



HETNR Qld Inc.

December 2023 – January 2024

Roy Gillespie	President	0427 922 661
Ross Sanson	Vice President	0407 138 781
Lesley Murphy	Secretary/Treasurer	0417 617 205
Garry Murphy (Rambler)	Events Director	0407 209 160
Bob Ward	Dating Officer	07 5465 3912
Peter Wilkinson	Webmaster	07 3300 3668
Sandra Purnell	Editor	0459 295 064

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HETNR Car Club Newsletter



1968 Rebel - Lyn & John Simpson

December 2023 – January 2024 Edition



Disclaimer

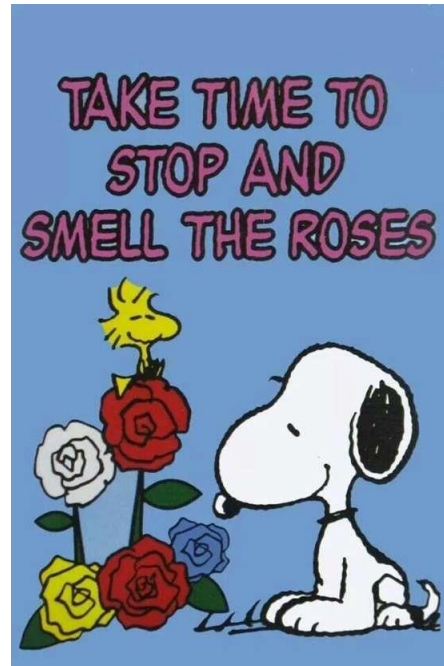
The views expressed in this Newsletter are not necessarily those of the Club's Committee or its Editor. The information in this newsletter is published in good faith and for general information purpose only.



I like to make lists.

I also like to leave them laying on the kitchen counter and then guess what's on the list while at the store.

Fun game.



Why We Love Children

- One summer evening during a violent thunderstorm a mother was tucking her son into bed. She was about to turn off the light when he asked with a tremor in his voice, 'Mummy, will you sleep with me tonight?'
The mother smiled and gave him a reassuring hug. 'I can't dear,' she said. 'I have to sleep in Daddy's room.'
A long silence was broken at last by his shaky little voice: 'The big sissy.'
- It was that time, during the Sunday morning service, for the children's sermon. All the children were invited to come forward.
One little girl was wearing a particularly pretty dress and, as she sat down, the minister leaned over and said, 'That is a very pretty dress. Is it your Easter Dress?'
The little girl replied, directly into the minister's clip-on microphone, 'Yes, and my Mum says it's a bitch to iron.'
- A little girl asked her mother, 'Can I go outside and play with the boys?'
Her mother replied, 'No, you can't play with the boys, they're too rough.'
The little girl thought about it for a few moments and asked – 'If I can find a smooth one, can I play with him?'
- A certain little girl, when asked her name, would reply, 'I'm Mr. Sugarbrown's daughter.'
Her mother told her this was wrong, she must say, 'I'm Jane Sugarbrown.'
The Vicar spoke to her in Sunday School, and said, 'Aren't you Mr. Sugarbrown's daughter?'
She replied, 'I thought I was, but mother says I'm not.'

CHRISTMAS ON THE TWEED RIVER – 2 December 2023



Well, our Christmas function is over for 2023. We had a very good turn-up for the event with 22 of us making the day an enjoyable experience. Some of us stayed overnight while others made their way home. Everyone was on time. We weren't the only people on the boat but we did have a section to ourselves. We had a storm the night before but the day was beautiful except for the humidity. The river was calm waters and very clean. We saw some type of eagle (I think) which had built its nest on a stick next to the electricity wire. Wendy suggested it was a Plover as they are quite a stupid bird. The captain of the boat gave us a little bit of history about the river. He mentioned they used to put logs in the river and float them downstream. The food was lovely and Harry liked the pickles so much Joy very graciously purchased a jar of them. Harry also like the quiche so much he took a spare piece home. Our food was served by two very nice young ladies who worked hard all day. They were very versatile as they also helped with the mooring when we got back to port. For those who were staying for the evening they headed off to the motel to book in. Roy & Helen were initially going to be staying but they had a brush with Covid a week before so were being cautious and decided if they had it they'd rather give it to their granddaughter than any of us. We did appreciate your sacrifice but you did miss a good night.

We headed off to the Bowls Club around 6.00 pm. Ray and his wife were looking after a little joey that they had left alone and while they were going to try and join us, I guess the joey needed some attention. They were staying in their caravan. We had 10 people for the evening but once the music started, we decided we would head back to the motel. I know I'm getting older and my hearing probably isn't as good as it once was but why bands feel the need to deafen their audience is hard to understand. What did amaze me was the age of the people (same or slightly younger than me) sitting up close and listening – perhaps they were locals and are already deaf so it made no difference.

We were all entitled to a free continental breakfast the next morning and we all took advantage of that – it was really yummy. It came in handy that New South Wales is an hour ahead of us with daylight saving as we all headed for home around 8.30 am (7.30 am Qld time). The traffic was quite reasonable and I guess everyone arrived home safely.

Here are some photos of the day. A big thank you to Ross and Margaret for choosing this event and organising it for us. I'm sure everyone had a great day. Thank you to Peter and Margaret for the photos.



A view beside the boat before leaving port



Tweed River



Tweed River



These are a couple of shots of birds – go on the website to get a better view – quite fabulous

The members enjoying our day on the Tweed River Eco Tour



Bilambil Heights Run

2 – 3 March 2024



I know it seems early to be putting this event in the newsletter but it gives you a heads-up. It sounds great so put it in your diary as an event to attend next year. Two options have been suggested.

Option 1

All the times are in Queensland time.

- 9:30 am Morning tea at Mike & Deb's home – 147 McAllister's Road, Bilambil Heights. House is set high on rural land, overlooking the Tweed and Gold Coast – 10 minutes south-west of Tweed Heads.
- 11:00 am Lovely short drive through rainforest via Hogan's Road.
- 11:30 am Lunch at historic Tumbulgum Tavern, 124/136 Riverside Drive overlooking the Tweed River.
- 2:00 pm Optional – visit and afternoon tea at Husk Distillery, 1152 Dulguigan Road, North Tumbulgum (3 minutes from Tumbulgum Tavern if you drive – around 18 minutes if you walk – it looks like a really pleasant walk actually). This has a tour – information on website says 90-minute tour cost is \$89.00 with a 45-minute tour cost of \$45.00.

I think if we could get a 2.00 pm tour and only did the 45-minute tour it would give people plenty of time to get home.

Head home

Option 2

This option entails an overnight stay. Accommodation is below.

The intention is to do Option 1 then for those staying overnight:

- 6:00 pm Dinner – to be advised
- 8:00 am Breakfast at Cubby Bakehouse – 162 Chinderah Bay Drive, Chinderah (10 minutes south of Tweed Heads) – once again with views of the Tweed River.

If the tour of the Husk Distillery has not been done the day before perhaps people who stayed overnight may be interested in doing it today otherwise head home.

Accommodation

Contact details for the Motels:

- Tweed Harbour Motor Inn, 135 Wharf Street, Tweed Heads, Phone 07 5536 6066.
- Baywater Tweed Motel, 129 Wharf Street, Tweed Heads Phone 07 5599 4111
- Tweed Heads Vegas Motel, 123 Wharf Street, Tweed Heads Phone 07 5599 0399

ALBURY WOODONGA
CHRYSLER CLUB

Chryslers

ON THE MURRAY
2024

INCORPORATING 9th
AUSTRALIAN AMC
RAMBLER SHOW

MARCH 15, 16, 17th 2024
GATEWAY LAKES WOODONGA VIC
SPOTLIGHT ON VE, VF & VG VALIANT

Garry & Lesley Murphy are attending this event next year. If you are interested, please contact Garry on 0407 209 160. As it gets closer more information will be imparted to interested parties.



small black Chrysler powered at... head down from the Gold Coast...
 The spotlight was on 150 muscle cars at OZRM... including a...
 WITH BOTH LAP SPRINT AND GO-TO-WHOA EVENTS ON OFFER, COMPETITORS COULD PUT THEIR CARS THROUGH THEIR PACES



INVITATIONAL EVENTS

2024

- Mar 15-17 Chrysler on The Murray – see flyer previous page. As more information comes to hand it will be put in newsletters.
- Jun 5-9 Cooly Rocks On – more info as it comes to hand.

HETNR QLD Inc CLUB OUTINGS

Every Friday from 4pm to 9pm there is a car cruise into Elizabeth Street Shopping Centre at Acacia Ridge, corner of Elizabeth Street and Beaudesert Road, Acacia Ridge. This is open to all club members who wish to attend this event. Any further information contact Garry Murphy on 0407 209 160.

2024

- Jan Free
- Feb 4 **Non-meeting Event** – Porter Plainland breakfast – contact Garry Murphy on 0407 209 160 for any further information.
- Feb 17 **General Meeting** – meet at 10.00 am for 11.00 am meeting – Woodford Gardens Café, 71 Peterson Road, Woodford. We will be having a meeting in the grounds. There is a café there where you can get morning tea and I thought we could also have lunch there. Contact Sandra on 4659 8791 or 0459 295 064 or email sandkay378@gmail.com. This is subject to availability at Woodford Gardens Café. They hold weddings and the venue may not be available on the day.
- Mar 2-3 **Non-meeting Event** – Bilambil Heights – this can be either a day trip or an overnigher – whichever you choose – **see page 4 for more information.**
- Apr
- May
- Jun **General Meeting & AGM** – perhaps this could be a meeting at Mary Cairncross Park then on to Maleny Gardens where we have a light lunch and then explore the gardens before heading home.
- July Free
- Aug **General Meeting:**
- Sep **Non-meeting Event** – perhaps this can be the Oakey Army Museum, dingo fence, Jimbour House etc event.
- Oct **General Meeting:**
- Nov Free
- Dec **Christmas Event:**

If people have an event in mind that they would like to do but are time-limited please let me know and I will see if I can look into it.

I have put down months for General Meetings as we do need to have four per year. I am using the meeting in June as the last meeting of the year.

FOR SALE

For Sale: 1934 rare Hudson four door soft top, Australian made Hudson Terraplane

This is believed to be one of only five left. Sold to Dalgety Agents in the depression (1934) as a rolling chassis, with Olding built bod., four door sedan, six cylinder. (in Griffith region). This car is in bits and in storage and is about 98% complete and needs finishing, with all the panels, doors etc in vgc. and all the mechanicals re-built or reconditioned. Chassis has been powder-coated, all the springs replaced, (some new), hangers and bushes rebuilt and assembled.

The differential and gear box are fully rebuilt with new bearings and re-conditioned. Differential is powder-coated, along with re-conditioned tail shaft, steering box and starter motor.

The front end is brand new flexi-drive axle, all new bearings. Both differential and front end have been modified with brand new XP falcon backing plates, wheel kits and new drums.

New timber is re-built for the chassis and floor pan, panels are blasted and primed along with Fire wall and dash panels. Windscreen posts all surrounds tilting etc brand new chrome. 100%. Brand new stainless steel fuel tank, powder coated, four powder coated 5 inch wire spoke rims fitted with new radial 600/650 R17 tyres... the list goes on.

The 218 cubic inch motor has been fully rebuilt with all new components, (from America) line-bored and balanced – better than new – painted, still in bubble wrap. Over \$10,000 alone spent on the engine.

Ring for details, so far over \$36,000 spent – open to offers for a once off rare and unique 1934 Hudson Terraplane. (I am running out of time and space) I am on the Sunshine Coast. Contact Ian Michael on 0412 711 116

For Sale: 1927 Essex with ESSEX number plates, for more information contact Noel Brennan Tel: 0416 214 330.

For Sale: Almost finished 2 petrol tanks for 1920 to 1927 Hudson. Also making 2 tanks for 1934 to 1947 Terra and Hudson. Price depends on a lot of factors like buying as a kit and you weld, or a finished tank, and re the sender you want to use. Contact Barry Sweetman on 0435 596 203.

For Sale: 1926 Cadillac 7 passenger Exec – full restoration body, engine, upholstery, chrome, tyres, instruments and glass – only 1,000 kms done after restoration (large quantity of spares included) - \$75K ONO. Contact: Ray Nunn 0417 300 713 or raysnunn@gmail.com.

For Sale: This 1955 Nash was almost ready for the road when a repair guy accidentally set fire to the interior of the car while welding a small rust patch under the floor of the car. Work that had been done prior is, the brakes radiator new exhaust pipes made Hudson Essex Terraplane Nash Rambler Car Club

but not fitted but with car motor gearbox and diff all good. Please contact the owner direct if you are interested on 0417 592 837 Graeme. He is asking \$5000. Note this is an RHD car and is located near Phillip Island.



WANTED

Wanted: 1955 - 1957 Hudson Hornet front windscreen in useable condition. Contact - Brett Szabadics, 0418 431 924.

Wanted: Parts for my 1934 Hudson restoration – Bonnet Mascot, Back lights and hubcaps. Contact Matthew Ozols on 0409 020 401.



Wanted: one 1937 Hudson hubcaps, as per photo above. Contact: Roy Gillespie 0427 922 661".

Wanted: I am looking to get in touch with any members who may have some spare doors to suit a 1927 Essex sedan. Contact: Adam 0434 536 731.

Wanted: Nash Airflyte Ambassador "Bathtub" 1949 - 1951/1952 - 2 or 4 Doors. Running is preferred but not essential. Contact: Robert Brotchie 0434 110 114 or email robertbrotchie@icloud.com

Wanted: 1927 Hudson side parking light. I have the glass and bezel. Just need the bucket. Please contact darrenfountain172@gmail.com or 0419 841 119.

HETNR WEBSITE

The address is: <http://hetnr-qld.com.au>
Please contact Peter Wilkinson on pjwilko@hotmail.com



A BIT OF HISTORY OF THE TERRAPLANE

continued from previous newsletter

British Railton Cars



1934 Railton Terraplane at Brooklands Museum

The Terraplane 8-cylinder chassis and engine was also used in the British [Railton](#) automobiles for their initial production year 1933.

The 1934 Light Sports Tourer used a lightweight open four-seater body and mildly modified engine. It achieved 0-60 mph in 8.8 seconds, a sensational time pre-war, and a top speed of 107 mph on the 3.3:1 rear axle. The engine was so flexible that it could be driven in circles on full lock in top gear without snatching.

Numerous coach builders constructed Railton bodies for the Terraplane and later Hudson chassis. Railton cars continued to be built on 1934 Hudson 8, and later Hudson 6- and 8-cylinder chassis through 1939. The company was bought by Hudson in 1939.

U.S. CAR CONCESSIONAIRES IN GREAT BRITAIN

Selling highly individualistic U.S. cars in Great Britain is a fairly small operation for the four makes concerned. Yet the demand seems to be increasing and one wonders how much this has had to do with the introduction of more acceptable and sporting machines such as the Mustang and Camaro. Figures obtained from the Society of Motor Manufacturers and Traders' Statistics Office show that in 1965 284 U.S.-made cars were imported into Britain, with a value of £367,072. The following year the number increased to 368 (£484,666) and last year the number was 480 (£632,982). The sales figures given to us by the various concessionaires did not seem to bear these out but we are inclined to accept those of the S.M.M.T. A survey of the four companies concerned, Lincoln Cars, Rambler Cars, Lendrum and Hartman and Warwick Wright, follows:

American Motor Corporation—Rambler Cars

By far the smallest of the American "Big Four" automobile manufacturers is the American Motor Corporation. In fact, on the U.S. market Volkswagen manages to out-sell their products, although some recent changes in top management, which now officially encourages motor racing, and a really aggressive "knocking copy" advertising campaign in the States may see their fortunes changing. The picture in Britain is slightly different, for Rambler Cars, the British concessionaires, claim to have imported 40% of the U.S. cars last year.

Rambler Cars, which are based by the Chiswick fly-over in West London, have been in this country since 1924; the Chiswick plant used to assemble Hudsons. In 1954 Hudson and Nash joined forces to form American Motors and recently the name Rambler was reintroduced with the birth of the so-called compact car, while the trading names of Hudson and Nash were both dropped. Rambler Cars started selling seriously in this country in 1963 when import restrictions were lifted, and they have always sold a sedate type of motor car. In 1968, however, the emphasis is on the more sporting Javelin.

The sales policy in Britain is to bring its a restricted line to simplify dealer stockings. The smallest compact is available only to order, while the Javelin is only available from stock with the biggest engine. In the States there are nine engine options but in Britain Rambler concentrate on the six-cylinder 3.8-litre and 4.8 and 5.6-litre V8s. Prices in this country range from £2,100 to £2,600.

Rambler Cars have a fairly wide cross-section of buyers, including those to the military and diplomats. Among the owners of Ramblers are those two eminent Back Britainers, Sir Max Aitkin and Derek Marks of the *Daily Express*—very ironic! The Chiswick depot is the parts centre for the whole of Europe and the Middle East, and Rambler Cars reckon they earn \$1 million a year in re-exporting, a total that far exceeds the value of cars sold. These spares are all computer-controlled and Rambler say they can have spares to any town in

Britain within 48 hours and to a big town in 24 hours. They also use Heathrow Airport a great deal, especially since the M4 was built on their doorstep. The stock of spares in the main goes back for five years although they also carry certain Hudson, Nash and Austin Metropolitan parts.

General Motors—Lendrum and Hartman

All of the gigantic General Motors' cars are handled in this country by one company. Lendrum and Hartman, a member of the Lex Group of companies. The various G.M. makes have gradually been brought under their control, finishing with Lendrum and Hartman moving into bright new offices in Flood Street, just off the King's Road, Chelsea, two years ago.

The company was established 40 years ago in premises in Albemarle Street, dealing in Buicks and Cadillacs. The leading light in those days was Capt. Hartman, a dominant figure under whose influence these cars were sold mainly to the established rich and aristocracy, including one to a ruling monarch. Today, said Lendrum and Hartman's acting General Manager Victor Shaw, the cars are sold in the main to theatrical people, pop groups and diplomats. During their early years all servicing was carried out at Old Oak Lane, Willesden, where a certain amount of assembly work was done before the war.

Within the last 10 years a number of mergers have taken place, Lendrum & Hartman first taking over the Chevrolet marque from B. & C. Concessionaires. After Capt. Hartman's death Mrs. Hartman continued to run the business until it was acquired by the Lex Group. Lex already held the Oldsmobile franchise, leaving only one make outstanding. Three years ago, a merger was arranged between Lendrum and Hartman and Kaye Don's U.S. Concessionaires and Pontiac came within the Lex combine. All of this took place from Albemarle Street, but to bring the whole show under one roof a move was arranged to Flood Street. Old Oak Lane, the service depot, is now silent and the spares and service is done from Kensington Place, Campden Hill Road, London N.W.8.

General Motors offer a choice of some 100 models in five car marks (Cadillac, Buick, Chevrolet, Pontiac and Oldsmobile) in the U.S. but Lendrum and Hartman restrict their stocks to just 12 models. They are quite prepared to order something special if a customer requires it. Because there are some Chevrolet and Pontiac models still available with right-hand steering, these are the ones that sell best in this country. The showrooms in Flood Street also display German Opels, a make that Mr. Shaw expects will sell very well in this country. General Motors recently established a Vehicle Division in Kingsbury, London N.W.9, which will be able to provide closer liaison and better technical resources for all G.M. dealers in this country.

For general servicing for anyone living out of easy reach of Kensington Place, Lendrum and Hartman recommend owners to take their cars to Vauxhall main dealers; however, for bigger repairs a G.M. main dealer is recommended. The concessionaires have mechanics who have been trained in Antwerp, the main spares depot for Europe.

Mr. Shaw said Lendrum and Hartman carried £80,000 worth of spare parts, although making the decision on how much to stock was a big one. Other spares are dispatched from either Antwerp or the U.S., body spares, because of their bulk, being the main concern for worry. However, Lendrum & Hartman know from experience which are the parts that are most likely to be needed.

Mr. Shaw is normally Export Sales Manager and Graham Bennett, who was on a course in the U.S. at the time of our visit, is the official General Manager.

Thriftest to Buy and Drive! Easiest to Park!

1961 RAMBLER AMERICAN



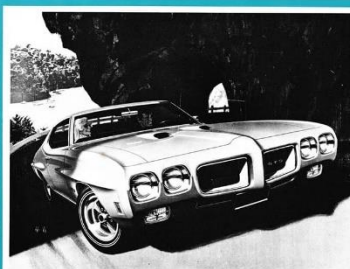
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Sole U.K. Distributors for Chevrolet : Pontiac : Oldsmobile : Buick : Cadillac.

LENDRUM & HARTMAN Ltd.
Flood St, Kings Rd, Chelsea, London, SW.3.

to be continued in next Newsletter