

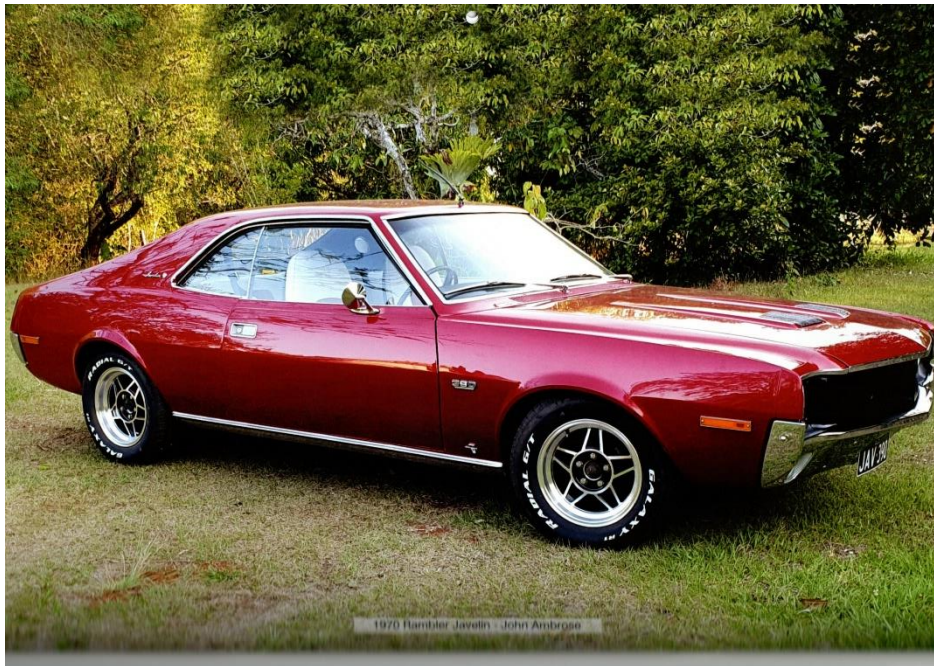


# HETNR Qld Inc.

## February – March 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
<b>Website:</b> HETNR-QLD.COM.AU and also <a href="http://hetnr-qld.com.au/galleries/">http://hetnr-qld.com.au/galleries/</a>		

## HETNR Car Club Newsletter

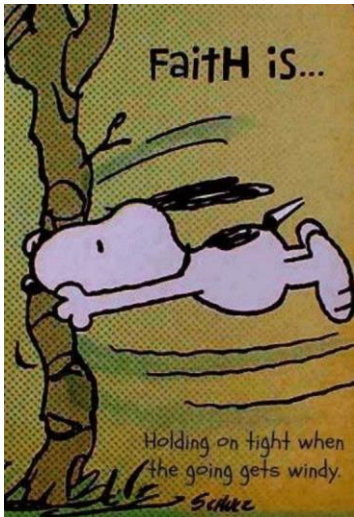


## February – March 2024 Edition

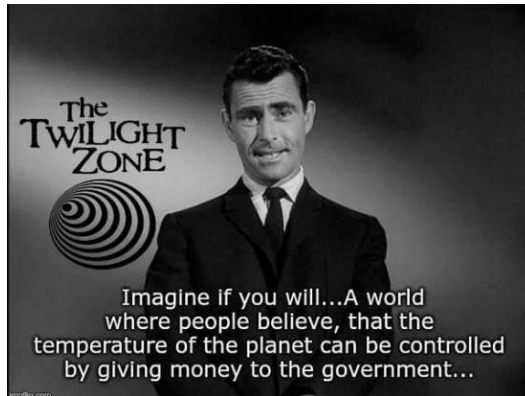


### Disclaimer

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 wonder why we are so so obsessed with trying to find intelligent life on other planets, when we can't even find intelligent life here?



**TODAY'S LESSON IN IRONY**  
THE FOOD STAMP PROGRAM IS ADMINISTERED BY THE U. S. DEPARTMENT OF AGRICULTURE. THEY PROUDLY REPORT THAT THEY DISTRIBUTE FREE MEALS AND FOOD STAMPS TO OVER 46 MILLION PEOPLE ON AN ANNUAL BASIS.  
  
MEANWHILE, THE NATIONAL PARK SERVICE, RUN BY THE U. S. DEPARTMENT OF THE INTERIOR, ASKS US, "PLEASE DO NOT FEED THE ANIMALS". THEIR STATED REASON FOR THIS POLICY BEING THAT..  
  
"THE ANIMALS WILL GROW DEPENDENT ON THE HANDOUTS, AND THEN THEY WILL NEVER LEARN TO TAKE CARE OF THEMSELVES".  
  
**THIS CONCLUDES TODAY'S LESSON**  
**ANY QUESTIONS?**

# MINUTES OF GENERAL MEETING – WOODFORD on 17/02/2024

Meeting opened by Roy Gillespie at 10.55am

Members Present: 8

Apologies: 2

Visitors: 0

Minutes of previous meeting – confirmed by Roy Gillespie and seconded by Garry Murphy – all in favour

**Business Arising:** Nothing

## Presidents Report:

The year started with Gary and Lesley holding the Plainlands Breakfast on 4th February with a good number of Ramblers turning up. These are always good fun and Helen and I were sorry to miss it. Many thanks to Gary and Lesley.

Saturday 17th February was the run to Woodford for a meeting and lunch. John Ambrose drove his Rambler Javelin (very nice!), Gary and Lesley arrived in style in the Cadillac and we drove the 1937 Hudson. Sandra, Ross and Margaret arrived also in style in moderns. We all had a great time talking and so much so we almost forgot to hold the meeting. The meeting progressed well and was finished in about the hour. We reviewed last year which went well but decided that because there is a fair bit on, we would not hold a long rally this year but hold it over for next year. These rallies, like last year's whale watching trip, were much fun and tend to be the highlight of the year, but we need to be practical and so we have held it over.

Our next one is the trip to visit Mike and Deborah Teitzel at Bilambil Heights, 2-3 March. This rally will be set in beautiful country and Mike and Deborah have organised a great weekend for us.

Other events are the "Cranky Carby" at Warwick that we can participate in, 9-10 March.

John Ambrose is organising a run on the Sunshine Coast, Beerwah area, for 25 May. Again, this will include driving through some spectacular country.

In June we will have our AGM at Mary Cairncross Scenic Reserve and yet another beautiful place with bush walks and scenic café.

August we will have a meeting at Wivenhoe Dam. September will be a rally to Toowoomba/Oakey. October will be a visit to Cleveland Point and area. Christmas breakup party and rally may be held at Rosewood or some other suitable place but this is a must attend event for many of us as they are such fun.

Having organised the year ahead we closed the meeting and resumed our lively conversation over lunch. Our trip home was a bit hot but the Hudson climbed the range going home and did not get too hot and ran faultlessly. Always a good outing when this happens.

Hope to see you on many of the outings.

## Inward Correspondence:

- 4 Bank Statements for General Account
- 1 Bank Statement for Stanthorpe meet account
- 4 Chrysler Newsletters
- Notice from Heritage Bank how to keep accounts secure from Scammers
- 1 New Membership Application + follow up email from same Applicant
- Email from Office of Fair Trading regarding changes from July 2024 regarding benefits paid to committee members, senior staff and their relatives at AGMs and Grievance Procedures Model
- Marsh Insurance Invoice for 2023 to 2024 Renewal

## Outward Correspondence:

- Cheque posted Tweed Eco Cruises for Xmas Lunch
- Posting of Cheque to Marsh Insurance for 2023 to 2024 Renewal of Policy
- Posting of 2024 Calendars

Moved by Secretary Lesley Murphy and seconded by Ross Sanson – all in favour

## Financial Report:

<b>INCOME since last meeting 07.10.2023</b>	<b>\$1,231.14</b>	
New Member Application 2 Year Deposit		\$ 40.00
2023 Xmas Lunch Deposits		\$675.00
2024 Calendars incl. Postage		\$555.90
Bank Interest Main Account		\$ 0.24

<b>EXPENDITURES since 07.10.2023</b>	<b>\$3,829.80</b>	
Christmas 2023 Lunch		\$1,692.00
March Insurance for 2023-2024 Insurance Renewal		\$790.20
70 Calendars @ \$17.54 each		\$1,227.60
100 Postage Stamps @ \$1.20 each		\$120.00
General Bank Balance as at statement 31.01.2024		\$.....
Stanthorpe Meet Bank Balance last statement 18.12.23		\$.....
Petty Cash as at 17.02.24		\$.....
<b><u>TOTAL as at 17.02.2024</u></b>		<b><u>\$.....</u></b>

Financial report moved by Treasurer Lesley Murphy and seconded by Margaret Sanson – all in favour

**Membership: as at 17.02.24 – 60 Members**

1 new Membership Application received – Ian Michael owns 1929 Hudson Super 6 and 1934 Hudson Terraplane.

Proposed by Garry Murphy and seconded by Sandra Purnell - Approved

**Events:**

Garry Murphy: Chryslers on the Murray 15th to 17th March 2024. Cooly Rocks 5th to 9th June 2024, Chrysler Expo Rocklea 8th September 2024.

John Ambrose & Roy Gillespie: to organise a run, on 25th May starting from Matthew Flinders Park with a starting time of 9:00 am. You will have to come along to find out what they have in store for us.

Sandra Purnell: (with a little help from Bob Ward) Run to be organized to Oakey 7th to 8th September 2024 Oakey Army Base, dingo fence, Jimbour House (perhaps a tour – cost involved) then lunch at Poppies on The Hill. Time permitting, we will check out Bell then head back to Oakey for an overnight stay with dinner at Oakey RSL Club.

**Next meeting:** will be AGM at Mary Cairncross Reserve at Maleny on the 22nd June with lunch at the restaurant. Time permitting, we can go for a wander through the rainforest.

10 August – General Meeting at Wivenhoe Dam with lunch at Coominya Pub.

12 October – General Meeting in Cleveland/Redland Bay area

30 November – Christmas Lunch has been suggested at The Rising Sun Hotel at Rosewood.

Sandra suggested 2025 Rally to St George. Margaret Sanson suggested Charleville. Garry suggested we put it out there and see which one seems to be the most popular. We will not call it a rally as such but will put an invite out to all club members – that means other states to join us.

Moved by All members present at Meeting

**Webmaster:** Peter Wilkinson – nothing to report

**Dating Officer:** Bob Ward nothing to report

**Editor:** More stories please and recipes

**General Business:**

Sandra to remind members in newsletter still have 2024 Calendars for sale; if not all sold by April club will no longer be offering Calendars.

**Next Meeting: AGM 22 June 2024 at Mary Cairncross Reserve** – 148 Mountain View Road, Maleny – meet at 9:30 am BYO morning tea with lunch at the restaurant on site. Time permitting, we can take a leisurely walk in the rainforest.

Meeting Closed 11.55am

## ELECTRIC CAR DEBATE by Roy Gillespie



On the outset I need to confess that I was pressed into writing this article although I didn't need much "pressing" so I said ok! It would be no surprise to find that us "old car nuts" are biased against electric cars (EVs) and some might say we are very biased, one eyed and cannot see out the other. So read my views in this light.

In suppressing my bias for a bit, I must admit that in some cases an EV makes sense and this is where you do short trips to work or town for whatever reason and then go home, and put the car on charge (mains 240 volts). The relatively cheap cost of fuel is a saving so initially it looks good but this is only because there is no government fuel tax on electricity. I feel that governments will find a way of taxing users somehow, in the future, so lookout buyers, once they have you committed, then the cost and taxes will increase. However, disregarding this speculation, at the present, you need to own your EV for about ten years, with average use, to recoup the extra cost of purchase, making the economics of this choice doubtful in the first place. It will only be a lot of short trips that will push the cost savings in your favour.

If you have to purchase a new battery within 10 years, then you are way behind in the money stakes. New batteries are nearly as costly as a new car. As the ten years tick by, the distance you can travel decreases and this can be significant depending on the type of battery. At the end of the battery life, you are faced with the choice of a new battery or buy a new car. It will usually be the latter that makes sense as your old EV will have depreciated to nearly zero dollars and a new battery will not add much to its value. How am I going? Am I showing my bias yet?

Long trips in an EV are a nightmare! You drive for about 200 to 300 km and then start looking for a charging station. This is where the "fun" starts. You need to find a station that suits your car, not all stations are operational, payment methods can be a problem and you need the right "apt"! Then you need to find a bay that is available or you have to wait until one is available. On public holidays, some drivers have waited up to 90 minutes waiting for bays to be available and then you have to wait for your car to charge. This varies from 20 mins. to 2 hours. Compare this with my Subaru Forester (petrol) car where with a full tank of that good old type fuel, I can easily drive with the aid of Helen as copilot, 900 km, stop for a short break, fill up and do another 900kms. Try doing that in an EV!! A recent comparison between two identical BMWs except for fuel source, showed that the diesel won on cost and time spent travelling. A friend of ours who owns an EV chooses to travel in another person's petrol car on our long family holidays and for good reasons, due to the above.

Then there is the big problem of them catching fire and this really scares me. If you own an EV powered by a Lithium Ion battery, then it can spontaneously catch fire and burn at incredibly intense temperatures. These fires can be as high as 3,500 degrees C whereas diesel fires burn at about 700 degrees C. Fires can shoot out horizontally for about 2 metres and burn other cars or buildings nearby. I recently visited a property owner who 3 days after installing the same type of battery in his shed, had it catch fire and burnt two of his old restored cars and his caravan. He only had time to save his tractor and then it burnt the shed to the ground.

An EV fire in England burnt through the floor of the high-rise car park setting fire to 1,200 cars! These are just two examples amongst many. I don't know why they have not been banned until made safe. If you have a Lithium Iron Phosphate (L Fe P) battery they are much less likely to catch fire. I could go into a lot more detail but I'll leave the fire issue there.

If you are telling yourself that you bought an EV to save the planet then I am sorry, I have to inform you that the facts don't back this up. I compared my Subaru carbon dioxide (CO<sub>2</sub>) output with a well-known EV and I calculated that on a 600km trip my car produced about 108 kg of CO<sub>2</sub>. The EV used 75 kW/hours of electricity which would produce about 75Kg of CO<sub>2</sub> at the power station. Allowing for about 30% loss in transmission you arrive at about 100Kg of CO<sub>2</sub>. If you are charging your car at night, then most of the power would be from those "nasty" coal fired power stations. During the day, it will be a mixture of green and coal fired power. Considering the extra energy of producing an EV and the unknown amount for disposal I don't see that we are reducing CO<sub>2</sub> gasses and I suspect that we are increasing them.

Depreciation is another big “killer” when it comes to buying a new EV. In the first two years of ownership, their value drops like a stone, for the simple reason that owners get sick of charging the so and so things. The shine wears off and they trade it in and buy a petrol/diesel one. If you must have an EV buy a second hand one and make sure it has a battery in good condition and is an L Fe P one.

For me, I will not buy one with the present technology. I am happy driving my old Hudson and Essex around, secure in the knowledge that the production of CO2 in its manufacture has been spread over 90 odd years, has not produced CO2 in its disposal and not likely to either. These two issues are where most of the CO2 is produced. I consider that by looking after and driving my old cars around, I am the one “saving the planet”!!

## WOODFORD PHOTOS



John's car is the car of the month – on the cover and out for its first run



Lesley taking a selfie so we can see that she attended.

### *Snippets from Plainland Event*

- Joy ordered mushrooms on toast. We all had to smile as the mushrooms were average size so once cooked they weren't exactly large. Joy ran out of mushroom before toast.
- Bob Ward ordered sausages with his breakfast. Now he thought they were quite nice. He decided he would share with Sue and very graciously gave her a sausage. Sue felt the dog may like it **but** she certainly wasn't a fan.
- Sue invited me back to view her new sewing room. I can tell you ladies who like doing sewing you would be jealous of her sewing room. It is a converted garage and will have air conditioning when finished. Bob has done an excellent job.
- Garry sent me a text after the event to say Lesley had tested positive to COVID. I don't know if anyone was lucky enough to be allowed to share but I escaped the dreaded COVID.



## INVITATIONAL EVENTS

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.

Apr            Free

May 25      **Non-meeting Event** – meet at Matthew Flinders Park, 407 Steve Irwin Way, Beerburrum at 9:30 am with BYO morning tea and then an adventure that will unfold during the day finishing with lunch at Beerwah Hotel around 12.30 pm. Contact John Ambrose on 07 5476 1046 or mobile 0459 028 623 or Roy on 0427 922 661.

Jun 22      **General Meeting & AGM** –meeting at Mary Cairncross Park, 148 Mountain View Road, Maleny – meet at 9:30 am BYO then lunch at the Mountain View Café which is located at the same place. Time permitting, we can go for a stroll as they have some lovely rainforest.

July            Free

Aug 10      **General Meeting:** Wivenhoe Dam, 2470 Brisbane Valley Way, Fernvale – meet at 9.30 am – BYO morning tea + chairs with lunch at Coominya Hotel. Please contact Sandra on 0459 295 064 or [sandkay378@gmail.com](mailto:sandkay378@gmail.com).

Sep 7-8      **Non-meeting Event** – Sandra to organise (with a little help from Bob Ward) Oakey Army Base, dingo fence, Jimbour House (perhaps a tour – cost involved) then lunch at Poppies on The Hill. Time permitting, we will check out Bell then head back to Oakey for an overnight stay with dinner at Oakey RSL Club. As the event gets closer further information will be supplied.

Oct 12      **General Meeting:** this is to be organised around the Cleveland area

Nov 30      **Christmas Event:** suggestion is The Rising Sun at Rosewood – may change but date suggested.



**SMILE**



**SMILE**



In the Beginning God created the Earth and rested  
Then God created Man and rested  
Then God created Woman  
Since then, neither God nor Man has rested

---

He is a bit like a bug – hard to exterminate.

## 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:** 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 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](mailto:robertbrotchie@icloud.com)

**Wanted:** 1927 Hudson side parking light. I have the glass and bezel. Just need the bucket. Please contact [darrenfountain172@gmail.com](mailto: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](mailto:pjwilko@hotmail.com)





# U.S. CAR CONCESSIONAIRES IN GREAT BRITAIN

continued from previous newsletter

## Ford Motor Company — Lincoln Cars

Since their recent change of premises, Lincoln Cars are once more fully up to strength and are nicely settled down. Like all of the U.S. car concessionaires in this country, they are not a big organisation, employing some 30 people. The head of the operation is Robert Scruton, director and the manager, who has been with the Ford Motor Company for 37 years and was formerly with Ford-Malaya.

Lincoln Cars, which is a wholly owned subsidiary of the Ford Motor Company, was formed in 1936. It handles all of the group's imported products, including those from Australia and Germany. The sales and service, etc., used to be done from Brentford, Middlesex, but this operation is now performed in two divisions. Management, vehicle sales and service administration is handled by 10 people working on the fifth floor of the Ford showrooms in London's Regent Street, while the spare parts and servicing depot is carried out from the old Ford Advanced Vehicles premises on the Slough Trading Estate. At the Slough parts centre, which employs some 20 people, the stock is valued in excess of £100,000. Mr. Scruton was quick to emphasise that Lincoln Cars "lean over backwards" to supply spare parts. If a certain item is not available in this country it is airfreighted from either the U.S. or their main European depot at Antwerp within 24 hours.

Since January 1st this year American Fords have been available only with left-hand steering. This obviously does not help a salesman trying to sell in this country, and Lincoln Cars have an arrangement with J.W. Automotive Engineering, also based in Slough, to convert the cars to right-hand steerers.

But who buys products from Lincoln Cars? Mr. Sermon's answer was predictable. Prices range from around £2,000 right up to the top end of the scale, the Lincoln Continental at £6,000, so it is obviously not the Smiths and Jones of England. The market to U.S. forces in this country is bigger than any for Lincoln Cars, and a vast percentage of orders are paid for in dollars. Other owners are members of the aristocracy, with whom the Canadian Galaxie was very popular, motor racing and a good deal of theatrical personalities. London is the centre of the foreign diplomatic corps in Great Britain, and as new diplomats arrive in this country they are actively solicited by Lincoln Cars.

The Mustang, as in its home country, is the best seller in Britain. Indeed, said Mr. Scruton, it is Ford's most successful car launched since the Second World War, selling close to a half a million units in its first year of production. Consequently, Lincoln Cars carry a wider range of new Mustangs than other models but there are so many derivatives that many cars are simply ordered to customers' specifications. Ford products are the Falcon, Fairlane, Galaxie, Mustang and Thunderbird and the Lincoln-Mercury products are the Comet, Cougar, Mercury and Lincoln Continental.

Mr. Scruton said that Ford had learnt an awful lot in racing. He gave this a bit more thought and then added: "The Ford success in racing has reflected over the whole range of our products. You don't go racing for the publicity. There is no finer way of finding out about your product."



LINCOLN —  
for the fine art  
of modern living

When you purchase a Lincoln you are buying the finest in modern living. The Lincoln Continental is a masterpiece of design and engineering. It is a car that is built to last and to give you the finest in modern living. The Lincoln Continental is a car that is built to last and to give you the finest in modern living.



to be concluded in next Newsletter



## NAVIGATOR'S CORNER



### Bacon, Cheese and Zucchini Muffins



#### Ingredients:

- ½ cup self-raising flour
- 2 eggs
- 1 small onion finely diced
- 1 small zucchini grated
- 1 tbsp olive oil
- 50gms Bega 50% less fat grated cheese
- 2 tsp dry mix herbs
- 3 slices Aldi berg fat free shortcut bacon diced
- Salt and pepper

#### Method:

1. Mix all ingredients together in a bowl.
2. Spoon into a silicone muffin tray (I use my Tupperware ones).
3. Bake for 20 minutes at 180°C.

Recipe is courtesy of Sue Maddaford. They are delicious.