

BRISBANE VINTAGE AUTO CLUB [Inc]



An inexpensive, friendly, family club, catering exclusively for Historic Vehicles (Veteran, Vintage, Post Vintage and Classic) built up to March 1996.

The Secretary, BVAC Inc.,
6 Riesling St, Carseldine, QLD, 4034.

Vintage Views – March 2026



“Original Cobb & Co Coach – Feb 2024 BVAC Monthly Event”



BVAC OFFICE BEARERS - 2026



IMMEDIATE PAST PRESIDENT: - ADRIAN BENSTED

BVAC Website: bvac.com.au

Facebook Page: [Brisbane Vintage Auto Club](#)



PRESIDENT	Glen Sorensen 145 Church Road Eatons Hill Q 4037 Ph. 0423 885 055 Email: henryford1920@iprimus.com.au	VICE PRESIDENT	<i>Vacant</i> Email:
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EVENTS CO-ORDINATOR	<i>Vacant</i> Ph. Email:	SPARE PARTS	Phil Bell 1045 Dayboro Road Whiteside Q 4503 Ph. 32854159 / 0427 129 598 Email: phillipbell.1@optusnet.com.au
DATING OFFICER	Greg Henderson 34 Cruice Street Dayboro Q 4521 Ph. 0428 361 756 Email: gnkz@bigpond.com	QHMC REPRESENTATIVE	<i>Vacant</i> Ph. Email:
LIBRARIAN	<i>Vacant</i> Ph. Email:	SAFETY OFFICER	Greg Henderson 34 Cruice Street Dayboro Q 4521 Ph. 0428 361 756 Email: gnkz@bigpond.com
PUBLIC RELATIONS OFFICER	Glen Sorensen 145 Church Road Eatons Hill Q 4037 Ph. 0423 885 055 Email: henryford1920@iprimus.com.au	WEB MASTER	Rod Hibberd 31 Cashmere Lane Cashmere Q 4500 Ph. 0437 870 127 Email: rodmaree@bigpond.com

LIFE MEMBERS Rod Czislawski, Maureen Hicks, Mal Dale, Darryl Gomersall, Glen Sorensen.

CLUB OBJECTIVES

- (A) To promote the restoration to original condition and also the use and exhibition of Veteran, Vintage, Post Vintage and Historic vehicles by members in competition and social activities.
- (B) To assist members to locate, restore, and maintain their vehicles
- (C) To form a library to assist members in obtaining information related to their vehicles.
- (D) To co-operate with other clubs and associations with similar aims.

Brisbane Vintage Auto Club Inc. hold monthly meetings (7.30pm - 1st Wednesday of the month) published in the Vintage Views (except January). Contact the BVAC Committee for further information.

ALL CORRESPONDENCE TO BE ADDRESSED TO:

The Secretary, BVAC Inc., 6 Riesling St, Carseldine, QLD, 4034.

President's Message – March 2026

I am writing this report on the first day of autumn with summer now behind us. It is still humid, hopefully the cooler days are coming soon.

The first BVAC General meeting of 2026 was held at Club Pine Rivers and proved interesting when competing with the ambient noise. We will discuss meeting places at the next general meeting to ensure the meetings are purposeful for all.



We will discuss the events calendar at the **March General Meeting, which will be held at Pine Rivers Bowls Club at 7.30pm**, first Wednesday of the month. We encourage members to consider hosting a monthly club run or suggesting event locations, aiming to have at least the next six upcoming months scheduled. I have to apologise for the incorrect Coffee Morning days in the Events page, I must not have had my coffee preparing this.

The Events Co-ordinator position is vacant currently. The February monthly event was an interesting run back to the Australian Teamsters Hall of Fame, Glasshouse Mountains. Steve Ralph provided a brief history of Cobb & Co. Steve gave a guided tour of the Cobb & Co. coaches, his work to date in his large shed, and provided damper for the members to enjoy. It certainly is incredible to see the craftsmanship of building the Leviathan coach wooden wheels by hand. A subway lunch was provided by BVAC for the event attendees, and enjoyed by all.

The BVAC committee remains committed to promoting BVAC's values through our meetings, events, and social outings, and we encourage all members to share suggestions that can enhance the club experience. Please feel free to speak with me or any committee member at any time. Mal has been working on the BVAC length of service which will be discussed at the next meeting.

You may have noticed that the BVAC website hasn't been working for some time. We are in process of getting a new web host. Our webmaster, Rod will be able to provide an update at the next meeting. Peter will also provide an update on the BVAC Library cataloguing which aligns with the website hosting.

Thank you to all members for your ongoing support. I look forward to another enjoyable and successful year for BVAC. If you know someone with an interest in historic vehicles, please invite them along—growing our membership keeps the club strong. And to those who haven't been to a meeting or run for a while, we'd love to see you again and reconnect with familiar faces.

Safe Motoring,



Glen





Incorporating
Pine Rivers Bolts & Nuts

Unit 2 / 348 South Pine Rd,
Breadale QLD 4500

07 3889 6200

Home Bearings Fasteners Cutting Tools Other Products All Products Contact

More than just a bearings supplier

Pine Rivers Bearings was established in 1996 and is an Australian owned and Family operated company.

Our staff are highly skilled and have accumulated over 100 years of experience in the bearing & automotive industry. With this experience we offer service and product knowledge that is second to none.

Stocking a comprehensive range of products
For a range of car, bus and truck, 4wd and
Industrial industries.

Aluminium Pulleys
Bronze Bushes
Circlips
Grease Guns
Hand Cleaner
Idler Pulleys
Keysteel
Loctite
Springs

Anti Seize
Castor Wheels
Fasteners
Grease Nipples
Hose Clamps
Inoc
Latex
Mower Parts
Timing Belts



No enquiry is too small or difficult



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A Smart Boy- Outsmarted:

A teenage boy had just passed his driving test and inquired of his father as to when they could discuss his use of the car.

His father said he'd make a deal with his son, "You bring your grades up from a C to a B average, study your Bible a little, and get your hair cut. Then we'll talk about the car.

The boy thought about that for a moment, and decided he'd settle for the offer, and they agreed on it.

After about six weeks his father said, "Son, you've brought your grades up and I've observed that you have been studying your Bible, but I'm disappointed you haven't had your hair cut."

The boy said, "You know, Dad, I've been thinking about that, and I've noticed in my studies of the Bible that Samson had long hair, John the Baptist had long hair, Moses had long hair, and there's even strong evidence that Jesus had long hair."

Dad replied, "Did you also notice they all walked everywhere they went?"

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Time has marched on quickly and we find ourselves thoroughly into March already. I'll leave it up to you, dear reader, to decide whether or not a pun was intended.

The mystery car was not identified exactly, but one member got it close enough so he will be paraded and presented with the promised prize promptly and punctually, providing he populates the party at the next meeting. Now you must guess if an alliteration was intended above too.

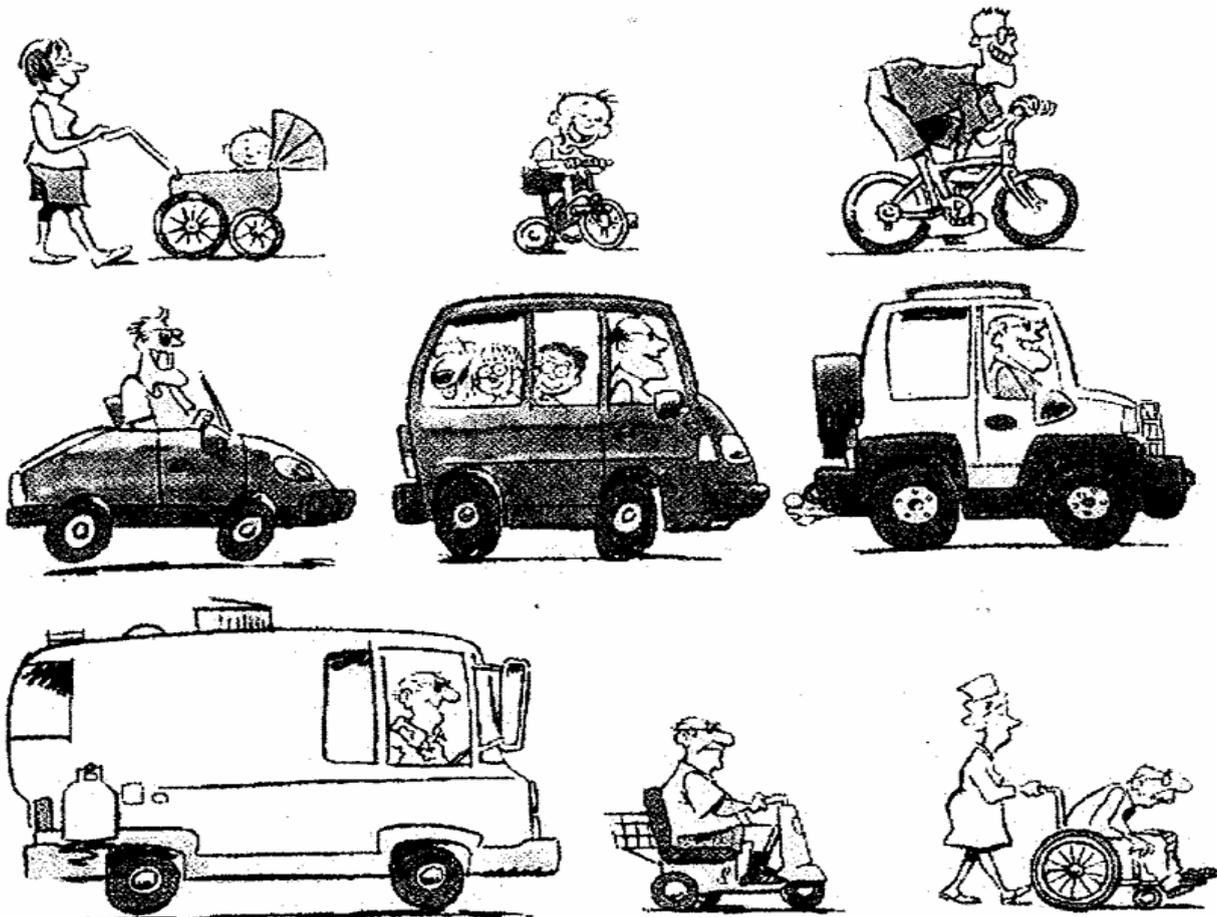
Ok. Now to the serious stuff! Mr. President has asked me to let those of you who have yet to pay you current membership dues for this current year to please pay before the end of March. **This is so that your membership can stay current. Your membership will expire otherwise then, so this will be your last magazine, and you will no longer be able to legally drive your SIVS motor car.** We as a club would not like to see this happen, but happen it must- and will, so please get your dues in this month. Thank you in anticipation.



The Fabled Mystery Car.

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The Wheels of Life: Ain't that the truth!





B.V.A.C Inc. General Meeting No. 630

Date: 4th February 2026

Location: Pine Rivers Bowls Club

Meeting opened by President Glen Sorensen at 7.40pm



Attendance: 16

Apologies: 8 as per attendance book.

Welcome: Robert Egen (28 Chev) was welcomed by the President.

Minutes: The minutes of the previous meeting were circulated by e-mail and posted. Confirmed on motion of Glen Sorensen, seconded by Lawrie Godde. Carried.

Business arising from the previous meeting: Nil

Members stood for a minute silence in memory of Suzanne Godde.

Car Badge: Nil.

Name Badge: Nil.

Secretary's Report: *Inward Correspondence:* *Club magazines *Pine Rivers RSL invitation re ANZAC Day – 9 members indicated availability for Parade.

Outward Correspondence: Bereavement card to Lawrie Godde

Inwards received and outwards endorsed on motion of Mal Dale, seconded Rod Lang. Carried.

Treasurer's Report: Report received and accounts passed for payment on motion of Darryl Gomersall, seconded Rod Hibberd. Carried.

Q.H.M.C. Nil

Events Co-ordinator: As per Events Page in Vintage Views. Club run 15/2 to Steve Ralph's coach build. Coffee morning 12/2. 25/3 Club run to Glasshouse coffee plantation.

Spare Parts: Nil

Dating Officer: Neal Hicks car to be dated.

Librarian: Books to go to Peter Hibbert's for cataloguing.

Editor: Articles needed.

Safety Officer: Next Safety Day in June.

Web Master: New Website hosting alternatives presented by Rod Hibberd. Proceed with MYCCO hosting on motion of Glen Sorensen, seconded Greg Henderson. Carried.

General Business: Nil

Meeting closed at 8.35pm.

President..... Glen Sorensen Secretary Mal Dale

BRISBANE VINTAGE AUTO CLUB (Inc.)



EVENTS PAGE



Please confirm event details prior due to changes that can occur due to unforeseen circumstances. Event email normally sent out in the week prior to the event.

MAR 2026

Wed – 4th Mar **NOTE: BVAC General Meeting - 7.30pm** Pine Rivers Bowls Club, 1/11 Sparkes Rd, Bray Park.

Contact: BVAC Committee

Thu – 12th Mar “**BVAC Coffee Morning**” – Club Pine Rivers. Social outing 10am. BYO good stories and share memorable times.

Ph: Mal Dale (0418) 733 575

Sun – 15th Mar “**BVAC “Monthly Run”**” – Placeholder – will discuss event at General Meeting. Mal will email prior to Event.

Ph: BVAC Committee

Wed – 25th Mar “**BVAC Wrinkley’s Mid-Week Run**” – **Fish’n’Chips, Nudgee Beach.** Meet at Decker Park, 25th Ave, Brighton, 9.45am for BYO morning Tea .Fish’n’Chips or BYO lunch will be at Nudgee Beach.

Ph: Mal Dale (0418) 733 575

APR 2026

Wed – 1st Apr **NOTE: BVAC General Meeting - 7.30pm** Pine Rivers Bowls Club, 1/11 Sparkes Rd, Bray Park.

Contact: BVAC Committee

Tue – 7th Apr “**BVAC Coffee Morning**” – Club Pine Rivers. Social outing 10am. BYO good stories and share memorable times.

Ph: Mal Dale (0418) 733 575

Sun – 19st Apr “**BVAC “Monthly Run”**” – PLACEHOLDER. Brisbane Motor Museum, Banyo ?

Ph: BVAC Committee

Thu – 25th Apr “**Anzac Day Parade**” – **Kallangur RSL.** BVAC only attending. We need 10 cars attending. Further details to follow.

Ph: BVAC Committee

Wed – 29th Apr “**BVAC Wrinkley’s Mid-Week Run**” – **Placeholder.** Lunch location to be advised on Day.

Ph: Mal Dale (0418) 733 575

BRISBANE VINTAGE AUTO CLUB (Inc.)



EVENTS PAGE



MAY 2026

Wed – 6th May

NOTE: BVAC General Meeting - 7.30pm Pine Rivers Bowls Club, 1/11 Sparkes Rd, Bray Park.

Contact: BVAC Committee

Thu – 14th May

“BVAC Coffee Morning” – Club Pine Rivers. Social outing 10am. BYO good stories and share memorable times.

Ph: Mal Dale (0418) 733 575

Sun – 17th May

“BVAC “Monthly Run” – PLACEHOLDER.

Ph: BVAC Committee

Wed – 27th May

“BVAC Wrinkley’s Mid-Week Run” – Placeholder. Lunch location to be advised on Day.

Ph: Mal Dale (0418) 733 575

Sat – 30th May

“Caboolture Heritage Day, 280 Beerburrum Road, Caboolture” – 9.00am-2pm, Parade at 1pm. Arrival typically 8am prior to public admission.

Ph: Glen Sorensen (0423) 885 055

IMPROMPTU EVENTS

DTMR has “Impromptu Events” included within SIVS in Qld. They advise that “the Department of Transport and Main Roads is happy for Queensland incorporated car clubs to manage “impromptu events” on a case by case basis, as long as the event is added to the incorporated clubs newsletter, website or social media page.”

They acknowledge it can be for “one or more” vehicles. **It is up to individual clubs whether they want to participate in the scheme or not, and how they implement it. New SIVS registration scheme provided. Remember SIVS registration requires active Club Membership (financial).**

The BVAC Committee has reviewed the SIV’s registration in regards to “Impromptu Events” and established BVAC guidelines so our members can work within the SIVS scheme, BVAC constitution and our risk management procedures.

The BVAC Committee requires BVAC financial members who wish to hold an “Impromptu Event” to provide at least 24 hours’ notice of the event, with notice provided to all BVAC committee members and the BVAC webmaster by post or email.

IMPORTANT NOTE: The “impromptu event” details must include the event start location, start time, destination location and destination time, and must be approved prior by the BVAC committee.

BVAC members shall also include a statement that their SIV’s registered vehicle will be operated in accordance with the DTMR - SIV’s conditions and restrictions as legislated. Once endorsed by the BVAC committee, the member shall carry the “impromptu event” documentation at all times during the event.

Parts & Service Register:

It has been suggested by a member, and agreed to by the October members meeting, that the club re-instate what was once a very useful addition to the club's literary offerings, namely a list published monthly in the magazine, of the names and contact details of local or distant, even overseas, suppliers of parts or services which would be of benefit to members undergoing restorations or maintenance of their vehicles.

To this end the table below is provided for members to tear out or copy, then to detail such persons into the form as are known and acknowledged to the member to be of use. Your completed table should then be given to the editor at the next meeting or emailed to him (pthibb@hotmail.com.au) for inclusion in future magazines. This would be of vast interest and useful to all members, so go for it please!

BVAC - Vehicle Parts & Service Provider Register

NOTE: This list is for members to assist other members and no warranty as to the parts or service is provided by BVAC or its members

Service or parts Provided	Provider Details			Date Used	Rating 1 to 5	Member Name
	Name	Phone Number	Contact E-mail			
Old Motor Vehicle Wreckers	Horopito Motor Wreckers					
"	0011 64 6 385 4151	www. Horopitemotors.c.o.nz	Raeth. Nth. Island	10.5.23	2	Peter Hibbert
Shockie O/hauls, Gas struts etc, Power steer } Springs, Wheel alignments etc. }	WW Shock Absorbers	07 3265 2133	wwshockabsorbers@iinet.net.au	Virginia	2004	Peter Hibbert
Engines, Parts, Head shaving	J.C. Autos	07 3883 1900	admin@jcautos.com.au	28 Portwood St	30/10/2023	John Couatts
/	/	/	Redcliffe	/	/	Darryl Gomersall
Bearings, Oil seals etc. Excellent Service	Queensland Bearings	32653622	@queenslandbearings.com.au	260 Zilmere Rd	8/03/2023	Peter Hibbert
Vintage Tyres	Vintage Tyre Sales	418884883	P.O. Box 704 Bribie Island	Sandstone Point	17/07/2023	Lawrie Godde
Old Car Gearboxes/ other parts too.	Old Car Gearboxes	03 9553 3203	Moorabbin, Victoria	15/02/2022	5	Peter Hibbert

BVAC - Vehicle Parts & Service Provider Register

NOTE: This list is for members to assist other members and no warranty as to the parts or service is provided by BVAC or its members

Service or parts Provided	Provider Details				Date Used	Rating 1 to 5	Member Name
	Name	Phone Number	Contact Person or E-mail	Address (if Applicable)			
Hydraulics. Valve Rebuilds	HMR Precision-Engineers	0402 692 096	sales@hmrprecision.com.au	5/26 Huntington St, Clontarf	Visited	3	Lawrie Goode
Gearbox repairs and Parts	Old Car Gearboxes	03 9553 3203		23 Wren St. Moorabbin. Vic.	2023	4	Peter Hibbert
Bearings & associated parts	Queensland Bearings	3265 3622	Brian Peters	260 Zillmere Rd. Zillmere	2024	5	Peter Hibbert
Instrument Repairs	Otto Engineering	3277 3888	John	124Evans Rd. Salisbury. Qld	2024	5	"
British Car Parts	British Classic Spare Parts	5439 9729	classicsportscarcentre@gmail.com	37 Pinelands Drive. Beewah	2024	5	Club Visit
Engine & Head Re-building	Browns Engineering	3205 5375	Ross	7/25 Paisley Drive, Lawnton	2024	5	Peter Hibbert
Upholstery Motor trimming	The Car Upholsters	3067 0070	Ray Bray- 0414 421 264	60 Bellini Rd. Burpengary	Visited	?	"
Radiator Repairs	Strathpine Radiators	3205 2969	Troy	25/71 Sth Pine Rd. Brendale	Oct-24	5	"
Engine parts machining	Bundy Sales (Rick)	3266 6442	sales@bundy.com.au	www.bundy.com.au	2025	5	"
{ Gasket Manufacture	N&J Gaskets	02 9824 7406	sales@njgaskets.com.au	2/3 Noonan Rd. Ingelburn.NSW	Often	5	Gary Willmot
{	- For head and other gaskets (can cut from computer) also have a lot of template for old engines to make them.						
{	Great service- used a few times for head gaskets, water pumps and clutch gaskets.						
{ Gasket Manufacture	N&J Gaskets	<u>07 3205 5501</u>	sales@njgaskets.com.au	2/2 Deakin St. Brendale Q. 4500	"	5	"
Brake Shoe Re-lining	BHSS-TBS Brakes & Steering			38 Smith St. Capalaba. Qld	?	5	Lawrie Godde
Hydraulics. Valve Rebuilds	HMR Precision-Engineers	0402 692 096	sales@hmrprecision.com.au	5/26 Huntington St. Clontarf	Visited Only	3	"
Bearings & Associated Parts	Queensland Bearings	3265 3622	Brian Peters	260 Zillmere Rd. Zillmere	2024	5	Peter Hibbert



This article, and the one on the next page were noted in the recent Austin Times magazine and are repeated here with permission of Austin's president, Kev Airton, to whom I offer my thanks. Thanks too, to Ken Parker, the supplier of the article on Mobile phone laws.

The first Australian Grand Prix

Do You Know...?

- ❖ When the first Australian Grand Prix was?
- ❖ Where the first Australian Grand Prix was?
- ❖ What car won the first Australian Grand Prix?
- ❖ Who drove the winning car in the first Australian Grand Prix?

A lot of members probably know the answers to these questions because it was all about an Austin 7.

In the beginning...

- ❖ A race was held on 15 January 1927.
- ❖ It was a speedway event held at the Goulburn Racecourse. The cars raced in pairs over 4 laps of 'a mile and a bit on an oval grass track' until the fastest two competitors competed in the final over six laps.
- ❖ This race was won by Geoff Meredith in his Bugatti T30.

BUT...

The following year permission was granted by the Woolamai and Phillip Island Shire Council for the 'Victorian Light Car Club' to host the 100 Miles Road Race at the Phillip Island road circuit.

This race was then considered to be the First Australian Grand Prix.

- ❖ This race was scheduled for Monday, 26 March, 1928.
Because of inclement weather, it was finally run on Saturday 31 March 1928.
- ❖ The winning car was a modified Austin 7 which was supported by the Austin Motor Company and driven by Arthur Waite.

Colonel Arthur Cyril Roy Waite (1894-1991) was an Australian racing driver. He was born in Adelaide and employed by an engineering firm. He served in Gallipoli where he was hospitalised and where he met Irene Austin, daughter of... (you guessed it), Herbert Austin.

After the war Arthur worked for the Austin Motor Company and was sent back to Melbourne to establish Austin Distributors Pty Ltd.

Before his return to Australia, he won races at Brooklands and Monza having established the firm's motor racing efforts in England.

A little bit of history – totally different to the juggernaut which is the Australian Grand Prix today and which will take place in Melbourne on 8 March 2026.

Maybe another Aussie winner?

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Mobile Phones & Driving in Queensland — What's Legal?

Charging your phone while driving is perfectly legal — but using it is another story. Here's what drivers need to know:

✔ What's Allowed

- You can charge your phone in the car.
- You can use hands-free features (like voice commands or Bluetooth) if you hold an open or P2 licence.
- Your phone must be in a cradle or safely stored — not on your lap or in your hand.

✘ What's Not Allowed

- Touching the phone while driving or stopped in traffic (even at lights) is illegal.
- Holding or resting the phone on your body is banned — even if it's turned off.
- Learner and P1 drivers under 25 must not use phones at all while driving — not even hands-free.

Tip for Club Members

If you're heading out on a club run, make sure your phone is mounted securely and set up before you hit the road. Charging is fine — just don't touch it while driving!

Here is a link to check out more information <https://www.qld.gov.au/transport/safety/road-safety/mobile-phones>

If you intend driving across borders it would be wise to check rules in other States before setting off. Or simply turn the phone off and place it in the glove box before departing.

Here's a breakdown of how the rules and penalties vary across other States

Mobile Phone Use While Driving by State/Territory

State/Territory	Handheld Use Ban	Other Restrictions	Demerit Points	Fines
Queensland (QLD)	Yes	School zones, repeat offences	4–8 points	\$500–\$612
New South Wales (NSW)	Yes	Learners/P1: no phone use at all	5 points	\$362
Victoria (VIC)	Yes	Learners/P1: total ban	4 points	\$500
Western Australia (WA)	Yes	Viewing texts, videos, apps banned	3–4 points	\$514–\$632
South Australia (SA)	Yes	Standard handheld ban	3 points	\$500
Tasmania (TAS)	Yes	Standard handheld ban	3 points	\$500
Australian Capital Territory (ACT)	Yes	Internet, apps, social media banned	3–4 points	\$498
Northern Territory (NT)	Yes	Visual display units also banned	3 points	\$500

Thanks to Ken Parker and the Austin Car Club.

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The big question:

Do you know why the British never made computers?
They could not figure out how to make them leak oil.

+++++

The Henry Williamson Story- Part 1:

WITH ALVIS SILVER EAGLE (Number plate- DR6084)

Introduction:

This article was originally intended to be about a 1929 Silver Eagle Alvis, which was owned by my uncle, Henry Williamson from June 1931. He is my uncle as he married my father's sister Ida Loetitia Hibbert in 1925. But it seems that this story would not be a story without Henry, or HW as he is noted to be called in these writings, so a little about him is also in order.

Henry was born in 1895, and in January 1914 he joined the London Rifle Brigade as a territorial.

On 5 August of that same year, mobilised as private soldier, he served in France on the Western Front. He was one of the soldiers who took part in the Christmas Truce in 1914, when the German, French and British troops made an unofficial local truce on Christmas eve and joined each other on Christmas Day in a day of peace and Christmas cheer. Their war returned the next day. This event gave Henry a lifelong attachment to the Germans, and it affected his opinion of them and Hitler for the rest of his life. He was Invalided home January 1915 and commissioned in April 1915 as 2nd Lieutenant in Bedford Regiment. He was transferred in 1916 to the Machine Gun Corps in October that year and promoted to Lieutenant, after which he returned to France for further service there until the war's end.

After the war Henry started his writing career and he wrote in excess of seventy books between 1918 and his death in 1977, and he became known the world over. His most well-known books are 'Tarka the Otter', from which the movie of the same name resulted, and 'A Chronicle of Ancient Sunlight'. This article refers to "The Story of a Norfolk Farm' too.

In 1931 he bought a second hand 1929 Alvis and it is this that inspired the article you are now reading.



ABOVE:
Henry in various
Activities.



**The 1929 Silver
Eagle Alvis**

10 June 1931- Alvis Purchased:

The Sales Receipt Below: One second hand Alvis Tourer, finished black as seen, tried and approved, . . . £335.0.0

The document also notes: Registration no. DR 6084; Engine no. 8352; Chassis no. 7906. He was allowed £85 for a Morris in part exchange.



Chassis - DR

INVOICE

HENLYS LTD
HENLY HOUSE
385 7 EUSTON ROAD
OPPOSITE OF PORTLAND STATION
LONDON, N.W.1

23682

BRANCHES
DEVONSHIRE HOUSE
PICCADILLY W 1
91 125-127
OF PORTLAND ST W 1
AND AT BELFRIES
MANCHESTER
BRADFORD

10th June 1931

H. W. Williamson Esq.,
Shallowford,
Filleigh,
N. Devon.

STOCK NO. 13069.

To	One second hand ALVIS Tourer finished Black, as seen, tried and approved.....	£335. 0. 0.
	Registration to end of year.....	£ 10. 8. 3.
		£345. 8. 3.
By	Cheque received.....	£250. 0. 0.
By	Allowance for M. Minor.....	£ 85. 0. 0.
		£ 10. 8. 3.
		2. 15
		18. 3. 3

Reg. No. D.R. 6084.
Chassis 7906.

10-6-31	H.W. Williamson Esq.	of	250	0	0
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Receipt of amount shown is acknowledged
with thanks by
HENLYS (1926) LTD.,
1950/7 Per *[Signature]* Cashier

Whitney Straight- The Alvis' First Owner in 1929.

HW's Purchase Document- 1931

There is nothing within the correspondence documents that reveal that the previous owner of the car had been Whitney Straight, already then well-known in the hill-climbing world, although that information would have been in the car's Logbook. Whitney Straight, born in the USA in November 1912, had been brought to England when his mother, an heiress, remarried Leonard Elmhurst after the death of her husband Major Straight in the 1918 influenza pandemic. The Elmhursts took on Dartington Hall in Devon, founding the famous progressive school, where Whitney was educated before going on to Cambridge. The 1930 Alvis 'Tourer' (a new Silver Eagle, cost £559) was Whitney Straight's first car at the age of 17, apparently a birthday present (his birthday was 6 November). The car was delivered new to Whitney Straight in November 1929; and it was with red wings. During HW's ownership they were black, and in later years Loetitia, Henry's wife, recalled that he had them resprayed red.

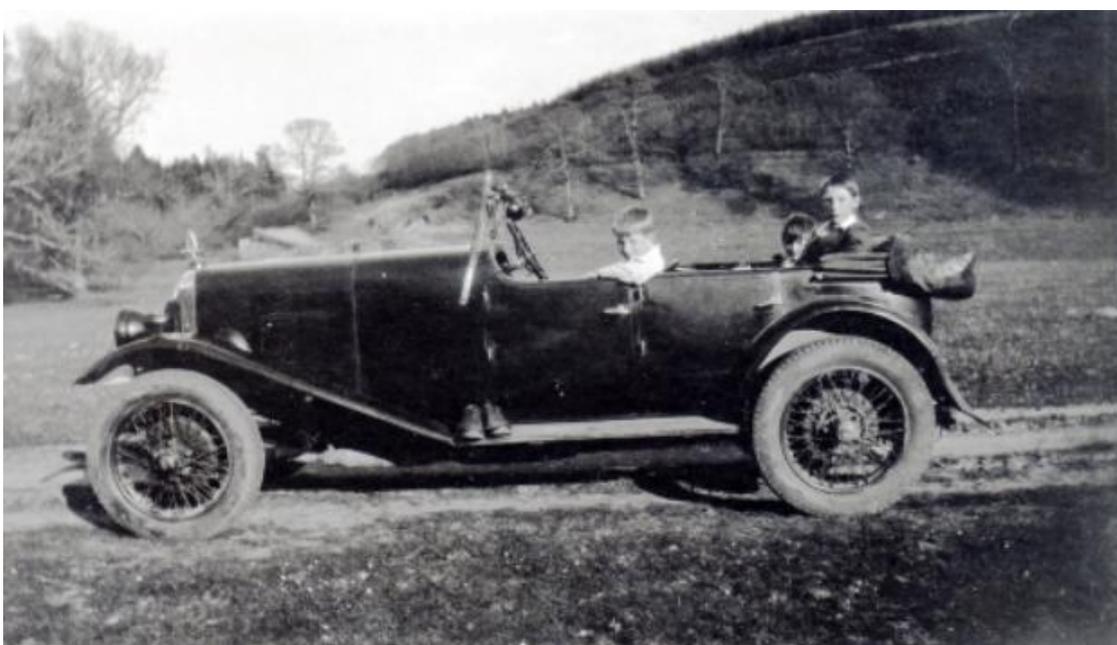
Whitney Straight was interested in competition driving from the start and took part in hill-climbing events at Shelsley Walsh and Prescott – and Brooklands. He was obviously hard-wired to be a racing driver! From its condition a year later, he drove the Alvis hard and fast. In the summer of 1931, deeming the Alvis unsuitable for his purpose, he exchanged it for a Riley Nine, more appropriate for the hill-climbing events that he then went on to win. He soon moved on to actual racing, first in a Bugatti, then the famous black and silver Maserati (previously owned by Tim Birkin).

Apart from his motoring fame, Whitney Straight had a very distinguished war in the RAF, flying Spitfires in the Battle of Britain with 601 Squadron. He was shot down in 1941, taken prisoner and escaped, and was awarded the Military Cross (MC) and the Distinguished Flying Cross (DFC). Straight finished the war as an Air Commodore. Post-war he would become managing director of BOAC and sit on the board of Rolls Royce, being made a Commander of the Order of the British Empire (CBE). He died in 1979.

The Alvis:

A letter to HW, dated 10 June 1931, from Henrys sales director, G. Challis, reveals HW had very sensibly had an AA report done on the car, which had revealed several problems, including that the radiator was to be 'exchanged'.

The car was to be delivered to HW on 'Saturday next', rendezvous to be outside Salisbury Station at 1 o'clock. (Salisbury being conveniently halfway between London and Devon.) Another receipt shows HW had had fitted 'a spot lamp' (£2/10/0) and a 'radiator stone guard' (£5/0/0). Meanwhile HW had equipped himself with leather flying helmet and coat, goggles and gauntlets – ready for flying along the Devon lanes.



An Early Photograph of the Silver Eagle, a six-cylinder, three carburettor sports car.

A friend, who owned an MG Magnette at that time thought HW had paid far too much for the second-hand car. It was less than a year old, but the exhaust smoked blue, the engine used a gallon of oil every one hundred miles. Obviously, the previous owner had caned it. . . .

1931 there was a ping-pong exchange of letters, first from Henlys Autos, where HW bought the car, but very soon also from the Alvis Car Company, and involving too, the County Garage in Barnstaple (who were evidently agents for Alvis Cars), which reveal a series of problems, an increasingly irritated HW, and extremely polite and patient – but obviously bewildered – recipients trying to solve problems which they thought did not exist but HW insisted did!

But despite all these ongoing problems, in early September 1931, three months after its purchase, HW and his wife set off in the Alvis for a holiday on the Isle of Islay in Scotland, and noted that the 'six cylinder, 3 carburettor engine, could take the car up to 4800 rpm at 80 miles an hour– the driver wears leather coat, goggles, and flying helmet'.

The particular point of interest here is that on his way north HW stopped off at the Alvis works in Coventry on 6 September, recording that it was ‘to have the timing checked and the carburettors synchronised’. At the end of this chapter HW notes that he did the return journey all in one go – 550 miles: so around 1,100 miles all told – and with no further problems mentioned.

On 19 November Alvis Cars wrote to ask for payment of their overdue invoice of £39.9s.3d. for work done in July and September, but HW disputed the amount, stating that some items were duplicated. Alvis refuted this and itemised the work carried out. The sum included labour charge – ‘4 mechanics and a tester were involved on your car on the last occasion it was here’ – the cost for five people over no doubt several hours being £2.6s.0d., almost ludicrous by today’s prices. Other items attended to include the Alcyll lubricating system, the Hobson petrol gauge, and water pump glands.

(£39.9.3- for all that work- the mind boggles. Ed.)



The 1929 Silver Eagle Alvis- Quite a stunner for its day

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Could this be the way life was back in the days of the Alvis?

-When I was a kid, when we would play ‘spin the bottle’, if they didn’t want to kiss you, they would have to give you two shillings. By the time I was twelve, I owned my own home.

-Things nobody said back in the 30’s: Oh No- I’ve lost my phone!

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That Frustrating English Language:

What with Australia's current migration policies it could be said that our club could become host to vintage car enthusiasts from various countries around the world. One can only wonder at the probable language issues that might foist themselves upon us as we attempt to make these possibles welcome. These two poems attempt to illustrate the possible problems with this, our wonderfully difficult, and in many ways, ridiculous, English language.

Our Strange Lingo :

When the English tongue we speak. Why is break not rhymed with freak?
Will you tell me why it's true, we say sew but likewise few?
And the maker of the verse, cannot rhyme his horse with worse?
Beard is not the same as heard, cord is different from word.
Cow is cow but low is low, shoe is never rhymed with foe.
Think of hose, dose, and lose, and think of goose and yet with choose
Think of comb, tomb and bomb, doll and roll or home and some.
Since pay is rhymed with say, why not paid with said I pray?
Think of blood, food and good. Mould is not pronounced like could.
Wherefore done, but gone and lone – Is there any reason known?
To sum up all, it seems to me Sound and letters don't agree.

This was written by Lord Cromer, published in the Spectator of August 9th, 1902

I take it you already know:

I take it you already know, of tough and bough and cough and dough?
Others may stumble, but oh, not you, on hiccough, thorough, lough and through?
Well done! And now you wish, perhaps, to learn of less familiar traps?
Beware of heard, a dreadful word that looks like beard and sounds like bird,
And dead: it's said like bed, not bead – for goodness sake don't call it deed!
Watch out for meat and great and threat, (They rhyme with suite and straight and debt).
A moth is not a moth in mother, nor both in bother, broth in brother,
And here is not a match for there, nor dear and fear for bear and pear,
And then there's dose and rose and lose – just look them up - and goose and choose,
And cork and work and card and ward, and font and front and word and sword,
And do and go and thwart and cart – come, come, I've hardly made a start!
A dreadful language? Man alive! I'd mastered it when I was five!

Some Examples: Confucious say- Man who runs behind car will get exhausted, but man who run in front of car will get tired.

A dad is washing his car with his son. After a moment, the son asks his father, “do you think we could use a sponge instead?”

My wife gets terrible headaches whenever I cook with wheat, barley or rice. Turns out she suffers from....my grains.

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BVAC Glasshouse Mountains Run- 22 February:

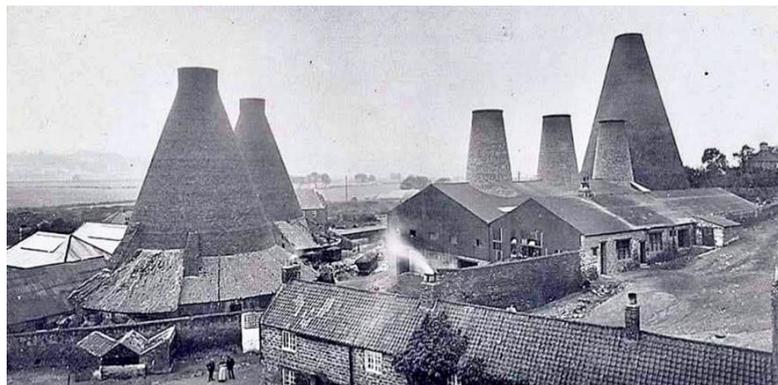
by Peter Hibbert.

I know that most of us will know the Glasshouse Mountains story, but perhaps not all will be familiar of some of its history, and that includes me too, so I figured that a little bit of history might not go astray as we look at our recent club run to the Cobb & Co. Hall of Fame.

The **Glass House Mountains** are a cluster of thirteen hills that rise abruptly from the coastal plain on the Sunshine Coast, Queensland, Australia. The highest hill is Mount Beerwah at 556 metres above sea level, but the most identifiable of all the hills is Mount Tibrogargan which from certain angles bears a resemblance to a person facing east towards the ocean.

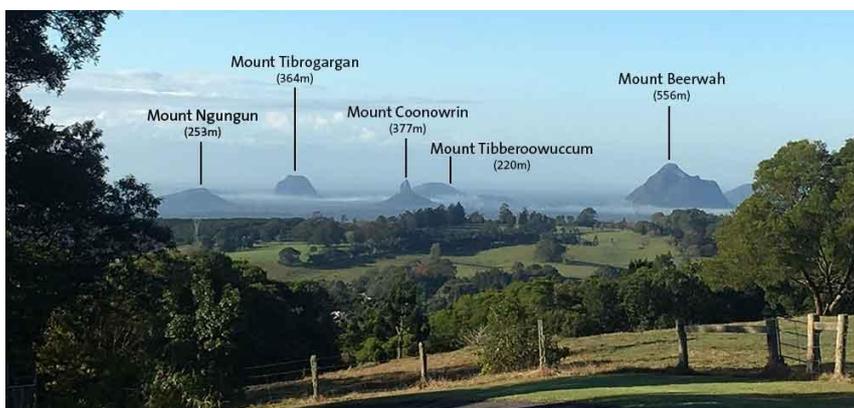


Above: The Glasshouse Mountains



The Glass foundries Cook knew from his home

Captain Cook's view, on the 17th of May 1770, of what he called the Glasshouse Mountains, as they reminded him of the glass making foundries he knew from where he grew up in Yorkshire.



Tibrogargan looking East out to sea



The traditional names of the individual peaks are much older however and are derived from the local Aboriginal languages of the Gubbi Gubbi and Jinibara people.

Aboriginal Legend: The mountains are believed to be a family, with Mount Tibrogargan as the father and Mount Beerwah as the mother, who was pregnant with her next child.

- **The Flood:** A great flood arose, and Tibrogargan told his son, Coonowrin, to take his mother to safety.
- **The Betrayal:** Frightened, Coonowrin ran away instead of helping her. Enraged by his cowardice, Tibrogargan hit Coonowrin on the back of the neck, breaking it.
- **The Aftermath:** To this day, Coonowrin (Crookneck) stands with a bent neck in shame. Tibrogargan, ashamed of his son's actions, turns his back to him and stares out to sea.

- **The Family:** The other peaks are considered their children. Beerwah, being the highest and largest, is often portrayed as the mother still pregnant with the child she was carrying during the flood.

The Brisbane Vintage Auto Club (BVAC) visit to the Glasshouse mountains on the 22nd of February was to visit Steve Ralph, who has for the last decade or so, been manufacturing a “Leviathan” horse-pulled coach, of the type built for Cobb & Co. in the 1880’s.

Cobb & Co was a legendary Australian coaching company founded in 1853 by 4 young Americans—Freeman Cobb, John Peck, James Swanton, and John Lamber—to provide reliable transport during the Victorian gold rush days. Using American Concord coaches designed for rugged terrain, the firm dominated inland mail, passenger, and gold transport for over 70 years, connecting isolated settlements across Victoria, NSW, and Queensland. The final horse-drawn coach service ran in August 1924, when the coaches were replaced by Willys-Whippet cars converted to take passengers. In addition to passenger cars, the Whippet was promoted for its utility- its usefulness.

The Leviathan Coach:

The first Leviathan was made in 1859 and served Victoria and the gold fields well into the 1860’s with a second built in 1862 or so, and they worked well for some years until their time came up in the 1920’s, when they vanished into history.

The Leviathan Coach



Back to Today: This amazing machine is able to carry up to 82 people including the driver. With Steve Ralph being close to finishing his Leviathan Coach, our BVAC decided to visit him again to check it all out. Our last time there was on the 10th February 2024, almost exactly 2 years ago. This amazing machine is able to carry up to 82 people including the driver.

The wheels cannot be fitted until the coach has been dragged outside as it will be higher than the shed roof. There are two doors, the front one opening for women and the rear one for men, but both are for second class only. First class passengers sit up on the roof seats, the reasoning being that when the coach is travelling along the dusty, dirty and often nuddy roads of the 1860’s, the noise and dust would penetrate inside making the journey, sometimes of 8 hoys a day, so unbearable that the top open deck was much preferable. The rear top seat was known as the ‘Politicians Seat’, as the passenger there could only see the road after it had passed by and was now beyond the control of the observer, such as were viewed the politicians of the day- of any, it could be argued.

One of the smaller front wheels under construction.

The day started with a BYO morning tea at Wylie Park in Petrie, with the run to Glasshouse getting the several cars thereby 11:00 o'clock, where Steve Ralph gave his very entertaining lecture on the history of Cobb & Co. in Queensland, and indeed across the country. This was followed by a walk-through of his main shed that houses the Leviathan and the machinery used for it's construction, and included a demonstration of a vintage lathe used to make decorative handrails etc. He also has a 1928 Wyllis Whippet ready for resurrection and re-construction, a model 96, which will someday become an example of the vehicle that replaced the horse-drawn coach.

This was followed by a lunch in Steve's luncheon building where he provided damper and butter to complement the delicious Subway salad rolls the club provided.

An excellent day was had by all, and ended up with a pleasant run back home, departing the Glasshouse area by around 3:00 o'clock.

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PRICE COMPARISON:

The other day I found a note page written by my mother in 1969 when she noted the prices of typical items that all houses required then, and today as well. Below is a table that compares each item as a percentage of a worker's wage then, but with a pension wage today. The mind boggles!

PRICES IN 1969 COMPARED WITH TODAY- 2026

ITEM	TYPICAL PRICES IN 1969		1969	2026
	1969	to Dolllars	% of income	% of income
Petrol	10c per litre	0.1	0.15%	0.63%
Milk	10c per pint	0.1	0.15%	0.50%
Toilet Roll	12c	0.12	0.18%	0.40%
Loaf of Bread	20c	0.2	0.3%	1.16%
Cigarettes (20)	30c	0.4	0.61%	15%
Packet of Washing Powder	51c	0.51	0.78%	1.60%
Average Home	\$13,000	13000	1980%	333333%
New Holden Sedan	\$2,260	2260	3445%	1200%
Average Weekly Earnings	\$65.60	65.60	100%	100%
Govt. PAYE Tax	11.50%		11.50%	35%

PENSIONER RATE IN 2026 **2026**

ITEM	2026	to Dolllars	% of income
Petrol	\$1.90 per litre	1.9	0.63
Milk	\$1.50 per litre	1.5	0.5
Toilet Roll	37c	1.2	0.4
Loaf of Bread	\$3.50	3.5	1.16
Cigarettes (20)	\$45	45	15
Packet of Washing Powder	\$5.00 per Kg.	5	1.60%
Average Home	\$1,000,000	1000000	333333%
New typical Sedan	\$36,000	36000	1200%
Average Weekly Earnings	\$300	300	100%
Govt. PAYE Tax	35%		35%



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The Mystery Car:

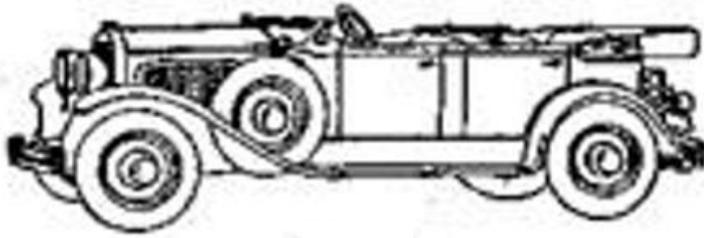
A 1932 Packard Deluxe Eight Model 903 Phaeton.

The 1932 Packard Model 903 [Deluxe Eight Phaeton](#) was a luxurious, rare open-top automobile from Packard's prestigious Ninth Series, known for its distinctive cormorant hood ornament and available features like a synchromesh transmission, all part of Packard's lineup that also included Standard and Custom Eights. Many examples are numbers-matching (original engine/body), underwent significant restorations for preservation classes, and remain highly sought after by collectors, with some owned by celebrities like Jean Harlow, making them icons of 1930s luxury despite the economic challenges of the era.

Key Features & Details:

- **Series:** 903, part of the Ninth Series, noted for the new [cormorant](#) mascot.
- **Body Style:** A classic open touring car, often a dual-cowl phaeton (four-door, two-row seating) or a two-door Sport Phaeton.
- **Engine:** A powerful straight-eight engine, a hallmark of Packard's luxury.
- **Luxury Features:** Included optional 4-speed synchromesh transmission, dash-adjustable [hydraulic shock absorbers](#) (Ride Control), and automatic chassis lubrication.
- **Rarity:** Production numbers were low due to the Great Depression, making surviving examples especially valuable.
- **Famous Owners:** Actress Jean Harlow owned one, showcasing its celebrity appeal.
- **Collector Status:** Highly desirable for its beauty, engineering, and historical significance, often restored to concours condition or preserved in original state.

1932 Packard Deluxe Eight Model 903 Phaeton.



PHAETON: An open type body with two cross seats for five passengers. Folding windshield & weatherproof fabric top with removable side-curtains. The seven passenger Phaeton has extra length for the auxiliary seats in the tonneau (the rear enclosed body part)

The 1932 Packard Deluxe Eight Model 903 Phaeton was a luxurious, rare open-top automobile from Packard's Ninth Series, known for its straight-eight engine and stylish bodywork, often featuring a dual cowl design, dual side-mount spares, and the new cormorant hood ornament, representing the pinnacle of Packard's offerings during the Great Depression. It was available in several phaeton variations, including a four-door dual-cowl Sport Phaeton, and remains a highly sought-after classic, with examples selling for significant sums at auction.

Key Characteristics:

- **Model Series:** Ninth Series (903).
- **Engine:** L-head, straight-eight, 384.8 cubic inches, producing 135 horsepower.
- **Body Styles:** Offered in various forms, including the popular four-door dual-cowl Sport Phaeton.
- **Features:** Introduced features like the cormorant radiator mascot, automatic chassis lubrication, shatterproof glass, and optional synchromesh transmission.
- **Rarity:** Production was limited due to the Depression, making surviving examples highly collectible.



Famous Owner: Actress Jean Harlow owned a Packard 903, showcasing its celebrity appeal.

Jean Harlow: Born March 3, 1911 – Died: June 7, 1937).

Jean was an **American actress**. Known for her portrayal of bad girl characters.

Jean was famously associated with a customized **1932 Packard 903 Eight Deluxe Sport Phaeton**, which she purchased in April 1933. This, her "dream car," featured prominently in photos of her at her Beverly Hills home, and was a convertible sedan often photographed with Harlow in 1933. Jean died young at age 26 from Uremic poisoning (acute renal failure) during the filming of 'Saratoga', starring Clarke Gable, and the film was completed using body doubles.

The Packard was known for its custom features and was a staple of Jean's, often driven in Los Angeles. *****

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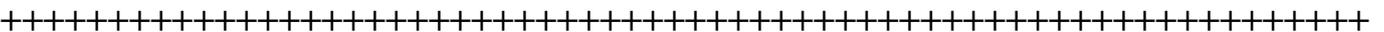
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Our member Phil Bell is looking for expressions of interest from anyone who might consider purchasing his **1926 Chrysler Model 58**. Being a busy lad, he is scheduling the time he will need to prepare it for sale. **Call Phil on 0427 129 598** for more information. **And the car? Here it is! WOW!**



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Parts wanted for a 1928 Chevrolet:

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Vehicles For Sale

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