

The Official Newsletter
of
VINTAGE VEHICLE TOURING ENTHUSIASTS INC.

Moto Media



AGM line up.

Disclaimer

The views expressed in this Newsletter are not necessarily those of the Club's Committee or its Editor. The information in this newsletter is published in good faith and for general information purpose only.

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Website: [Vintage Vehicle Touring Enthusiasts](http://vvte.com.au) (vvte.com.au)

Check the Website for more photos!

<http://vvte.com.au/galleries/>



LOOKING AHEAD

VVTE Calendar

DATE	CLUB EVENTS	CONTACT
Sunday November 26, 2023	Monthly run	RSVP Gordon 0427 004 249 .
Sunday December 17, 2023	Christmas break up run	RSVP to Gordon 0427 004 249

President's Report

Hello Enthusiasts,

At long last, and many full moons since our Annual General Meeting on 23 July, you can read another copy of Motor Media. As usual our editor, Graham, has included interesting reports and journalistic content. A great Vintage Vehicle reading activity.

There was no change in your committee members from the AGM. The same members have been returned to their previous held positions. Do check our website as Peter has been including some great photos. Geoff has included minutes of our meetings for your perusal.

Gordon and Jeanette have taken us along many of the Lockyer Valley scenic roads to various luncheon venues from our regular starting point at Plainland Markets on the fourth Sunday of each month (except December).

We welcome to the club new members Derek and Diane Kennedy, whom we met in September and October. They are fine-tuning their 1929 Chevrolet and hoping to add their vintage to our outings very soon.

Now that we are in November, the end of 2023 and Christmas are fast approaching. This year our breakup lunch has moved a few days prior to Christmas to Sunday, 17 December. A BBQ and seasonal foods at a member's home is planned. Apparently a shed-crawl is being offered. The menu and supplies from many chefs will be finalised on our run in November.

So Enthusiasts, stay safe and well during this extreme spring of dry, heat and fire. Until we meet again, perhaps at Plainland in November.

Travel safe,

Barbara Dearling

November 2023

THINGS TO NOTE.

Club has to have 4 meetings a year. We have a monthly run, starting from the markets at Plainland; the runs, (members to do a turn) not to be done by one person.

V.V.T.E.

Vintage Vehicle Touring Enthusiasts Inc.

General Meeting 23rd July 2023.

Meeting opened 10:58AM. Meeting location, 254 Rifle Range Rd.

(Members as per Attendance book), 16

Visitors, Nil

Apologies as per attendance book. 8

Minutes of Last meeting held at Gatton Culture Centre 2023.

Moved, Geoff A, Seconded, Peter, Carried.

Committee had no special meeting since their last one on 1st March at the Fairways Tavern.

Business arising: Anyone wanting new Club shirts will have to pay more, prices are going up.

Correspondence In,

Expecting forms from Office of Fair Trading, Sec & Treasurer to act on it on arrival.

Correspondence Out, Cheque to Peter for up-dating our web site.

Moved, Elaine, Seconded Sandra, Carried

Reports. President, Report will be in the Newsletter.

Reports, Treasurer, Elaine gave the report for June 2023, Elaine moved, seconded Paul, Carried,

A Separate sheet is attached for secretary to file. Books match Bank Statement.

Editor, Next newsletter will be out soon, keep an eye on your email inbox.

New members. Nil.

Web Master. Peter has done some modifications to the site.

Any notices for the club will to be posted on the web site.

Forms are on the site. Send photos to Peter, to add to our V.V.T.E. web site.

Dating Officers, Nil.

General Business. Queensland transport allows 30km Radius from your home for vehicle testing.

Any impromptu runs, please Message Graham with Run details and date, or call him on his phone if you don't have FB, he can then add the details to the FB Page.

VVTE do have a regular run each month, meet at Plainlands Hotel on the 4th weekend every month from 8.00am with a run starting at 10.00am travelling to a lunch stop.

Our Club only has to have 4 meetings a year, these will be at the Plainlands meeting location before some club runs, (members can to do a turn in planning and organizing these runs) not all to be done by one person. A future run to the new Gold Coast Car Museum could be a suggestion.

LAMA have a run on the 1st Sunday of each month, meet at the Historical Society, or Lake Apex for a 9:30 am start, They also have a mid-week run on the 3rd Wednesday, meeting at Apex Park.

Barbara thanked Geoff & Maureen for our AGM & meeting location, & to Geoff for his pancakes for morning tea. We then followed the leader through the new estate at Rifle Range and a cutting of an 80th B'day cake at the Lowood Hotel for Lunch.

November 2023

Next VVTE Meeting. Will be advised.

Meeting closed, 11:18AM.

Geoff Adcock Secretary, Barbara Dearling, President.



November 2023

VINTAGE VEHICLE TOURING ENTHUSIASTS Inc.

Minutes of AGM held on 23rd July, 2023– 254 Rifle Range Road.

Meeting opened: 11:20AM by President,

Barbara Dearling welcomed members

Attendance: Members as per attendance book. 16

Apologies: Members listed in the attendance book. 8

Visitors: Nil.

Previous AGM minutes held at Rifle Range Road, 17th July 2022 were read and taken as correct,
Moved Geoff, seconded Sandra, and Carried.

President's Report: See separate attached sheet, Will be printed in V.V.T.E. newsletter.

Web Masters Report. All up to date and running OK.

Report moved by Peter, Seconded by Maureen, Carried.

Treasurers Report. Elaine presented, Moved, by Elaine, seconded Gordon, and Carried.

Separate sheet Attached to minutes, also a sheet for the Office of Fair Trading.

Dating Officers. Nil.

The **President**, Then declared all positions vacant and asked Geoff to chair the meeting and to continue with the election of office bearers

Nominations:

President. No nominations were received by email. Maureen nominated Barbara, seconded by Sandra.

There was no other nominations, Barbara accepted the position.

Secretary. Geoff Adcock, Was nominated by Gordon, Seconded by Jeanette, The Secretary's position was available for anyone to take it on (there were no takers).

Geoff accepted for another year, Meeting declared Geoff, as Secretary. Carried.

Treasurer. Elaine was nominated by Maureen. Seconded by Graham, Elaine accepted the position,
Meeting declared Elaine as Treasurer. Carried.

Editor. Graham Allum was nominated by Tony, seconded by Warren,
Graham accepted the position. Meeting declared Graham the Editor. Carried.

Web Master. Peter was nominated by Warren, Seconded by Barbara, Peter accepted. Meeting declared Peter as Web Master. Carried

Dating Officer. 2 positions. Graham Allum was nominated by Barbara, seconded by.

Gordon Russ was nominated by Barbara, seconded by ,

Meeting declared Graham Allum and Gordon Russ as Dating Officers. Carried.

Events Co-ordinator. Elaine nominated Gordon, Seconded by Hedley

Gordon accepted the position.

General Business. Tony moved that membership fees remain at \$20.00. Seconded by Jeanette Carried.

Changes of Signatures, No changes needed this year, Club to stay with Heritage Bank. Signatures will be Barbara Dearling, Geoff Adcock and Elaine Pakeman,

Secretary and Treasurer to fill out Office of Fair Trading, attach Cheque and post back to them.

Next AGM meeting, 2024 will be in July, location TBA.

Barbara thanked, Geoff for chairing the meeting. Also for holding the AGM and lunch at Lowood Hotel.

Meeting closed 11:55AM.

November 2023
VVTE AGM for July 2023





November 2023
Cars on the August run, Sunday August 27, 2023.





Here are three pictures that Geoff Adcock retrieved from a bin some years ago.
They show road construction from a few years ago. Nice save Geoff!



November 2023

Sunday, 24 September, 2023



November 2023
Monthly run October 10, 2023.





LOOSE RIVETS

Most of our vehicles have a chassis utilising riveted construction. Over time some of these rivets may come stretched, resulting in chassis and other bits working loose.

Any play between chassis components puts additional strain on the bodywork, allows the suspension, steering and braking performance of our vehicles to deteriorate, and causes rattles.

Unfortunately hot riveting expertise has long been lost to the average modern motorist. The alternative repair has been to either bolt or weld the loose components together.

Unfortunately welding has problems in raising stresses that will generate another break next to the welded area unless stress relieved, which is impractical with a vintage chassis due to the limited size of stress relieving ovens generally available, or prohibitively expensive, and are usually a specialised and expensive repair, particularly if there are wooden body parts near the spot that need to be removed. Do not be convinced that a mate with an arc welder can do the job – check with a professional!!!

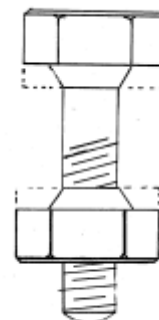
Bolting the chassis parts together through the elongated hole usually left after the removal of the loose rivet, and with the flat faces of the nut and bolt (plus washers if used) mated to the flat surfaces of the chassis members still allow all these surfaces to move under normal road stresses. Might as well leave the loose rivet in place!

One alternative is to machine HIGH TENSILE bolts as per the accompanying sketch so that there is a tapered section under the head of the bolt and a similar section on the top of the matching nut. It is imperative that the nut / bolt is of the **highest** tensile strength available.

Firstly, remove the defective rivet, line-up and clamp the chassis parts in the correct position and drill out the old rivet hole to the clearance drill size of the most convenient high tensile nut / bolt size that will allow the original hole to be returned to a *fully round* condition.

Keep in mind that there are Metric, Imperial and Yankee Black Iron sizes available, so a bit of careful checking may be required to get a bolt to match the hole to be drilled. Note that the minimum drill size must be the standard CLEARANCE size, meaning the bolt when fitted has a slight clearance. Drill out the hole with these points in mind to the minimum size to take the modified nut / bolt.

Using a lathe, or getting another club member or friend to do it for you, machine tapers on the nut and bolt as per the rough sketch. Keep the taper slight so that it can be fully drawn into the drilled chassis holes when tightened. Clean the area around the hole, liberally apply high strength Loctite (600 series) to all faces and



threads and tighten the nut and bolt to the **maximum** tension you can wield with a ½ inch drive extension bar and socket, making sure that the remaining flat faces of the nut and bolt come firmly against the chassis surfaces. If you can bust the thing then you are either extremely powerful or you are using bolts that are NOT of the required tensile strength. If you break or strip the thread and they are of the correct tensile strength then back off just the required amount as to not repeat the performance. I have not managed to break any bolts so used in the 40 odd (Yeah, I know, definitely odd) years that we have been replacing loose rivets in this manner.

DO NOT USE ANY WASHERS. Obviously these would prevent the machined tapers on the bolt and nut from biting into and locating the chassis sections.

ENSURE that all faces are clean and dry before applying the Loctite. Allow the Loctite adequate time to cure before using the vehicle – directions are on the container.

The protruding portion of the bolt can be cut off and the end blended into the nut. This will improve appearance but DO NOT use powered machine tools to do so, as ANY heat generated WILL destroy the integrity of the Loctite that is an *essential* part of this repair.

This repair allows anybody with access to basic power tools to quickly and conveniently repair most parts of the average chassis without removal of anything other than the original loose rivet.

PUNCH, OR THE LONDON CHARIVARI.—MARCH 2, 1927. xxix

Talking of Performance!



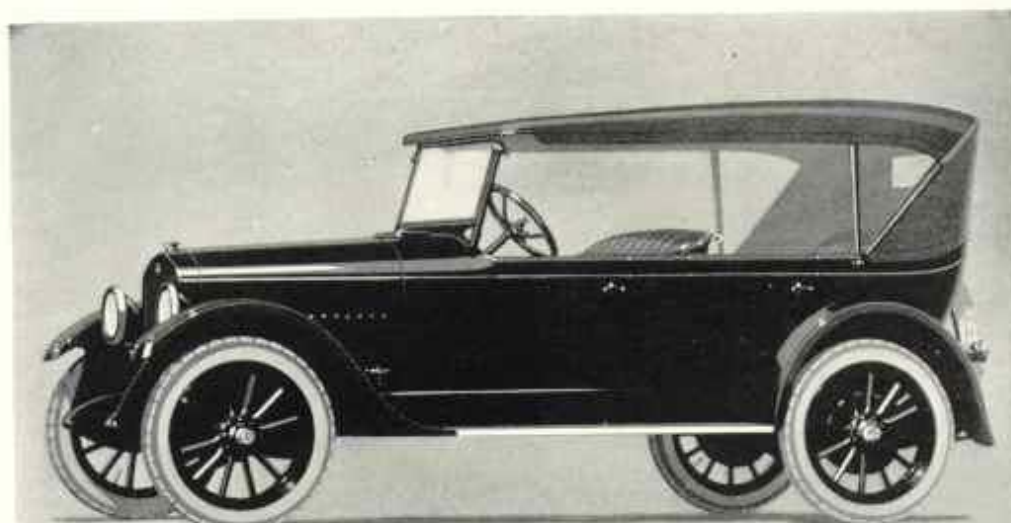
SPEEDS up to 70 M.P.H. and more; perfect engine balance and a really sporting performance not equalled by any other production—British or Foreign—at anything like the price.

YET—this performance combines with genuine slow speed flexibility on top, and amazing lightness of control.

A "four" that rivals any "six" of like rating. The connoisseur's car at half the price usually associated with such performance.

14/60 h.p. Two Litre Lagonda models from (Chassis) **£450**
Dunlop Tyres fitted as standard.

Write for Catalogue 1928 to:
LAGONDA LTD., STAINES, MIDDLESEX
Telephone: Staines 125-126. Telegrams: "Lagonda, Staines."
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THE STUDEBAKER LIGHT-SIX TOURING CAR

MORE cars shake themselves to pieces than ever wear out. Charge that up to vibration, the most annoying bugaboo to engineers since the introduction of the automobile.

Vibration causes cars to grow old prematurely by racking their chassis, destroying the "metal life" of vital parts, loosening up their bodies and causing rattles. Frequent repairs are the result.

The Studebaker Light-Six is freer from vibration than any other car of its approximate size or weight yet produced.

This has been accomplished largely by a complete machining of the crankshaft and connecting

rods on all surfaces—a practice used by Studebaker exclusively on cars at this price and found only on a few other cars whose prices are from three to ten times as high as that of the Light-Six.

The Light-Six motor embodies the most advanced design known to automobile construction. And no chassis at any price is built to more exacting standards of materials and workmanship.

Its substantial steel body, one-piece windshield, ten-inch cushions, and cowl lamps are among many features heretofore to be had only in higher-priced cars.

The name Studebaker is assurance of satisfaction.

MODELS AND PRICES—f.o.b. U. S. factories

LIGHT-SIX 5-Pass., 112" W.B., 40 H.P.		SPECIAL-SIX 5-Pass., 119" W.B., 50 H.P.		BIG-SIX 5-Pass., 126" W.B., 60 H.P.	
Touring	\$ 995	Touring	\$1392	Touring	\$1750
Roadster (5-Pass.)	975	Roadster (5-Pass.)	1325	Speedster (5-Pass.)	1875
Coupe-Road. (5-Pass.)	1225	Coupe (5-Pass.)	1975	Coupe (5-Pass.)	2550
Sedan	1550	Sedan	2050	Sedan	2750

Prices Subject to Change Without Notice

STUDEBAKER

Detroit, Michigan

South Bend, Indiana

Walkerville, Canada

Address all Correspondence to South Bend.

THIS IS A STUDEBAKER YEAR

November 2023

HINTS AND TIPS FOR MOTORISTS

Compiled by the Technical Staff of "Australian motorist"

Before starting out see that all wheels are in place - one on each corner. It is essential that the petrol tank should be intact. Holes should be attended to at once; soap or chewing gum will do it for you, but holes in the bottom should be repaired during the next overhaul. If the engine refuses to start, turn on the switch. It is a good plan to see how much petrol is in the tank occasionally.

The tank should have petrol added at least once every 1000 miles. A little oil in the engine is to be recommended. Whilst putting oil in the crankcase, a little should be sprayed over the differential.

Engine knocks are sometimes hard to locate. If a connecting rod protrudes through the crankcase - consult a reliable repairman - it may have broken. When the battery is completely dry, complain to your battery service man, but before seeing him, refill the battery - it cuts out a lot of argument on his part, and you may get a new one for less money.

In the event of the brakes being in order, apply them when desiring to stop. A sudden application can cause excessive tyre wear. If a spring breaks, drive rapidly to your destination and get there before another one has time to break. If a gasket blows out, use soap - soap is plentiful and new gaskets are not always handy.

If the radiator starts to leak - water is plentiful - let it leak. In time the hole may rust up.

If the tailshaft falls out, replace it before proceeding. Don't tighten any nuts. How would you like to wear a tight collar?

If your gearbox runs dry, don't worry; there is nothing in it but a lot of gearwheels.

Some people recommend that the front axles be greased once or twice a year. This is a nuisance, and can be avoided until the bearings give play. Their collapse will be indicated by excessive looseness.

Always leave your car where it will be in the way or is likely to be hit by another vehicle; it will make the other fellow more careful in the future.

The hood cover should always be taken off and kept in the garage - it saves time when you- put up the hood.

(Reprinted from the "Australian motorist", 1925.)

SIMMS VERNIER MAGNETO COUPLING

The purpose of the coupling is to provide a connection between the engine and magneto which can be easily and very accurately adjusted in combination with a drive which is sufficiently flexible to avoid strains on the magneto shaft and bearings.

The Simms coupling consists of three parts - two metal bosses with serrations or teeth cut on the faces, and a central connecting portion or disc, made of a patent composition having a rubber basis and fitting in between the metal bosses.

The idea of the coupling, as the name implies, is based on the principle of the vernier. This principle involves the fact that there shall be a difference of one in the number of teeth on the two flanges. On the standard flanges of this coupling, the teeth number nineteen and twenty respectively. Suppose it is desired to alter the timing of the magneto very slightly, proceed as follows - Slide the engine half of the coupling out of engagement with the rubber centrepiece. Turn the magneto spindle, together with the centrepiece a distance equal to one tooth of the engine-half coupling (i.e. 1/19th of a revolution) in the desired direction. Then mesh the centre portion with this engine-half coupling and turn back the magneto spindle by itself in the opposite direction a distance of one tooth (i.e. 1/20th of a rev.), and then refit the coupling together. Clearly, we have now altered the setting by one-nineteenth less one-twentieth of a revolution.

Putting this in figures - $1/19$ minus $1/20 = 1/380$ of a rev approx, which is less than one degree. It will thus be seen that any desired amount of alteration can be effected by these very fine steps.

(From Magnetos simply Explained, 1927)

H + 2 - June 1930



SIX - CYLINDER SMOOTHNESS AT LOW COST

IT'S WISE TO CHOOSE A SIX

Among those families who refuse to compromise with quality — even when utility is the first requisite — the Chevrolet Six is enjoying an exceptional vogue.

For, although the Chevrolet Six is built to provide unusual economy, it does so without the sacrifice of a single feature essential to comfort, safety or satisfaction.

Smooth, quiet, six-cylinder performance; beautiful bodies by Fisher; hall bearing steering . . . these, and scores of others, are typical of the fine car features that make the Chevrolet Six such a decided favorite where *quality* and *economy* are of equal importance.

Before you buy a low-priced car, investigate the Chevrolet Six. You can easily see why it is most popular among discriminating buyers.

Open Models, \$495 and \$555. Closed Models, \$565 to \$725, f. o. b. factory, Flint, Michigan.

CHEVROLET MOTOR COMPANY
DETROIT, MICH.
Division of General Motors Corporation