



# The Polishers Rag



**February - March 2026**

Dedicated to the life-long enjoyment of historic vehicles by enthusiasts on the Darling Downs

## **2026 TOOWOOMBA SWAP**

A special thank you to Dad's Army volunteers



*The job was made easier by Bill and Del Fischer who provided the morning tea and lunch for us volunteers, with help from Vicky Lowe at times. A cold beer finished the day off.*

**President.....Trevor Hoffmann**  
 p: 07 4593 3456 m: 0412 861 181  
 e: president@ddvmmc.com.au

**Vice-President.....Jim Beh**  
 m: 0400 163 703 e: jimbeh@bigpond.com

**Secretary.....Richard Keylock**  
 m: 0411 333 572 e: secretary@ddvmmc.com.au

**Treasurer.....Allan Waite**  
 m: 0418 772 114 e: treasurer@ddvmmc.com.au

**Dating officer.....Arthur Johnson**  
 m: 0402 553 867 e: anj909@live.com

**Editor.....Gary Heslop**  
 m: 0422 161 908 e: editor@ddvmmc.com.au

**Property officer.....Harry Brazier**  
 m: 0428 790 337 e: harrybrazier21@hotmail.com

**Rally director.....Ben Tanner**  
 m: 0427 379 253 e: rally.ddvmmc.l@gmail.com

**Librarian.....Joe Ciantar**  
 p: 07 4637 2424

**Workshop.....Jim Robertson**  
 m: 0458 134 376

**Membership.....Roy Hall**  
 m: 0407 650 706 e: membership@ddvmmc.com.au

**Historian.....Pat Murphy**  
 m: 0428 746 272

**QHMC rep.....Trevor Hoffmann**  
 m: 0412 861 181

**Web Manager.....David Grant**  
 m: 0448 345 644 e: johnnyrudge@gmail.com

**Swap Manager.....Trevor Hoffmann**  
 m: 0412 861 181 e: manager@toowoombaswap.com

**Swap bookings.....Mark Smith**  
 m: 0407 575 395 e: bookings@toowoombaswap.com

## *OTHER CONTACTS.*

**Swap Co-ordinator..... Jim Beh**  
 General enquiries to swap manager see above.

**Swap Secretary - Short Term Position.....Vacant**

**Web sites:.....**

..... [www.ddvmmc.com.au](http://www.ddvmmc.com.au)

..... [DDVVMC Facebook page](#)

### **Meetings: Visitors welcome**

Meetings are held on the second Thursday of each month in the DDVVMC Clubrooms, 2 Rocla Court, Toowoomba.

### **Mailing address:**

DDVVMC, PO Box 486, Toowoomba Qld 4350  
 Clubroom p: 07 4633 3181

### **Workshop**

Workshop open  
 Monday nights from (approx) 7pm to 9pm  
 Wednesday afternoons from (approx) 1pm to 5pm.

### **Next General meeting**

7.30 pm Thursday 12th March 2026

### **Next Management Committee meeting**

7.00 pm Monday 16th March 2026

### **Next newsletter closing date**

COB Friday 27th April 2026



# Enjoy the Ride

*By Trevor Hoffmann*

I am writing this report as Club President and Swap Manager for 2026 Swap.

The swap was held on 7th and 8th of February on a beautiful fine and warm weekend-perfect weather. It was pleasing to see many people turn up with various goods to sell or swap and also to receive complements for the way we run the Swap-people are saying to keep up the the good work.

A big thank you to all involved in this Swap Meeting. Some people put in long hours before, during and after the Swap – you deserve a special thanks as without people like you the Swap would not be possible.

We are all getting older and some volunteers were missing from working bees this time ,

Thank you and happy motoring,



**Could all Club Members please wear your Name Tags to all club functions and meetings so all members and especially new members can introduce themselves.**



## *JANUARY RALLY REPORT*

---

With no formal run listed for January, advice was provided at the January meeting that a short run for those interested would occur on Sunday 11 January. A number of club members met outside the Carbalah pub and from there continued to the Gus Beutel Lookout at Ravensborne National Park for morning tea. A nice lookout, but with a bit of smoke haze around on the day. After this some members headed home. The remaining members continued onto Cressbrook Dam for lunch.

Travelling these roads every other day for work you become desensitised how steep some of the hills are when driving a modern car compared to when driving a vintage car. Wondering how much we did climb and fall over the round trip, I recreated the route in Google Earth. Over the 132km round trip distance, we climbed a total of 2,180 m, and descended the same figure, as the trip had the same start and finish locations.

Shane Hoffmann





## Coming Events 2026

### DDVVMC Club Social Run 15th March 2026

Leaving the clubhouse at 9:00, this short run will take us to Wellcamp airport where we will have a guided tour and morning tea. The cafeteria will be open.

After morning tea, we will travel through Kingsthorpe and Meringandan to Loveday Cove at Cooby Dam for a picnic lunch. Barbeques are available. This short run should suit old cars.

*Pat Murhy*

April Rally will be the SouthBrook Gymkhana  
Further details to be advised.

May Rally will be the Cranky Carburettor rally.  
Further details to be advised.



### 2026 MEMBERSHIP BOOK

Stories are starting to come in for new vehicles to add.

If you have a new vehicle that you want included, please contact David Grant on 0448 345 644 or [johnnyrudge@gmail.com](mailto:johnnyrudge@gmail.com)

Also, some vehicles have moved on, so let me know if you no longer have a vehicle which was in the 2023 edition of the book.

We will try to capture photos of the vehicles on some of the coming rallies, but you are also welcome to submit your own photos. Remember to include one with both vehicle and owners/guardians.

One of the jobs of Membership Officer is to keep a list of owners vehicles, so even if you don't want your vehicle in the book, Roy Hall would still like an update.

LOCKYER ANTIQUE MOTOR ASSOCIATION

LOCKYER SWAP

SUNDAY, 3rd MAY, 2026

AT LAIDLEY SHOWGROUNDS

Gates open: For Vendors – Hayes Street from 2pm

Saturday and 5.30am Sunday

For Public – 6.30am Sunday

Anything pertaining to Cars, Trucks, Tractors, Bikes or Engines

Cost: \$5 pp entry for both Vendors and Buyers  
Vendor Sites Free

More Information contact –

Paul Matthei 0434 161 434 or

Johnathan Dionysius 0437 881 132

Email: [sec.lama@hotmail.com](mailto:sec.lama@hotmail.com)

Facebook Page: Lockyer Swap Meet



**Ben Tanner our Rally Director welcomes from club members any suggestions or ideas of places to go to or things to see.**

*Ph: 0427 379 253*

*email: [rally.ddvvmc.1@gmail.com](mailto:rally.ddvvmc.1@gmail.com)*

## Save the Date Shift N Gears



**Saturday 8<sup>th</sup> August 2026**

**Park up from 7am**

**Crow's Nest Motor Enthusiasts Annual  
Show N Shine and Swap Meet**

**Further details to be announced shortly**

**Enquiries :** [crowsnestcarclub@mail.tidyhq.com](mailto:crowsnestcarclub@mail.tidyhq.com)

**BUNDABERG VINTAGE VEHICLE CLUB INC.**

## HERITAGE CAR, TRUCK, BIKE & MACHINERY SHOW



**BUNDABERG  
RECREATIONAL  
PRECINCT**

*MONEY RAISED GOES TO LOCAL CHARITY*

ADMISSION  
ADULTS \$5.00pp  
CHILDREN FREE  
PUBLIC ENTRY 9.00AM – 2.00PM  
ENTRANTS 6.30AM – 9.00AM

**SATURDAY 16 MAY 2026**

ENTER VIA UNIVERSITY DRIVE  
FOR MORE INFORMATION PH: REUBEN 0456 647 280



GORE HIGHWAY CRUISERS PRESENTS

# THE MILLMERRAN SWAP MEET

MILLMERRAN SHOWGROUNDS, OLD CECIL PLAINS ROAD, MILLMERRAN QLD

VINTAGE & CLASSIC CAR DISPLAY  
CAR & MOTORCYCLE PARTS  
ANTIQUE & COLLECTABLES

PUBLIC ENTRY  
**7AM**

**\$5 ENTRY**  
UNDER 12 FREE

**SAT 22ND AUGUST 2026**

CASH ONLY - NO EFTPOS  
PRE-BOOK YOUR SITE VIA CONTACTS BELOW

ENTRY FOR SITE HOLDERS 6AM \$20P/SITE  
INC CAMPING

ENTRY FOR STALL HOLDERS FROM 1PM FRIDAY 21ST AUGUST

FOR MORE INFORMATION:  
Brett Campbell-0428570213 Errol Reeves-0427062540

Queensland

## GRAND AUTOMOBILE DISPLAY

Sunday - 19 July 2026

[www.jumpersandjazz.com.au](http://www.jumpersandjazz.com.au)

Brought to you by: **CRITERION HOTEL** WARWICK, QLD

Lucky prize draw for Clubs & Groups who register. \$500 Gift Pack compliments of Criterion Hotel

Come to one of Southern Queensland's biggest car shows!

Warwick's main street and Leslie Park will be loaded with vintage, veteran, classic, muscle and hot rod cars and great old motorcycles.

3 stages of specially chosen bands with music to suit the car enthusiasts. Show off your special vehicle to thousands while enjoying this premium festival and good news is - it is all FREE and family & pet friendly.

We had 18 clubs & groups plus numerous individual exhibitors in 2025. We are keen to hear from more of you in 2026. There is plenty of space.

If possible, please  
Register by Monday 6th July 2026  
[www.jumpersandjazz.com.au/applications/grand-automobile-display-registration/](http://www.jumpersandjazz.com.au/applications/grand-automobile-display-registration/)

Registering your vehicle/s is desirable. You can register as an individual OR a club/group. Clubs/groups who register before the event go into the draw to win the \$500 gift Pack from the event sponsor, Criterion Hotel Warwick.

Scan the QR code for the rego form, or go to the Jumpers and Jazz in July website to register.  
OR - Call Neil on 0422 011 642

**Jumpers & Jazz in July**  
WARWICK QLD

Friendly  
Reminder

Please ensure your mobile phone is Turned off - Silent or Do Not Disturb whilst the meetings are in progress,



## **AUTOMOBILES – The Early Years**

By Graham Fitzgerald

Part 10 They Nearly Made it

The two most notable cars before 1948 were the Australian Six and the Summit. Both these car manufacturers came close to building a thousand cars each.



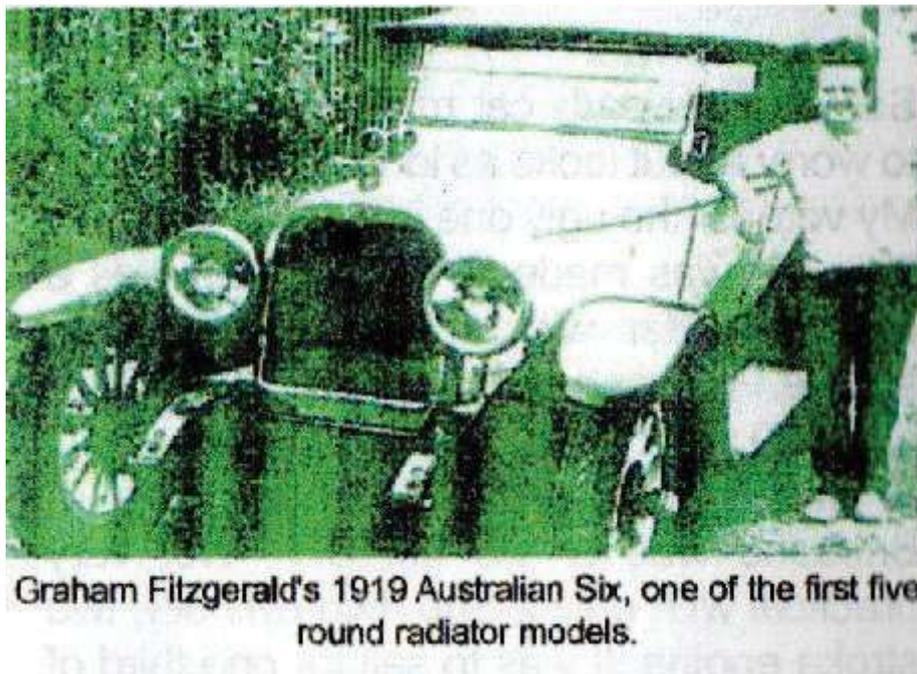
A 1919 Australian Six convertible.

The Australian six was a large six cylinder car and had a distinctive radiator similar in shape to the Rolls Royce style. The designer and maker of the Australian Six was Frederick Gordon of Sydney. He had a large new factory built on the Parramatta Road at Ashfield in Sydney. In 1918 Gordon went to USA to arrange the purchase of motors and parts for his cars. He returned in 1919 with five cars which were actually American Six and were left hand drive. So he converted them to right hand drive, fitted an oval radiator badge saying “Australian Six” made in Ashfield, Sydney. These first cars were different to the production models as the radiator shape was rounded.



Later in 1921 Gordon was perhaps the first car manufacturer in Australia to export his cars. Around fifteen cars were sent to New Zealand. Unfortunately Gordon had trouble competing with prices of imported cars, especially from the USA. The Australian Six started selling in 1919 for 495 pounds and rose to 900 pounds when the T Ford sold for 200 pounds. Gordon struggled on for a few years and was eventually taken over by Harkness & Hillier a large building company who had a fleet of Australian Sixes for hire. The last was assembled in 1930 from a large stockpile of parts by a class of motor apprentices. The company closed with losses amounting to a 1000 pounds for every one of the nine hundred vehicles made. The large modern factory was eventually used by A.W.A. to make radios and TV's and was demolished in 2002.

In all about seven Australian Six's have survived and I was the proud owner of one of them.



Graham Fitzgerald's 1919 Australian Six, one of the first five round radiator models.



## *FROM THE HISTORIAN - PAT MURPHY*

---

### THE HUDSON VIDEO

Over the last seven or so years, various club members have been contributing towards the restoration of the Hudson. In conjunction with this, ABC personality David Iliffe has been filming a video.

He envisaged the end of the video would show the Hudson driving around with other cars from the same era.

Just before the swap, a number of veteran and vintage cars were assembled with their owners in period dress. Some filming occurred at the workshop/clubhouse and later at Boulton Terrace in the Mort Estate.

Cars involved including their drivers and passengers

1915 T Ford	Len and Rosemary Kennedy
1917 Dodge	Jim Tanner
1922 Buick	Ben Tanner
1922 Hudson	Trevor and Judy Hoffmann
1928 A Ford	Bill Fischer
1928 A Ford	Joe and Trish Ciantar
1928 Chev	Pat and Tim Murphy
1928 Essex	James Meara
1928 Rugby	Shane and Keith Hoffman
1929 Whippet	Jeff and Ann Cox



In the photos, the car belonging to our first president Nev Dorman, a 1915 T Ford is on the right and the other cars are lined up in order of age. The T is now owned by Len and Rosemary Kennedy.



## *FROM THE HISTORIAN - PAT MURPHY*

---

After another very successful swap, it's only fitting that I write something about the swap's history.

The first three venues were the Hampton St park, 1973 to 79, the old showgrounds, 1980 to 1985 and in 1986, the new Glenvale showgrounds. After 10 swaps, relations between the show society and ourselves became tenuous.



The swap was a very successful event and growing like crazy. The RASQ wanted something like \$1 from every gate entry ( the entry fee was probably only \$1 or \$2 at the time) and they also wanted to take over the food which we did ourselves in those days. In my opinion, many of the women did more than the men back then.

The outcome was we moved to Farmfest around 1996 and stayed there for 6 years.



Farmfest was well laid out and for the first time, we drew up a plan of outdoor sites. The existing sites measured 15m x 15m. We divided those large areas into three and were able to sell sites off the plan. Previously, at the showgrounds, people bought a site and occupied as much space as they needed.

A new service was added. PARTS PICKUP. The local hotrod club began this service with one ute. They collected a fee for a pickup. I imagine it was around \$2. This task didn't suit them but our club decided to continue to offer the service.

Glenvale Scouts came to the rescue and continued this service for well over twenty years. One year

(at Farmfest) was extremely wet and Glenvale Scouts made a reasonable sum towing vehicles that were bogged.

When we returned to the showgrounds around 2002, this scout group continued. There were a number of instances where unscrupulous people took advantage of them and took parts from their storage area. Our club usually covered these mishaps.



Towards the end of their time with us, we must have found out that they weren't making all that much profit so the club started to pay them as well. Unfortunately, this wonderful input from Glenvale Scouts came to an end when the main organisers felt it was time and the Scout Group closed down.

For the 2025 event, some young blokes from a football club tried to do the job. They even had their own computer generated signs. Unfortunately one year was enough for them.

Gene Lucas took on the position of managing volunteer organisations for the 2026 swap. Finding someone to take on the PARTS PICKUP task proved very difficult so he and a few of his mates and clubmembers took on the job. What a fantastic effort especially after Gene spent three days on DADS ARMY earlier in the week.

Three utes were organised with two blokes in each. A ute to do Sideshow Alley and Machinery Hill, another to do Village Green and the Main Arena as well as a third to do the Cattle and Equestrian areas. Each ute had the site maps of the areas they were assigned to but complications arose when site holders from other areas requested parts be moved back to their sites.

During the busy Saturday morning period, three utes wasn't enough.

Interestingly, the men involved, had a great time and would like to volunteer again next year and Gene was very positive about the whole experience.



## MY 1949 WOLSELEY 6/8

My Wolseley story of nostalgia started in the 1950's when I was 11-12 years old. My uncle and aunt owned a Wolseley 6/80 in which I was driven to spend school holidays in their orchard in the Adelaide Hills. I was fascinated with this modern car compared with my father's much older 1930 Buick.

Whilst visiting a similar orchard near Stanthorpe in 1989, I discovered two Wolseleys in various states of disrepair languishing under pine trees. After a short talk the owner told me that I would be doing him a favor if I could take them away and leave the area tidy. Then the quest for parts started and I acquired another four off local farms. Two of them were so badly rusted that they broke in half whilst winching them onto the car trailer.

My story of restoration began with the usual dismantling and selecting useable parts and although the cars I acquired ranged from 1949 to 1954, the best motor and body was the oldest. I had the motor completely overhauled and reassembled as a long motor timed to start, twin SU carburetors overhauled and mixture set to start, gear box and differential bearings checked, brake drums honed and new linings fitted which left me to sandblast the body, doors, boot lid and bonnet, repair rust where necessary and prime paint.

I outsourced the final painting and assemble of the body doors, fitting glass windscreen and rear window in rubber mounts leaving me to fit window chrome surrounds, glass and winding assemblies, engine, radiator, drive train, brakes, wheels and all the other necessary bits including a new electrical harness and lights. I had the interior hood lining, door panels and seat upholstery redone to the original pattern.

Next came the starting. It started first time. I checked timing, valve clearances, fuel mixture and did not have to change a thing.

Since then I thought I had no more to do other than routine servicing although there was still those little annoying fine tuning jobs like body vibrations to be done and then, in my twilight years, to enjoy the car on rallies. However NOT SO!!

I had to have the engine overhauled only to find the harmonic balancer was missing from the camshaft and valves needed replacing and so on. Luckily I have a boiler maker trained son who did the complete job in exchange for me paying \$750.00 to remove tree branches and other greenery from his property. Also I have replaced the rear shock absorbers with later models adapted to fit with original arms, exhaust system and coil.

Recently after a rally for the first time since I put the car on the road in 1992, I decided to wash it through an automatic car wash. Going home, Wooly started to falter, misfire, and crossfire with frightening noise so I stopped, rang for a tilt tray, went home and started looking for the problem. A local private mechanic and his cohort of retirees who gather at his workshop included a retired mechanic who had worked on English cars. He immediately said I had got water into the distributor and the condenser was shot.

So I went to Repco who looked up their records to provide the "right" replacement. In due course the part came in, I replaced the original, and the car started and ran. I thought all was well until I took it on a test run. I didn't get 15 kms up the road before the car started to crossfire again. limped home and went back to my English mentor who told me the part I bought was rubbish and I needed to buy a UK brand suited to a 6/80. I procured 2 Intermotor condensers from Automotive Surplus in Victoria, fitted one, cleaned and checked points gap and bingo, took Wooly on a 50 kms test drive and she ran well except for a new faint engine whine which I found was due to me sitting on 75 mph.

The reason for my story is that I now make sure I have reliable aftermarket spares in my boot. I also keep my BSF spanners and sockets which fit the car as well as water, oil and other things suited to the car. That way I know where to look for fixing chance breakdowns when rallying which, cross fingers, I hope not to use out on the road.

Brian and Jenny Schafer



Our club recently made a \$5,000 donation to the Toowoomba branch of The Older Men's Network organisation and was presented with a shield of appreciation at our general meeting.



*Tomnet's president Bernie Moban and general manager Shannon Wade*



*FOR SALE*

---

**1967 Ford Ranchero ute**

No rust with bodywork is gun barrel straight  
289 auto, fully replaced front end, plus spare  
new front end, new shocks all round and a new  
headliner in a box.

Rebuilt exhausts plus a spare tailgate  
Drives very well and is on Historical plates  
One look will surprise you with its unreal condi-  
tion

Inspection is a must see.  
No phone deals or online deals  
**Phone Pete 0403 646 869 for appointment to  
view**



.....2

**GIVE AWAY**

At the swap I was given some hydraulic brake cups 1 and ¼ inch. May suit a truck.

Pat Murphy 0428 746 272

.....3



FOR SALE

1973 VW Beetle in very good condition, 80,000kms, repainted in 2023. New tyres on american chrome wheels. Lots of extras including the 4 original wheels with hub caps and dress rims. \$26,000.00

Contact Allan 0418 77 2114



1

2000 Ford Fairlane Ghia Special edition.  
Regency Red, 6 cylinder motor with Tickford plate. 260,000 Kms, original warrenty booklet and owners manual with associated records.

\$25,000 ono

Diana Smart Ph: 0410 934 519 or Email: [replacer22@gmail.com](mailto:replacer22@gmail.com)



2



*FOR SALE*

**KARMAN GHIA 1970, SELL SWAP or TRADE**

4 speed manual 71000 klms., White with black upholstery, excellent condition, new tyres, battery, seat belts, fuel pump, brake master cylinder, brake lines, brake shoes, carpets, dash top, parcel shelf, distributor cap and rotor, points and plugs, leads, new brake fluid, oil and oil strainer, new oil seals , refurbished carby and front brake calliper.

**\$44,900.00 ono Mob 0429063723. Kenn Jones**



.....0



*IF YOU ARE LOOKING FOR PARTS FOR YOUR RESTORATION, ADVERTISE HERE.*

Spare wheel for a EJ Holden sedan. Contact: Noel Campbell 0427 357 244

**Note about private, free classified ads**

Free ads will be run for three (3) consecutive issues, and then be removed, unless notified to continue. The number below the ad is the number of editions left. Editor

## Itch 2 Stitch Sewing Group

Sewing, crafting & good company, Itch 2 Stitch meets at the clubrooms once a month for a day of sewing & creativity.

Starting at 9 am, BYO morning Tea and lunch

Monday March 16th

For further enquiries: Marion Chapman  
m: 0438 359 235

## JP service for members

Bob Chapman 0427 539 394

Michael Robinson 0409 340 986

Keith Lawrence 46 370 949

Andrea Mathies 0407 768 575

Any non urgent JP business for club members could be arranged for the monthly club meetings.

## Direct deposit details

Account name	Darling Downs Veteran & Vintage Motor Club Inc Cheque Account or DDVVMC Club Cheque Account
Account no.	530406
Bank	Westpac, Ruthven St, Toowoomba
BSB	034221
Reference	Your membership no. & purpose (eg: March rally)

## DDVVMC Merchandise

40 yr car decal	\$2	Toowoomba City Centenary Rally Grille Badge	\$5
Cloth badge 70mm x 45mm	\$2	DDVVMC Metal Car badge	\$32.50
Club shirts	Visit Totally Workwear in Prescott Street to purchase your shirt, and get the club logo embroidered on.		

See the club Librarian for any of these items.

To all of our club members having a Birthday in  
March



Follow us on Facebook



<https://www.facebook.com/p/Darling-Downs-Veteran-And-Vintage-Motor-Club-10070668391428/>