



The Polishers Rag



NOVEMBER 2025

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

CROOKED CONROD RALLY



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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

..... [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 13th November 2025

Next Management Committee meeting

7.00 pm Monday 17th November 2025

Next newsletter closing date

COB Wednesday 28th November 2025



Enjoy the Ride

By Trevor Hoffmann

Christmas is approaching fast and we have a couple of busy months ahead with the Christmas rally, Christmas BBQ at club house and volunteer work at Christmas lights in Queens Park. All details relating to these functions will appear in The Polishers Rag.

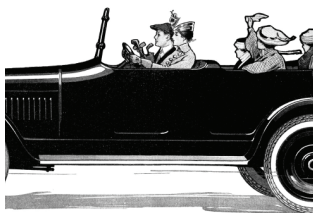
We have had toilet problems and are waiting for a plumber to return to rectify the problem which is somewhere near the main gate. They have to go down 1.2 metres to expose the pipe.

We have received one quote to close part of the verandah in to house the Hudson. A second quote is being worked on.

The Swap Meeting is on 7th and 8th of February 2026 and we urgently require you to volunteer for lots of jobs. I have worked at the swap for over fifty years and like a lot of other members cannot do as much as I used to. A list of supervisors for the various jobs will appear in the Polishers Rag so please contact them or any club executive member to lend a helping hand. Remember that a few hard days work gives us our club rooms and workshop. Please do the right thing and reduce the work load on our ageing workforce.



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.



CROOKED CONROD RALLY REPORT

Numbers were down from all clubs due to extremely high temperature on the day.

The games were still enjoyed by all with the Dalby club being the overall winners on the day.

Cooyar town was a hive of activity as some 150 motorbike riders were in the town for the day.

Next year it will be Kingaroy's turn to host the rally.



Coming Events 2025

Friday 12th 6pm DDVVMC Christmas Tree social evening at the clubhouse. BBQ tea where all members have the chance to catch up with all club members. Prices to be advised.

Sunday 14th December DDVVMC Christmas Rally and lunch \$15.00 per head (Oakey RSL) Meet at the clubhouse at 8.30am for a 9am start. Morning tea at Acland. Money needs to be paid to Treasurer or via Direct Deposit.

23rd November Scenic Rim Motor Club, Show N Shine/ Swap, Beaudesert Showgrounds. Contact: 0437 143 177



**Please Note that the clubs
Spray Booth is out of comission
until further notice.**



RALLY SUGGESTIONS



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



FROM THE LIBRARY

New Items on the shelves

Generously donated by Len Kennedy.

Morris 1100 w/shop manual Label MORR 2397
Mazda 929 w/shop manual Label MAZD 2429
Bedford PCV, PCZ w/shop manual Label BEDF 2424
V.W. 40HP car w/shop manual Label SP2426
Valiant R, S, AP5, AP6, VC, VE, VF Label SP 2425
EH Holden w/shop manual Label HOLD 2433
Automobile starting, lighting & ignition systems Label ELEC 2421
Villiers Mark 12/1, 12/2 Operating & spare parts Label SMAL 2420
Applied automobile electronics Label ELEC 2401
Standard times & mechanical operations Label BUSI 2423
Holden HQ parts and accessories Label CATA 2403
Holden master parts catalogue Label CATA 2402
Toyota Toyoglide repair manual Label TRAN 2404
Toyota auto. Trans. Repair manual Label TRAN 2406
Toyota Auto. Trans. A40 service training Label Tran 2407
Toyota A40D, A42D, A403D repair manual Label TRAN 2408
Corolla 1100 Toyoglide Label TRAN 2405
Transmission Seminar Label TRAN 2395
Colt Galant Transmission W/S manual Label TRAN 2400
Borgwarner Auto. Tran. w/shop manual Label TRAN 22392
Transmission Seminar Label TRAN 2394
Peugeot 4HP/14 Tran. Serv. Label PEUG 2391
Advanced transmission service Label TRAN 2393
G4A & CD4E overhaul Label TRAN 2422
Emission control serv. Manual Label TECH 2398
Fuel injection Label 2399
Renault MB1 & MJ3 Techtran manual Label Tran 2428
Renault MB1, MJ2, MJ3, ML1 Label TRAN 2427
Lubrication Label LUBR 2409
Lubricants Label LUBR 2410
Lubrication Ref Guide Label LUBR 2411
Volvo construction & function part 2 Label VOLV 2412
Volvo repair and maintenance Label VOLV 2413
Volvo construction & function part 6 Label VOLV 2414

Volvo service manual Label VOLV 2415
Volvo construction & function part 4 Label VOLV 2416
Volvo repair instruction Label 2417
Volvo 760 GLE service manual label 2418
Chevrolet 1 ½ ton 4x4 maintenance manual Label CHEV 2419
Zephyr 6 consul technical spec. Label FORD 2432
VICTA mower & engine spare parts manual Label SMAL 2430
Nissan auto. Trans. W/Shop manual Label TRAN 2431
Engine performance diagnosis Label RECH 2396
In Restored Cars Number 292
American Automotive Industry 1893-1948, part 14
Pre WWII Coupe Body Styles in Aust-Vauxhall Pt. 1
Sydney to Melbourne in the 1920s, Part 1
Automotive disposals, Part 2
The Malcolm Moore Locomotives
Aloha Wanderwell, Motoring Pioneer
Shell Oil in Australia During WWII, Part 5 Chevrolet Advertising, 1927
Inside Ford Australia, Bill Bourke, Muscle Car Era
1912 Buick Model 36 Roadster
Talbot swap meet, 2024
1927 Ford Model T Roadster
1938 Buick Series Forty All-Enclosed Coupe
1970 Chevrolet Constantia (A Holden Brougham)
1965 Ford Thunderbird Hardtop
1916 Chevrolet Series H 'Baby Grand'
1936 British Ford Model CX Coupe
Metcalf Holden Museum, Vic.
Resurrecting a 1933 SS1 Sports Coupe
1929 Greater Hudson Super Six Roadster Photo
1956 Ford Mainline
Bendigo All Holden & GM Day 2025
1934 International Motor Show, Melbourne, Vic



Burns & Co Auctions · [Follow](#)

2d · 🌐

🏁🏁🏁 END OF AN ERA 🏁🏁🏁

McFEETERS MOTOR MUSEUM, Forbes
N.S.W

After 65 years of passionate collecting and over 20 years of running the well known, well respected McFeeters Motor Museum in Forbes NSW the McFeeters family are pulling the curtains closed for the very last time and undertaking a well earnt retirement 🙌🙌🙌

Burns & Co are delighted to be appointed the auctioneers for such a collection and the opportunity will be all yours on the weekend of 31st January and 1st February 2026

Approximately 50-60 motor cars of all makes, models and age along and including a select number of motorcycles... and even a vintage caravan 😜😜😜



FROM THE HISTORIAN

A few months back, I wrote a story about a Willys Knight 'Plaidside' roadster which was supposedly sold in Toowoomba by Eagers,

This car was very much an elitist vehicle and only small numbers were produced in the United States.

Around 5 years ago, I wrote a number of articles about the Trevethan family who had a factory and sales outlet where the bus exchange is now located. The business was established in the late 1800s by Thomas Trevethan, a blacksmith who died in his forties. It was taken over by his sons Walter and Thomas who were teenagers at the time. They were probably supported by their mother.

The business was a body building concern in the horse drawn era. Thomas is credited with the building of one of Queensland's first cars, the Ly Ee Moon (around 1905). They also developed a successful bicycle manufacturing business. These bicycles were called T Cycles.

By about 1911 the business was sold and Walter managed another motor business in Margaret St before establishing a car sales business in Brisbane. Thomas fought in WW1 and later lived near Stanthorpe (Poziers).



The T Cycles part of the business appears to have survived. Bicycles must have been very popular during World War 1 times. Most of Toowoomba's population would have lived a fairly frugal existence and cars from this veteran era were quite expensive.

The next photo appears to be a celebration of the end of WW1 (around 1918). It shows Ruthven St looking south. The main part of the photo is between Margaret and Bell streets.

Looking at the buildings. The first one shown is GA MORTON. George Morton had what he called 'The Red Arcade' and sold 'fancy goods'. These were cheap things like bread knives, fly traps, alarm clocks etc. He also produced post cards and Views of Toowoomba.

Next is the T CYCLES business. You may notice a sign on the top of the building showing the OVERLAND name. At the time, Overland was one of the top selling car brands.

By this time, the T CYCLES business had diversified into cars as well.



As time progressed, more people could afford cars and the business must have gradually moved away from bicycles.

The ad below was published in 1929. At the time the business was known as the TOOWOOMBA MOTOR COMPANY with Mr J.T. Trousdell as its manager. It was still located In Ruthven St between Margaret and Bell Streets .

This building probably survived until it was demolished to make way for the large Heritage building that was constructed in the eighties.

USED CARS.

We have the best selection of Used Cars in Toowoomba, AND THE PRICES AND TERMS ARE EXCEPTIONALLY REASONABLE.

WE INVITE YOU TO INSPECT AND HAVE A DEMONSTRATION.

WILLYS KNIGHT, latest rev, guaranteed in perfect condition	£225
HUXLEY Four Tourer, 1918 Model, fine appearance, running well	£110
RUGBY Four De Luxe. A splendid 1918 car, Great value	£105
FORD Tourer, 1927 Model, in fine order. Any trial	£100
OVERLAND Model 31, nicely painted, better upholstery, wonderful engine	£80
OVERLAND Model 31, good sound car, excellent little job	£35
WHITNEY Tourer, fine looking and well conditioned	£115
UTILITY OVERLAND, in good, sound, reliable condition	£50

EASY TERMS

TOOWOOMBA MOTOR COY., LTD.,

RUTHVEN STREET ————— TOOWOOMBA.

The next advertisement shows Eagers as the Brisbane Willys Knight dealer with Toowoomba Motor Company as the Toowoomba agent.

Around 1930, the agency left Ruthven St and moved to 216 Margaret St (Village Fair/ Grand Central). By 1935 it was taken over by Eagers.

The NEW WILLYS KNIGHT Standard Six with the engine that you'll never wear out

FASHIONED to the minute, the new Willys-Knight Standard Six is distinguished by sweep and verve of line, harmony and colour, perfect symmetry and proportion, that make it one of the outstanding creations of to-day's style.

And, of course, the new Willys-Knight Six is notable for the velvety smoothness, silent power, rugged stamina, sustained high speed, flashing activity, marked economy and increasing efficiency, which have won for the patented double sleeve-valve engine its high regard with America's most experienced motorists.

See the new Willys-Knight Six. Your first glance will reveal its beauty of design. An inspection will reveal a wealth of literal appointments. A demonstration will simplify the problem of deciding what car your next one will be. And the low price will seal the instant decision.

General Distributors:
E. G. EAGER & SON LTD.
NEWSTEAD, BRISBANE.

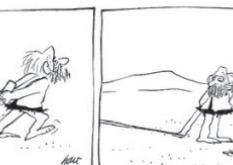
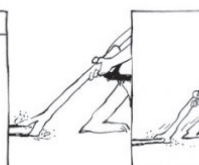
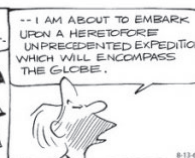
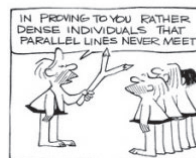
LOCAL DEALERS
Toowoomba Motor Co., Ltd
TOOWOOMBA.



I acknowledge the help provided by Peter Cullen of the Toowoomba Historical Society in compiling this article



I have done some
really terrible things for
money.
Like getting up early
and going to work.



Friendly
Reminder

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

THE CLUB'S RESTORED 1922 HUDSON RECEIVES ITS FIRST OFFICAL OUTING

The first official outing for the DDVVMC Hudson was the 18th October 2025 to help Wyreema State School celebrate their 130th Anniversary. The occupants were Harry Brazier (driver) and Len Cooling (passenger).



Other attendees were:- Keith Hoffmann (1959 Holden FC Special), Shane Hoffmann (1929 Rugby D40 Tourer) Ben Tanner (1917 Buick) Joe Ciantar (1928 Ford Model A Tourer)

OUR CLUB WELCOMES THREE NEW CLUB MEMBERS



Geoff Tenbrink receiving his membership badge



Gil Bailey receiving his membership badge



David Williams receiving his membership badge



Stuart Westerman receiving a 50 year membership badge

Featured Articles

FROM OUR DDVVMC CLUB MEMBER

DDVVMC club members Steve and Lauren Forster and Len and Rosemary Kennedy made the trek to Murray Bridge, South Australia for the running of the 2025 National Veteran Car rally. Rosemary and I decided to take an extra couple of days to complete the journey and have a look around towns and areas that previously we had bypassed or driven straight through.



As our toy hauler (trailer) is set up for off grid living we were able to take advantage of brilliant campsites (mostly free) set up and serviced by the local government of the area.

Nearing the end of the Hay Plain, with my limited hearing I heard what I thought was a rear axle bearing on the Land Cruiser tow vehicle starting to fail, hoping it would get us home. Little did I suspect the trailer wheel bearings.

As I didn't trust the trailer builder to do the job correctly I had repacked the wheel bearings before our last Veteran Car rally in North Queensland. When we contracted the trailer builder to build this trailer I specified what wheel offset, stud pattern, suspension type, brakes, etc. Not realising that an inferior overseas copy of the components was being sourced.

Our last day before the registration day for the rally was to be spent at the Birdwood Mill National motor Museum. Instead, I spent hours in the car park replacing a completely collapsed bearing. Being very limited with tools and equipment, the job was temporary to get us to Murray Bridge. We missed the second last day of the rally to drive to Adelaide to purchase a new hub, brakes for one axle and quality bearings and seals for the rest. The trailer component salesman was very knowledgeable and said these cheap imported bearings are absolute crap. Back in the Murray Bridge Caravan Park on our sandy/windy campsite I worked on a ground sheet and completed the repairs to both left axles.

The next day dawned extremely windy. The rally entrance headed to the Oakwood horse racing complex in the Adelaide Hills for lunch. With 70 km hour headwind on the low lands before the hills most of the one and two cylinder cars had to turn around and go back with the wind and abandon the formal activities for the day. As we were in our 1915 Model T Ford we had no issues. We continued on from Oakwood to Hahndorf and

had a great lunch in a historic German style pub. We were accompanied by other club members and visited Hans Heysen house and Gallery on our return journey. All the other participants had returned to camp so with no slow cars to hold us up on the hills and the wind behind us the old Ford cruised all the way back to Murray Bridge in top gear.

The Gala dinner that night brought another successful National Veteran Car rally to a close capping off a week of Veteran rallying and the Murray River paddleboat cruises. The biggest spectacle of all was the morning assembly of 120 cars and four motorbikes from all over Australia ranging in our age between 107 and 123 years old, some of them extremely rare cars and great examples of early automotive engineering from around the world.

We stayed in Murray Bridge an extra day to complete the repairs to the trailer before travelling to Swan Hill in Victoria to participate in the Veteran Car club of Victoria's 70th anniversary rally.

The Big Four caravan park on the banks of the Murray was rally headquarters. Many of us had campsites overlooking the water with a variety of waterbirds and watercraft passing by including one of the original paddle steamers the Melbourne.

The road bridges over the river had sections which lift to allow large vessels to proceed. Early one morning a large crowd gathered to witness the Melbourne passing under the bridge close to our camp. The next day the Melbourne was moored at our lunch spot upstream. We were invited on board by the owner. He had been a veteran and classic car owner but had sold them all to buy the boat.

Some of our members had purchased a vehicle from him.

A record number of entries were received for this rally, 114 in total as it was organised to follow on from the national rally.

The number of cars multiplied by at least two created a logistical nightmare for the organisers like catering and getting across the river three cars at a time on a punt, 40 people at a time to see the "Heartbeat of the Murray" laser light show etc. Credit goes to Michael and Claudia Holding for pulling off this seemingly insurmountable feat. Every day the cars would line up in the street outside the caravan park for a briefing. Once again a spectacle with over 100 gleaming brass cars from a big Benz to a tiny Italian made 1906 single cylinder Peugeot which had participated in the first rally 70 years ago. Most days two groups would head in different directions with a different set of excellent rally route instructions all meeting for lunch. The roads were very Veteran friendly, there is no hill in Swan Hill. The farewell gala dinner took place in the beautiful art deco City Hall.

After all the goodbyes to our Veteran motoring friends and the Model T occupying the bedroom in the trailer we set off for home arriving incident free.

Len and Rosemary Kennsdy



1905 Argyll made in Scotland



1904 De Dion Bouton

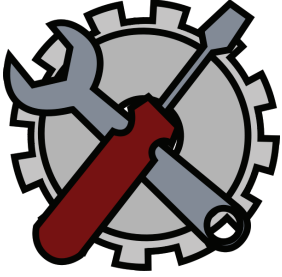


1909 Renault



1906 Peugeot Bebe





WORKSHOP TECH TALK

NITROGEN

Nitrogen in tyres, advantages and disadvantages.

Nitrogen keeps the tyres running cooler. We tested it out on two racing HQ Holdens racing nose to tail for 10 laps of Warwick's Morgan Park Raceway. One had nitrogen, the other had normal air. The tyres on the HQ with normal air raised 10 PSI.

The tyres on the HQ with nitrogen raised 4 PSI as they ran cooler.

Tyre life on a vehicle doing high highway miles is increased as they run cooler with nitrogen.

The molecules in nitrogen are much larger than those of oxygen rich air so pressure loss is minimal with nitrogen. Air pressure decreases in tyres over time. Where does the air go? The answer is, it seeps through the carcass of the tyre depositing molecules of oxygen rich moisture around the steel belt causing oxidation of the steel. As the tyre heats on highway runs the moisture turns to steam. The power of the steam breaks the bond between the rubber and the corroding steel resulting in delamination or tread separation.

A delaminating tyre is not only dangerous, it can also do a great deal of damage to the vehicle.

Most tyre shops sell nitrogen but not many install it correctly. To be 100% effective all the air should be evacuated, (the tyre placed under a vacuum) then filled with nitrogen.

Tyre pressure needs checking less frequently with nitrogen. If topping up is required return to where the nitrogen was installed. A good tyre shop will check and top up free of charge for the life of the tyre .

If your vehicle requires a puncture repair and nitrogen isn't available, return to the tyre shop that installs nitrogen correctly at a time that's convenient for the tyre to be refilled with nitrogen,

Len Kennedy



Follow us on Facebook



SEWING MACHINE FOR TENDER

Our new Typical sewing machine has been used a few times and seems to be going very well. I have worked with a couple of people on some small jobs. This machine's great advantage is that you can vary the speed. Novices should start at a slow pace.

We bought our other machine (a BROTHER) in the early nineties. From memory it was purchased before moving to Rocla Crt. I reckon I've (in conjunction with Lynne) done six or seven jobs over those years.

Even though this machine is getting a bit long in the tooth it hasn't done all that much work. The club doesn't need two machines so we need to move the BROTHER on.

Our club policy is to offer anything we no longer need, firstly to club members using a tender system. The highest tender may not be accepted if it doesn't reach a certain value. In this instance, the club may decide to put the machine on the open market.

If anyone is interested in the BROTHER machine, written offers should be submitted to the secretary before the November Management meeting which will probably be held on Monday 19th November. Anyone wishing to look at this machine can contact me.

Pat Murphy
0428 746 272

When you finally find the person you're supposed to be with



Used by permission of Johnny Hart and Creators Syndicate, Inc.

To all of our club members having a Birthday in
November





AROUND THE WORKSHOP ON A WEDNESDAY



Pat Murphy teaching Geoff Tenbrink welding and fabricating a new expansion chamber for his motorbike



More hands helping with Jeff Cox's bodywork on his Morris Z Ute



Max Murphy made this trim panel on the club's new sewing machine



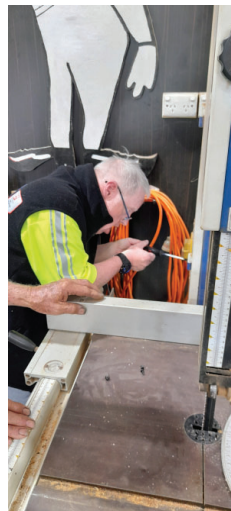
Errol Ward and Peter Hatch in the workshop



Ben Tanner on the lathe



New horse power for the Ute



Thomas from the Endeavour workshop fixing the bandsaw



Pat Murphy injecting rust proofing into Jeff Cox's body frame



Jeff Cox and Len Richardson in the workshop



Helping hands in the workshop



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**



.....3

1986 Jaguar Sovereign Series 3 Sedan

Light Blue Metallic Exterior

Light Coloured Leather Interior

4.2 litre, 6 Cylinder engine

105,000 mileage and garaged in Toowoomba



Contact Susan Hill

Email: brisyhill@bigpond.com

.....1



FOR SALE

Project Car for Sale

VW Explorer, fibre glass body, good condition

1971 VW rust Free floor pan, good condition

Torsion bar front suspension with disc brakes

4 universal rear suspension

Motor in running condition

New brake master Cylinder & front callipers

Good seats. Good instruments

Commodore dash, partly done, some spares

Can be fully registered or club rego

Car in Toowoomba area.



\$4500. ONO. Ph (07) 46300048
(leave a msg if no answer)

.....1

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



.....3

1961 Triumph Herald

This is a fastidious, ground up rebuild project which has been in a closed garage for the last 16 years. It is a rolling chassis with rebuilt engine installed. The body has been sanded and primed and comes with a removable hard top roof. Most of the really hard work has been done.

There are ceramic coated extractor pipes, chrome rocker cover and other numerous parts that have been acquired over many years - it is most likely that all parts needed to complete the restoration are in the accompanying boxes of spares, etc. There are also some parts in other locations that are included in the package - two doors, a roll cage and four wheel trims.

The asking price is \$3,000 and it is located in Brisbane. Price is negotiable on viewing the car and parts. If you are interested in a very inexpensive rebuild please contact Peter Dux on duxyboy@hotmail.com or ring on 0407 742 167.



3

1973 VW Beetle in very good condition, 80,000kms, repainted 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



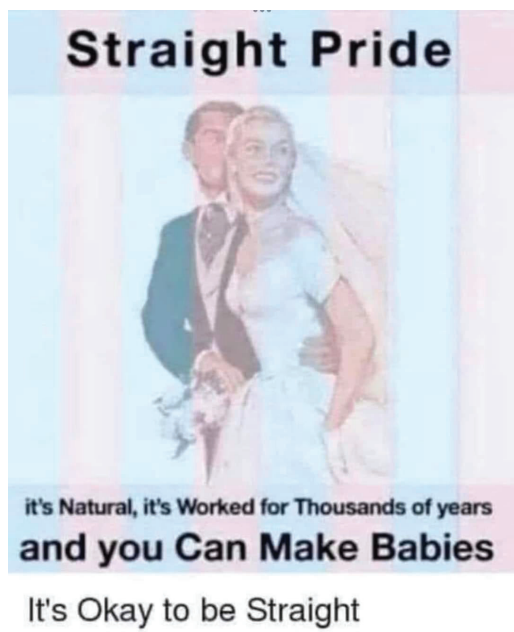
*IF YOU ARE LOOKING FOR PARTS FOR YOUR RESTORATION,
ADVERTISE HERE.*

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

Never fear Canada: Captain
Tampon is here!!!



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

November Monday 17th

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.