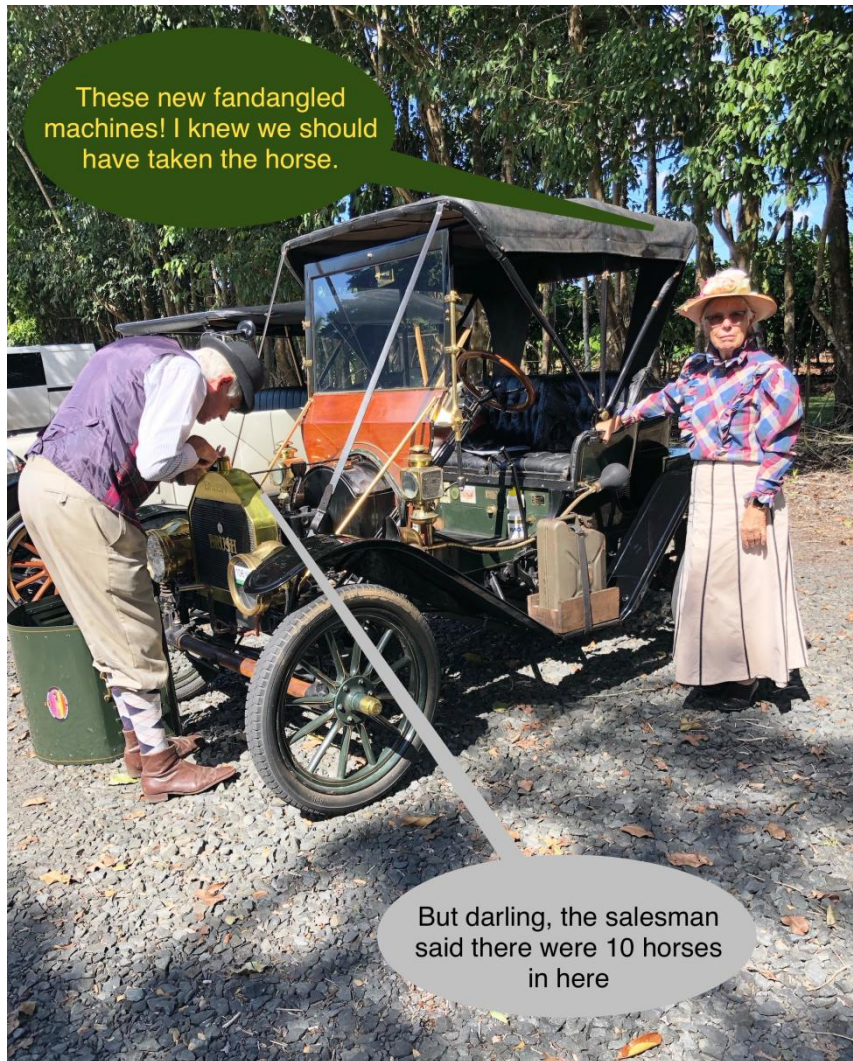


THE VETERAN CAR CLUB OF AUSTRALIA (QLD). INC.

Joint Patrons: Her Excellency the Honourable Dr Jeannette Young AC PSM, Governor of Queensland
and Professor Graeme Nimmo RFD

VETERAN TORQUE

JULY 2023



The Trials of Veteran Motoring

VCCA(Q) - 2023 –24



Joint Patrons: Her Excellency the Honourable Dr Jeannette Young AC PSM, Governor of Queensland
and Professor Graeme Nimmo RFD

All correspondence to the Club should be addressed to the following as appropriate:

<u>President:</u>	Sally York	president.vccaq@gmail.com
<u>Treasurer:</u>	Steve Forster	treasurervccaq@gmail.com
<u>Secretary:</u>	Irene Donges	secretary.vccaq@gmail.com
<u>Webmaster:</u>	Adam Lyons	Adamlyons_2@hotmail.com
<u>Editor:</u>	Carol Robinson	red-bubble@outlook.com

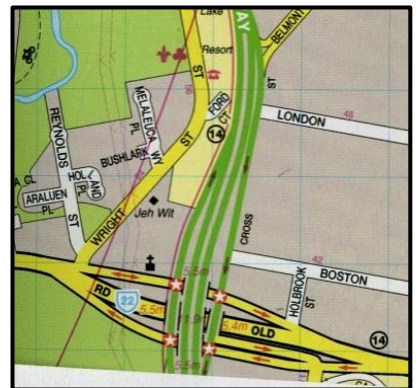
The Club holds its meetings on the first MONDAY of each month (excluding January). Meetings are held in the VCCA(Q) Clubrooms at 1376 Old Cleveland Road, CARINDALE. (Corner of Old Cleveland Road and The Gateway Arterial Road – Refidex Map 182 E5).

Meetings commence at 7.30 pm, and Visitors are always welcome.

The Club website is: www.vccaq.com

Membership fees for year commencing 1 July 2023 are:.

Full Membership (single):	\$ 53	Joint Membership	\$ 59
Country Membership (single):	\$ 40	Joint Membership:	\$ 45
Associate Membership	\$ 40		



There is an additional joining fee of \$30.

Note: THERE IS AN ADDITIONAL CHARGE OF \$15 FOR THOSE MEMBERS REQUIRING A MAILED OUT COPY.

Membership fees may be paid by **direct deposit** into the Club's Account:

Bank of Queensland A/C BSB 124026, A/C 21577447; giving details of your name.

Or By Cheque, made payable to Veteran Car Club of Australia (Queensland) Inc.
(Please use full name as above to comply with bank requirements.)

(Note: The Social Fund account is: BSB 124 026 A/C 21823868)

Membership Application Forms are available from the Secretary at the address below.

All articles for publication in "Veteran Torque" must be with the Editor by the 20th of each month.

email: red-bubble@outlook.com

All other correspondence to:

The Secretary, VCCA (Q) Inc. 1376 Old Cleveland Rd,
Carindale Qld 4152,
email secretary.vccaq@gmail.com

The person who said "Out of sight out of mind" has never had a spider disappear in their bedroom.



**Minutes of the Six Hundred and Ninety Ninth General Meeting
of the Veteran Car Club of Australia (Qld) Inc.
Held in the Clubrooms at 1376 Old Cleveland Road Carindale,
Monday 6th June 2023**

President Sally York welcomed everyone and thanked them for their attendance. A special welcome to the club members who enjoyed the North Queensland Tour that only finished a week ago. Meeting commenced 7.35pm

Apologies: Rob & Pam Guthrie, Alan & Carol Robinson, Bev Lollback, Allan & Dianne Lyons, Peter Arnold, Steven & Marcelien Hunt, Trish Hanley, Bill & Jean Jarrett.

Zoom: Wally & Ben Lanagan, Keith Bartley, Graham & Irene Donges, Graham Crittenden, John Handley, Bill & Karen Ryan.

Attendance: 32

Minutes of the May Meeting: Minutes as published in the club newsletter, were taken as read.

Business Arising:

1. NSW Invitation Rally to be held in Inverell will be in April not July as stated in the minutes.
2. John Day also mentioned that in the minutes Ned Doherty's family has slides available-it should be Nev Doherty.

Rhonda Guthrie moved that minutes with changes be accepted as a true and correct record. Seconded by Syd Norman. Carried

Correspondence:

Correspondence Inwards

1. Suzanne Flood. Wanting information about selling a 1929 Chrysler Roadster. Forwarded email to VCCQ.
2. Carle Gregory. QHMC minutes, Flyer for North West Rally, Flyer, Motoring Heritage Day
3. Paul Blake Austin Healey Club. Requesting 2 July be added to Tenant Weekend Booking Calendar.
4. Noelene McHugh. Townsville Vintage and Veteran Historic Motor Club. Asking if able to join rally.
5. Karen Dawes, Roma Club. Date claimer for rally next year 24 and 25 August The Last Run. Hundred years since Cobb and Co. last run from Yuleba to Surat
6. Les Dunstan Model A Ford Club Request to book 27 August for Annual Machinery Day
7. Greg Devantier. Studebaker Club. Enquiry which Sundays are free in September for their Show and Shine.
8. Barry Morris VCCQ. Invitation reminder for the Concours at Sherwood Arboretum on 11 June.
9. AHMF Newsletter
- 10 Bay to Birdwood Registration Information

Newsletters

1. Ipswich IVVC Good Oil
2. Lismore. NRVVVC. Klaxon
3. Cairns and District Historic Motoring Club. Bearing Chatter
4. Spit & Polish from NSW Vet Club

Outwards

1. Newsletter to Tenants
2. Suzanne Flood. Advising email forwarded on to VCCQ.
3. Noelene McHugh. Advising if you have a Veteran car and are a member of an historic car club, you can join the rally.
4. Les Dunstan. Model A Ford Club. Confirming booking for 27 August

Business Arising from the Correspondence: Nil

Rhonda moved that the inward correspondence be received and the outward be endorsed, seconded by Albert Budworth Carried

Treasurer Report: Steve Forster reported on the Club accounts, also, that membership is now due and you will receive your Membership Invoices by email in the next few days. Steve moved that his report be accepted, seconded by Rob York carried

Events:

July 18th – 21st Frost Bite Rally The tour will be a progressive run covering 550K over the 4 days. Travel to Kingaroy the day before or early on the 18th July at Dalby, 19th Chinchilla and 20th Wondai, and then returning to Kingaroy on the 21st July for a farewell lunch. More information on the club website.

August 26th Swap Meet at the club rooms 8am Gentlemen's Hours **PLEASE NOTE THE CHANGE OF DATE**

September 23rd Handover Dinner to be advised

November 18th Social Evening at club rooms -maybe with a sleepover - BYO - BBQ Breakfast Sunday am

December 16th Social Christmas Luncheon

Invitation Events

June 11th Vintage Car Club Concours Sherwood Arboretum Car Display – Invitation display day.

June 18th R.A.C.Q. Display at the RNA showgrounds – take veteran vehicles to showgrounds on the Saturday, they will be locked away securely. Ready to display on the Sunday. Collect Monday.

July 1st & 2nd Gympie is holding a **Heritage Fair** at the showgrounds as a fund raiser for cancer. John Que

August 16th – 20th Lismore – Northern Rivers Vintage and Veteran Car Club Celebrating 60th Anniversary. Lismore showgrounds is where we depart from each morning. Showground has a flat rate \$25 per night, weekly rates available. To book phone **0477 525 453**.

Sept 30th Oct 1st Old Petrie Town is holding a **"Wheels Through Time & Old Time Trade Fair"**

0418 879 937

October 2nd - 10th Griffith. National Veteran Rally *information on club web site*. All three rally newsletters

October 13th - 15th South Australia Annual Rally at Mannum **"Road to River" 2024**

February 11th Club Breakfast at the Club rooms

March Club Event - still planning

April 10th -14th VCCA – NSW organizing a 4 day event in Inverell. Qld Club members are invited. Fossickers Rest Tourist Park 02 6722 2261- The park has 5 acres of tranquil rural country side.

May 26th - 1st June 2024 8th International Tour – Tweed Valley, Northern NSW This is the perfect time to explore the Tweed Valley. The event is open to pre-1916 vehicles, though the area is not suitable for 1 & 2 cylinder veterans (sorry, just too hilly). For more information contact. Rhonda Guthrie 0427 175 099

Property Report: Albert reported that the new Bathroom is nearly finished. Though the ladies will be a lot happier when there is a door to the room.

Back fence was damaged by one of the neighbours, they have repaired and painted their side of the fence.

Our Fire extinguishers are due for a service, Albert will contact the agent.

Historian: Club Archives – John Day, thanked Adam Lyons for all his work in putting this information on the club web site. To date there is a video of the following

1970 International Veteran & Vintage Rally

1990 Warwick National Rally

1994 Construction of the building of the Club Rooms plus the Official Opening.

1998 Gympie National Rally

2012 Ipswich National Rally

2006 50th Anniversary Book

2016 60th Anniversary Book

John mentioned that the history committee is very grateful for all the offers of home movies and slides from families where the cars were dad's interest. We have been offered copies of the Kern Rallies 1, 2, & 3. 1956-1960 Des Lange / Son Jason has come across Dad's collection of slides and they are exceptional. These to be copied and also put on the web site. Please keep checking with older parents we would like as much history of the club as we can get. Thank you in advance.

General Business:

Northern Touring Rally was a great success, this time they toured 3 towns, for 3 days, with 2 days between to arrive at the next town. This is a newish, concept for the club of rallying, this meant there were 3 different rally committees so the work load was shared.

Albert reported on the Heritage Motoring Weekend 20/21st May another great success. He presented Syd Norman with a thank you Certificate, as Syd was able to assist with his Town Cryer calling.

Mrs John Parbery (John Parbery's Widow) has recently moved to a nursing home. The Parbery family were club members many years ago, We wish her well.

Syd. Once again is having mechanical problems with his 1910 Standard. He is trying to get it ready for the Griffith National Rally in October. It has a few teeth problems. If anyone has parts or advice Syd would be very pleased to hear from you. The 1910 Standard Model J, is one of only two in the world from a production of possibly less than 20 and it is different to any other Standards.

Syd is chasing a suitable gearbox or any internals that run on a one inch square shaft.

Kevin reported he has been driving for 65 years and only just recently has had his first broken windscreen.

Sally thanked Pauline and Janette for organising supper for us again tonight.

There being no further business, the meeting closed 8.55pm

Rhonda Guthrie
Acting Secretary
Veteran Car Club of Australia (Qld) Inc

Sally York.....
President
Veteran Car Club of Australia (Qld) Inc.

* * * * *

Francis Ransley, a long time TAVCCA Delegate passed away Thursday 15th June following a stroke the previous weekend. Francis will always be remembered for his passion and knowledge of veteran cars and the Veteran Car Movement.

We extend our sympathy to Elayne and family.

[Photo supplied by R. Guthrie, taken on a train trip during the 2012 National Rally held in Ipswich]



COMING CLUB EVENTS

July 18th – 21st Frost Bite Rally

August 26th SWAP MEET at the Clubrooms From 8am **PLEASE NOTE THE CHANGE OF DATE**
(If you are in the market for some new costumes, Irene will have her collection there.)

September 24th (Sunday) **HANDOVER LUNCH-** 12 Noon At the Clubrooms–Texas BBQ-Box – details next month.

November 18th Social (Wine and Cheese) Evening at Clubrooms -maybe with a sleepover - BYO - BBQ Breakfast Sunday am

December 16th Social Christmas Luncheon

INVITATION EVENTS

August 16th – 20th Lismore – Northern Rivers Vintage and Veteran Car Club Celebrating 60th Anniversary. Morning departure from Lismore Showgrounds. The grounds are pet friendly, ideal for campers and caravanners and that's us. Saturday mornings they host the local Farmers Markets. Flat rate \$25 per night, weekly rates available. To book phone **0477 525 453**. Closing date for entries is 23/7/2023.

September 16-17. The Kilburnie 140th Anniversary Celebrations. Members who attended the Biloela Rally and are interested in returning for this Event are invited to camp (free) at the Homestead, with the cars possibly being on show to the public. If you are interested please let Fiona Hayward, the Homestead Manager know before the end of August. Ph. 0438 093 019. The event Facebook link is: <https://fb.me/e/2FgF5hL2z>

September 22-24. Dalby Midway In Spring

A relaxed run around the Dalby area is being organised as a break primarily for the folk coming from Far North Queensland to the Griffith National Rally, and an invitation is extended to other members of the Veteran Club to join for one or all days. Let Wally & Bev Lanagan (walnbev@bigpond.net.au) or Keith & Anne Bartley (bartleyka@gmail.com) know if you are interested so we can keep you posted on arrangements.

October 2nd – 10th Griffith National Veteran Rally *Information on Club web site.*

Griffith was designed by noted architect Walter Burley Griffin in the early 20th century as part of the Murrumbidgee Irrigation Scheme, European migrants settled in the region after World War I and helped build a distinctive food and wine culture. The first vineyard was established in 1912 just outside Griffith, and the area has developed into a successful wine making region. Some of the best-known wineries with cellar doors are De Bortoli Wines, home of the internationally acclaimed Noble One Botrytis Semillon, and Calabria Family Wines. In town, browse providores such as Riverina Grove and Bertoldo's Pasticceria for locally made delicacies and great coffee. Bertoldo's is an institution, a family bakery since 1952. From the irrigation scheme to wine making, explore the heritage of Griffith at two museums on the same picturesque grounds. The Griffith Italian Museum is in the Pioneer Park Museum, which spans over 30 historic buildings. For art lovers, the Griffith Regional Art Gallery has impressive collections.

October 13th -15th VCC South Australia Annual Rally at Mannum "Road to River"

SHIRLEY HACK

3RD APRIL 1928 - 7TH JUNE 2023

I first met Shirley and Frank when attending the Maryborough Apex Rally in 1968 and that was the start of a long and wonderful friendship.

They had joined the Club in 1965 and became active members of the Club with Frank holding roles as President and Secretary and organising numerous events. Shirley was always a great supporter and adviser to Frank and loved her association with the Club.

Frank and Shirley will be remembered in the early days driving in their little single cylinder 1904 Minerva of only 5 Hp and big enough to seat 2 people with the aid of a shoehorn to get them in.



Shirley best describes her experiences in a story she wrote. "Frank and I enjoyed many wonderful rallies, some more memorable than others. Perhaps not always harmonious when I was navigator and Frank as driver did not see eye to eye about directions. Occasionally the rally directions were last seen flying high and wide in the slipstream. But domestic bliss was the essential element to our enjoyment. But this was not always easy to achieve."

I was going to mention that Shirley needed running shoes as the Minerva was not always able to carry such loads up some of the hills, but she puts it much better.

"An event happened many years ago, before I wore Homy Ped shoes in the veteran cars. On a Gold Coast rally in the little Minerva, we had to climb a very steep hill, so Frank says "when I say Jump, you jump and we will get over the hill." With shoes more suitable to a Melbourne Cup party, I refused, saying I would break an ankle. So, he had no choice but to jump out himself leaving me to steer while he trotted beside. We gained some pace near the crest of the hill and Frank jumped back into the driver's seat. Well, that was the plan, but he ended up flat on his back in the middle of the road, while I chugged up and over the

hill, in the passenger seat, never having driven the car before. I was in a state of panic as the downhill was as steep as the up hill or worse. A knight in shining armour driving another Veteran car picked Frank up and in Keystone Cops style from the running board, Frank urged him to “go faster, go faster” to stop me going over the edge in his precious car. The driver did, and Frank was able to leap from one car to the other and save the day. We were both so relieved, we forgot to argue about whose fault it was in the first place. I always wore Homy Ped shoes from then so I could handle whatever extra curricular activities were required of me.”

When they moved from East Brisbane to Rochdale to establish a house amidst a bare block of ground, it was Shirley’s artistic flair which oversaw the development of a most elegant home both inside and out. In fact, if there is one adjective which is most used to describe Shirley it is elegance, personally and with everything she touched. Didn’t quite rub off on Frank though, Frank was just the loveable Frank.

Shirley was also the perfect hostess, you couldn’t go and visit without sitting down for a cuppa and chat. The tea was always in a cup and saucer poured from a teapot with a lovely piece of cake or biscuits and she was always interested to hear what you have been up to recently.

Suffice to say that all of us who had the opportunity to know Shirley will be thankful for the friendship and have lasting and fond memories to cherish. Rest peacefully.

Peter Arnold



{The above photos were provided by Rhonda and Pam Guthrie}

TOWING NOTICE

The recent "North Queensland Rally" was a huge success and a big Thank You to the organizers.

Unfortunately, the trip home south was not without incident, and it was very fortunate that a catastrophic accident didn't occur.

We were travelling south on the Bruce Highway about 40km north of Marlborough with our Iveco/Paradise Motor Home towing our Brian James dual axle car trailer that housed our much-loved 1910 Ford T Tourer.

The speed limit in this area is 110kph but due to the road and other surrounding conditions, we were travelling at 90kph with our speed set on to cruise control.

With my eyes constantly reviewing the angle of the rear camera directed on to the trailer, I noticed the angle of the front of the trailer starting to dip forward. I immediately reduced my speed and continued about 2km to pull over on to a safe road stopping area.

Upon inspection of the trailer, it was noted that the tow bar at the tow ball level was only 50mm above the road level.

The tow bar had broken at the end of the chassis on both rails. (see photo)



The two heavy duty safety chains together with the emergency break engaging system were secured to the tow bar. **Totally ineffective if the tow bar breaks away.**

I jacked the tow bar back into position after disengaging the trailer and held it securely to the chassis with two heavy duty ratchet straps.

The RACQ Ultimate RV coverage once again proved most worthwhile as they trucked the trailer to their safe depot for future collection at Rockhampton and we continued our journey home in the motor home.

Upon arriving back home with everything, I had the motor home, trailer and ball weight all weighed and authenticated by a registered weighbridge. All items were less than two thirds their gross weight limit.

All photos and associated documentation were sent to Paradise Motor Home Head Office at Yatala QLD.

The Company denied responsibility as:

1. New owners have purchased the Company name only and no liability for previous warranties was incorporated in the sale.
2. I cannot confirm/prove that the tow bar was not overloaded prior to my purchase of the vehicle.

Paradise Motor Homes did offer to supply a new replacement tow bar at cost, however, the strength and/or design has not been updated since our model. I declined the offer.

After much research, we have found that this is not an isolated incident on motor homes mounted on a truck chassis as the chassis is more rigid than a car type vehicle and the length of extension from the end of the chassis to the ball hitch is much longer than a car type tow system.

It has been highly recommended that "air ride" type tow hitch (e.g., Air Safe Hitch) be incorporated into the towing system.

I suggest, for safety and financial security, that you have your towing system regularly checked by a competent service agent.

Russell and Genny Stewart

* * * * *

MARKET PLACE

BIG FACE JONES SPEEDO

Bob Trevan's Ford Model K has a large size Jones Speedo fitted. Many of us have shuddered at the photos of the car after the Lismore floods. The speedo predictably suffered serious internal corrosion and is now scrap. Does anyone have one Bob could acquire? Able to be included in any deal is this original Jones Speedo tag. Contact Bob on 0416 214902

This is the plaque that buyers of Jones Speedos received on purchase.



South Side Rally Report for June 21st, 2023.

After a short period of two months of not having our regular South Side Rally due to other rally commitments to Biloela and North Queensland, the South Siders are back into our social events on the third Wednesday of each month.

Wednesday the 21st of June saw the group having morning tea at The Willow Tree Café Ormeau where we had the opportunity to chat and catch up with other VCCAQ members over a good cup of coffee and of course the mandatory piece of sweet cake or a white chocolate biscuit. Ten members enjoyed morning tea.

As with the previous morning teas, time slipped away and we found ourselves rounding up the troops so we could move onto the lunchtime venue. The drive from Ormeau to Jacobs Well while a relatively short distance took us through new housing subdivisions and Cane fields as we approached Jacobs Well. With these new subdivisions popping up between Brisbane and the Gold Coast it isn't any wonder the traffic on the M1 is becoming so busy.

Lunch today was at the Jacobs Well Tavern, a pleasant location with tasty food. Here we elected to dine inside, out of the chilly winds of this Bayside location. At the Tavern, we were joined by five more bringing our total to fifteen for the day. A good response.

The hours ticked away and it was soon 2.30 pm and time for us to return home for the day.

Thanks to Kathy and Frank Mugeridge for their suggestions for this month's run and venues. A good social day out was had by all who attended even though it was a slight bit chilly.

If you have not attended one of our South Side events, we would encourage you to do so if you can, as these events allow you to get to know other club members better and add to making the VCCAQ stronger. Looking forward to any suggestions as to where we may visit in July.

Janette and Trevor Farnell



The Northern Tour

Preparations for the Northern Veteran Rally commenced for us, as usual, a week before we were due to leave. This gave time to service and prepare the tow vehicle for habitation, service the secure car trailer and the Maxwell. The Maxwell preparation included servicing the car, washing and cleaning and polishing the brass. I had made some minor repairs since our last veteran rally, the National 1&2 cylinder rally held at Narrandera in the New South Wales Riverina district, and now it was time to test out those improvements.



This rally had a different and attractive format of not being located in the one area. Organisers of the rally considered if the format was going to be an attraction, or was going to make it unpopular, but finally decided to proceed. The format of the rally was to be based in three successive locations of Mackay, Ayr and Innisfail. These are all sugar growing areas with extensive networks of good quality roads which before the start of the crush in June, are only used for domestic travel. A group of organisers in each area set out to map the routes ensuring that local attractions are included. The organisers documented the routes and produced the rally instructions. They also kept the owners of local attractions and business houses informed of the number of cars and people who were likely to use their facility and hence prepare for them.



There was a trouble trailer staffed by a member from the local car club following the last car, which could be called for assistance. During the whole rally there was 1 terminal "failed to proceed" when a car put a conrod through the side of the block. But all the other calls to the trouble trailer were for things like running out of fuel, tube failure, loose ignition wiring, loose flywheel, which could have meant a roadside repair or a repair back at the accommodation, and then ready for the next day. It certainly gave an opportunity for entrants to call on experience that they might not get at home to get their car running better.





At the end of the 3 day rally, entrants packed their accommodation and trailer and moved to the next area over the following 2 days. We chose to pack and be ready to move on the next morning. With only about 300km between areas, we were able to arrive at the destination and unpack. The second day was free to work on the car or any other thing that needed attention.

At each of the areas the local mayor was keen to get involved and came to welcome us at the start of the rally in their area. Also at each area, the rally provided for 2 to 3 hours when the cars would be on display. These times were eagerly sought by locals and many people came to inspect, photograph and talk about the cars. Information was put out through social media and local community FM radio.

And so it was for the rest of the rally.



Overall, 55 vehicles nominated for the rally, which included 7 motor bikes. Of the cars, 36 were 1 or 2 cylinders. Some of the entrants failed to show up indicating illness or higher priorities prevailing at the time. Also, not all entrants nominated for all 3 sections of the rally. In total, 49 vehicles attended.



3 Maxwells in line at the Op Shop in Marian

The Northern Rally - Mackay Leg

By Jacqui Mutton

The highly anticipated Northern Rally, 2023 had, at last, begun!!! Cars unloaded, vans in position, meeting and greeting old friends and finding new ones. The energy and cheerfulness was contagious!! With registration and run sheets for the next 3 days in hand, our first 'Happy Hour' was all of that – happy!!!

Day 1. Though there was a bit of consternation regarding tackling the rather daunting Mackay traffic, all was put at ease by the courtesy and consideration of the general public. So off down the beautiful and scenic Mackay roads traversed 50 veterans, cars and bikes! Our main destination this day was the beautiful heritage listed, Greenmount Homestead, with its untouched home furnishings and gardens and commanding view of the district and mountains, which was a superb backdrop for our lunch stop.

Day 2. Today's main destination was Melba House, where we partook of morning tea, and Kinchant Dam for our lunch stop. Though Melba House was most interesting, I think that the highlight was being greeted by so many happy and excited children from Marian School, as we carried out a drive through!!!!

Stunning countryside passed by as we made our way to Kinchant Dam for our lunch stop, before heading back home – though some of us found a very quaint little Op Shop at the village of Marian.

Day 3. This was to be our last day in Mackay, with stands of sugar beside you and the stunning hills and mountains around you, it made for a memorable drive to our morning tea stop at the old, charming, 'General Gordon Pub'. And then to our last battle with the traffic, to head out to Harbour Beach to display our treasures and to partake of some culinary delights. After, on our way home, a stop off at Lambert's Lookout.

Mackay done and dusted, so to say!!! We sure travelled some beautiful country miles in three days and we thank Andrew and Christine for their outstanding effort in putting together an exceptional Mackay escape!!! Thank you.



Putting Around Ayr

Our tour of Ayr was leisurely, the Brush travelling at around 2000 canes per minute on lovely quiet level back roads for the most part. I don't want to suggest that it was only cane farms, the agriculture was amazingly diverse and gave us lots to puzzle about. Melons, strawberries and who knows what else.

Weather was sunny, dry and not too hot. (Plenty of fresh Ayr in an open car!)

Start times were civilised at around 9am, and picturesque Plantation Park provided a good start point for our runs.

I know why they chose Ayr for a veteran car rally, Wikipedia says "it has little to stop the traveller ..." - Perfect!

Wikipedia did not give the whole story. There may be nothing in Ayr to stop the traveller, but its hinterland offers much to engage.,

With distances of around 80 to 90 K's daily (make your own calculation of canes) everyone had a good run. It is always a pleasant surprise to see pretty well all cars surviving, and the grins across their keepers' faces, even when repairing tyres.

On the subject of grins, many of the cane farming families seemed to be posted at their front gates to wave us through. We all combined to form a sort of travelling circus that enthused lookers-on. The fair Edwardians in costume only added to the effect, although I worried a little about effect of hat windage on the Brush's scintillating performance!

For most of us, the highlight of the first day's run was a visit to Tom Callow's Toybox. Big boys do have big toys, and the performance of Tom's enormous Marshall tractor was awe inspiring. Apart from the engines and things there were lots of bits and pieces and contrivances that I had not come across before. Thank you, Tom and Jan for collecting those things and allowing us to see them!





Lunch that day was at Groper Creek, a kind of fishing resort for locals, which seems to spend a significant amount of time flooded out. All of the houses are a long way off the ground. Lots of crocodile tales to spice up our lunch conversation.

Our second day started with a display of the cars and bikes at Plantation Park. There were lots of onlookers and from snippets I heard, they were really wowed with our array of beautiful and rare pieces of living history. Whilst the vehicles were on display, we could wander around the markets, and many picked up handicrafts or jams and preserves. Lunch was had in the park at Alva Beach, which was restful.

One of my friends in Hervey Bay had told me about the Burdekin Heritage Precinct and on day three it really lived up to his description. What a collection of things mechanical- must be the best mens' shed around. The highlight for me was to see the huge Walker Number One engine running.

The Ayr run was well planned and like the rest of the rally we had a memorable and happy time. We even managed to cross the Burdekin Bridge twice without breaking down – Murphy must have been on holiday!

Beth and Richard Payne

The Northern Rally - Innisfail

We all arrived in Innisfail without incident after a nice drive from Ayr.

The first day was a washout after a tropical downpour during the night and into the day. Only four veterans ventured out while the rest of us went modern. It was a lovely drive to Paronella Park, then down to the coast, a stop at the Sugar Info/Museum before heading home.

Day two started wet, so Glenn decided to postpone the start for an hour. Everyone was itching to get their cars out, and enjoy the day. We left the start with the sun shining and headed into the cane fields and banana plantations. As we entered the rainforest the rain started. It is called a Rain Forest for a reason. The rain was light and didn't really bother us. Some were lucky enough to spot a Cassowary . Lunch was at an old friendly pub, surrounded by cane fields. The staff had no problem feeding us all as we washed down a beer or two.

Day three started with beautiful weather for a display of veterans for the public to enjoy. We then headed to the Wet Tropics Agricultural Centre for morning tea and an interesting and amusing talk from three of the staff.

Happy Hours were a bit different with a Sip and Dip and a lesson on Hats and Cravats from Robyn Betts. All the ladies enjoyed the Workshop while the men talked cars.

At the final dinner we enjoyed a delicious meal and the stories and entertainment started to flow. Doug and Vivian Fulford are always good with a story and poem or two. Brooksie our touring cartoonist, entertained with a story and art and Anita sang a few very funny songs. A great evening was enjoyed by all and it was a fantastic way to end two weeks of rallying and friendship.

A big thank you to everyone who made the trip north. Some from as far away as TAS, VIC, NSW and NZ. The shortest distance travelled was won by Andrew and Christine who made the 1.2 km drive to the Mackay start each day. And Dave and Fay, Les and Christine travel a similar distance to the Ayr start.

The whole tour was a great success with the help of many.

A big thanks to, Andrew and Christine Gauld for the Mackay leg. And their mate Glen for doing Tailend Charlie was appreciated by all.

Les and Christine Wassmuth, Dave and Fay Martin for Ayr.

Frank and Adrienne Cerutti for their contribution and computer skills.

Tom and Jan Callow's Toy Box for their amazing collection of...everything.

Glenn Ridolfi, Len and Anita Oliveri for Innisfail.

Laurie & Wendy from "over the ditch" for their Tailend Charlie efforts in Ayr and Innisfail.

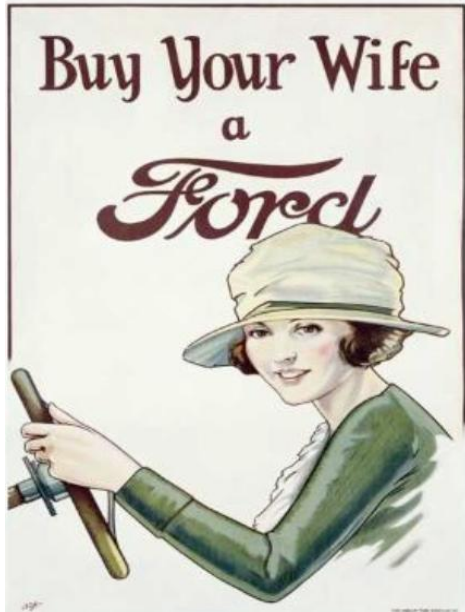
Putt Putt

Grant & Melissa





THE LADY DRIVER



The automobile burst onto the scene with a whirl of noise and steam..... and endless opportunities. This miraculous horseless carriage offered access to new forms and ease of travel, as well as increased independence for its drivers. Many questioned whether women should take the wheel. Driving was too complicated, too dangerous, too dirty, and too UNLADYLIKE! What would happen if women abandoned their duties at home and began to drive? The automobile opened the door to revolution in women's place in society, ultimately impacting on how they lived and worked, overturning widely-held notions about propriety and independence. Many believed that women could not meet the challenges created by the automobile.

Like many in the early automobile industry, Henry Ford had mixed feelings about women's emancipation in the new century, and in particular, their place on the nation's roads. While his wife Clara posed for publicity photos driving Ford automobiles, Henry bypassed his revolutionary gasoline-powered Model T when he chose a new vehicle for her in 1908. He bought Clara a more sedate less adventurous electric car!

It is important to note that many women did not shy away from gasoline-powered vehicles, despite the social limitations of the time. The invention of the self-starter eliminated the need for cumbersome hand cranks and eventually assured gasoline-powered vehicles' dominance over electric.

But women took the wheel any way, eager to drive into a changing future.

{The above information was compiled by Irene Hill}

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If you would like some new costumes,
Irene will have her collection
at the Swap Meet

A 1912 Renault Tourer has joined the Club;



SOME MORE (BLONDE). HUMOUR

A young ventriloquist is touring Norway and puts on a show in a small fishing town. With his dummy on his knee, he starts going through his usual dumb blonde jokes. Suddenly a blonde lady in the fourth row stands on her chair and starts shouting, "I've heard enough of your stupid blonde jokes. What makes you think you can stereotype Norwegian blonde women that way?"

What does the colour of a woman's hair have to do with her worth as a human being? It's men like you who keep women like me from being respected at work and in the community, and from reaching our full potential as people. You and your kind continue to perpetuate discrimination against not only blondes, but women in general, pathetically all in the name of humour!"

The embarrassed ventriloquist begins to apologize, and the blonde yells:
"You stay out of this!I'm talking to that little creep on your lap."

