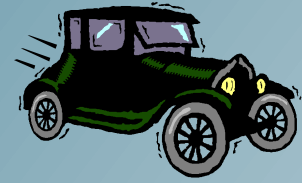
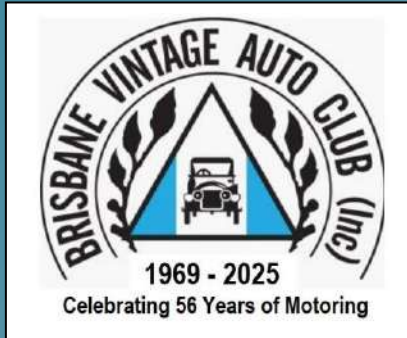


BRISBANE VINTAGE AUTO CLUB [Inc]



An inexpensive, friendly, family club, catering exclusively for Historic Vehicles (Veteran, Vintage, Post Vintage and Classic) built up to December 1978.

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

Vintage Views – July 2025



“Old Petrie Town – June Monthly Event”



BVAC OFFICE BEARERS - 2025

IMMEDIATE PAST PRESIDENT: - GLEN SORENSEN

BVAC Website: bvac.com.au

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



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

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. holds monthly meetings at Events which are 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 Street, Carseldine, Qld. 4034.

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The Editor's Report: July 2024

by Peter Hibbert



No President's Report this month. Adrian is particularly unwell and unable to function at all. Fortunately, he has not yet had to purchase a coffin, and so we can all wish him well, that he would return to his usual happy self soon. Our best to Sharon too as she tends to his needs. God speed to you both. *(From all club members).*



In this month's magazine you will see an article on the Ford factory in England. I have a friend, Paul Flanagan, who worked in that very factory in the 1970's. Paul has agreed to be our guest speaker at our August members meeting where he will talk about his time there, and from what he has told me I think it will be a very interesting night, so come along if you possibly can. Check out the movie mentioned last month too if you can.

There having been no committee meeting in June, no changes have arisen since then, with the exception of certain dates changes that required no voting, and which are noted in this magazine's event pages.

This month's magazine is a little different from most others as a result of the change back to our monthly meeting returning to the first Wednesday of the month- the July meeting being held on the 2nd July at 7:30 pm at the Environmental Hub at 7 Joseph St., Deception Bay.

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Good Doctor's Advice:

Morris, an 82-year-old man, went to the doctor to get a physical. A few days later, the doctor saw Morris walking down the street with a gorgeous young woman on his arm.

A couple of days later, the doctor spoke to Morris and said, 'You're really doing great, aren't you?

Morris replied, 'Just doing what you said, Doc: 'Get a hot mamma and be cheerful.

The doctor said, 'I didn't say that. I said, 'You've got a heart murmur; be careful.

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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.

JULY 2025

Wed – 2nd Jul

NOTE CHANGE - “BVAC General Meeting” – 7.30pm.
Environmental Centre, 7 Joseph Crescent, Deception Bay, QLD.
Supper provided.

Ph: Adrian Bensted (0438) 305 516

Sat – 5th Jul

“ICE’d Coffee Morning” – Elvy’s Café, 6 Park Parade, Shorncliffe.
Social outing 10am. BYO your motoring stories. Numbers needed for booking.

Ph: Adrian Bensted (0438) 305 516

Sun – 13th Jul

“BVAC Xmas in July”. Club Pine Rivers, Lawnton – Booking at 12.15pm. Xmas in July Theme. Numbers required by 6th July for booking.

Ph: Glen Sorensen (0423) 885 055

Thu – 17th Jul

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

Ph: Mal Dale (0418) 733 575

Sun – 20th Jul

“BVAC Monthly Event” – PLACEHOLDER. Looking for volunteer to host this event. Route Directions to be provided prior.

Ph: Adrian Bensted (0438) 305 516

Tue – 29th Jul

“Wrinkley’s Run” – TBA -details to be confirmed.

Ph: Mal Dale (0418) 733 575

AUGUST 2025

Sat – 2nd Aug

“ICE’d Coffee Morning” – Elvy’s Café, 6 Park Parade, Shorncliffe.
Social outing 10am. BYO your motoring stories. Numbers needed for booking.

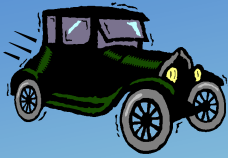
Ph: Adrian Bensted (0438) 305 516

Wed – 6th Aug

NOTE CHANGE - “BVAC General Meeting” – 7.30pm.
Environmental Centre, 7 Joseph Crescent, Deception Bay, QLD.
Supper provided.

Ph: Adrian Bensted (0438) 305 516

BRISBANE VINTAGE AUTO CLUB (Inc.)



EVENTS PAGE



Thu – 14th Aug **“BVAC Coffee Morning”** – Club Pine Rivers, Lawnton. Social outing 10am. BYO good stories and share memorable times.
Ph: Mal Dale (0418) 733 575

Sun – 17th Aug **“BVAC Monthly Event”** – PLACEHOLDER. Looking for volunteer to host this event. Route Directions to be provided prior.
Ph: Adrian Bensted (0438) 305 516

Thu – 21st Aug **“Wrinkley’s Run”** – TBA -details to be confirmed.
Ph: Mal Dale (0418) 733 575

Sat – 30th Aug **“BVAC Bunnings Community BBQ”** – Brendale. 8am to 4pm. 2 (+1 lunch) shifts as per normal schedule. Volunteers required. Contact Mal Dale to nominate.
Ph: Mal Dale (0418) 733 575

SEPTEMBER 2025

Wed – 3rd Sep **NOTE CHANGE - “BVAC General Meeting”** – 7.30pm. Environmental Centre, 7 Joseph Crescent, Deception Bay, QLD. Supper provided.
Ph: Adrian Bensted (0438) 305 516

Sat – 6th Sep **“ICE’d Coffee Morning”** – Elvy’s Café, 6 Park Parade, Shorncliffe. Social outing 10am. BYO your motoring stories. Numbers needed for booking.
Ph: Adrian Bensted (0438) 305 516

IMPROMPTU EVENTS

Remember SIVS registration requires Club Membership.

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.

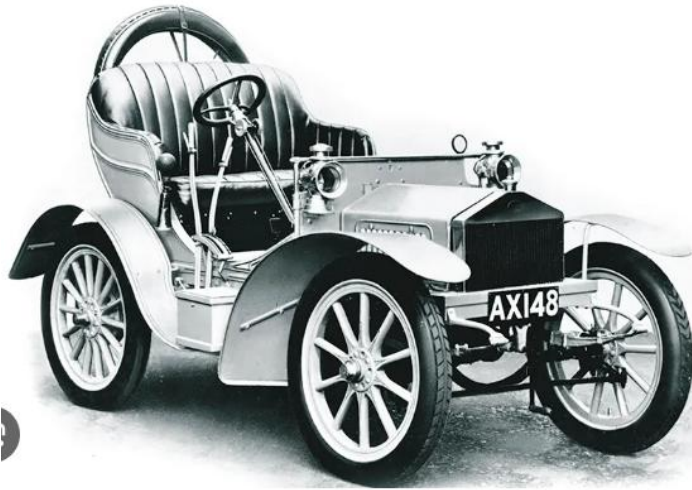
*The BVAC Committee requires BVAC financial members who wish to hold an “Impromptu Event” to provide **at least 24 hours**’ notice of the event, with notice provided to all BVAC committee members by post or email.*

IMPORTANT NOTE: The “impromptu event” details must include the event start location, “start time”, destination location and “destination time”.

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.

Rolls-Royce- The World's Best Car (just ask them):

Part 2. Production:



The first car produced under the Rolls-Royce name was the Rolls-Royce 10 hp, unveiled in December 1904 at the Paris Salon. This

model was a development of Henry Royce's earlier prototype, the Royce 10. The partnership between Charles Rolls and Henry Royce was formalized in 1906, with Royce serving as chief engineer.

This first model was marketed in 1904 and sold for £395 (\$784 American). Known as the Model

10 Type A, it was a prototype for the cars that would eventually hit the market two years later. Only sixteen were produced. £395 in 1904 could be equivalent to between £40,450 and £425,900 in 2017, depending on the price comparison used.

This same vehicle, pegged as the world's oldest surviving Rolls-Royce, a 1904 10hp Two-Seater, was recently sold by Bonhams auction house for £3,521,500 (or \$US 7,117,856 at the current conversion rate), resulting in the breaking of two auction world records: highest price paid at for a Rolls-Royce and highest price paid for a pre-1905 automobile. (*Who said cars only depreciate with age? Ed.*)

The **Rolls-Royce 10 hp** was the first car to be produced as a result of an agreement of 23 December 1904 between Charles Rolls and Henry Royce, and badged as a Rolls-Royce. The 10 hp was produced by Royce's company, Royce Ltd., at its factory in Cooke Street, Hulme, Manchester, and was sold exclusively by Rolls' motor dealership, C.S.Rolls & Co., at a price of £395. The 10 hp was exhibited at the Paris Salon in December 1904, along with 15 hp and 20 hp cars and engine for the 30 hp models.

The 10 hp was a development of Henry Royce's first car, the Royce 10, of which he produced three prototypes in 1903. This was itself based on a second-hand Decauville owned by Royce which he correctly believed he could improve. In particular, Royce succeeded in making his car significantly quieter than existing cars. Unlike the Royce 10 which had a flat-topped radiator, the Rolls-Royce 10 hp featured one with a triangular top which would appear on all subsequent cars.

The engine is a water-cooled twin-cylinder of 1800 cc enlarged to 1995 cc on later cars, with overhead inlet and side exhaust valves, and based on the original Royce engine but with an improved crankshaft. The power output was 12 hp (9 kW) at 1000 rpm. The car has a top speed of 39 mph (63 km/h). There is a transmission brake fitted behind the gearbox operated by foot pedal and internal expanding drum brakes on the back axle operated by the handbrake lever. Springing is by semi-elliptic leaf springs on both front and rear axles. It is a small car with a wheelbase of 75 inches (1,905 mm) and a track of 48 inches (1,219 mm).

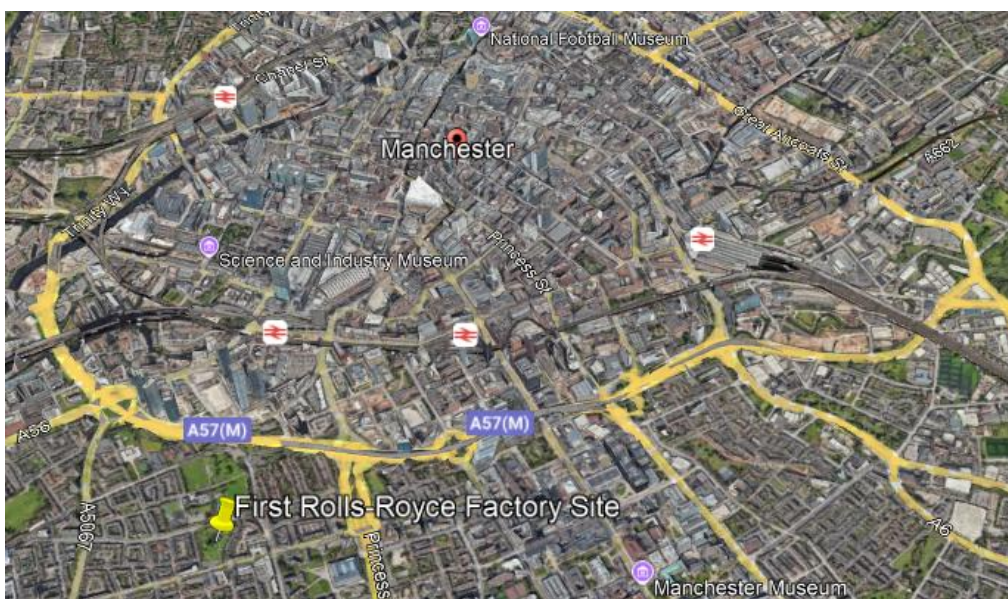
Rolls-Royce intended to make 20 of the cars but only 16 were made as it was thought that a twin-cylinder engine was not appropriate for the marque. The last 10 hp was made in 1906.

Rolls-Royce did not provide the coachwork. Instead, the cars were sold in chassis form for the customer to arrange his own body supplier, with Barker recommended.

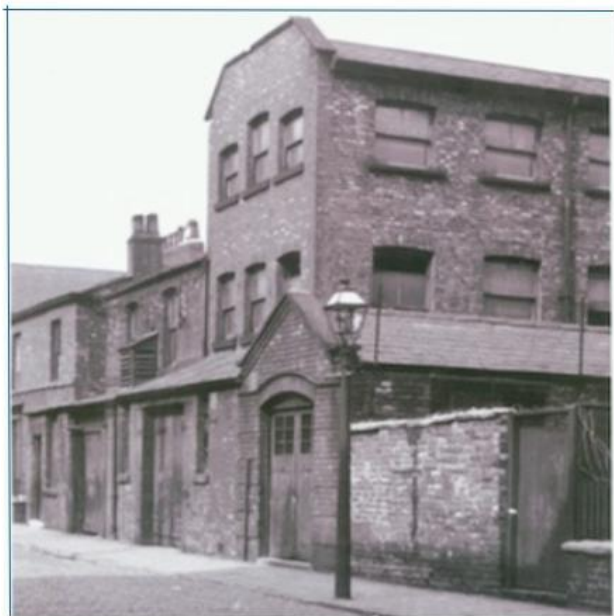
Four are believed to survive: the oldest, a 1904 car registered U44, chassis 20154, was sold for £3.2 million (approx. £3.6 million after commission and taxes) to a private collector by Bonham's auctioneers in December 2007. AX 148 from 1905, chassis 20162, belongs to the UK Science Museum Collection and is usually on display in the Manchester Museum of Science and Industry, and SU 13 chassis 20165 from 1905 belongs to Bentley Motors. A fourth car, chassis 20159 is believed to be in a private collection.



**One of Sixteen
Type 10A, 10
HP Rolls-
Royces
produced in
1906**



**The site of the first
Rolls-Royce Factory- at
Manchester, UK.
The building was
demolished in 1965 and
is now a lawn park.**



The Original Rolls-Royce Factory



The Original Site- Hulme, Manchester. UK.



The 1905 15 HP Rolls-Royce

The 10 HP Rolls-Royce was followed by a 3-cylinder 15 HP and a 4-cylinder 20 HP. This 20 HP model came in both a heavy chassis form for carrying limousine coachwork and a light chassis form for a more sporting Tourer. A Light 20 came second in the International Tourist Trophy race in the Isle of Man in 1905 and won in 1906. This enabled Rolls-Royce cars to gain an early reputation for quality and endurance. Also available was the V8 Legalimit and

the 6-cylinder 30 HP. Of these early cars the best was the 4-cylinder 20 HP of which 40 were built and those that survive are light and quite fast cars, which are a pleasure to drive. However, few of these early very early models have survived and they are in a very rarefied market.

Compared to most veteran cars of the same period, they are noticeably quieter and smoother with a lightness and precision of control that makes them much pleasanter to drive. They are however, best used for the shorter events typically run by the Veteran Car Club or within 'The 20-Ghost Club' for the more leisurely events such as driving tests and concours d'Etat.

The Silver Ghost:

From 1907 to 1923 Rolls-Royce had a one model policy, making what was known initially as the 40/50 and later as the Silver Ghost. The car was an immediate advance on its contemporaries with pressurised engine lubrication, dual ignition and advance carburation giving the car both a very flexible

and smooth power delivery, and great reliability and longevity. The car's reputation was immediately established in England in a series of reliability trials, the most famous being the 1907 RAC 15,000-mile reliability trial.



The 1907 Rolls-Royce 40/50 Silver Ghost, (Chassis no. 60551 and registered AX 201)

The car was introduced in late 1906 with a 7-litre engine, shortly increased to 7½ litres, and remained in production in the UK until 1925 and in the USA until 1926. As a result of competition in the Austrian Alpine Trials of 1912, significant improvements were made in 1913 and 1914 to increase the cooling capacity, replace the three-speed gearbox with a one of four speeds and to increase the size of the brakes. The resulting car was so good that it justifiably earned the name of 'The Best Car in the World' and it stayed in production through the 1920's, beating strong market competition because of its elegance, smoothness, refinement and quietness of operation.

A staggering 6,173 units of this model were produced and exported all over the world, with a further 1,703 being produced at a Rolls-Royce factory established in the USA at Springfield, Massachusetts. The engine is a large very quiet side-valve with coils and magneto ignition. From 1919 onwards electric starters were fitted, and from 1924, very powerful servo-assisted front wheel brakes became available.

In 1911 a sporting version of the car was introduced, and this model was given the name 'London to Edinburgh' after it had been driven in top gear between the two cities in an RAC observed run. The car was lighter and lower than standard, with a tapered bonnet and was capable of a maximum speed of 80 mph at a time when most cars stretched to reach 40 mph, and the national speed limit was 20 mph! This car is still one of the most delightful of all Rolls-Royces to drive, with a lightness and precision of control that is unmatched by any other model.

Between 1911 and 1913 there were 188 London to Edinburgh cars produced. Then after the disastrous performance by James Radley in the 1912 Alpine Trials, when Radley had entered his previous Rolls

Royce Ghost in the 1912 event, but pulled out when it became obvious to him that the cars gearing made success impossible, the car being unable to climb the steep hill roads effectively.



1912 Silver Ghost Phaeton Tourer

As a result, Rolls-Royce introduced a four-speed gearbox. Commencing with the 2400 series in 1913 almost all the Colonial or Continental London to Edinburgh cars were fitted with four-speed gearboxes. After the Company's success in the 1913 Alpine Trials, from late 1913 (from chassis number 2699 onwards), these cars were referred to as Alpine Eagles or AE in the factory records.

The Alpine Eagle was generally fitted with lightweight open coachwork, light road springs and lower steering rakes.

This sporting version, from late 1913, became known as Speed or even Alpine Eagle High Speed models in the early 1920's, fitted with lighter aluminium pistons. Gradually all the improvements were incorporated into the standard chassis. Throughout its life the car was available with a variety of body styles from the very best coachbuilders, ranging from grand touring cars to magnificent limousines. As well as its other virtues, the chassis was very well proportioned and enabled extremely elegant coachwork to be fitted.

The 'Silver Ghost' Name:

The **Rolls-Royce Silver Ghost** name refers both to a car model and one specific car from that series. Originally named the "40/50 h.p." the chassis was first made at Royce's Manchester works, with production moving to Derby in July 1908, and also, between 1921 and 1926, in Springfield, Massachusetts, USA.

In 1907 Claude Johnson, commercial and managing director of Rolls-Royce, ordered a car to be used as a demonstrator by the company. With chassis no. 60551 and registered AX 201, it was the 12th 40/50 hp to be made and was painted in aluminium paint with silver-plated fittings.

Painted in a shimmering silver and known for its silent, smooth operation, it earned the nickname "Silver Ghost." While Rolls-Royce didn't use the name officially at first, the press quickly adopted it, and soon the entire series was unofficially known as the Silver Ghost.



An open-top Roi-des-Belges body by coachbuilder Barker was fitted, and the car readied for the Scottish reliability trials of 1907 and, immediately afterwards, another 15,000-mile (24,000 km) test which included driving between London and Glasgow 27 times. The Silver Ghost title was taken up by the press, and soon all 40/50s were called by the name, a fact not officially recognised by Rolls-Royce until 1925, when the Phantom range was launched.

The name "Ghost" captured the car's almost supernatural quietness, refined performance, and seemingly effortless glide across roads. Produced from 1907 to 1926, over 7,800 Silver Ghosts were built, with nearly 1,500 still in existence today. Their lasting appeal comes from their unmatched reliability, drivability, and elegance.

More than just a car, the Silver Ghost is a legacy- a symbol of Rolls-Royce's relentless pursuit of perfection. As we look to the future of automotive technology, it's important to remember the past and the vehicles that paved the way. Following this model, the "New Phantom" was introduced. See what they did there now? Now, you will not only understand the origins of the name Silver Ghost, but also the inspiration behind the rest of the "spooky fleet" that continues to roll out of the factory today!

Roi-des-Belges:

IN 1901, when the fabulously rich King Leopold II of the Belgians (who personally owned the Belgian Congo) decided to buy a new car, he chose arguably the best chassis of its day, a big 40hp Panhard & Levassor...

Leopold's mistress was a dancer, with a taste of fashion and design. When deciding on the shape of the seats, she suggested to copy her tulip-shaped armchairs. The King was enthusiastic and when Rothschild had finished the coachwork, it created a true sensation and especially the higher-class marques adapted it, as it was not easy nor cheap to produce. But do not get confused: it was a body style, not a coachwork style. Thus, the eternal motoring fame that befell King Leopold is the coachwork body style 'tulip phaeton', but best known as 'Roi-des-Belges', which translates to

"King of the Belgians", or **tulip phaeton**, and was a car body style used on luxury motor vehicles in the early 1900s. It was a double phaeton with exaggerated bulges "suggestive of a tulip". The rear bulges

accommodated two corner seats like tub armchairs which were accessed from the rear by a central door with a small fold-down seat.

The Roi-des-Belges style began with a 1901 40 hp Panhard et Levassor with a Rothschild body commissioned by Leopold II of Belgium, *Roi des Belges*.

The style and the name *Roi-des-Belges* were used on many makes of the time, including Mototri Contal, Packard, Rolls-Royce Silver Ghost, Spyker, and Renault and by other coachwork builders.



An open-top Roi-des-Belges body by coachbuilder Barker
On the 1907 Rolls-Royce



1907 *Roi-des-Belges* body on a
Standard Thirty chassis

Phaeton: Historically, a phaeton is a light, open four-wheeled horse-drawn carriage, popular in the Victorian era, including various royal rulers. The word 'Phaeton' means 'the shining one'. In the more modern days of motorcars, a phaeton is a style of open automobile without any fixed weather protection, which was popular from the 1900s until the 1930s. The double phaeton style body can be seen in the photos above.

And now to end this fascinating Rolls-Royce saga:

Probably the best Rolls-Royce Story ever:

The story starts in India around 1920 when Jai Singh Prabhakar, the Maharaja of Alwar, a state in the colourful and vibrant region of Rajasthan in northern India, and one of the most powerful and wealthy rulers of his time, and who was a man who had a reputation for his lavish lifestyle, extravagant parties and eccentric hobbies, such as the time he ordered a special train to transport his favourite horse to Bombay, where he had booked a suite for it in a five-star hotel. He also had a habit of changing his clothes several time a day and wearing a different turban for each occasion.



Sometime in the 1920's he was in London on some state business when he took a stroll around town in regular clothing, un-recognisable as royalty. Spotting the Rolls-Royce showroom, he wandered in and asked to see some cars. The salesman, however, ignored him and treated him rudely, thinking he was a poor Indian who could not afford their expensive cars. Jai Singh Prabhakar was furious and left the showroom.

He then returned to the showroom in his royal attire, accompanied by his entourage. He was greeted with a red carpet and a grand welcome by the staff, who realised their mistake. Jai Singh Prabhakar then bought all the six cars on display and paid for them on the spot. He also ordered four more cars to be delivered to India.

When the cars arrived in India, Jai Singh Prabhakar did not use them for his own personal use, as one would expect. No!

Instead, he ordered the municipality of New Delhi to use them for collecting and transporting garbage. He wanted to humiliate the Rolls-Royce company and show them that their cars were not worthy of his respect. He also wanted to teach them a lesson not to judge people by their appearance.

The sight of Rolls-Royce cars being used as garbage trucks cause a sensation in India and abroad. The Rolls-Royce company was outraged and embarrassed by the King's actions. They feared that their reputation and sales would suffer because of this. They sent a telegram to Jai Singh Prabhakar, apologising for the behaviour of their staff, and requesting him to stop using their cars for garbage collection. They also offered him six more cars for free, as a gesture of goodwill. Jai Singh Prabhakar accepted their apology and their offer. He stopped using the Rolls-Royce cars for garbage collection and restored them to their original condition. He had achieved his revenge and proved his point. WACKO!

(Sorry- I couldn't find a picture of a Rolls-Royce garbage truck anywhere. Ed.)

Thanks to Willem Kodde from 'Classic Cool Cars' for permission to use parts of his article. Ed.)

The End.

+++++



Here's a 1929 Cadillac Hearse.

But- In America around the same time, here is a car you could die for a ride in.

This man evidently got close to a ride in it!

Man: "Waitress, can I ask you something about the menu please"

Waitress: *slaps his face*.

"The men I please are none of your damn business!"



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Happy Birthday Citroën:

You might be aware that this year is the 100th anniversary of Citroën, the automotive manufacturer. Here's a fascinating bit of wartime Citroën lore. It involves screwing with Nazis in a genuinely clever and subtle way that nevertheless had big repercussions.

When France was occupied by the Germans in 1940, major French factories like Citroën were forced to produce equipment for the Nazis. Citroën president Pierre-Jules Boulanger knew he couldn't just refuse to produce anything, but he also knew there was no way he was going to just roll over and build trucks for a bunch of Nazis. Pierre had a plan.

John Reynold's book Citroën 2CV describes Boulanger's sabotage efforts. Of course, he instructed workers to set a nice, leisurely pace when building trucks (likely Citroën T45 trucks) for the Wehrmacht, but that's fairly obvious. What was brilliant was Boulanger's idea to move the little notch on the trucks' oil dipsticks that indicated the proper level of oil down just a bit lower.

By moving the notch down, the trucks would not have enough oil, but German mechanics would have no idea because the little notch on the dipstick says it's just fine. Then, after the truck has been used for a while and is out deployed somewhere crucial, the engine seizes up and you've got a a lot of angry, stranded, vulnerable Nazis.

It's such a fantastic act of sabotage: it's extremely cheap to implement, it's subtle, there's no way to see something amiss is happening as the trucks are being built and it delivers the blow away from the site of the sabotage and when it will cause the most inconvenience and trouble.

That's some mighty good sabotaging, Pierre. Happy 100th Anniversary, Citroën!

+++++

 An older couple were lying in bed one night.
The husband was falling asleep but his wife was in a romantic mood and wanted to talk.
She said: "You used to hold my hand when we were courting." Wearily he reached across, held her hand for a second and tried to get back to sleep.
A few moments later she said: "Then you used to kiss me." Mildly irritated, he reached across, gave her a peck on the cheek and settled down to sleep.
Thirty seconds later she said: "Then you used to bite my neck." Angrily, he threw back the bed clothes and got out of bed.
"Where are you going?" she asked.
"To get my teeth!"  xx 

+++++

Ford in the UK is located in Dagenham, on the Thames, in London's east. It has an interesting history. Read on:

Ford Dagenham is a major automotive factory located in Dagenham, London, operated by the Ford of Britain subsidiary of Ford Motor Company. The plant opened in 1931 and has produced 10,980,368 cars and more than 39,000,000 engines in its history. It covers around 475 acres and has received over £800 million of capital investment since 2000.

Vehicle assembly ceased at the plant in 2002, but it continues as a major production site with capacity to assemble 1.4 million engines a year. In 2008, the plant produced around 1,050,000 engines and was the largest producer of Ford diesel engines globally. It was announced in October 2012 that the stamping plant at Dagenham would close in summer 2013 with the loss of 1,000 jobs. Employment at the plant peaked at around 40,000 workers in 1953.

Following the change to only building engines it now employs around 2,000 people.



**Dagenham
Ford
Factory on
the Thames
River in
London**

But: How about Women's Rights?

The strike, led by Rose Boland, Eileen Pullen, Vera Sime, Gwen Davis, Violet Dawson, and Sheila Douglass, began on 7 June 1968, when women sewing machinists at Ford Motor Company Limited's Dagenham plant in London walked out, followed later by the machinists at Ford's Halewood Body & Assembly plant. The women made car seat covers and as stock ran out the strike eventually resulted in a halt to all car production at the Dagenham factory.

The Dagenham sewing machinists walked out when, as part of a regrading exercise, they were informed that their jobs were graded in Category C (less skilled production jobs), instead of Category B (more skilled production jobs), and that they would be paid 15% less than the full B rate received by men. At the time it was common practice for companies to pay women less than men, irrespective of the skills involved.

Following the intervention of Barbara Castle, the Secretary of State for Employment and Productivity in Harold Wilson's government, the strike ended three weeks after it began, as a result of a deal that immediately increased their rate of pay to 8% below that of men, rising to the full category B rate the following year. A court of inquiry (under the Industrial Courts Act 1919) was also set up to consider their regrading, although this failed to find in their favour. The women were only regraded into Category B following a further six-week strike in 1984.

Heroines of Dagenham Ford strike issue of June 7th 1968, have a rallying cry to women as equal pay battle still rages 50 years on.

Dagenham legends Eileen Pullen, now 88, and Gwen Davis, 85, say women must keep fighting for their rights in the workplace



Dagenham workers during the 1968 strike (Image: Phil Harris)

As the heroines of the Dagenham Ford plant equal pay strike celebrate its 50th anniversary this week of June the 7th, their message for the next generation still fighting the same battle is simply: “Go for it.”

Because half a century on, there is so much to be done – as proved by the recent #MeToo and Time’s Up campaigns and revelations about the continuing gender pay gap.

Dagenham legend Eileen Pullen, 88, is delighted that her great-granddaughter’s generation are prepared to continue her fight for equality.

“I’m all for it,” she says. “Things are a lot worse than I thought, women have a big fight in front of them. You can’t be frightened. “If you think you’re entitled to more pay, go for it.”

Eileen was one of the leaders when 185 female machinists at Dagenham, East London, went on strike in 1968 demanding an equal pay grading to their male colleagues.

June 7th marks 50 years since the day the women, who stitched car seat covers, walked out. The covers soon ran out, halting production across the plant – proving just how integral their role was in the car manufacturing process.

Their landmark action, immortalised in the 2010 film *Made in Dagenham*, is widely credited as a catalyst for the Equal Pay Act two years later.

Yet despite being enshrined in law, equal pay has yet to be achieved in workplaces across the country.



Eileen in the 1960s

that are calling out such ill treatment.

“It should all be out in the open,” she says. “Why should a man think he has a right to your body?”

The battle fought by Eileen and her colleagues continues today, as bosses are finally being forced to open up about the 18.4% gender pay gap that means women effectively work for free for two months each year.

Fellow Dagenham striker Gwen Davis says: “It makes me angry and sad. Should we have to keep fighting for everything?”

Gwen, 85, of Romford, East London, is frustrated that women are still subjected to lower pay and harassment at work.

Like Eileen, she fully supports the high-profile campaigns

“This year is about a lot of things, including equal pay – but overall, for women to be treated with respect.

“Now women are protesting it’s revived my hope things will start to change. Women are strong compared to what they used to be, but it shouldn’t have taken 50 years.

“I don’t think many people really understand what the word feminist means, still.”

Pal Eileen, of nearby Rainham, encourages great-granddaughter Katie, a 20-year-old trainee nurse, to stand her ground.

Eileen says: “I’ve been mad this year. I tell Katie to stick up for herself. I say to all women, stand up for yourself, go for it, call people out. We have to.”

Eileen and Gwen have never stopped fighting for equality. In February they were on the Bafta red carpet with actress Gemma Arterton, who starred in the West End musical version of Made in Dagenham. They wore black alongside the star in support of the Time’s Up movement against sexual harassment.

They believe tomorrow’s anniversary is an important opportunity to speak out for what they so passionately believe in – especially coming as it does in the centenary year of women getting the vote. Although they shrug off any suggestion that they were personally courageous, back in 1968 it was undoubtedly brave to walk out of Ford.



Gwen, second right from centre, with the new Ford Cortina in the 1970s

Support was not always forthcoming –

especially when their actions led to the plant closing down and the men getting laid off too, leaving hundreds of families strapped for cash. But they both say they never doubted.

“It was difficult, but we had to do it,” says Eileen. “We had no hesitation. We all got together, we asked for a meeting, hands

were shown and out we walked. We were very angry. Although looking back you wonder how you did do it.”

The situation the women were fighting was around grading rather than pay, initially. Despite their job requiring two years’ training, the female machinists were classified as unskilled B-grade workers, the same as floor sweepers, with the equivalent pay and pensions to cleaners.

Every year they would ask to be re-classified as C-grade semi-skilled workers, which is how men with equivalent training were graded. But each year they were turned down.

“We had skills the same as the men,” Gwen says.

“Yet we were classed the same as the teenage boys who swept the floor.”

The final straw was the discovery that some male workers were being paid extra to work on the machines at night – while women were forbidden from working nights or overtime.

Both women were married and had children, but say they were lucky that their husbands did not work at Ford, so one source of income kept coming in during the strike.

Both men were supportive – Eileen says her husband would put the tea on when she went off to protests.

“He knew we were fighting for our rights,” she says. However, other families were not so lucky, which is why some hostility crept in.

“Some said, ‘Get back to work’,” recalls Eileen. “They said we were putting the men out of work. We had to let it go over our heads.”

Ultimately, for all their efforts, the women won only a partial victory.

Employment Secretary Barbara Castle promised a pay rise bringing them up to 92% of the unskilled men’s wage – an improvement on their existing 85%, but still far from equal pay or the grading change they demanded. Gwen says the women had little choice but to accept the deal.



Striking workers at the Dagenham plant

their new skilled status. They know better than anyone women must stick at it, and stick together.

“They had threatened to close the plant, and we didn’t want it closed,” she says. “Our hands were tied.” Nevertheless, their voice had been heard. “It was about respect,” she adds.

In 1969, a 1,000-strong equal pay demonstration took place in London and, a year later, the Equal Pay Act was introduced to ban unfair treatment of women in the workplace.

The Dagenham women kept up their campaign, walking out again in 1984 and finally gaining

Eileen is confident for the future, especially when she talks to her great-granddaughter. “She says if she does the same work, she should be paid the same. She has a lot of spirit.” Spoken like a true heir of the brave women of Dagenham.

Editor’s Note: There is a film available on “ABC iview” called ‘Made In Dagenham’ which covers the story of the women’s equal pay fight. Very much worth a look at!

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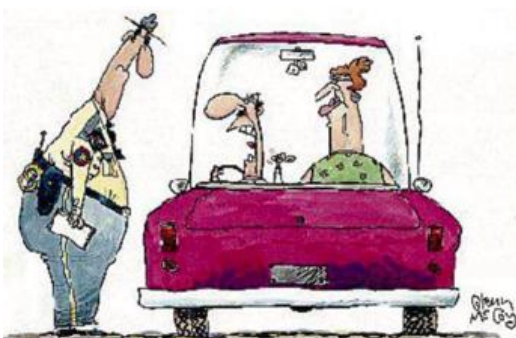
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1. How do you deal with a fear of speed bumps? You slowly get over it.
2. I got my oil changed, but I can't tell if my car runs better, or if it just likes the attention.
3. My car doesn't leak oil; it sweats power.
4. Cars are like husbands; if you change them often, you're bound to find a good one.
5. The only thing my car and I have in common is that we both wheeze when we run.
6. My car isn't messy; it's character-filled.
7. The best car safety device is a rear-view mirror with a cop in it.
8. Don't drink and drive; you might spill your drink.
9. Auto repair: the only business where the customer is always wrong.
10. Did you hear about the car that got an award? It was outstanding in its field.
11. Why do cars hate jokes? Because they auto know better.
12. What kind of car does a Jedi drive? A Toy-yoda!
13. Why did the traffic light turn red? You would too if you had to change in the middle of the street.



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"She's doing all the driving.

I'm just the one behind the wheel!"

An interesting perspective on life:

Imagine that you had won the following *PRIZE* in a contest:

Each morning your bank would deposit \$86,400 In your private account for your use. However, this prize has Rules, those Rules are:

1. Everything that you didn't spend during each day would be taken away from you.
2. You may not simply transfer money into some other account.
3. You may only spend It.
4. Each morning upon awakening, the bank opens your account with another \$86,400 for that Day.
5. The bank can end the game without warning; at any time, it can say, Game Over!" It can close the account, and you will not receive a new one.

What would you personally Do?

You would buy anything and everything you wanted? Not only for yourself, but for all the people you love and care for. Even for people you don't know, because you couldn't possibly spend it all on yourself, right? You would try to spend every penny, and use it all, because you knew it would be replenished the next morning.

ACTUALLY, This GAME is REAL... Shocked ???

YES!

Each of us is already a winner of this *PRIZE*.

We just can't seem to see it.

The PRIZE is *TIME*

1. Each morning, we awaken to receive 86,400 seconds as a gift of Life.
2. And when we go to sleep at night, any remaining time is Not credited to us.
3. What we haven't used up that Day is forever lost.
4. Yesterday is forever Gone.
5. Each morning the account is refilled, but the bank can dissolve your account at any time WITHOUT WARNING.

SO, what will YOU do with your 86,400 seconds?

Those seconds are worth so much more than the same amount in dollars.

Think about it and remember to enjoy every second of your life, because time races by so much quicker than you think.

Take care of yourself, be happy, love deeply and enjoy life!

Here's wishing you a wonderful and beautiful day.

Start spending....

"OH... and don't COMPLAIN ABOUT GROWING OLD - SOME PEOPLE DON'T GET THAT PRIVILEGE!"

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FORD FIRE WARNING!!!!!!

The following is a warning I found in the December 2005 BVAC magazine which I published some time last year, or was it the year before. No matter- I feel it is worthwhile repeating here, especially as this is Ford's 100th year in Australia.

It began with the news of the loss to fire of a members Ford Escort and goes on to say that the fire had been preventable in that the fault which caused the fire had been known to the Ford Company who had recalled the vehicles concerned to address the problem. It could, I suppose, be assumed that by now all Escorts would have been modified, but still, this repeat may just be of value to someone out there.

The issue is caused by the fuel inlet connection to the carburetor coming detached from the carby thus pumping fuel over the engine and hot exhaust manifold. If you know of a 4-cylinder Ford Escort engine, make sure that the fuel connection is properly connected to the carby.

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NOPE, WE SURELY DIDN'T HAVE A GREEN THING IN OUR DAY!

Checking out at the store, the young cashier suggested to the older woman that she should bring her own grocery bags because plastic bags weren't good for the environment. The woman apologized and explained, "We didn't have this green thing back in my earlier days."

The young clerk responded, "**That's our problem today. Your generation did not care enough to save our environment for future generations.**"

She was right -- our generation didn't have the green thing in our day.

Back then, we **returned** milk bottles, soda bottles and beer bottles to the store. The store sent them back to the plant to be washed and sterilized and refilled, so it could use the same bottles over and over. So they really were recycled.

But we didn't have the green thing back in our day. Grocery stores bagged our groceries in brown paper bags, that **we reused for numerous things.**

Most memorable besides household garbage bags was the use of brown paper bags as book covers for our schoolbooks. This was to ensure that the books were not defaced by our scribbles. Then we were able to personalize our books on the brown paper bags.

But too bad we didn't do the green thing back then.

We **walked up stairs** because we didn't have an escalator in every store and office building. We walked to the grocery store and didn't climb into a 300-horsepower machine every time we had to go two blocks.

But she was right. We didn't have the green thing in our day.

We **washed the baby's nappies** back then because we didn't have the throwaway kind. We dried clothes on a line, not in an energy-gobbling machine burning up 240 volts -- wind and solar power really did dry our clothes back in our early days.

Kids got hand-me-down clothes from their brothers or sisters, not always brand-new clothing which was only good until the next fashion fad arrived.

But that lady is right; we didn't have the green thing back in our day.

Back then, we had one TV (if any at all), or radio, in the house -- not a TV in every room. And the TV had a small screen the size of a handkerchief (remember them?), not a screen the size of the state of Tasmania. In the kitchen, **we blended and stirred by hand** because we didn't have electric machines to do everything for us. When we packaged a fragile item to send in the mail, **we used wadded-up old newspapers to cushion** it, not Styrofoam or plastic bubble wrap. Back then, we didn't fire up an engine and burn petrol just to cut the lawn. We used a **push mower** that ran on human power. We exercised by working so we didn't need to go to a health club to run on treadmills that operate on electricity.

But she's right; we didn't have the green thing back then.

We **drank from a fountain** when we were thirsty instead of using a cup or a plastic bottle every time we had a drink of water. **We refilled writing pens** with ink instead of buying a new pen, and **we replaced the razor** blades in a razor instead of throwing away the whole razor just because the blade got dull.

But we didn't have the green thing back then.

Back then, people **took the tram, or a bus** and kids **rode their bikes to school**, or walked instead of turning their moms into a 24-hour taxi service. We had **one electrical outlet in a room**, not an entire bank of sockets to power a dozen appliances. And we didn't need a computerized gadget to receive a signal beamed from satellites 23,000 miles out in space in order to find the nearest burger joint.

But isn't it sad the current generation laments how wasteful we old folks were just because we didn't have the green thing back then?

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No green things back then either!

Seabrook Visit- 20th June- at Deception Bay:

Residents at Seabrook Aged Care thoroughly enjoyed our visit. Lots of memories for them, talking about their past with similar cars. One 95-year-old resident was full of knowledge on how to repair and adjust SU carburettors.

The following pictures say it all.

Mal Dale



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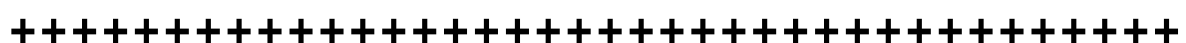
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More photos overleaf.



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