

THE CARRIER PIGEON



BULLETIN OF BALLINA CLASSIC VEHICLE CLUB INC.

ISSUE NO. 410

SUMMER 2024

THAT'S WEIRD

Classic cars that delight in being different ...



Audi Type K

The Type K was a technically advanced car in production form, but its appearance was not out of the ordinary for a model introduced in 1922.

The version pictured above is clearly not standard. It was one of several prototypes created by the Hungarian designer Paul Jaray, a pioneer in vehicle aerodynamics.

The improved body made a big difference to the Audi's straight-line performance, but it looks like it might have given the driver pause for thought in crosswinds.



Alfa Romeo Disco Volante

Designing a purpose-built competition car without paying attention to aerodynamics is unthinkable today, but in the early 1950s manufacturers and teams tended to think more in terms of power and handling.

Alfa Romeo was one of the exceptions. Its Disco Volante ('flying saucer') sports racer looked astonishing back then – and still does today – precisely because it was designed to slip through the air in a way that almost none of its contemporaries could.

[Refer to page 7 for more cars](#)



PRESIDENTS RUN IS ON !!..... information inside, refer to page 9



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CLUB MEETINGS:

1st Tuesday of the month,
7pm sharp,
Ballina RSL Club.

PLEASE SUBMIT ALL ARTICLES,
PHOTOS AND CONTRIBUTIONS
FOR THE CARRIER PIGEON TO THE
EDITOR.

ALL OTHER CLUB
CORRESPONDENCE TO THE
SECRETARY.



FROM THE EDITOR

Happy New Year to all.

Thanks to those, from our Classic Vehicle Club, who have contributed to this addition of The Carrier Pigeon.

"May your car, or bike always have a full tank, your adventures endless, and your road rage reserved for Monopoly".

Drive, or ride into 2024 with a laugh.

Biblical Joke....

Where is a motorbike mentioned in the Bible?
In Joshua 6:27 (depending on the translation) where it says,
"Joshua's triumph was heard throughout the land."

Trust the next few months is kind to you all.

Happy and safe travels.

Mark Prowse, Editor



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PRESIDENT'S NATTER

It is the end of one year and the start of a new one!

Last year I took on the role of Club President and I guess I will know how that's going in this year – on that note, Happy New Year!!!

If you are looking for easy New Year resolutions , here is a few:-

- * attend more car club events
- * become more involved in the running and functioning of the Club
- * put in some articles for the Club Bulletin which will keep the Editor Mark Prowse happy and provide some interest for other club members and help us get to know members better. Every member can provide some article whether it be your first car, worst car, favourite car, best car holiday or worst for that matter, dream car or current project and a few pictures are worth a thousand words so that can make it easier.

Writing of Club Events up coming:-

- * the club event or February will be Summerland House on the Saturday after the meeting
- * March 10th will be a run to Iluka
- * April 7th (a Sunday) will be the Club Display Day returning to the RSL carpark.

A thought I had about the longer term impact of moving to alternative fuel sources for cars is that as petrol and diesel vehicles become less common over time, nostalgic appreciation will grow much like has happened to steam trains. So look after your classic and take it on a few club runs to keep it roadworthy!!

See you at the meeting
Lindsay



AUTO PARTS STORE

6/46 De Havilland Crescent, Ballina

DO YOU NEED PARTS?

Purchase your parts at
B-Line Auto through the
club cash account to
receive trade pricing
just show your membership card

LADIES PAGE



The first woman to officially compete in motorcycle racing was **Clara Wagner**.

She was the daughter of George Wagner, owner of the Wagner Motorcycle Company from St. Paul, Minnesota.

In 1907, when she was 15 years old, she joined the American Federation of Motorcyclists. Three years later, at the age of 18, she won the FAM 360 mile endurance race held between Chicago and Indianapolis.



She was denied the trophy because she was a woman. However, she became quite popular and had many postcards with her photographs printed.

-oOo-

It's 2024 and women still face a lot of pressure when it comes to cars, whether we're talking about racing or the simple act of buying a new automobile at the dealership. But while this attitude has slowly changed over the past decades, they were in full swing in the 1950s. That's when Dodge tried making a car specifically for women.



Born in 1905 in Cooma, New South Wales, **Joan Richmond** grew up on a farm in rural Victoria. She showed a keen interest in horses, but her ambition to become a jockey was halted when women were banned from competing in horseracing.

Richmond's love for motorsports was sparked in 1926, when she bought a Citroën and drove with her mother from Victoria to her brother's property on the Queensland and Northern Territory border.

Richmond began to compete in local club-level motoring events such as hill-climbs and sprints, pursuing the thrill of racing and competition wherever she could. There were few sports which allowed women to compete alongside men, but local car clubs wanted to encourage membership as few people owned cars.

In 1931, Richmond competed in her first major event at the Australian Grand Prix at Phillip Island. She placed fifth and began to garner a name for herself.

-oOo-



Motor sport events, in which ladies could compete, have existed since the earliest days of the sport and date back to the first known ladies' motorised tricycle race in 1897. Up until 1910 there were, however, few opportunities for women to compete, so most only made a few appearances behind the wheel. Pioneers in those early days include **Madame Labrousse**, Italy's Countess Elsa d'Albrizzi, and in 1900, Miss Wemblyn.

But it was **Camille du Gast** - one of France's most famous female racing drivers - who became the first woman to race consistently at international level. The sport captured her imagination in 1900 when she witnessed the start of the Paris-Lyon road race and the following year she was behind the wheel, competing in the Paris-Berlin race. She finished around 30th overall in a 20hp Panhard. When her motor racing career came to an end, she turned to speed boats.

-oOo-



Branded "the first car ever exclusively designed for the woman motorist," the La Femme

debuted for the 1955 model year. It didn't just include several hues of pink and dashes of gold – it also came with matching accessories that had their own storage compartment inside the vehicle. It's no surprise that not a single woman was actually involved with the design process, but did the La Femme have a successful run?

PLAYING WITH OLD CARS

Motorclassica 2023?

I first went to the Motorclassica event in Melbourne in 2015. I had read about and seen pictures in car magazines over the years and always wanted to attend it. I retired from work at the end of 2014 so was able to go in 2015.

It was a fabulous event held in The Melbourne Exhibition Centre. The building itself has a World Heritage Listing and is worthy of a visit to see it alone, but it was filled with exotic supercars and beautifully restored classic cars and motorbikes . Around the outside of the building, the organisers invited different car clubs for each of the three days of the event so there was a changing display each day to look at.

There were also demonstrations and displays by classic vehicle restorers, interviews with drivers, owners and restorers, as well business displays and sales events. There was also an auction of vehicles from high end rare classics to barn finds.

The organisers had different themes each year on the display inside. In 2015, one of the themes was 50 years since the release of the Dino, made by Ferrari. Officially it was just called the Dino as it was made in memory of the son of Enzo Ferrari after he was killed in an accident therefore was only called the Dino in tribute to him. Calling it a Ferrari Dino would make it seem like just another model but to Enzo, it was only about his son.It was never given a Ferrari badge but many owners retro fit one for prestige value I guess, or snob value!

I thoroughly enjoyed the event and always planned to go again, hopefully many times! The following years plans were interrupted by family events and Covid so I did not go for a few years but in 2023, I felt it was time to go again. I knew finding accommodation is difficult so booked a long way ahead. I also intended to drive by car so planned out other activities on the way to and back so much so it ended up being a six week holiday being a tourist in Sydney, Canberra, wine regions of Victoria, The Zig Zag Railway, Blue Mountains Spring Festival and catching up with lots of friends along the way.

A few weeks before heading off, I found out the Motorclassica event had been cancelled . As there were so many other activities, I decided to go anyway. I did get to visit three excellent Car Museums and will detail those in the next few magazines.

To finish this instalment are some pictures form the 2015 Motorclassica.

Lindsay Smith



PLAYING WITH OLD BIKES

My Love of Harley Davidson motor bikes. My love of Harleys goes back to when I was about 4 or 5. Our family a butcher shop at Coogee NSW. During the war my father had a 1927 J series Harley with a box sidecar that was used for deliveries & going to the Markets because the fuel was rationed at the time. I used to love climbing up on the fuel tank & my father used to take me for a ride which I thought was fantastic. In the early Fifties the bike was retired & it went up to my Uncles place at Auburn where it sat under there house until about 1960. I managed to talk my father into bringing it back home for me to play around with it, so we pulled it out put some petrol & oil in it cleaned the points on the magneto & it started right up after about 8 years. I was only 15 so we got it back to Coogee & I had the plan of cleaning it up & registering to ride when I got my Licence, this all fell apart because it did not have a generator and it had menthol carbide lights which were useless & I started to play around with cars. The bike was taken up to my cousins farm at Central Mangrove, the farm was sold later on & the bike stayed on the Farm because no one was interested in taking it, it could still be on the farm or someone may have got hold of it & restored it.

Many years later Janet & I brought a Butcher shop at Sawtell, during that time I met a Harley Davidson guru by the name of Bill Avard who had a number of Harley he was working on in his shed. Over in the corner was an old 1942 WLA that offered to me, when I showed an interest in restoring it his eyes lit up & said he would help me do it for nothing just as long as I paid for the parts needed, the more money I invested in it the keener he got & I ended up with a beautiful Red & Cream Harley with a sidecar. Bill died when he was 90 plus years old & I managed to buy his Blue & Silver 1938 UL Harley with sidecar. There was another man who used to love Harleys as much as Bill, his name was Dean Nolan, at the time I was doing my bike he was building a beautiful Red & Black UL Harley, no expense spared, when he finished it he needed to sell it so I sold the Blue & Silver but not the sidecar & managed to buy his bike, Dean & I painted the sidecar Red & black for Deans bike. I have also had a couple of new Harleys over the years, The first was a Red & Silver 95 model softail that I brought for my 50th Birthday it was a fluck but it got registered on my birthday. I rode that bike down to the 100th anniversary of Harley Davidson motor bike at the Olympic stadium at Homebush, it was there I saw a 2003 anniversary model Road King which I loved, so when I got back to Ballina I ordered one which was really beautiful bike. That's basically my story of my Motor Bikes

Alan Riordan



DO YOU KNOW YOUR CARS?.....

1. What is the best-selling car of all time?
2. What country consumes the most petrol every year?
3. What year is considered the birth of the modern automobile?
4. What is the most popular colour for a car?
5. Who designed what is considered the world's first automobile?
6. What is the average length of time an American will spend sitting at red lights in their lifetime?
7. Who was the first person to patent the first successful windshield wiper?
8. What car was the first to be mass-produced?
9. Who invented the intermittent windshield wiper that is still used on vehicles today?
10. Oscar J. Simler invented the turn signal in what year?
11. On average, how many parts are there in a car?
12. What did drivers use to steer their vehicles before the steering wheel was invented?
13. What was the name of the first car sent into space?
14. What is the smallest car ever made?

CONTINUED FROM COVER

1961
Amphicar

Despite what we all saw in *The Jetsons*, flying cars that can fly are a long way off. In 1961, however, you could have a car that was also a boat. The 1961 Amphicar featured a pair of propellers that could provide a cruising speed of up to seven knots.

The car's front tires acted as rudders, guiding the vehicle through the water.

It was made in Germany from 1961 to 1967. It was the most popular non-military amphibious vehicle in history, with nearly 4,000 made over its production run. More would have been sold, but the Amphicar had a high price tag and unimpressive performance both on and off the water.

One of the most famous Amphicar owners was President Lyndon B. Johnson. You can read more about the cars of our presidents in our feature on presidential vehicles.

Lohner-
Porsche

Long before he founded the company bearing his own name, Ferdinand Porsche worked for the Austrian manufacturer Lohner.

While there, he designed what is now known as the Lohner-Porsche. The fact that it was electric was nothing new for 1901 – all the cars which had held the Land Speed Record up to then had been like that.

The Lohner-Porsche differed from all of them in that its electricity came from a generator which was powered by a petrol engine. That's not so unusual today, but it was a remarkable feature on a car designed more than a century ago.

Zündapp
Janus

Even in the strange world of the microcar, the Janus is unsurpassed as an oddity.

It was built by motorcycle manufacturer Zündapp but developed by the Dornier aircraft company, which came up with an almost symmetrical design.

The front and rear passengers sat back-to-back, looking in opposite directions, as the two-faced Roman god Janus was able to do all on his own. The doors were located at the front and rear, rather than on the sides.

Despite its cleverness, the Janus was resoundingly unsuccessful. Production was abandoned after just a year in 1958.

1921 Leyat
Helica

In the early years of car design, ideas flew fast and furious (pun intended). Frenchman and biplane designer Marcel Leyat believed that cars were too heavy and not aerodynamic. He also thought that power-driven wheels with a transmission, rear axle and clutch were unnecessary and added weight.

His solution? A propeller-driven, wingless automobile. The Helica has an 18-horsepower 1,000cc Harley-Davidson v-twin (two-cylinder) engine and a lightweight streamlined plywood body that weighs 550 pounds. The wheels are custom aluminum discs with integrated brakes that further reduce drag. In 1927, one Helica recorded a top speed of 106 mph. Due to a lack of funding, only 30 were built, and 23 were reportedly sold. Ultimately, a vehicle with what amounts to a massive blender on the front didn't take off, so to speak, and is widely considered to be unsafe.

BCVC NOVEMBER CLUB RUN TO LISMORE POWER STATION

Exploring Lismore's Past: A Memorable Club Run

On the sunny Saturday morning of 11 November, our monthly club run kicked off at Summerland Farm, marking the traditional first Saturday of the month breakfast. A convoy of eight cars, carrying approximately 12 members, embarked on a journey through the scenic routes of Wardell Drive, Dalwood Road, and Rous Road, eventually meeting the highway at Goonellabah, for our destination in Lismore.

Descending the hill into Lismore, we traversed the bridge leading to the old Power Station, a site rich in history and character. Here, we were warmly welcomed by our knowledgeable guides, Vern, Ian, and Gary. These volunteers graciously shared their passion for the old building, providing insights into its storied past.



One feature we encountered during the tour was the marker denoting the 1974 flood level, a poignant reminder of the region's history. Equally noteworthy was the marker for the 2022 flood level, situated some 2 meters higher, serving as a testament to the challenges faced.

A light-hearted moment ensued as our organiser (myself) realised, albeit a bit belatedly, that enclosed shoes were the order of the day. Fortunately, our accommodating guides worked with us, ensuring that four of us could still enjoy a safe and delightful tour.

In a respectful nod to Remembrance Day, our group paused at 11 am. With hats/caps doffed, Ian, one of our guides, shared some words, followed by a minute of silence. It was a touching tribute before we resumed our exploration of the Power Station's intriguing nooks and crannies.

For those yet to experience the charm of the Lismore Power Station, consider it a must-visit. The morning, guided by enthusiastic volunteers, provides not only a glimpse into the region's past but also a unique and educational adventure. Don't miss the opportunity to be a part of this engaging journey through time.

Organiser
Rob (Chilly) Chilman

<p style="text-align: center;">A Brief History Of Historic Lismore Power Station</p> <p>In its early years electricity was provided to Lismore by a private company: the Lismore Electric Supply Company Ltd. This company was incorporated in December 1911. The company was based in Carrington Street in Lismore and initially used only a 120 h.p. Campbell generator.</p> <p>In 1921 Lismore City Council purchased the Lismore Electricity Company plant for the sum of £9000</p> <p>Lismore City Council was under financial stress, and following a 'bad deal' with the Moonen Electricity Company from 1927 into the Depression, they terminated their agreement with Moonen in 1931. In October of that year the City Council handed its power station and electricity undertaking to the Clarence River County Council. Lismore's consumption grew from one million units in 1931 to four million units in 1935.</p> <p>In 1932 a new power station was built at the corner of Three Chain Road and Union Street in South Lismore. The power house measured 70 feet by 64 feet. Concrete foundations were poured and a steel framed building clad with fibro-concrete and lined with celotex was erected. In addition to the power house, the new complex would include a pump house, cooling tower, workshop, fuel oil storage and office. A timber mooring stage was used to berth steamers, and oil was then pumped from the ships directly to the fuel oil storage tanks, situated on high ground on the south bank of the Richmond River. Three crude oil engines were housed in the power house, driving generators with a capacity of 230, 240, and 650 kilowatts, respectively. At the time, the main engine was claimed to be the largest crude oil engine to be erected in the Commonwealth. The crude oil engine was also referred to as being 'the biggest single engine unit operating south of the line'. It was a 988 BHP Paxman crude oil engine and was officially put into service on 9 March 1932. It is the only one of this type ever manufactured.</p>	<p>Additional engines were installed in 1937, 1941 & 1950/52. Of note are the 2x Fullagar type engines, also quite rare.</p> <p>By 1990 the total nameplate capacity of the station was 7180 kW. This was the year the power station was decommissioned and disconnected from the distribution system.</p>  <p style="text-align: center;">Davy Paxman</p>	<p>What is happening with the Power Station?</p> <p>A group of people from the Northern Rivers who are interested in preserving this piece of history have formed a group.</p> <p>The aim of this group is to</p> <ul style="list-style-type: none"> • Research and preserve the history while there are a few of the aging ex power station workers still with us. • Clean up and prepare the building and engines to have open days for the public. • Assess the engines and if possible prepare them to be able to start and run. • To educate future generations about a unique piece of our history. • Continue with flood recovery due to Feb/2022 floods. 2.8 meters is building <p>We are meet every Saturday from 9am.</p> <p>For further information contact Ian on 0418499844 or email rejoice@clarencehistory.com.au</p>  <p style="text-align: center;">William Fullagar</p>
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|------------------------|---------------------|----------------------|
| 11. 30,000 | 6. About six months | 1. Toyota Corolla |
| 12. A Tiller | 7. Mary Anderson | 2. The United States |
| 13. The Tesla Roadster | 8. Ford Model T | 3. 1886 |
| 14. Peel P50 | 9. Robert Keans | 4. White |
| | 10. 1929 | 5. Karl Benz |

Do you know your cars? ANSWERS

PRESIDENT'S RUN 2024

There was no President's Run in 2023 because of little time to organise it but I am planning a run for 2024. As it will be in the springtime, the areas I am planning to visit are very popular with car clubs and book out fairly early so am giving an outline in the magazine to get people thinking about it and will have more information and costings in the first meeting next year in February and will seek names of any one interested and make bookings based on those responses.

The trip will be a two day event with not a lot of driving but it will be scenic and hopefully not too hot or cold at that time of the year, with a suggested itinerary of:

Day 1 (a Saturday) - Morning start from Goonellabah Tavern carpark around 9am.

- Depart to Nimbin, 31 kilometres and around 35 minutes away arriving around 9.30 for a morning tea stop and a walk around town. I was here 50 years ago for the Aquarius Festival.
- Depart Nimbin at 10.30 for a 50 kilometre drive to Murwillumbah for a look around town and an early lunch in town around midday.
- Depart Murwillumbah around 1.30pm for Harrisville via Springbrook, Canungra and Beaudesert. It is 164 Kms and takes 2 and a half hours.
- Arrive in Harrisville around 4pm, have a look around a beautiful little town and book in to the Hotel for an overnight stay and dinner with time for a few pre-dinner drinks to clear the dust of the trip, even though there are no dirt roads.

Day 2 - Depart around 9am for Ipswich, 30 kms away and an easy half hour run. There are plenty of activities available including the Workshops Rail Museum, The Llama Farm, The Animal Hospital in the Ipswich Nature Centre and Nerima Gardens and it is Springtime so the gardens should look pretty good. Depending on interests, I can book an itinerary for those who prefer a guided tour of two or three places. There are cafes in or near these venues for lunch

- Depart around 5pm for the return journey home by the Motorway which is only 200kms to Ballina.

I am hoping for around 5 to 6 cars and will take names at the first meeting in 2024.

Cheers
Lindsay

... See you there



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Adam Prowse

Ph: 66 866 111

2/256 River St. Ballina 2478, NSW

Adam supports the Club
with "lucky door prizes"
for our meetings.
Thanks Adam

Parts of My Car



- AIR BAG
- AIR CONDITIONER
- ALTERNATOR
- AXLE
- BATTERY
- BRAKE
- CARBURETOR
- CLUTCH
- DEFROSTER
- DOOR
- DRIVESHAFT
- ENGINE
- FRAME
- FUSE
- GAS TANK
- HEADLIGHT
- HOOD
- HORN
- IGNITION
- MUFFLER
- RADIATOR
- RADIO
- ROOF
- SEAT BELT
- STARTER
- STEERING WHEEL
- SUSPENSION
- TAILLIGHT
- TIRE
- TRANSMISSION
- TRUNK
- TURN SIGNAL
- WINDSHIELD

AND REMEMBER THESE OLD FAVOURITES?

- A man goes into his local garage and asks 'Do you have a windshield wiper for my Lada?' The mechanic thinks for a few seconds and then says 'Sounds like a fair swap to me.'
- First prize in the school raffle - a new Lada. Second prize - two Ladas.
- What do a Lada and a bath have in common? You can't step out of them in a public place.

- What do you call a Lada at the top of a hill? A miracle.
- What do you call the shock absorbers on a Lada? Passengers.
- What do you call a Lada with twin exhaust pipes? A wheelbarrow.
- Did you know the Lada manual has 500 pages? Two pages with information about the car and 498 pages of bus timetables.

- What do you call a Lada with brakes? Customised.
- What do you call a Lada driver with a speeding ticket? A fantasist.
- Why do Ladas have two spare wheels? So you can cycle home .



Parts of An Engine



- Cam Shaft
- Carburetor
- Connecting rod
- Crank Shaft
- Cylinder Block
- Cylinder Head
- Engine Valve
- Exhaust Manifold
- Flywheel
- Fuel Injector
- Head Cover
- Inlet Manifold
- Oil Filter
- Oil Pump
- Oil Sump
- Piston
- Radiator Fan
- Sensor
- Spark Plug
- Thermostat
- Throttle Body
- Timing chain
- Turbo Charger

CHEESE DARLINGS

Anne & Ian

Pre-heat oven to 180°C - fan assisted 160°C/gas mark 4.

Combine in a food processor:

125g grated cheese

1 cup of self-raising flour

1/4 teaspoon salt

125g butter

1/4 teaspoon cayenne pepper

Roll into balls (a little smaller than a golf ball), then roll into desiccated coconut. Press lightly onto baking trays and bake for approx 12-15 minutes until golden.

**CHARCOAL BURNER**

In recent decades much attention has been given to alternative ways of powering cars, other than through the use of petrol, in order to minimise emissions.

During the Second World War an alternative to petrol was also sought, but for a different reason. Petrol was in short supply and was largely reserved for essential services and the armed forces. The alternative source of fuel for cars that was found at that time was charcoal.

Burning charcoal produces an inflammable gas, which if mixed with air in the carburettor of the car, as petrol vapour would normally be, can be ignited in the cylinders and power the engine. Charcoal burners that produced this inflammable gas could be purchased and attached to the back of your car.

These evil-smelling and difficult to manage devices were universally hated by those compelled to use them. But with no other choice, they were a common sight on the streets of Melbourne until well after the war ended. Having an extra half-a-tonne of metal sitting on the back bumper badly affected the handling of the car, and the inflammable gas that was produced was carbon monoxide which is a dangerous poison. Motorists were warned to keep the windows of the car open while driving to avoid the occupants blacking out, and when garaging the car for the night to leave the doors of the garage open for some time.



DATES FOR YOUR DIARY

- **February 10th**

Summerland House on the Saturday after the meeting

- **March 10th**

run to Iluka

- **April 7th** (a Sunday)

Club Display Day returning to the RSL carpark.

Remember **SAFETY** First ...



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