

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 OCTOBER 2025



*Photos from "Steaming Under the Southern Cross"
Kingsthorpe: Gary Day*

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VCCA(Q) – 2025-26

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and Professor Graeme Nimmo RFD

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

<u>President:</u>	Graham Donges	president.vccaq@gmail.com
<u>Treasurer:</u>	Malcolm Wegener	treasurervccaq@gmail.com
<u>Secretary:</u>	Irene Donges	secretary.vccaq@gmail.com
<u>Webmaster:</u>	Adam Lyons	website.vccaq@gmail.com
<u>Editor:</u>	Carol Robinson	red-bubble@outlook.com

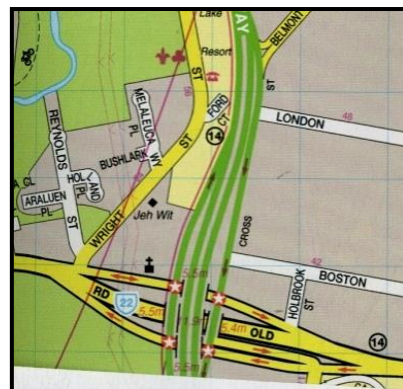
The Club holds its meetings on the first MONDAY of each month (excluding January). Meetings are held in the VCCA(Q) Clubrooms at 1376 Old Cleveland Road, CARINDALE. (Corner of Old Cleveland Road and The Gateway Arterial Road).

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

The Club website is: www.vccaq.com

Membership fees from July 1 are:.

Full Membership (single):	\$ 57	Joint Membership	\$ 63
Country Membership (single):	\$ 42.50	Joint Membership:	\$ 48.50
Associate Membership	\$ 42.50		



There is an additional joining fee of \$30.

THERE WILL IS AN ADDITIONAL CHARGE OF \$25 FOR THOSE MEMBERS REQUESTING 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 on the Club Website or 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

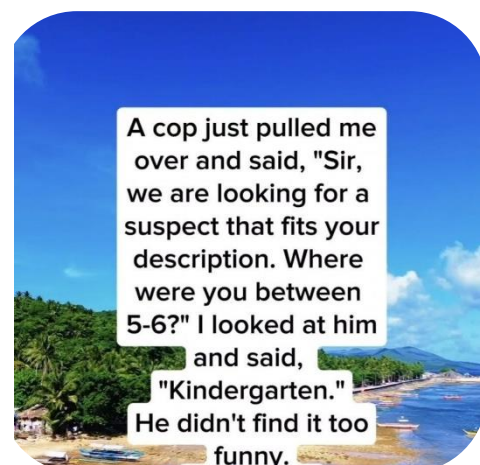
All other correspondence to:

The Secretary, VCCA (Q) Inc.

1376 Old Cleveland Rd,

Carindale Qld 4152,

email secretary.vccaq@gmail.com





PRESIDENT'S REPORT FOR OCTOBER

The rallies are surely coming (and going) thick and fast as we head towards the end of year. The Oakey/Kingsthorpe rally holds many good memories, especially those who ventured deeply into the National Heritage Machinery Rally.

Then was the Creepy Crawly. What a feast of Veteran fun all around with friends starting, with Pizza and Bush poets on registration evening. Paul and Joe had obviously put in a lot of work so we thank them wholeheartedly for their efforts thereby allowing us to do what we all love, ie., trying to keep our bodies upright and our vet wheels rolling.

Some people have already left for the National in Murray Bridge, South Australia and following that a great number of us will head over to Swan Hill for their 70th Anniversary Rally. And for those who didn't make it down south, (and for the intrepid ralliers who make it back) it's "Back to Burnett Heads", thanks to Greg Hill and his band.

Then, I think we should give our old wheels a spell over the Christmas break.

There's planning going on for our 70th Anniversary celebrations for next year with a rally and a dinner. Frostbite 2026 is locked in. We've just got to have another Creepy Crawly next year, Joe and Paul, as it is extremely popular. If you need a hand, just give a yell.

Six people rolled up for the last working bee on a rather warm and sunny day. Lots of tree branch lopping, some gardening and washing down of all the chairs inside and outside the club house. New Disabled Parking signage has been put in place, see pic. below. Many thanks to all the hard (hot) workers who keep our club shipshape.

New signage with a glimpse to the future?



2025 Club and Invitation Rallies for your Diary 20-9-25

October 5th - 10th

National Veteran Rally - SA Murray Bridge

October 15th - 18th

Victoria **"Swan Hill"** Civic Function 15th October, **Celebrating Victoria 70th Anniversary** - 3 days of Rallying, Final Dinner, Saturday Evening 18th October 2025
Big 4 Riverside Caravan Park - Michael & Claudia Holding Ph 0407 008 895
Entries close 17th September 2025 - ASAP.

Oct 29th - 2nd Nov

Back to Burnett Heads Rally - 5 Full rallying days, concluding with the *"London to Brighton"* event. Book your accommodation NOW at the Burnett Heads "Lighthouse" Holiday Park, Paul Mittelheuser Street (07) 4159 4313 . Contact Greg & Irene Hill, **Entry form is available on the Club website.**

December 20th

Club Christmas Luncheon 11.30am- at the Club rooms - same as last year the club will purchase the meat, Pauline would like the club members to bring along a salad etc or a dessert.
Theme this year is 60's & 70's Bring your old records along for a fun time.
Get out your groovy gear. Prize for best dressed.

2026

Qld Veteran Car Club "70th Anniversary"

March 21st

Luncheon "Celebrating our 70th Anniversary"
to be held at the **Club Manly**, 26 Faine Street Manly Qld
11.30am for 12pm. Cost \$45.00 pp 2 course meal, on site bar
to be paid to Social Club Account by the 2nd March 2026
Theme Attire - gentlemen please wear a blazer

April 19-25th

National Veteran 1 & 2 Rally Temora NSW.
Temora Airfield Tourist Park, 1-5 Tenefts St, you need to email, to make a booking.
Booking for the Airfield Tourist Park **NOW** **CMCA** enquiries@cmca.net.au

August 24th - 28th

Qld 70th Anniversary Rally

Sandstone Point Holiday Resort, Bribie Island 07 3450 0732 - info@sphr.com.au
Sally York 0410 641 396 - when booking on line quote "VCCAQ" for discount
Celebration of Veteran Motoring, Scenic Touring Routes, Perfect Weather

Sept 6th - 12th

National Veteran Rally NSW - Cowra Caravan Park 02 6342 1627
2a Lachlan Street Cowra - stay@cowravanpark.com.au

2027

National Veteran Rally Qld

April 20th - May

Invitation Rally Wilsons Promontory (Vic) to Cooktown (Nth Qld)
driving approx. 150ks per day Andrew Winter 0447 534 078



Included with this month's magazine is a nomination form for positions on the Committee for the coming Club year. Nominations close with the Secretary at 5 pm on Monday 20 October.

STILL NEEDED: A nomination for the position of SECRETARY which becomes vacant as Irene has served the maximum number of years permissible under the Constitution..

A reminder that there will not be a meeting next month as many members will be at the National Rally at Murray Bridge.

The next meeting will be on Monday 3 November at 7.30 pm followed by the AGM.

A MESSAGE TO MEMBERS FROM MAX SCHOLEFIELD.

"Rhonda has reminded me we have a number of new members who may like to be part of the VCCAQ Inc. private group on Facebook. In this group all members are free to post items of interest to us all, and are free to post photographs and comments which can only be viewed by other members.

The page is called VCCA(Q) Inc. Private Group. This is a private 'members only' group for financial members of the VCCAQ, their family and close associates (ie. people who regularly help the VCCAQ). A prospective member must have an existing Facebook account which they know the login details for, or they need to create a Facebook account, making sure they record the login details. You do not have to use Facebook for any other purpose.

You cannot get to the page by searching Facebook or the internet, people must be 'invited' to join. There are a number of ways for existing members to invite people, When a member visits the group in Facebook they will see a box at the top of the page which says 'Invite' when that box is clicked or tapped it offers some options –

1/ Invite with link, tapping this option will create a link which can be copied and sent to the prospective member by text, email, messenger or WhatsApp.

2/ Invite by email, tapping this option will create an email invitation to your prospective member.

3/ Suggested friends. I have found this is by far the easiest method. If the proposed new member has a 'friend' in the group then that friend can invite the new person into the group. The member simply goes to the 'suggested friends' scrolls through until they find the person they wish to invite, and taps or clicks on 'Invite'. Alternatively they can contact me or a member they know and ask them to Facebook 'friend' them, once you have a Facebook friend who is a member it's simple to join up, just accept the invitation to join.

I do hope we see as many members as possible join this great group.

Yours in Veteran Motoring"

Max Scholefield

A NOTE FROM ADAM.

Hi All,

It's been a couple of months since I've been able to attend a meeting, and a couple more until the next one - so here is an update on recent changes to the website!

Members' Page

A couple of copies of the VCCA(Q) library catalogue have been uploaded under the members' section. There is both a categorised version, as well as a version ordered by Author and Topic. You can download an excel file from that page. Alternatively I've tested out embedding a Google Sheet on that page which will be kept up to date.

Archive

Uploaded recently under General Queensland Motoring History is a copy of "The French Report" - documenting a survey from 1923 of the Ford distribution and dealership network in Australia at the time.

And in the last couple of months, an interview between Graham Crittenden and Peter Arnold of Graham's time in the Club, as well as a video of the Kern Classic Rallies.

If you haven't given it a good look before - a good way to view the Archives on the website is to go to <https://www.vccaq.com/archive> and investigate the different sections from there.

Events

The events pages should all now be up to date - including the flyer and EOI for the 70th Anniversary Rally. We're trialing a digital EOI form using Google Forms for the 70th rally which seems to be working well so far. If you'd like to do something similar for other events let me know and I can assist in setting it up.

If you're responsible for one of the events listed and would like to alter the listing, or if I've missed any events, please let me know at website.vccaq@gmail.com.

Galleries

Thanks to Len Kelly and Rhonda Guthrie for supplying photos for two events so far this year - these are now shown under the 2025 galleries. I would still like to add photos for the following rallies from this year to the galleries, so that visitors to the site (who aren't in the Facebook groups) get an idea of the events we run:

- Northern Tour
- Oakey Rally
- Creepy Crawly

Please send them through to website.vccaq@gmail.com - or if easier I can organise a Google Drive folder for them to be bulk uploaded to.

Still to come...

Irene Hill has provided a number of copies of "The Lady Driver" which I'm yet to upload to the website - hopefully I'll be able to get to these soon.

And if you have any feedback or anything else you'd like to see on the website - please let me know.

Regards, Adam

2025 CREEPY CRAWLY RALLY

THURSDAY 28 AUGUST – ARRIVAL AND HAPPY HOUR

Lyn and I arrived at the showgrounds a little later than expected due to an accident on the highway, to find that quite a few members were well set up, having come straight from Oakey. With a thirty-car entry (twenty 1 & 2's) and some sixty-two members attending over the course of the event, our corner of the showgrounds looked like a little city!

Sadly, we left our de Dion Bouton at home as I was recovering from a recent operation and had difficulty trying to convince the surgeon of the merits of cranking a 960cc single cylinder veteran so soon after. Greg Hill kindly helped set up our trailer, allowing the no doubt relieved surgeon who I suspect was on standby to remove his cap, mask, rubber gloves, turn off the operating theatre light and go home.

A quick check round that everyone had arrived and Happy Hour was upon us. Pizza and garlic bread were devoured while we were being regaled by local bush Poets, John McGrady and Bill Hill. The boys had been well recommended and did not disappoint, delivering a terrific performance to an appreciative and attentive crowd. A number of members later commented on the breadth and relevance of their material not only to today's issues, but also reaching as far back as their childhood. A cool evening followed a day typical of the perfect spring weather Laidley is renowned for and we were fortunate to experience it at its best throughout the event.

FRIDAY 29 AUGUST – DRIVE TO THORNTON



The morning's impressive line-up of some of the earliest veteran cars in Queensland is what Creepy Crawly is all about. From 1901 into the Teens, the only motive power missing was electric (and perhaps the horse.) assembled for the days run to Thornton. Following his 'short' run in the Cyclonette last year, Ron Sorensen had his sights set on reaching the Mulgowie Hotel. Following a few last-minute adjustments here and there, the cars were off. The countryside looked splendid with many crops close to being taken off and more about to be planted. Unfortunately, John Day's 1903 CDO suffered an engine problem with Trevor Farnell's 1910 Buick also having similar difficulties having earlier run out of fuel. Paul Blake in his 1906 de Dion Bouton lost



power shortly after the start and went back to the Showgrounds on Peter's Trailer. Fortunately, it ran happily for the rest of the event. The only other 'failure to proceed' was due to running out of fuel.

After a brief comfort stop at the Thornton Centenary Park, allowing everyone to regroup, we motored on to the Thornton State School, over the creek from the park. This school has just 17 students and is somewhat remote but with a long and proud history. The original school was established as a provisional school on 20 July 1881. On 29 of January 1963 a new school building was opened in its present location adjacent to Laidley Creek and approximately 4 km closer to Laidley.

Following parking adjacent to the sports oval, we were made welcome by the President of the P & C and School Business Manager. The P & C provided a sumptuous morning tea for us, and it wasn't long before the children were introduced to us and our cars. Prior to letting them loose, Joe briefly addressed them asking them to consider that around one hundred years ago their great grandparents would have likely used the same type of cars on display to collect their grandparents at the school gate. Also, they would have been dressed just like many of our members present. The children were keen to hear members stories and asked questions as well as trying quite a few cars on for size. Prior to our departure, the School Captains thanked members for sharing their experiences and with that school class resumed and we were on our way.

The crowd descended on the Mulgowie Hotel for lunch and then headed back to the Showgrounds via the scenic Laidley Creek West Road. Peter Janetzki, our Recovery Engineer, had a relatively easy time this year with only the two cars 'failing to proceed', plus a couple that had run out of fuel.

Following a brief Happy Hour, where Ken Wells gave an interesting talk about his AX Renault history and acquisition, we were off to dinner at the Lockyer Hotel in Forest Hill. As always, a popular spot on a Friday night.

Joe & Lyn Jarick

SATURDAY 30 AUGUST – DISPLAY AT DAS NEUMANN HAUS AND DRIVE TO FOREST HILL

On a cool but sunny day we travelled a short way to Das Neuman House for tea and scones or coffee for those addicted. The ladies were treated as they should be by waitresses on the covered verandah, while the men



amused themselves around town and with the magnificent line up of gleaming veterans. There were 19 one and two cylinder cars and a total of 29 entries.

The next leg was to Forest Hill where lunch was by individual choice around town, but primarily at Café Sorella where we were seated in the lawned garden area.

The day was not without incident unfortunately, it was rumoured there was another broken crankshaft after the one yesterday. The strong gusty head and side wind made for slow travelling at times. With the small cars battling the winds there was time to enjoy the small crop farming in one of South-East Queensland Food Bowls. As expected, the ladies had trouble with hats and feathers under the conditions. The camaraderie again today compensated for the less than ideal conditions. Unfortunately, the wind persisted into happy hour and some cheeky members said “you would be accustomed to this in Inverell”. As an aside, it was surprising to see one of our ladies drying her unmentionables strung out on a line in the happy hour area.

Awards at Happy Hour went to John Day, being a bag, in which to put his shattered Oldsmobile crankcase bits, and another to Trevor Farnell to hold his Buick parts. Ron Sorensen received the achievement award because the Cyklonette made the distance to Mulgowie Pub having failed the previous year. Terry and Régie are to be commended for their sleuthing, having located a silver chalice award, which appeared to be as old as the Cyklonette.

Bob and Suzanne Ausburn

SUNDAY 31 AUGUST – A VISIT TO LAIDLEY PIONEER VILLAGE FOR PIONEER DAY

With Joe’s emphatic briefing message “Don’t cross the railway line” still ringing in our ears, our Humberette got away early – but when Joyce said, “Turn here” I drove on because I could see bitumen leading off just before the line. Did it go anywhere? - no! and I had the embarrassment of u-turning on the brow of the crossing while the following entourage turned correctly behind. “Listen to your navigator” I was told!

The Laidley Pioneer Village, while small, is a credit to the district – and just big enough that one can get around most of the displays without exhaustion. Joyce and I, being war-time farm children living without electricity, have experienced much of what we see in displays. However one exhibit that was a first and caught our eyes was the “pizza oven”! Well, today it would be. It was a cooking oven constructed by building a domed wooden framework over which was “plastered” a paste of crushed anthill and water. Once the fire was lit, the wooden frame burnt away and the cement crust baked hard, leaving a perfect oven. Quite unique!

Another exhibit that I found impressive was the LINN “half track”, a six cylinder monster – still in working condition - imported pre-war by Hancock Timbers for working in the timber industry. With its army-tank-sized tracks, apparently it was near unstoppable.

Being a vegetable-growing area, tractors of course played a big part and there was a fine garaged-display of restored models, with a shiny red David Brown tractor on the lawn to entice you in. While most tractors are big and bold, the David Brown to me always presents as a delicate model and I find it a real conundrum that this gentle model should share its heritage with the flashy DB- series Aston Martins of James Bond fame. (Sir David Brown purchased the Aston Martin company in 1947 and the DB models bear his initials.)

(A little aside here. When I was a boy, we had a quarry in our paddock and I used to watch on the way home from school. Once the rock face was drilled and blasted, the rock had to be loaded by hand. If a rock was too big to be lifted, the workers had to use “knapping hammers” to break the rock down. Sounds something like you’d see in a convict movie, doesn’t it? My brother worked there, and it was bloody hard work.

One day on the way home, I saw the most amazing invention – a little David Brown with an end-loader bucket!! The men now had no need to break up the larger boulders. How far we’ve come in my lifetime when you consider the giant equipment of the mines today.)

Back to the Village. Our cars looked quite impressive, parked in two lines on the lawn between the buildings. I didn’t witness it but I’m told Kevin Sorensen gave a fine talk and demonstration of the preparation and working of the Family’s Locomobile steam car. Thanks, Kevin. It’s great to keep the public on our side.

Our entry fee entitled us to a morning-tea and a burger lunch. Once one was supplied with a roll and beef patty, one worked along an assembly line of ladies who added the extras – no doubt locally grown. Perhaps I was extra hungry but I haven’t had a better burger in years.

Actually, much of our rallies seemed to be about food. Our day culminated in a dinner at the Exchange Hotel where we were treated to Asian food and a heart-warming story about our chef. Enough to be born in war-torn Cambodia but also he contracted polio. As a young boy, he sought to escape, dragging his withered leg behind him. I did not get to read the entire touching story but through Australian aid, he was eventually brought to Australia and today he wakes each morning, thankful to be in a wonderful country.

(Yvette Humberette, our little English darling, aside from a loose bolt in the carbie – my fault for not wiring - and a sooted plug, performed well throughout the rally. Of course she was passed by those racy Renaults. No wonder the Poms and the Frogs still share a grudge.

Thank you, Joe and Paul, for a relaxing rally full of fun and bonhomie.)

Kevin & Joyce Brooks

SUNDAY 31 AUGUST – A VISIT TO LAIDLEY PIONEER VILLAGE

Sunday dawned clear and sunny. We were expecting another cold day according to the weather report, but the cold wind of Saturday had abated and it turned out quite warm. There was a lot of last minute fiddling with cars to get them going and we all finally gathered at the showground gate for a brief history of Laidley given by a local bloke whose name escapes me and then, with final instructions, we were off on a short tour of the historic highlights of the town to end up at the Laidley Pioneer Village.



We were parked in the grounds to display our cars for public viewing. Then off to morning tea with the usual chatter at tables whilst eating our lamington and having a cuppa. We then wandered through the museum exhibits with volunteers giving talks on their favourite subjects. Karen and I enjoyed talking to a bloke who gave a very good history of milk, cream and butter production in the area, explaining how all the different gadgets worked and what they were used for and who invented them. We also watched the hay baling machine in operation. A team of men were feeding hay into one end of the tractor driven baler and after going through the process, wire bound bales came out the other end. The Linn Half-Track Truck was interesting as well. It is a behemoth of a vehicle used to haul logs to the sawmill in the Mt Mistake region. This vehicle was recovered and restored by volunteers at the Village and is driven in the Spring Parade through Laidley each year.

We found the Museum to be very well presented with a lot of knowledgeable volunteers who are passionate about the history of the area. Lunch, a nice big hamburger, was served accompanied by more chatter around the tables. Later the Sorensens demonstrated the procedure for starting their steam car and then we were all off back to the showgrounds for our usual happy hour and chat about the day.

Bill and Karen Ryan

MONDAY 1 SEPTEMBER – DRIVE TO HATTON VALE

Nine cars ventured out on a beautiful morning. For today's drive we headed to Plainlands and over the highway to Hatton Vale for morning tea. We travelled through some lovely countryside, but it is an area that is growing very fast with development. While Malcolm's Model T was slow to start, it was unfortunate that Farrier's de Dion Bouton ended up on the trailer at the half way point spoiling an enviable record of reliability over many years. Morning tea was at Fairways Park which had a very good adventure playground and nice gardens. We stayed awhile and chatted while people looked at the cars.

After morning tea we travelled a different route back to Plainlands to Porters Hotel for lunch. It is a very busy Hotel and had delicious meals. Over the last couple of weeks we have eaten at quite a few pubs for lunches and dinners and they all provided great meals.

That afternoon everyone started packing up as rain clouds were heading our way. We had happy hour in the stables as light rain fell as nothing was going to stop the last happy hour.

Thank you, Greg for a lovely rally drive.

Steve and Lauren Forster

My Model T went well over the event with the exception of Monday's drive. That did not start as well as it could have for me and my passenger, Bob Gee, from Tasmania. I forgot to turn on the valve in the petrol line so the Ford ran for about 50 metres before emptying the carburettor bowl of fuel and stopping. That must have loosened some foreign matter as the motor would run for a few seconds before stopping again. Opening the mixture screw seemed to fix the problem and we left the Showground again after everyone else, only to catch up with the procession just before Plainlands.

After crossing the busy Warrego Highway, we found our way up and down some pretty good hills through more lovely countryside to our morning tea stop at Fairways Park. I had only known Hatton Vale as a couple of service stations and other businesses on the Warrego Highway so the extensive urban development well away from the main road was an eye-opener. The park and kids' playground which I presume were provided



cars on display to the public at Laidley



by the estate developer proved a pleasant place for morning tea. Some rally goers even had their morning



tea in the sand pit, following my lead.

After the tea break, we took an alternative route back to Plainlands, again passing through some more of the best farming country in the Lockyer Valley, to our lunch stop at Porters' Plainlands Hotel. Monday is normally a pretty quiet day at most Queensland eating establishments but not at Porters. The Veteran cars that arrived for lunch were forced to park in the most distant part of the car park but that little inconvenience did not detract from another pleasant meal and good company that was to follow. For most of the lunch-goers, it was a fitting end to a couple of weeks of (mostly) pleasant weather, good company, and excellent Veteran driving conditions experienced on the Oakey rally, at the National Historic Machinery days and steam event at Kingsthorpe, and the Creepy Crawly rally at Laidley.

Many thanks and sincere congratulations go to Joe and Paul for their work in making the four days of the Creepy Crawly rally the success it was.

Malcolm Wegener

The following members provided Creepy Crawly Photos:

Gary Day (those with descriptions).

Rhonda Guthrie and Joe Jarick

HISTORY OF THE CREEPY CRAWLY RALLY

The Creepy Crawly Rally began in 1991 in the UK, organized by Bryan Firth as a rally for veteran cars built before 1919, specifically those with single- and twin-cylinder engines. Its name reflects the typical low speeds of these early vehicles (25-35 mph). The rally offers a contrast to the fixed-route London to Brighton Veteran Car Run by using low-speed, lightly-trafficked roads in various locations across the UK. The event's success inspired similar rallies in Australia and remains a popular event for enthusiasts of veteran cars.

Unlike the London to Brighton Run, the Creepy Crawly uses less-trafficked roads across different locations, reflecting the low speeds of the participating cars.

The name "Creepy Crawly" was chosen because of the low speeds (around 25-35 mph) typical of the vehicles participating in the rally.

The rally was an instant success and continues to be held in the UK. Its success inspired veteran car enthusiasts in Australia to hold similar events, and several Creepy Crawly rallies are now held annually in Australia's eastern states and South Australia.

* * * * *

FOR SALE



JAYCO CONQUEST MERCEDES MOTORHOME

The ideal tow vehicle for your Veteran Car to go to a rally.
Standard licence. Auto. 2 Reversing cameras. 92,000 klms. Length 25.5 feet.
Diesel Heater. 4 Berth. Island bed. Shower/Toilet ensuite. Under bed storage. Solar.
Gas/Electric Hot plates. Fridge/Freezer. Microwave. Grill. Crimsafe entry.
Awning and 3 side curtains. Very comfortable and easy care.

Price: \$115,000.

Phone: Frank Muggeridge 0409 362 773

Kathy Muggeridge 0438 362 773

Email: fk mugga@bigpond.com

* * * * *

1909 IHC 4-SEATER MOTOR BUGGY

Original body plate
Original paintwork
Original upholstery
Original hood
Updated 1911 better transmission –
Drives well.

The
(of



Fogwell
brothers

Ellengowan, near Casino NSW) owned this IHC Motor Buggy throughout their lives.

"It has come time in my life for the selling on of my favourite veteran car."
Bob Trevan.

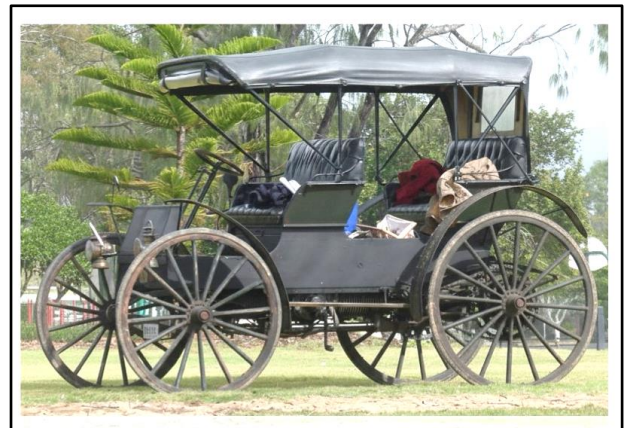
Price: \$55,000

For further details (and history) contact Bob Trevan, Lismore.
Phone: 0416 214 902

LOST AT THE RECENT CLUB SWAP

An old Opal Ring in its original case.
It was in a box together with sundry other
items.

If found, please contact BOB COLLETT
Phone : 0411 242 360:



Brisbane's first car, a steam powered Locomobile, photographed in Elizabeth St in 1902 being driven by Mr James Trackson with his wife as passenger. (Photo: SLQ 257640)
He was the first person in Brisbane to own an internal combustion car and in 1905 was one of the founders of the RACQ.

AND NOW (WITH APOLOGIES TO THOSE IN THEIR NINETIES) ...SOME HUMOUR.

Three brothers aged 92, 94 and 96, live in a house together.

One night the 96 year runs a bath, gets in and pauses. He yells down the stairs "*was I getting in or out of the bath?*"

The 94 year old yells back "*I don't know, I'll come up and see*". He starts up the stairs and pauses and yells "*was I going up the stairs or coming down*".

The 92-year old was sitting at the kitchen table having his coffee and listening to his brothers. He shakes his head and says "*I sure hope I never get that forgetful*". He knocks on wood for good luck. He yells "*I'll come up and help you both just as soon as I see who's at the front door.*"