

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

APRIL 2024



Original Building Committee Members

*Life Member Phil Fletcher, Alison and John Day and Trevor and Janette Farnell
cut the celebratory cake to mark the 30th Anniversary of the Clubrooms*

[Photo: G. Day]



VCCA(Q) – 2024-25

Joint Patrons: Her Excellency the Honourable Dr Jeannette Young AC PSM, Governor of Queensland
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All correspondence to the Club should be addressed to the following as appropriate:

<u>President:</u>	Graham Donges	president.vccaq@gmail.com
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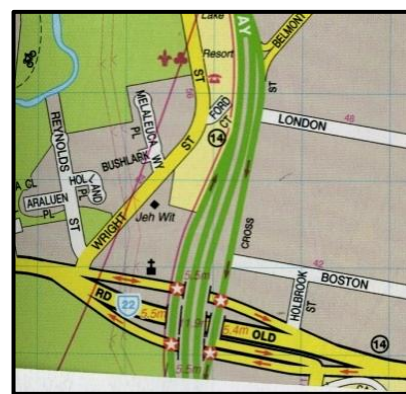
The Club holds its meetings on the first MONDAY of each month (excluding January). Meetings are held in the VCCA(Q) Clubrooms at 1376 Old Cleveland Road, CARINDALE. (Corner of Old Cleveland Road and The Gateway Arterial Road – Refidex Map 182 E5).

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 (CURRENTLY \$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

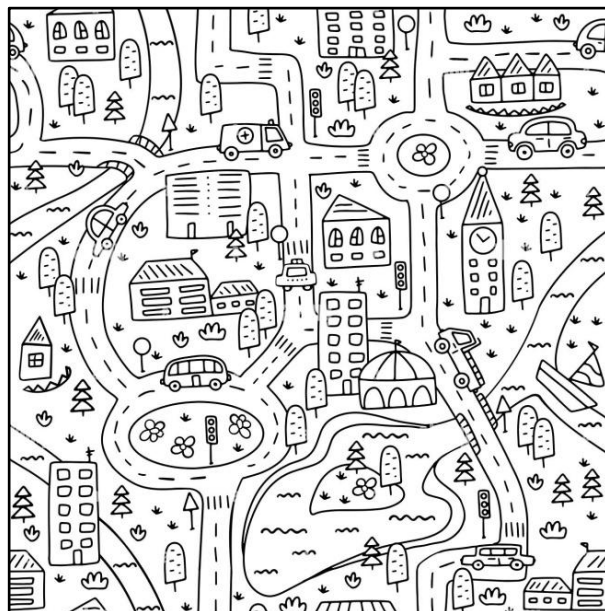
All other correspondence to:

The Secretary, VCCA (Q) Inc.

1376 Old Cleveland Rd,

Carindale Qld 4152,

email secretary.vccaq@gmail.com





PRESIDENT'S REPORT FOR MARCH.



Only because the Veteran Car Club of Australia, Queensland is so dear to my heart that I have succumbed to writing this report whilst on my holiday in Japan on my rather small iPhone.

Forgive me, if I miss any details that should be included in this report, but it is very hard to concentrate while experiencing the delights that this country has to offer. I am impressed by the way this country goes about the business of transportation, be it private or public. Everything appears so orderly.

The highlight of the last month was the Women's International Day High Tea which was attended by some 30 people. Congratulations to our guest speaker Jenny Sorensen on two fronts, one that she overcame considerable nerves to speak and two, to give us a very interesting and intriguing story of her journey from Brisbane to Broome in her veteran Saxon. Thank you Jenny. Congratulations also to the team of providers of such a mass of tasty delights.

Quite a contingent of us will be heading down to Inverell to help the VCCA – NSW celebrate their 70th Anniversary with a Premier Rally.

It sure feels like it's going to be yet another good year of rallying and socialising as we continue to welcome new members. We must be doing something right!

Graham Donges

Still on the theme of the Frostbite Tour as you see in the picture, we practiced the art of building a survival shelter should we run into problems on the Run.



VCCA(Q) CLUBROOMS ARE 30 YEARS OLD

In the last Veteran Torque, Peter Arnold recorded the history of fundraising for the Clubrooms. I'll pick up the story of the construction and opening of the Clubrooms.

The Main Roads Department had resumed this property in the 1970s to construct the Gateway Arterial Road. Part of the land was used for the road reserve and the balance, including the house was used as a Site Office by the Contractor building the Gateway. When the Gateway was finished, Main Roads sold the excess property at public auction. The buyer did little to the property, before again putting it to auction. Our Secretary at the time Graham Porter, saw the "For Auction" sign and the rest is now history.

Agents expected it to sell for around \$105,000. Graham was the successful bidder at \$92,500. We had bought well. The unimproved value was \$108,000. We paid cash.

A Building Committee was formed, comprising Phil Fletcher, Alan Telfer, Trevor and Janette Farnell and Alison and me. Howard Kenward came on board during construction. Between us, we visited Veteran Car clubrooms in Sydney, Adelaide, Auckland, Christchurch, Perth and Launceston and took note of good/bad ideas. Alan Telfer drew the building plans. Phil Fletcher was the right professional man in the right place in Brisbane City Council and handled town planning and building approval, saving us tens of thousands of dollars.

Council Building Approval came in February 1993, and we went to tender immediately. Tenders ranged from \$146,000 to \$240,000.

In April 1993, we signed a contract for \$92,700, for a much modified project to that which we had put to tender. We dropped the planned brick façade, 2 of 4 toilets and all showers. We were to handle plumbing, drainage, electrical, painting, site works and car park.

Many, many members, their wives and families gave long hours during construction. Without the savings represented by these hours, the project would not have eventuated.

Of particular note were the "Pensioner Brigade", Hugh Kimlin, Frank Hack, Bill Ferris and Jim Degney who spent most of their time on site for months. Sadly, they have all gone now.

Donations of material and equipment flooded in from our members and from members of clubs that were to become our tenants. I'll mention some of the most significant, to give an idea of the scope of this assistance;

- Trevor Farnell borrowing of grader, drott and 10 tonne roller from Hastings Deering.
- Gary Day designed the circuits and wired the clubrooms, with Frank Hack assisting.
- A QVVA member obtained the main electrical supply cable free of charge from a Gladstone shopping centre that was expanding and needed to upgrade its power supply.
- Graham Porter led the plumbing and drainage team, in particular a QVVA member who was the local BCC Plumbing Inspector. A very handy man to have around.
- Graham also arranged the long term loan of the unregistered tip truck, we used extensively during ground preparation.
- A Model A Ford Club member loaned a backhoe for the duration of the project.
- Our member Len Williams was a professional painter and led a team of volunteers to paint the building inside and out.
- QVVA member Cyril Conwell built the three shopfronts and supplied the original kitchen and servery benches.
- Other Members and friends supplied... a truckload of landscaping plants, all the plumbing fixtures, the fluorescent lights and fans, fridge, microwave, chairs for committee room and the flagpole.

- Ted Wojtasik supplied materials and built the BBQ and the car ramp.
- Gary Day obtained the cold room from Fisher & Paykel.
- Val Wojtasik donated the prizes and conducted raffles that went a long way towards purchase of the auditorium chairs.
- Jak Guyomar VCCQ arranged the carpet and its installation. The carpet was near-new, from a city office refurbishment. Total cost to the club was only two drums of adhesive.
- And there was so much more.

We should never forget, there is no way we could have started and then finished the project without the help of these members of our Club and our tenant clubs.

A couple of facts about the clubrooms that might interest newer members. We engaged an acoustics engineer to advise on this meeting room dimensions, its ceiling height and shape, and on the wall and floor cladding. His brief was to provide a design that allowed a speaker to be heard from anywhere in the room. Hence the timber panelled walls and the carpeted floor. The perforated ceiling is acoustic bats that added an extra \$7,500 to the bill.

The libraries are built to withstand fire. The gyprock walls and ceiling are double thickness and a product called "Fire check." These days, the internet has replaced the need for libraries to some extent. Nevertheless, there's valuable books behind those walls, particularly in our own case since we have inherited the George Gilltrap collection.

A few anecdotes during construction come to mind.

Jim Degney, one of the Pensioner Brigade was not a well man. His heart was not strong. His wife Jenny agreed to him coming down to join his old mates, watching construction. Jim had been a plant operator. Jenny would have had a heart attack for Jim, if she had seen him on the Drott and backhoe, having the time of his life, day after day. The backhoe had no brakes, so Jimmy would just drop the bucket to stop it. It gave him a new lease on life. Jim at the time owned the white 1916 Dodge Roadster, now owned by Kathy and Gary Day.

Graham Porter was a train wreck waiting to happen. He had a new Landcruiser Turbo Diesel Sahara that we all envied. He got a clean 20 litre drum to bring in diesel fuel for the machinery we were using on site. At the servo, he filled the drum in the back of the Landcruiser. Unfortunately, the drain bung at the bottom of the drum was missing and 20 litres of diesel flooded the new Landcruiser carpets.

Graham was laying drainage pipe in the knee deep slush in a trench. His wellington boots became stuck. We had to pull him out, leaving the wellies behind. We never did find them.

Another of the Pensioner Brigade, Bill Ferris spent days meticulously painting the underside of the veranda and the timber wall panelling. All that looking up and down affected his neck and he ended up needing remedial surgery.

* * * * *

On the morning of the Clubrooms opening, ex Sergeant of Police and club member Hugh Kimlin, noticed a big healthy marijuana plant growing in the house garden, beside the driveway the Governor would use that afternoon.

The official opening of the Clubrooms was on 5 March 1994, by Her Excellency Mrs Leneen Forde, AC Governor of Queensland and our Patron. Federal, State and Local politicians attended as did delegates from Veteran Clubs in NSW, Victoria and Canberra.



Governor Forde opening the Clubrooms, and (below) with President John Day



It had rained heavily all week but cleared for the opening. A display of 161 Veteran, Vintage and Classic cars filled the grounds to capacity for the opening celebration. That night, we held a spit roast dinner with a jazz band to entertain us. The heavens opened again.





"OK, let's go for a spin"



Over the years, we have heard comments like "Weren't you lucky to get a Government grant to build the clubrooms.' Or, "how did you persuade Council to lease you this land?" As you can see, we did it all by ourselves, something we should be rightly proud of. I'd like to make a few of my own observations on the future of the Clubrooms.

Maintenance of our asset is good. The Building and General Committees budget well and are not afraid to spend where needed. We have a band of members who come to working bees. Numbers are not great and seem to be shrinking a bit. It's a morning of light work, for sure, but is a great social event as well. It would be good to see a few new faces.

The nature of our hobby is changing. Many of the traditional clubs we are familiar with are struggling with a drop in membership. The viability of our clubrooms relies on these clubs being able to afford to pay the rent. Finances will always need to be closely managed.

The Queensland Government has a long-range plan to have a dedicated busway from the City to Capalaba. It stops at Coorparoo now. If this happens, and is on our side of Old Cleveland Road, resumptions from the front of our property may be needed. Access as we know it now

may not be allowed and we may need to negotiate rear access. It certainly gets harder each year to get a break in traffic to turn into our property. It is likely that the Gateway Arterial will be widened at some time which may impact on our property's eastern boundary. But these are issues we will deal with at the time.

If this 30th Anniversary has raised your interest in the history and background to clubrooms, check the Archives section of our web site. There's a full written history <https://www.vccaq.com/archive/club-publications> and also Jimmy Degney's home movie showing the construction and official opening <https://www.vccaq.com/archive/video> You can also see the programme of the official opening.

John Day



The Audience at the 30th Anniversary General Meeting



The Celebratory Cake
[Above two photos are those of Pam Guthrie]

COMING EVENTS - 2024

- April 10 -14 VCCA – NSW 70th Anniversary Premier Rally in Inverell**
Qld members invited. Fossickers Rest Tourist Park 02 6722 2261
The park has 5 acres of rural tranquil countryside.
Rally Directors Rod Holmes 0455 266 890; Laurie McGrath 0403 030 998;
Email: rodruthholmes@gmail.com
- May 11-12. Invitation Event.** “Anything Goes” Annual weekend Dalby. Contact walnbev@bigpond.net.au / 0428 622 736.
- May 15 Invitation Event. QHMC Motoring Heritage Day.** Assemble at the Clubrooms from 7.30am. 10.30am Short drive – BYO Lunch back at the Clubrooms. \$5 per vehicle.
- May 26 – 1 June 8th International Tour –**
Tweed Valley, Northern NSW Newsletters This is the perfect time to explore the Tweed Valley. The event is open to pre -1916 vehicles.
For more information contact Rhonda Guthrie 0427 175 099
- June 16 RACQ Motorfest Display Day.** At the Showgrounds
- July 16-19 Frostbite Club Tour –** (Millmerran, Warwick, Oakey). Starts in Dalby.
Further information lenkelly40@gmail.com or 0418 734 268..
- July 27-28. Invitation Event.** Ipswich Club's 50th Anniversary. Closing Date 14 June.
- August 4. Invitation Event.** Caboolture Historical Village. 9am – 3pm. 280 Beerburum Rd.
- August 17 Saturday Veteran/Vintage Swap Meet** At the Club Grounds. From 8am.
- August 21 (23-25)27 Roma “The Last Run”** Cobb & Co. Celebration 100 yr. Anniversary.
Camping Accommodation Roma Gun Club 155 Geoghegan Rd, Roma.
Ph. 0476 674 514. bookings@romagunclub.com.au/ Motels in Town.
- September 5 – 11 Club Tour** which will include the Annual Handover Dinner – Luncheon.
Burnett Heads Caravan Park.. (Only powered sites now available).
Burnett Heads Lighthouse Holiday Park - 2. Paul Mittelheuser St, Bundaberg 4870 (07) 4159 4313.
Extra Accommodation: The Lighthouse Hotel 66 Zunker St, Burnett Heads 5670 (07) 4159 4202. South Burnett Vineyard B & B. Accommodation.
Rally Co-ordinators Terry Lewis 0404 647 359; Chris Sorensen 0427 244 847.
- September 22. Invitation Event.** Logan Butter Factory Heritage Display Day. Vehicles are required to be on site 8.30am – 3on,
- November 8-10. Invitation Rally.** Bendigo – Prior to the National in Tasmania.
- November 18-23 National Rally in Launceston, Tasmania.** .
Email: 2024nationalrally@gmail.com; Ph. Ben 0404 917 366; Jill 0448 678 291
NEED TO BOOK VEHICLE FERRY NOW.
- December 21 Veteran Christmas Luncheon**
- 2025.**
- October 5-10. National Rally, Murray Bridge, South Aust.**
- October 19-24, National Motorcycle Rally, Ballarat.** antiquemcca@gmail.com

FROM THE ARCHIVES

In around 1960, club members Dave Fiechtner of Toowoomba and Don Roberts of Ipswich are said to have chartered a light aircraft and buzzed station property dumps in western Queensland, looking for veteran vehicles. They made several trips with truck and trailer bringing their finds home. On one such trip in December 1963, current member Bob O'Connor's father Bill was there with his camera. On this trip, they recovered the remains of a very early Gardener Serpollet steam car, a 1912 Maudsley now owned by member Glenn Ridolfi and a "what is it?"



Gardener Serpollet steam car



1912 Maudsley. Chassis turned upside down, but thankfully after radiator removed



19?? What is it? Can you identify?

The Archive crew thanks Bob O Connor for supplying these and other photos. They will be assembled in "The Bill O'Connor Collection" and appear in our Archive in the future. We ask if you or your family have any similar that we could borrow and preserve.?

John Day

INTERNATIONAL WOMEN'S DAY 2024.

To mark International Women's Day on 8 March, an Afternoon Tea was held on the 9th, with club member Jenny Sorensen as the main guest speaker. Sharing her journey in her 1915 Saxon, "Kitty," from the Brisbane to Broome Rally, Jenny inspired with tales of resilience and determination. She spoke on overcoming illness and mechanical challenges, while supporting mental health awareness and the Royal Flying Doctor Service. Her experience and the vivid photos she shared undoubtedly left a lasting impression on all attendees.



The Committee had decided that the chosen charity we would support by donations on the day would be 'Forgotten Women', for which \$500 was raised.

* * * * *

Another highlight was hearing from Jesse Ellis the Co-Director of Trending Media Australia who told us all about the efforts of 'The Forgotten Women', who are often referred to as Brisbane's "hidden homeless". Women over the age of 55 are the fastest growing demographic of homelessness, in large part because these are the women who fought for Superannuation but because of the era, most of them were raising families and did not have as long in the workforce as their male counterparts. Jesse shared a poignant video that vividly brought to light the experiences of real women in crisis, alongside an introduction to the 'Live Like Her Challenge' which is an annual event that invites participants to experience sleeping just one night in their cars, loosely mirroring the circumstances of these women. This initiative has already garnered interest for participation from members in the upcoming event on September 5th. Jesse also proposed setting up a 'Veteran Alley' for our veteran cars to enhance our participation in this meaningful cause.



* * * * *

BRISBANE TO BROOME.....JULY 2022

Before I start my talk on my journey across our beautiful country, I must tell you a little of my mate who took me there. *Kitty* is her name, my 1915 Saxon.

Everyone remembers Trish Hanley's blue Saxon. Though of the same year it was the later model . It had 3 gears, *Kitty* only 2 gears, and now is proudly owned by Ron and Anne Maree Sorensen.

This is where it all started for me. I drove our Mayor Jack Dempsey in this little blue Saxon on the Beach at Bargara. What an easy car it was to drive...I said to Chris I want a Saxon Please!!!!

Off I went onto the net and found my *Kitty*. She looked quite pretty cool, but to be fully mine, I had to do the hard yards in purchasing and import her from Atlanta. USA. Of course having Chris's help who has done this several times it came to me easily.

When I went down to pick her up from Customs it was certainly Love at first sight.

Now you will know a little of how *Kitty* became an Australian.



WHY BRISBANE TO BROOME

My Dear friend Bro was talking about how much fun it would be to drive a veteran car all the way. Chris was keen to do it in one of his cars. I immediately said to Chris let's take *Kitty* and we can share the driving. So, *Kitty* was entered.

PREPARATION

My sweet mechanic Chris gave *Kitty* a good overhaul for this epic journey across Australia..... Brisbane to Broome. Our motor home was also checked as it was hauling the back-up trailer.

FAREWELL FROM BUNDABERG

Bundaberg's Mayor Jack Dempsey gave us a lovely farewell. There was a bike and 3 cars, one being *Kitty* and Anne-Maree in the blue Saxon.

OUR FIRST DAY WAS FROM CABOOLTURE TO YARRAMAN 123 km

There was a great Buzz as all entrants gathered in front of the Blue Tree

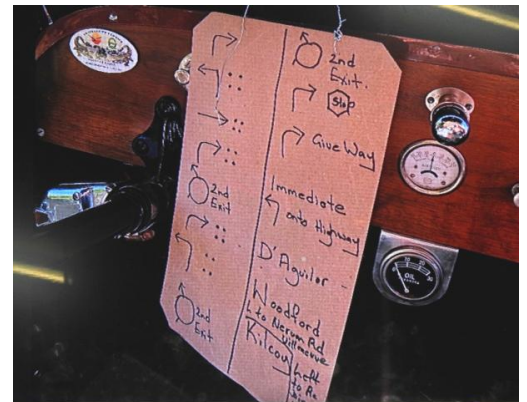


Not only was this to be an endurance trip for the Veteran vehicles but to raise money for the charities of Beyond Blue, hence the Blue Tree of which we were to see several on our way and also the charity for the Flying Doctors.

This was the biggest entries....thank heavens we were not paying their fuel bill.

Everyone headed to their vehicles

Now driving without a navigator was not going to be easy. My genius sister-in-law Anne-Maree came up with a piece of cardboard showing how many streets to pass before turning ... light to go right or left. It was attached to the dashboard and worked like a dream.



Kitty took off like a rocket up hills and comfortably along the roads, passing other veteran vehicles giving me a Buzz. It was freezing cold and I knew if I was to continue there was doubling up on gloves. Lamb and Rusco my fur babies were beside me (but sadly they didn't enjoy this first day the cold up their noses was just too much and they kept wanting to get under my arm. So, the Motorhome was for them on the next day.

Biggest challenge was the Blackbutt Range on the D'Aguiar highway going down the steep descent with huge trucks up our butt. Annie said this was her worse experience.

DAY 2 WAS TO MILES 224 km

It was today that the idea of sharing the journey changed. *Kitty* gave me so much confidence I said to Chris I'd like to try and do this alone. Ron and Annie continued with the sharing as we had originally intended to do.

There is a Debate about our cardboard directions this day. I say it was wrong they say I just didn't read it right and I went right and not left. Anyway, I was halfway to Nanango the opposite way before I realise...

No one else was in sight. Cursing myself I turned around to find my route. Besides this stuff up it was my first real challenge on these roads as they were uneven and throwing us around. Hanging onto the wheel was giving my shoulders a real work out. I said to myself If I am to continue, **YOU'LL HAVE TO TOUGHEN UP GIRL!!!**

There was an odd noise coming from the engine. My wonderful mechanic fixed it for the next run. This was the start of a sticky valve.

3rd DAY TO MITCHELL 233 km

We got away early to avoid the caravans and trucks. This day was a Breeze as the roads were kinder to my shoulders, but I knew I'd have strong forearms at the end of this trip.

(Today Terry and Régie joined us and they slept in the HILTON...Our trailer with bunk beds. From the Motorhome you could feel the movements in the trailer.... Hmmm! What are they up too???? Those bunk beds are not strong. For a short time of this journey Régie kept Annie company.

4th DAY TO AUGATHELLA 181 km

A different challenge for Kitty and me today. The sky had opened and it was pouring down. Chris gave me his Wet Gear but that still didn't help my shoes filling up with water and the trickling down my back.) was a gap between the hood and windscreen.... I tell you it was like needles piercing my eyes. Most of my driving was having my head nearly resting on the steering wheel. Kitty also was not happy coughing and splattering.



We made it to our campsite, but others had flat tyres and there were cars back in their trailers. Not a comfortable day. Hot shower and an early night we all deserved.

5th DAY TO BLACKALL 215 km

Up at the crack of dawn we were on the road. Nothing to report on this day except that two lovely excitable ladies drove 70km to meet up with us at Blackall. Sorry I cannot remember their town. They knew we were coming and they were so disappointed their town didn't make a fuss of us coming through, considering it was a charity run.

6th DAY BLACKALL TO LONGREACH 209 km

Today was an extremely sad day for Anne-Maree and Ron. Their beautiful dog Winston who had been ill for some time had to be put to sleep..

Kitty ran out of water for the first time. Thankfully boiling did not damage the engine. It was extremely challenging to keep *Kitty* on the road. Potholes were everywhere but thankfully we made the day to our next camp safely.

7th DAY LONGREACH 209 km

This was a well-deserved rest day. But was it a rest day..... NO!! the boys were on their vehicles and the girls doing the washing and sorting out the meals ahead. A Woman's work never stops. I was starting to feel ill.... Not sure what was going on.

8th DAY TO WINTON 177 km

Looking back, I don't know how I got into the car and drove 177km I was so sick. Thankfully the road was kinder. *Kitty* was getting hot and using more water and we only got 60km before she ran low on water.

A valve was sticking up and running hot which Chris and his off-sider mechanic Terry fixed it and I was off again on the road.

I saw a magnificent emu; it must have been a male his feathers glowed like silver in the sunshine. Shame I didn't take a photo.

My evening was spent pulling burrs out of my dogs' fur... the showground was covered in this horrid weed.

9th DAY WINTON TO JULIA CREEK 250 km

The challenge for today was the strong wind. We put *Kitty's* Hood down. *Kitty* started the day with a sticking valve again running on 3 cylinders but as a good girl she managed to clear it. A slower day but she did not overheat. The days were warming up as well which these old girls don't like and I'm also talking about myself.

10th DAY TO MT ISA 242 km

Fantastic start and getting closer to Mt Isa ... scenery started to change and so much better than the barren land we'd been experiencing.

Before we got started each day we'd get lectures from the men. . Don't do this and that and watch that temperature gauge. This gauge sits on top of the radiator. As long as it's below the middle line you are safe to go faster. WELL ... this day the gauge did not tell the truth. Not knowing the water cap was not screwed down tight. I was so excited hooting along the red line wasn't coming up and I wondered what magic water Chris had put into *Kitty*. We were on full power nothing could stop us, no one could catch us, even the fastest car a Model T couldn't get me.. Wasn't I excited.

Then Oo Ow!!! Steam started to pour up from the floor around my feet. I knew this was it the engine was stuffed... This was a Bad Boil. I felt I was in a sauna. My good mechanic came to my aid and eventually pulled off the radiator and fixed the leak and thank God !!!!! No damage to the engine.

Sadly, this didn't stop abuse from my team as I arrived at the Mt Isa camp. That's a story to be told another day.

11th DAY REST DAY.

Chris took the electric starter motor off as it was making a clinking noise. From here on I had to crank *Kitty*. *Kitty* was cool about it and it wasn't too hard.



12th DAY TO CAMOWEEL 192 km

Kitty was still having the valve sticking. On one of my pull overs to fix the valve I had the chance to thank the driver of the road train He pulled over to take photos of our vehicles. I asked him to put a message out to all the truckies a big thankyou from all of us. All the truckies were appreciative of the old cars... Tooting and waving.

Wildlife was amazing... Storks, parrots and Brolgas.

13th DAY BARKLY HOMESTEAD 257 km

Our day started at 9 degrees and by midday it was 25 degrees. I behaved myself this day driving Kitty a little slower as she was still having issues running on 3 cylinders before clearing herself.

Our camp site was beautiful beside a billabong.

It was 3 o'clock in the morning we had an angry goose honking madly with disapproval of where we were parked. We did not realise we were parked in his pathway to the billabong.

14th DAY to RENNER SPRING 323 km

Now entering Northern Territory, we had to make sure we had plenty of fuel as there was no more for 187km... this was the 3 Ways Roadhouse

Thankful for the glorious wedge tail eagles soaring the skies to keep me alert, it was a long HOT day and I was now feeling physically and mentally drained, obviously the virus had really got to me. We camped by another billabong with a huge windmill.

15th DAY 243km TO DALY WATERS 243 km

Another extremely Hot day and uneven road. Had a few stops to double check on Kitty's water & oil. Daly Waters is a must if you're going Outback. The pub is quite quirky as it has bras and caps hanging around the ceiling.



We meet an excitable 17yo lad who was earning \$1000.00 a week with free board and lodging. His job was picking up glasses. He was saving up for his first car. Little things like this give you that boost to keep pushing on.. Driving I mean.

16th DAY DALY WATERS TO KATHERINE 269 km

We were up before the sparrows to get as many kilometres done before the heat set in. This became a bit of a talking point that the 2 Saxons were gone before the sun was up. It wasn't too long before the others caught on and followed us by beating that heat. Two huge trucks loaded with army tanks passed us. Made *Kitty* and me look like a speck on the road.

Aaahhh! Driving into Katherine was like driving into an Oasis. Lush green everywhere. A cheeky policeman held his speeding gun up at me. Can you imagine a Saxon getting a speeding fine. I too was cheeky giving him the thumbs up as I passed him.

This night we spoilt ourselves with an ensuite. Great to wash my hair and get the sweat and grime out. We all deserve a little TLC at this stage of our trip.

17th DAY WAS REST DAY AT KATHERINE

Shannons put on a lovely BBQ for us very much appreciated.

18th DAY 283 km to TIMBER CREEK

To say the roads weren't bad was an understatement. When I could I drove on the other side, the last 40km really got to me and *Kitty*... So extremely HOT. Thankfully we had a nice campsite ...though we did have snappy neighbours by the creek. Hoping they just stayed down there too! Cold shower was my luxury that evening.

Only a day from the WA border. Tonight was a cook up of our vegies..we were able to take onions across the border as long as they were cut up. Good man Chris took that task on.

19th DAY 283 km TO KUNUNURRA

A great run. *Kitty* was just resting beside the Campervan when she decided to pop a tyre. The boys said it was from the heat AND slipped on the painted rim. Out came the grinder to chew off the paint from the inside of the wheel. A new tyre was fitted and there was much discussion as to what pressure to run the tyres at. *Kitty* was just happy to have a new tyre.

20th DAY WAS A REST DAY AT KUNUNURRA

How I longed for and enjoyed these days of rest to recoup.

21st DAY TO WARMUN 217 km

Great Rocky scenic drive. Plenty of wildlife .. Kangaroos, Wedgetail eagles, Brolgas and a shiny black snake. These little things make your day when alone and leave nice memories. Being alone made me reminisce back over my life, this filled in my days.

John Handley's Darracq gave up the ghost today. So sad to get this close to the end. I kept my little chat going with *Kitty*... **You can do this little girl...you can do this.**

22nd DAY TO HALLS CREEK 161km

We were to camp here but were warned of the high crime rate. We drove another 100km to Mary's Pool. We passed a brave person riding a pushbike going in the opposite direction.

One of the Model T guys had his car hauled up a tree to repair his axle. We had some friendly cows come to visit. Of course they were very curious of all these weird vehicles at their waterhole

23rd DAY TO FITZROY CROSSING 189 km

Compared to other days this was an easy day for Kitty and me. We had a nice camping spot near the bridge and the wonderful feeling that we're getting close to the end was flowing over me.

24th DAY WILLARE 230 km

Our last night. I was mindful that Kitty had come so far and she just had to make it to Broome tomorrow. The boys were in much discussion about keeping her cool... that's when they undressed her by taking the bonnet off. The idea was to let more air cool her. Wish this was done earlier.

25th DAY BROOME 179 km

I think *Kitty* knew this was it and ran like a trooper. Stripped of her bonnet let her run a lot cooler and she just buzzed along all the way to Broome.

It was quite an emotional time for me.... Yeah! We made it ... it was one hell of a run for two old girls... mind you *Kitty* was a tad older than me.

4725klm in a 1915 Saxon and *Kitty's* wheels on the road all the way.

We were one of the five veteran cars to make it all the way with our wheels on the road all the way. Anne-Maree, sharing the trip in their Saxon being one of them.

Would I do it again ???

I was the same age as my mum... when she climbed Ayers Rock which it was known as then, 75 years old and a female.

GIRLS POWER At the same time, I could not have made it without my mechanic.

Jenny Sorensen



Thanks to Rhonda G. for continuing the Ladies Theme



And to Malcom Sypher for the following from a 1906 Catalogue.

STUART CASTINGS 13

No. 6 COMPOUND ENGINE

HEIGHT, 13in. Bore, 1½ and 2¼in. Stroke, 1½ in. WEIGHT, 26lbs.



The No. 6 Compound is not a toy, but an Engine from which 3¼ B.H.P. has been obtained at a practical test by a London Electrical Engineer. If a complete description of this Engine is required, turn up your back numbers of the "MODEL ENGINEER," and in the issue of 1st September, 1902, full details will be found.

CAST IRON.—Cylinders and Valve Chests in one casting, with steam ports cast in; 4 Pistons, 2 Ring Castings, 2 Covers, 2 Bottoms, 2 Valve Chest Doors, 2 Slide Valves, 2 Standards, 1 Sole Plate, 1 Box Bed, 1 5-in. Disc Wheel or 1 Flywheel, 7¼in. x ¾in.; 4 Crank Counterbalance Weights, 2 Eccentric Sheaves.

GUN-METAL.—2 Valve Stuffing Boxes, 2 Valve Glands, 2 Piston Glands, 2 Valve Rod Guides, 2 pairs Eccentric Straps, 4 Connecting Rod Brasses, 6 Main Bearing Brasses, 4 Flanges, 2 Valve Nuts.

MILD CAST STEEL.—1 Crank Shaft, 2 Connecting Rods, 2 Eccentric Rods, 3 Main Bearing Caps.

STUDS, &c.—Studs, Bolts, Nuts, Screws, &c., over 250 pieces, a number of which are specially made for these Engines.

FORGED STEEL, &c.—2 Piston Rods with Crossheads, 2 Front Columns, 2 Valve Rods, 4 Guide Plates, Steel for Valve Rod Heads and Crosshead Bolts, Sheet Steel for Lagging, Copper Tube for Education Pipe.

DRAWINGS.—A large Sheet showing all details full size.

PRICES:

Set of Castings and Forgings	60/-
Studs, Bolts, and Nuts	30/-
COMPLETE SET	85/-
Reversing Gear Castings, &c., extra	22/6

It is advisable to purchase the Complete Set, as trouble would be experienced in obtaining the studs, bolts and nuts suitable.

DRAWINGS ARE INCLUDED IN THE PRICE. WEIGHT OF SET, BOXED .. 63 LBS.

L. A. VAIL, 284 Post Office Place, MELBOURNE

**The Minutes of the Seven Hundred and Seventh Meeting
of the Veteran Car Club of Australia (Queensland) Inc.**

Held at the Clubrooms, 1376 Old Cleveland Road, Carindale

Monday 4 March 2024

Commenced: 7.30pm

Attendance: . As per the attendance book.

Attendance on Zoom: Max Scholefield, Wally and Bev Lanagan, Syd and Pauline Norman, Keith Bartley, John Handley, Grant Vormister, Graham Crittenden.

Apologies: Carol and Alan Robinson.

Minutes of the November Meeting. The Secretary moved the minutes of the February meeting be adopted. 2. Ross Guthrie. Carried.

Business Arising: Nil.

Correspondence :

Inwards.

Membership Application. Damien and Emma Heit from Allora who have Model T.

Membership Application. Geoffrey and Narelle Chivers from Bundaberg who have a Talbot Roma Historical Car Club. Invitation to Last Run Rally.

QHMC. Notice to disregard Newsletter 19.

Keith Elliott. Hervey Bay Historical Society. Request for car display for 50th Anniversary of Historical Village and Museum on 16th March.

Thank you card from Rosemary Kennedy

Newsletters

HCCA newsletter

HCCA Horseless Carriage

Chrysler News

Beaded Wheels

Outwards.

Get well card to Len Kennedy

Get well card to Alan Carpenter

Welcome letter Damien and Emma Heit

Welcome letter Geoffrey and Narelle Chivers

Secretary moved that the inward correspondence be received and the outward endorsed. 2. Trevor Farnell. Carried.

Business Arising from the Correspondence: QHMC letter, Roma Historical Club Last Run Rally. Discuss in General Business.

Treasurer's Report: Treasurer, Malcolm Wegener, reported on the club accounts. Large expenses this month were the new guttering and the tree removal along the back fence. Peter Arnold has bought a stick vacuum for placing at the back on the side wall. The gas bottles for the kitchen need to be refilled. The new invoices have been sent to the Tenants . Malcolm moved that his report be accepted and the accounts passed for payment. 2. Alan Carpenter. Carried.

Social Director. Jean Jarrett thanked all those who helped with the Breakfast. This Saturday is the International Women's Day afternoon tea. We are supporting the charity "The Forgotten Women". Sally York gave us a talk about the charity. The Forgotten Women charity raises funds to provide housing for homeless women aged over 55.

Rally Director. Rhonda Guthrie said that all the events are listed in the newsletter. The Dalby Rally is on Mother's Day weekend. Bev Lanagan, from Dalby, advised the meeting that they are planning a long run which is not really suitable for Veterans. Closing date for the International Rally is 16 April. The Ipswich Anniversary Rally is 27-28 July. We will accept the invitation from Roma Historical Motor Club to attend their rally from 25-27 August in conjunction with the Cobb & Co Festival, The Last Run. The plan is to arrive Wednesday 21 August and depart 27 August. Accommodation will be at the Gun Club. Handover Rally is September 5-11 at Burnett Heads. Entry forms for all rallies are in the folder on the table.

Property: Property Officer, Albert Budworth, reported the guttering has been done. The Working Bee on Wednesday cleared driveway and repaired the sliding door and the barbecue. Next working bee will be held on 27th March to start work on the drainage.

Security. Peter Arnold reported that the remote arming and disarming is still not working but everything else is working well.

Monthly Runs. Trevor reported that the last Southside Run was to the Gold Coast Auto Museum, followed by lunch at the Boat House at Coomera. Next Month is a visit to the revamped Rum Distillery at Beenleigh. Kevin Brooks reported Northside run last month was lunch at the Sporting Club at North Lakes. Northside runs are usually planned so participants can drive their Veterans. The next run is planned for Landsborough area.

Editor: The issue of continuing to provide paper copies was canvassed. The consensus was that people still want to receive paper copies. The price will increase next year due to increased postage costs. The printing cost is paid from Club funds. It was suggested that we investigate funding a glossy monthly magazine for all members. Glynn Hackshall suggested we would need to canvas advertising revenue. Wendy supported the proposal that a Glossy magazine is better. Rob York suggested advertisers who provide goods and services for Veteran car restoration would be helpful for new members. Wendy Muddell suggested that we could have other businesses also. We would need a Magazine Committee to facilitate the production and distribution of a magazine. Steve Hood is now the only supplier of beaded edge rims. Editor, Carol Robinson, has been doing a fantastic job as Editor of Veteran Torque. It was decided that the first step is to have a talk with Carol.

Web Site: Adam York reported that the website is up to date, only a few more articles to be uploaded into Archives when they are completed. He will update the Regular Events page with information about the Northside and the Southside runs.

Dating Report: Ross Guthrie reported that Glenn Adams is in the process of dating his car.

QHMC: Delegate, Albert Budworth, reported that 91 clubs noticed the wording in the guidelines in the QHMC newsletter. There are two areas of concern with the TMR guidelines. One is the word "must" is used instead of "recommended to carry paperwork on a run". The other issue that money is to be collected by schools. Paul Blake said that we need to keep a close eye on terminology and always remain vigilant.

National Motoring Heritage Day is 19 May. QHMC is organising a run from the clubrooms. The plan is to do a smaller run suitable for veterans around the area near the clubrooms.

RACQ Motorfest. There have been discussions with the Vintage Club about six cars only for the display and to use "Whitey" at the front to attract attention.

Archive Group. John Day reported that the Archive Committee is still working on compiling the history of Dave Fiechtner's Winton which was used to plot the first motorized mail run in Australia

.Close to completion are articles on the RACQ Rambler and The Gilltrap Dynasty. Laurie Kathage has been asked for an article to record the history of the Cotton* which is also part of Queensland motoring history.

Welder for sale \$60 ONO.

General Business: The 30th Anniversary of the Clubrooms is 5 March.

Rhonda noted that the 70th Anniversary of the Club is in 2026 and a new Anniversary Book will need to be compiled. Rhonda issued an invitation for a volunteer to compile the book.

Rob Beeston reported that his Brush that he has restored is now running.

Peter Arnold informed the meeting that there are two stools available to give away and also 26 50th Anniversary Badges.

Bill Jarrett asked for suggestions on how to fix the horn tube.

Kevin Brooks asked about whether the Waverley should be added to Archives as a Club car.

Meeting Closed. 9.03pm

After the Meeting John Day gave a very informative and concise talk about the construction of the Clubrooms. Our thanks to John. The original Building Committee members, Trevor and Janette Farnell, John and Alison Day and Phil Fletcher cut the celebration cake.

Irene Donges
Hon. Secretary
Veteran Car Club of Australia (Qld) Inc.

Graham Donges
President
Veteran Car Club of Australia (Qld) Inc.

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* The following appeared in the *Brisbane Courier* on 2 March 1910 (p.6).

The Cotton Motor Car.

An interesting demonstration of the capabilities of the newly invented Cotton motor car was made at Paddington yesterday afternoon. The car, which was designed by Mr. A. J. Cotton, and built under his supervision at Glasgow recently, is claimed to be specially fitted for travelling in rough, wooded country, and it was with the object of proving this that the demonstration was given. The spot chosen for the trial was a rough gorge adjacent to Givon (sic) Terrace, not far from the Paddington Post Office, with a down grade from the road averaging 1 in 3. The car ran down the rough incline with perfect steadiness, but the return journey; did not promise to be so easy. It was here that the principal advantage of the car showed itself. In front of the radiator is a windlass and a steel hawser attached to this was fastened to a post at the top of the incline. Then special mechanism was preset to work, and without any difficulty the car pulled itself to the top, defying all obstacles. Mr. Cotton, who was present, expressed regret that it was impossible to give the car a more severe test, as he had already proved it capable of greater feats. By another special (sic) attachment, it is claimed, the car can be adapted to driving shearing machines, pumps, chaff cutters, etc., by belt, making it doubly useful to pastoralists and agriculturists. Precautions have also been taken in the designing of the mechanism so that the car may work in 3ft. of water. By means of a special anchor, combined with the patent winch, the vehicle may travel through any bog or sandy river. It is stated to be capable of travelling up to 40 miles an hour, and is of 20-22hp.

[We understand member Laurie Kathage has the remains of a Cotton vehicle. We hope for an article on this Queensland innovation for preservation in our Archives].

INVERELL 1910



Best Wishes to those of our Members heading south to join with the NSW Club in celebrating their 70th Anniversary.

* * * * *

AND NOW FOR...SOME BAD (DAD) EASTER JOKES

What do you call an unconventional Easter Egg? Egg-centric.

How many eggs can you fit into an empty Easter basket? Only one, after that it won't be empty anymore.

Why does the Easter Bunny have such a good complexion? He eggs-foliates.

What sports are eggs best at? Running

Why was the Easter Bunny hired for the job? He had the most eggs-perience.

Why is the Easter Bunny more tired when Easter falls in April?
Because he's just finished a long March.

