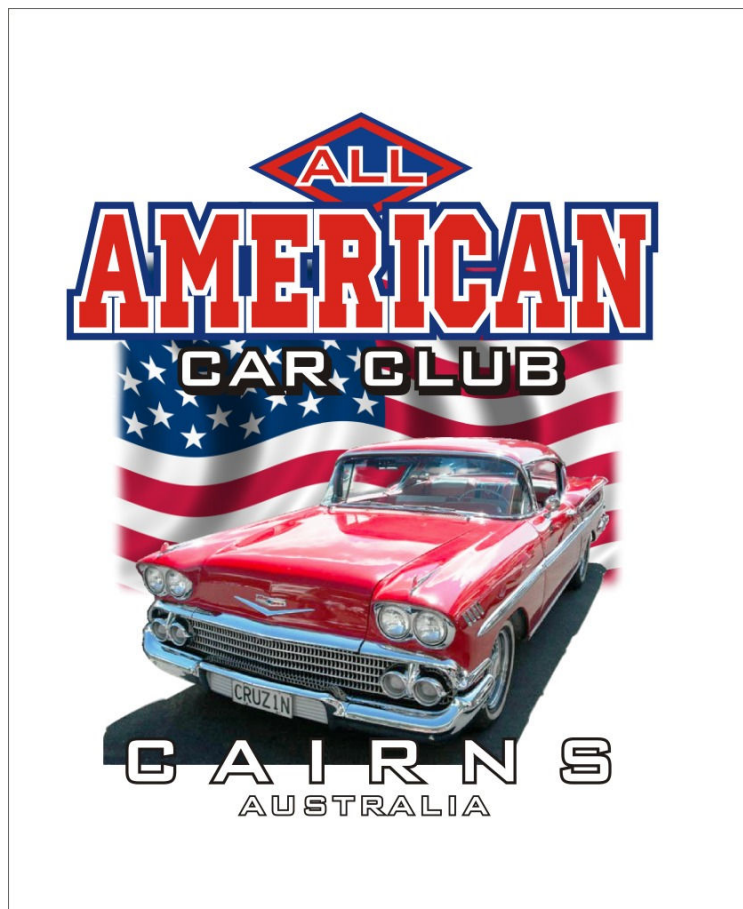


CLUB TORQUE

All American Car Club of Cairns Newsletter



Inside this edition:
President's report
Coming events
Feature articles

All American Car Club Of Cairns (Inc.)
PO Box 13N
North Cairns. QLD. 4870

Ph: 0417059061

<http://www.americancarclubcairns.com>

Issue #10 2011

**Please address all
correspondence to:**

The Secretary
All American Car Club of
Cairns (Inc.)
PO Box 13N
North Cairns. QLD 4870

**Club meetings are held at
Yorkeys Knob Community
Hall
Wattle Street, on the last
Sunday of
every month, commencing
at 10.00am.**

Membership Fees \$45.00
(due each September)

President

Robert Hall
0417 059 061
hall_rob@bigpond.com

Vice President

Trevor Brooks
0409 489 714

Secretary

Bob Cane
0404 721 288

Treasurer

Aaron Pointing
0407 452 018

Events Co-ordinator

Cristy Pointing
0410 099 053
James Fullerton
0417 451 676

Property Officer

Vacant

Newsletter Editor

Megan MacAllister
0417 196 474

Webmaster

Rob Healey
rob@allaboutweb.com.au

President's Page

Will this be my last "Presidents" report... who knows? If anyone is interested in taking over, please put your hand up at the AGM. I've been told that I can't hand the job over yet as I haven't slashed my wrists 3 times (come close though!)/

September is supposed to be a glorious month in FNQ. Well it wasn't quite that on Father's Day. Carnival on Collins was almost a wash-out, however, 6 cars rolled up and stayed to the end. I thank those that participated that day. I received a phone call from Cairns Regional Council and the organizers of the event acknowledging and thanking us for our support. This has raised our clubs profile within Council (for what it is worth).

The club's "birthday bash" had a good attendance from members, and again I would like to thank Cristy, Aaron, James and Amanda for organizing the day.

By the time you read this, you will be thinking that the AGM is coming up, and will I nominate for a position on the committee....go on....you know you want to. You don't have to answer now, think about it.

October will be another interesting month for the club. The Kurrimine Beach weekend seems to be a happening thing and it is possible we will have our monthly meeting there also. Willie's Car Show will be on again at Atherton and there is also the Torimba Festival at Ravenshoe. So there is something for everyone in October.

The club will provide tea, coffee and cake at the next monthly meeting/ AGM.

Hope to see you all there, and remember, you cannot vote at the AGM if you are not a financial member. Memberships are due now and payable no later than the 25 September 2011.

Safe cruzin' to you all, and remember

"when cruisin' with the club, be responsible and keep up with the person behind you"

Cheers

Robert

Minutes of the Monthly Meeting

<p>Held 28th August, 2011 Yorkey's Knob Community Hall</p>	
Meeting Opened	10:14am
Attendees	As per attendance register.
Visitors	Nil.
Apologies	John MacAllister, Ian Porter, Andrew Jacomos, Cristy Pointing, Denise & Stewart Hood, Ross Lloyd, George Gong, Chris McKinney, Daphne Pointing,
Acceptance of Minutes from previous meeting	Moved –Trevor Brooks; Seconded – Kelvin Moore.
Business arising from last meeting	<ul style="list-style-type: none"> • Nil.
Secretary's Report	<p><u>Incoming correspondence:</u> Charters Towers Restorers Club, Bearing Chatter, Suncorp Bank summary, Amended Qld Government Incorporation form.</p> <p><u>Outgoing correspondence:</u> Nil.</p>
Treasurer's Report	<p><u>Incoming monies:</u> \$105.00</p> <p><u>Outgoing monies:</u> \$1349.00 three months of newsletters printing, web hosting, Dept Fair Trading, Aust/club Insurance was the bulk of the outgoing.</p>
Newsletter Editor's Report	Any items of interest you have to pass on to Megan. Members are encouraged to submit items.
Event's Coordinator's Report	<ul style="list-style-type: none"> • Hot August Nights Poker Run - thanks to those who attended. Thanks to Helen, Aaron, Paula, Cristy. • Ingham Wings and Wheels. • Carnival on Collins. • First Wednesday evening of every month, Combined Car Club Ellis Beach burger run/meet. • Club birthday party at Ravizza Park, Edmonton. • Cairns Auto Spectacular. • The next monthly meeting will be on the 25th September. At the conclusion of the meeting there will be a break for morning tea and then the AGM will be held. Please bring a plate of food to share for the morning tea. • The Combined Clubs Kurramine Beach weekend will be held on the Halloween Weekend in October. The theme this year will be Halloween. • Atherton Show and Shine. • Thanks to everyone who helped out at the Swap Meet. • Congratulations to Demelza for winning Best GM at the Swap Meet. Rodney won best Street Tuff. • Any input from members for suggested cruises

	would be greatly appreciated.
Acceptance of Reports	Moved - Bruce Nancarrow; Seconded – Kristie Partington.
General Business	<ul style="list-style-type: none"> • Guess the object. Bob Russell has started a new meeting trend by bringing in an old Holden hood ornament. If you correctly guess the object, you win a prize. This meeting Bob Cane brought in a 1956 Cadillac flying goddess hood ornament. Members tried to guess what it was and the car that it was off. Nobody was able to correctly guess the object. • Bruce has his Pontiac in American Magazine, “Smoke Signals”. • Discussion about where people are putting their cars at the Auto Spectacular – inside or outside. • Wings and Wheels Meet. Offer for members to stay at the Koch’s. • If you are not receiving the President’s emails please let Robert know so he can put your email address on the list. • AGM is after the next meeting. Please think about nominating for a Committee position. • Reminder that you cannot vote at the AGM unless you are a current financial member. • Thanks to everyone who supports the club by attending meetings and runs. • Happy Birthday to Trevor Brooks, Vice President. There will be cake after the meeting. • Aaron has t-shirts, caps and stickers. • Aaron has the lotto this month. • First prize in the raffle went to Trevor.
Meeting Closed	10:41am.

News

You will have seen Robert Hall and Bob Cane wearing the new Club shirts lately. A decision has been made that if anyone wishes to purchase these shirts they can do so by going straight to the source to avoid any ordering confusion. You can get them from Total Embroidery, 59 Anderson Street. These pit style shirts are black with white pin striping and the sleeves can be the colour of your choice - red, blue, grey, white, purple, green, orange. When placing your order, please make sure that you stipulate that you require the All American Car Club embroidery. The total cost of shirt and embroidery should come to the total of around \$36. Mens shirts have the pocket on the outside and the ladies have the pocket on inside.

The History of Hood Ornaments



In the beginning there were motometers. These were essentially a thermometer that screwed into the radiator cap. It's purpose was to keep the driver informed of the engines temperature. Motometers where ugly, so, as a means to spruce them up a bit, over time wings, knobs and other decorative ornamentation began to appear for them.

By the time the 1920's rolled around, motometers were no longer needed since the temperature gauge was inside on the dashboard, and most automakers were covering the radiators with grilles for protection. The caps for the radiators were still on top of the grille, outside of the hood. Thus the hood ornament was born as a design element to decorate the radiator cap.

Mascots, as hood ornaments are known to our European cousins, were often exquisitely styled art deco creations. In the late 1920's and throughout the 30's and 40's elaborate hood ornaments were very popular with auto designers. Winged goddesses, graceful birds, and intricate animal designs were common. Some auto manufacturers began the use of distinctive hood ornament designs as a logo or branding. Examples would be the archers on the Pierce-Arrows, the ram on the Dodges, the Spanish explorer on the DeSotos, the leaping leopard on Jaguars or the Indian chief on Pontiacs. Of course, one of the longest-lived and most readily recognized hood ornament is the

"Spirit of Ecstasy," which Rolls-Royce commissioned English sculptor Charles Sykes to create in 1911. The silver lady with wings still signifies the Rolls-Royces brand today.

In the '50s, auto makers moved toward a wide smooth design for hoods. Consequently the ornaments became more abstract spear-like decorations, such as jet planes or rockets. The 1958 Chevy Bel-Air, was released with a hood ornament conspicuously absent. It was a sign of things to come.

As we progressed through the 60's, hood ornaments all but vanished from the cars coming out of Detroit. Where once every model seemed to be graced by one, they now seemed to be exclusively the domain of large autos with a reputation for luxury. GM still used hood ornaments on many of its Buicks and Cadillacs, and Chrysler occasionally used their Pentastar logo on some models, but most automotive mascots were reserved for prestige autos like Mercedes, Rolls-Royce and Jaguars.

Today the largest demand for hood ornaments is for providing the finishing touch on restored cars. However, as quality examples of many of the rarer designs become harder and harder to locate, the ornaments themselves have become collector's items. Some hood ornaments, such as an original Bugatti Elephant, have been known to top \$3,000. With prices like that, no wonder hood ornaments are often a target for vandals.

Hudson Motor Car Company



The Hudson Motor Car Company made Hudson and other brand automobiles in Detroit, Michigan, from 1909 to 1954. In 1954, Hudson merged with Nash-Kelvinator Corporation to form American Motors. The Hudson name was continued through the 1957 model year, after which it was dropped.

The name "Hudson" came from Joseph L. Hudson, a Detroit department store entrepreneur and founder of Hudson's department store, who provided the necessary capital and gave permission for the company to be named after him. A total of eight Detroit businessmen formed the company on February 20, 1909 to produce an automobile which would sell for less than US\$1,000. The company quickly started production, with the first car driven out of a small factory in Detroit on July 3, 1909.

The new Hudson "Twenty" was one of the first low-priced cars on the American market and very successful with more than 4,000 sold the first year. The 4,508 units made in 1910 was the best first year's production in the history of the automobile industry up to that time and put the newly formed company in 17th place industry-wide, "a remarkable achievement at the time". Production in 1911 increased to 6,486.

The company had a number of firsts for the auto industry; these included dual brakes, the use of dashboard oil-

pressure and generator warning lights, and the first balanced crankshaft, which allowed the Hudson straight-six engine, dubbed the "Super Six" (1916), to work at a higher rotational speed while remaining smooth, developing more power for its size than lower-speed engines. Most Hudsons until 1957 had straight-6 engines. The dual brake system used a secondary mechanical emergency brake system, which activated the rear brakes when the pedal traveled beyond the normal reach of the primary system; a mechanical parking brake was also used. Hudson transmissions also used an oil bath and cork clutch mechanism that proved to be as durable as it was smooth.

At their peak in 1929, Hudson and Essex produced a combined 300,000 cars in one year, including contributions from Hudson's other factories in Belgium and England. Hudson was the third largest U.S. car maker that year, after Ford Motor Company and Chevrolet.

In 1919 Hudson introduced the Essex brand line of automobiles; the line was originally for budget minded buyers, designed to compete with Ford and Chevrolet, as opposed to the more up-scale Hudson line. The Essex found great success by offering one of the first affordable sedans, and combined Hudson and Essex sales moved from seventh in the U.S. to third by 1925.



In 1932, Hudson began phasing out its Essex nameplate for the modern Terraplane brand name. The new line was launched on July 21, 1932, with a promotional christening by Amelia Earhart. For 1932 and 1933, the restyled cars were named Essex-Terraplane; from 1934 as Terraplane, until 1938 when the Terraplane was re-named the Hudson 112.

An optional accessory on some 1935-1938 Hudson and Terraplane models was a steering column-mounted electric gear pre-selector and electro-mechanical automatic shifting system, known as the "Electric Hand". This took the place of the floor-mounted shift lever, but required conventional clutch actions. Cars equipped with Electric Hand also carried a conventional shift lever in clips under the dash, which could be pulled out and put to use in case the Electric Hand should ever fail. Hudson was also noted for offering an optional vacuum-powered automatic clutch, starting in the early 1930s.

The 1939 models joined other American cars in the use of a column-mounted gearshift lever. This freed front-seat passenger space and remained the industry standard through the 1960s, when "bucket seats" came into vogue. For 1940 Hudson introduced coil spring independent front suspension, aircraft style shock absorbers mounted within the front springs and true center-point steering on all its models, a major advance in performance among cars in this price range. In 1942, perhaps in

response to General Motors' Hydramatic automatic transmission, Hudson introduced its "Drive-Master" system. Drive-Master was a more sophisticated combination of the concepts used in the Electric Hand and the automatic clutch. At the touch of a button, Drive-Master offered the driver a choice of three modes of operation: (1) Ordinary, manual shifting and clutching; (2) Manual shifting with automatic clutching, and (3) Automatic shifting with automatic clutching. All this was accomplished by a large and very complicated mechanism located under the hood. They worked well, and in fully automatic mode served as a good semi-automatic transmission. When coupled with an automatic overdrive, Drive-Master became known as Super-Matic. Drive-Master was offered by Hudson through the 1950 model year.

Hudson's strong, light-weight bodies, combined with its high-torque inline six-cylinder engine technology made the company's 1951-54 Hornet an auto racing champion, dominating NASCAR in 1951, 1952, 1953, and 1954. Some NASCAR records set by Hudson in the 1950s still stand even today. Later, these cars met with some success in drag racing, where their high power-to-weight ratio worked to their advantage. Hudsons enjoyed success both in NHRA (National Hot Rod Assoc.) trials and local dirt track events well into the 1960s.

On January 14, 1954, Hudson merged with Nash-Kelvinator Corporation to

become American Motors. The Hudson factory, located in Detroit, Michigan, was converted to military contract production at the end of the model year, and the remaining three years of Hudson production took place in Kenosha, Wisconsin.

Hudson dealers also sold Rambler and Metropolitan models under the Hudson brand. When sold by Hudson dealers, both cars were identified as Hudson vehicles via hood/grille emblems and horn buttons. Hudson Ramblers also received "H" symbols on fuel filler caps (and, in 1956, also on hubcaps). For 1957, Rambler and Metropolitan became makes in their own rights, and no longer were identified as Hudson or Nash.

The last Hudson rolled off the Kenosha assembly line on June 25, 1957. There were no ceremonies, because at that point there was still hope of continuing the Hudson and Nash names into the 1958 model year on the Rambler chassis as deluxe, longer-wheelbase senior models. One major trade magazine said rumors of discontinuance were false and the 1958 Hudsons and Nashes "would be big and smart".

AMC President George W. Romney came to the conclusion neither Hudson nor Nash brand names had as much positive market recognition as the successful Rambler. The decision to retire the brands came so quickly, preproduction photographs of the eventual 1958 Rambler Ambassador show both Nash- and Hudson-badged versions.

Eventually, however, something close to the Hudson design was chosen for the 1958 Rambler Ambassador. Hudson fans will note the triangular grille guard and 1957-like fender "gun sights" and the fast-selling 1958 Rambler Customs wore 1957 Hudson-styled front-fender trim.

The last Hudson dealership in the world was Miller Motors in Ypsilanti, Michigan. It is now the Ypsilanti Automotive Heritage Museum, part of the Motor Cities Automotive National Heritage Area. A fine collection of restored Hudsons, including the original Fabulous Hudson Hornet, and other area production cars can be found at the museum.





And You Think That's Funny

A store that sells new husbands has opened in New York City, where a woman may go to choose a husband. Among the instructions at the entrance is a description of how the store operates:

You may visit this store **ONLY ONCE!** There are six floors and the value of the products increase as the shopper ascends the flights. The shopper may choose any item from a particular floor, or may choose to go up to the next floor, but you cannot go back down except to exit the building!

So, a woman goes to the Husband Store to find a husband. On the first floor, the sign on the door reads:

Floor 1 - These men have jobs

She is intrigued, but continues to the second floor, where the sign reads:

Floor 2 - These men have jobs and love kids.

'That's nice,' she thinks, 'but I want more.'

So she continues upward. The third floor sign reads:

Floor 3 - These men have jobs, love kids, and are extremely good looking.

'Wow,' she thinks, but feels compelled to keep going.

She goes to the fourth floor and the sign reads:

Floor 4 - These men have jobs, love kids, are drop-dead good looking and help with housework.

'Oh, mercy me!' she exclaims, 'I can hardly stand it!'

Still, she goes to the fifth floor and the sign reads:

Floor 5 - These men have jobs, love kids, are drop-dead gorgeous, help with housework, and have a strong romantic streak.

She is so tempted to stay, but she goes to the sixth floor, where the sign reads:

Floor 6 - You are visitor 31,456,012 to this floor. There are no men on this floor. This floor exists solely as proof that women are impossible to please. Thank you for shopping at the Husband Store.

PLEASE NOTE:

To avoid gender bias charges, the store's owner opened a New Wives store just across the street.

The first floor has wives that love sex.

The second floor has wives that love sex and have money and like beer

The third, fourth, fifth and sixth floors have never been visited.

International Harvester Company

International Harvester Company (IHC or IH) was a United States agricultural machinery, construction equipment, vehicle, commercial truck, and household and commercial products manufacturer. In 1902, J.P. Morgan merged the McCormick Harvesting Machine Company and Deering Harvester Company, along with three smaller agricultural equipment firms, to form International Harvester.

IH is often remembered as a maker of relatively successful and innovative "light" lines of vehicles, competing directly against the Big 3. The most common were pickup trucks. IH made light trucks from 1907 to 1975, beginning with the Model A Auto Wagon (sometimes called the "Auto Buggy"). Production commenced in February 1907 at IH's McCormick Works in Chicago, although production was moved to Akron, Ohio in October that year. Powered by a horizontally-opposed air-cooled twin of around 15 hp (11 kW), it was a right hand drive model popular in rural areas for high ground clearance on the poor roads typical of the era. It featured a rear seat convertible to a carrier bed. The Auto Wagon was renamed the Motor Truck in 1910, and was a forerunner to the successful modern pickup truck. They were called IHC until 1914, when the 'International' name was first applied. The final light line truck was made on May 5, 1975.



IH also had early success with the "Auto Buggy", which started production in February 1907. In the mid-1940s, International released their K and KB series trucks, which were more simplistic than other trucks released in that era. This was followed by the L Series in 1949, which was replaced by the R Series in 1952, followed by the S line in 1955. In 1957, to celebrate IH's golden anniversary as a truck manufacturer, this was replaced by the new A line. 'A' stands for anniversary. With light modifications to its appearance but more serious changes under the shell (and a number of new names), this design continued in production until replaced by the 1100D in late 1969, which looked very similar to the Scout.

One of the company's light-duty vehicles was the Travelall, which was similar in concept to the Chevrolet Suburban. The Travelette was a crew cab, available in 2 or 4 wheel drive. It was available starting in 1957, and was the first 6-passenger, 4-door truck of its time. The Scout, first introduced in 1961, is a small two-door SUV, similar to a Jeep. In 1972 the Scout became the Scout II, and in 1974 Dana 44 axles, power steering and power disk brakes became standard. After the pickups and Travelall were discontinued in 1975, the Scout Traveler and Terra became available, both with a longer wheelbase than a standard Scout II. IH would abandon sales of passenger vehicles in 1980 to concentrate on commercial trucks and school buses. Today the pickups, Travelalls, and Scouts are minor cult orphaned vehicles. All were available as rugged four-wheel drive off-road vehicles.

Events for October:

Sun 25th September – Monthly meeting to be held at Community Hall Yorkeys Knob, Cnr Wattle & Cunningham Streets at 10:00am. **Followed by AGM.** Tea and coffee will be provided. Please bring a plate of food to share.

Wed 6th October – Combined Car Clubs' cruise to Ellis Beach. Meets from 6:00pm.

Sat 8th October – Torimba Festival, "Water World" procession and carnival day held at Ravenshoe Junior Rugby League grounds starting at 11:00am and finishing at 8:00pm. There will be market stalls, rides, food, bar and live entertainment. At 3:00pm there will be a street parade that our cars will take part in. There will also be woodchops, tug-o-war and finish off with fireworks. Club members Peter and Nicola Baker have offered their property for camping.

28th to 30th October – Kurrimine Beach weekend at the King Reef Resort. Meet and greet on Friday evening 28th of October. Mystery run on Saturday morning. Saturday night's party theme is Halloween. Sunday is the car show & shine.

Sun 30th October – Monthly meeting to be held at Kurrimine Beach at 10:00am underneath a shady tree.

Sun 30th October – Willie Parker's car show at the Atherton International Club.

AACCC Annual Event Calendar

- 20th November – AACCC Christmas Party at Hollways Beach Sporting Complex.
- December – Christmas Lights cruise.

If at any stage on the day of a run/cruise, the weather looks doubtful (rain), please contact your Events Co-ordinators, Cristy - 0410 099 053 or James - 0417 451 676, or check the website to ensure the run/cruise is still on.



"4 GOOD LOOKIN PONTIAC'S AT THE NATIONALS"

