

Gympie Historic Auto Club Inc.

POSTAL ADDRESS:
GHAC, PO Box 353 Gympie QLD 4570

OCTOBER 2025



THE TALK TUBE

FACEBOOK: Gympie Historic Auto Club – new page 2024
WEBSITE: www.gympiehistoricautoclub.com.au
EMAIL: gympiehistoricautoclub@outlook.com

PRESIDENT'S PONTIFICATION

It is still the busy season and maintenance and other projects are substantially on hold for probably another month. The Butter factory centenary has just finished and was extremely well supported by the community and a couple of extra Austins were certainly not out of place.



It was good to see Bevan and the Datsun out and about again at Cooina and Ron Mugliett out in the Bedford truck at the butter factory. It was also good to share the Butter factory with Rob Phillips and some of his motor cycles.

I received a phone call from an old work colleague and fellow enthusiast to tell me that the owner of my 1956 Riley Pathfinder Special has died (not in it) and the family want to dispose of it. Mmmmmmm.

Apologies for the late change to the Glenwood run—circumstances have conspired and the date and destination has been changed.

I will persist with the original plan when circumstances have their act together.

Happy Safe Heritage Motoring , Ralph

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General Meeting Dates

Thursday 30th October 7.00pm

Thursday 27th November 7.00pm

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	Vacant		
Editor	VACANT		
Librarian	Paul van Horck	5483 9340 or 0488 023 282	vanhorck@hotmail.com
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.

1st Saturday of every month, Cars ,Bikes, Coffee at Tramcars, 11 Hall Rd Glanmire. 8am to 11 am

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

2025

RALLIES

Month	Time/Place	Event
October		
Wednesday 15th	Clubrooms 9 .15 am	Pleasant scenic drive and lunch at Jockey Club. BYO morning tea & chairs
Sunday 19th	Entry From 6am to 9am. Trophy presentation 1.30pm	Combined Coastal Car Club—Show & Shine. Trophy Presentation 1.30pm
November		
Saturday 15th	VCCAQ Carindale	Swap (English & European vehicles)
Wednesday 19th	Clubrooms 9.am	TBA
December		
Sunday 7th	10 am Clubrooms	Christmas Lunch at Wooloolga Hotel. \$35. (Note club subsidy of \$20 for members)
Wednesday 10th	4.30 pm clubrooms	Christmas on Mary 1
Wednesday 17th	4.30 pm clubrooms	Christmas on Mary 2

Book of the Month



A Group of 5 Wagons despatched in one day. "SENTINEL" 6-ton STEAM WAGON.

Messrs. G. SIMMONS & COTTER, Flour Carriers, 13, Great Garden Street, London, E., write—

In reply to your enquiry, we have much pleasure in stating that the "Sentinel" Wagon we have had on trial has done our work in an admirable manner. It has done everything we have asked it to do, and its maneuvering ability is wonderful.

We have worked it from wharves, round sharp corners, and narrow streets, and heavy gradients, and it has never failed to get out of any of those difficulties. We have loaded up tons on the Wagon and Trailer on many occasions. We have also worked our long country journeys with the Wagon, and it has done excellent work on the country roads.

The trial is so satisfactory that we now hand you the enclosed order for a "Sentinel" Wagon and Trailer to be delivered at the earliest possible moment.

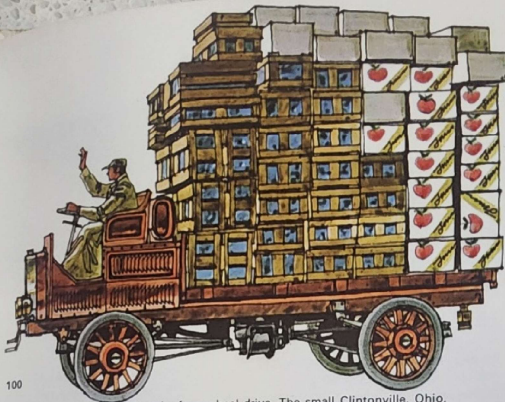
NOTE.—By A. & M., Ltd.

The above firm placed their order for a second "Sentinel" Wagon on 20th April, 1907, through our London Selling Agents, Messrs. E. W. Rudd & Co.

Alley & MacLellan, SENTINEL WORKS, Ltd., GLASGOW.

Representatives for London and South—E. W. RUDD & CO., 26, FINE STREET, WESTMINSTER.
From whom details and trials can be obtained.

An early advertisement for Sentinel undertype steam wagons.



100

Many pioneers tried to perfect the four-wheel drive. The small Clintonville, Ohio, blacksmith business succeeded around 1910. The Four Wheel Drive Company had a slow start, to be saved from ruin by the Great War. The capabilities of the FWD in the swamp-like battlefields also became legend.



101

KELLY-SPRINGFIELD was a name synonymous in the US with road-rolling equipment and tyres. The sturdy 'coal-scuttle' fronted Kelly-Springfield trucks died away in the mid-twenties.

Macmillan Color Series

Trucks and Vans 1897-1927



P. Marshall D. Bishop

Paying Points of the Petrol Electric.

Simplicity is the keynote of the control of the Petrol-Electric. All speeds are achieved and controlled by the resistance lever on the steering column—the Driver's attention can therefore be entirely concentrated on steering, a very vital operation, particularly in congested traffic districts.

The petrol engine is, mechanically, absolutely isolated from the differential gear and back axle. No road shocks can possibly be transmitted direct to the engine—consequent low maintenance is ensured and added life to the entire vehicle.

Tilling-Stevens Petrol-Electric is a mobile self-contained electric generating plant. When the vehicle comes to rest, the driving gear can be switched into operation as a power plant. The auxiliary uses available are applied with success to Mobile Arc Welding Equipment, Mobile Cinematograph Outfit, Tilling-Stevens Patent Fire Engine, and Mobile Petrol-Electric Cranes.

Clutch and gear box are entirely eliminated, affording immunity from damage to chassis by faulty gear changing and abrupt clutch usage. This principle also minimises driving operations and ensures steady running under all conditions.



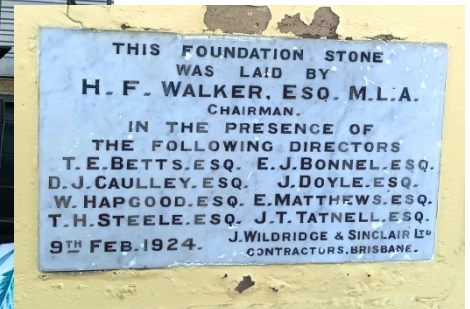
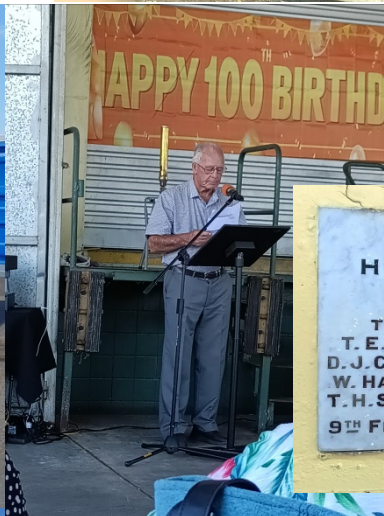
The petrol electric explained.



Cooinda Fair



Butter Factory Centenary



AUSTRALIAN MADE CARS

VICHIE

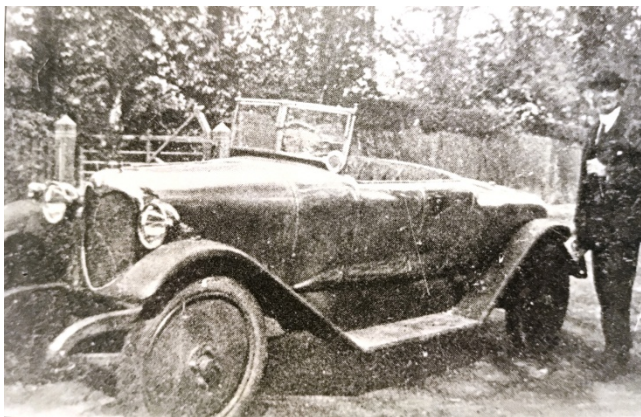
J. Vichie, Targo St Bundaberg Qld was involved with the development of mechanical cane harvesters, but also built several cars between 1922 and 1945, mostly out of parts of other cars or motorcycles. The last one known as a STRAWN as it contained parts from Studebaker, Talbot, Rugby, Austin, Whippet and Nash.



WEGE

Wege Motors Ltd—Adelaide S.A. 1920—1924.

The Wege was one of the few two stroke motor cars developed in Australia. W.F. Wege and C.C. Deland displayed their engine on the Moncrieff Engineering stand at the Adelaide Show in



1920. They went to England and by 1922

had completed their car which was built to demonstrate their 2 stroke with unique

scavenging system. Licensing agreements were arranged with several British manufacturers including Beardmore and Karrier. The car was brought back to Australia and the company built several



engines for industrial use, but it seems that no more cars were made. An example of a Wege engine can be seen at the national Motor Museum in Birdwood S.A.

WILES—THOMSON

Wiles Co Adelaide S.A. built a 7 hp 2 cylinder car based on the prewar DKW in 1949. The intention was to make small sedans and tourers at around half the price of the Holden. One car was driven from Adelaide to Canberra and averaged 45 mpg at a top speed of around 50 mph



WILLIAMSON

T. P. Williamson, Yass N.S.W. built a home made buggy in 1908 as a delivery vehicle, using the 2 cylinder engine and gearbox from a Winton. It had a top speed of 12 mph and would average 9 mph with 15 cwt on board.



WOOD

Refer to Australis

ZETA

Lightburn & Co Adelaide S.A. was a successful appliance and concrete mixer manufacturer who assembled Alpha Romeos for the Australian market. They decided in 1963 there was a market for a low priced car. The result was the Zeta derived from the Anglo Italian Frisby. The saloon was a reinforced fiberglass body with pressed steel doors on a reinforced steel channel chassis and powered by a 324cc Villiers 2 stroke and the sports was powered by a 500cc German FMR 2 stroke engine. The former had a top speed of 50mph and fuel economy of 54mpg and the latter had a 70 mph top speed and fuel economy of 40 mpg. Both achieved reverse by starting the engine in the opposite direction. They could not compete with the more expensive but better equipped Mini and Japanese vehicles and production ended in 1964.



ZEIGLER

Johann Ziegler of Allansford Vic built a steam car for his own use in 1898 and unlike the imported Stanley and Locomobile steamers, he fitted a condenser to extend the range beyond the typical 30 miles before topping up the water.

This section is left blank because there are no more Australian built cars



Frames and wicker for 2 DIY veteran car seats.



And for a different car, two tail light assemblies.



Also 1949 Riley RMB Saloon. Good Rally car. \$15,000. The pumpkin has been removed.

Ralph 0408616709.



Expressions of Interest invited
For purchase of fully restored, 1927 BSA motorcycle.

Registered 30th December 1927

Engine no M 17695 28W

Frame no U 10440

Gearbox no A7405 Confirmation from the UK BSA Owners Club that this engine in that frame left the BSA factory on 12th December 1927. Ref Editor 0408616709



1963 Morris Oxford
\$6000

Noel 0408708321