked tirelessly to get my 39 Chev on the road. Just weeks before the Four Club Rally it was done. The sense of achievement was soon tempered however by the fact that I now had lots of time on my hands. What to do with all those endless holidays and short work days that teachers get? Then it hit me! I needed another project.

So the search began. Then a good friend, Rick, at Hervey Bay told me that he was thinking of selling a 1927 Chev truck that he had saved from ending up at the tip. He did warn me that it was in a pretty sorry state, but I bought it anyway and with the help of a friend with a large trailer brought it home to Gympie.



The thing about teaching jobs in those days was that you were subject to transfers and a couple of months later I was transferred to Maryborough. There I bought a rundown old house which I spent the next two years renovating, so my truck project went untouched.

At the end of 1984, I found myself on the move again, this time to a tiny one teacher school in the middle of the Gallangowan State Forrest in the South Burnett. By good fortune the principal's residence was high set with loads of space underneath. With not much to do in this comparatively isolated spot the Chev truck project was off and running.

In the collection of parts that allegedly constituted the truck, Rick had managed to include a really good pair of front mudguards. Sadly, our late member and fellow Chev enthusiast, George Pacey, soon informed me that they were not Chev guards at all and we were eventually able to identify them as Nash guards. So in the end, the only body panels I had were the bonnet, the radiator shroud and a good pair of headlights. In addition, having spent its life at the seaside, the chassis was badly pitted with rust, however still structurally sound. Just when I was contemplating how to make the chassis more aesthetically pleasing an amazing coincidence occurred. A local farmer advertised a 1927 Chev Truck chassis for sale. It had been repurposed many years ago as a trailer for carrying irrigation pipes. Apart from surface rust it was in great condition and so after sandblasting and painting became the foundation for building my truck.



Mechanically, most parts were there including a good 4 speed gear box. The engine however had been disassembled and was very sad with surface rust in all cylinders and the bearings obviously very worn. Then came my next bit of good luck. Club member Jim Walsh informed me that he had a complete surplus engine which he very generously gave me. I decided to see if the engine would run and with very little effort it did and appeared to be in quite good condition. So with just some new oil seals and gaskets and a valve grind, followed by a coat of paint the engine was mounted on the restored chassis. {In case you are wondering, 40 years later, that same engine is still running well.}

As you saw in the original photographs there was no body and so it was from photographs and getting ideas from other restored trucks that I was able to design and build both the cab and the tray. Missing parts, including mudguards were sourced from Swap Meets and there were plenty of willing helpers whenever I needed help, such as lifting the tray and the cab into position.



At the time I was completing this restoration, our Club was much smaller and all members were actively restoring cars. More than half of club cars were either Chevs or Fords from the 1920's or 30's, so there were lots of 'experts' who could provide help and advice. There were some too who were very particular about authenticity and quick to point out if a part was not the correct one. Unlike many Chev trucks of this period which I have seen, mine unusually has steel artillery wheels rather than wooden ones and a 4 speed rather than a 3 speed gearbox. I was quickly told that these parts were wrong for 1927, but honestly, I didn't care. It was some years later that I came across a sales brochure for 1927 Chevs which listed steel artillery wheels and a 4 speed box as optional upgrades for the trucks that year.

The truck was registered in 1988 and is still a reliable driver with only a few minor problems in all the years since.

In September 2025 I added sides to the tray and finally added the words "H.J. WHITE & SONS - DAIRY FARMERS" to the headboard in memory of my grandfather, my father and my uncle who were Gympie dairy farmers up until the late 1960's.

While clearly this vehicle does not have a distinct history in its own right as it is made up from quite a few donor vehicles, we love it never the less, more so for the joy that it brings people when they see it out and about.



# Visits to local collections



Mick's Motley visitors

The entry foyer



Part of the inner sanctum

Bob & Deb's place



1985 Ford Falcon,  
fuel injected, 4  
speed manual,  
drives well .

\$5000

Contact Trevor  
0401720228



Lancer/Wolsley/Major 1500 and Datsun 260Z  
parts

Any info please contact Kevin 0447 467 884