

**THE VETERAN CAR CLUB OF AUSTRALIA (QUEENSLAND) INC.**

*Club Patron: His Excellency the Honourable Paul de Jersey AC  
Governor of Queensland*

# VETERAN TORQUE

AUGUST 2017



*“So that’s what makes a 1915 Napier go”*



## COMMITTEE MEMBERS OF VCCA(Q) 2016-2017



Club Patron: His Excellency the Honourable Paul de Jersey AC Governor of Queensland

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Albert Budworth (07) 3361 2424

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 7.30pm, and Visitors are always welcome.

The telephone number for the Clubrooms is (07) 3843 0010

The Club website is: [www.vccaq.com](http://www.vccaq.com)

### Membership fees for 2017/18 are:.

Full Membership (single): \$ 62 ;	Joint Membership \$ .68
Country Membership (single): \$ 50	Joint Membership: \$ 55
Associate Membership \$ 50	
There is an additional joining fee of \$30.	

**Note: There is an ADDITIONAL CHARGE OF \$7 for those members requiring a mailed copy.**

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

Bank of Queensland A/C 21577447; BSB 124001, 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.)

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

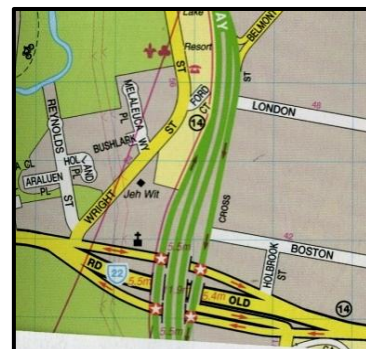
**All articles for publication in "Veteran Torque" must be with the Editor by the 20<sup>th</sup> of each month.**

**Please send contributions to:.**

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**All other correspondence to:**

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



See you all at the Presentation Dinner



## *President's Report.*

There is never a dull moment with our Club. Just read your magazine, there is so much coming up. I just hope I have the Singer back on the road before the Bribie Island, Bridge to Bridge. Then all I have to do is make one new hood bow and find an upholsterer to make a new hood before the Clare National Rally. Plus the All British Day on 17 September. Kevin Brooks is still waiting for a new drive coupling for the Buick.



It's really good to see the Clubrooms get so much use, we had barely finished our committee meeting on Monday and the Austin 7 Club turned up for a rally meeting. Like I said it just does not stop.

Hope you are all registered for the Presentation Dinner, I'm looking forward to the evening, no pressure, just enjoy lots of laughs and some reflections of rallies past. Hazel has some prizes as usual and a great dinner, the odd wine or two, sleepovers would be a good idea.

Bob Burley

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### **NOTICE OF MOTION**

We, the Committee of the Veteran Car Club of Australia (Qld) Inc., hereby give notice of the following motion to be put to the Club's General Meeting on 7<sup>th</sup> August, 2017.

*"That the motion passed at the June General Meeting of the Club to donate \$100 to each of two schools visited during the Neurum Creek rally be rescinded".*

#### Reason.

The Committee feels that this offer is far too generous given the circumstances of the visits and the past experiences in relation to donations for services rendered and therefore believes that the issue should be re-revisited.

## *Webmaster's Report – Peter R.*

Our website's LINKS page is the gateway to all sorts of stuff. It predominantly connects you to sites belonging to other clubs but if you look around you'll find links to areas of general interest or, in some cases, very specific topics such as the manufacture of wooden wheels.

This month I draw your attention to the Coachbuilt site. It's subtitled the "Encyclopedia of American Coachbuilders & Coachbuilding - Over 1200 Auto Body Builders Represented". At present it's the holding place for information and images for what will become hard copy encyclopedia (US spelling). The amount of material is truly vast and I cannot imagine how much work has gone into the research. Quite apart from anything else you can sense the economic condition of America as the stories of the various firms unfold. Go to <http://www.coachbuilt.com/index.htm> for hours of fascinating trawling. Don't confuse it with coachbuild.com, which has more of a global and commercial approach. It's not particularly comprehensive and essentially caters to the upper end of the market.

If you're interested in American cars you could do a lot worse than getting hold of a copy of the **Standard Catalog of American Cars 1805-1942**. Covering more than 5,000 marques that appeared in America, it really is a magnificent body of work by the late Beverly Rae Kimes & Henry Austin Clark Jr, both legendary researchers. Again, if you're inclined to explore the highways and byways of the earlier days of the automobile in the USA, you need this. I have 2 copies – one upstairs, one down. Like a phone book it has lots of pages (1600+) and characters but not much plot, so you can dip into it whenever the mood takes you. You can buy it on the Net for around US\$19.00, but expect the postage to be greater than that! Go for the Third or later editions.

## MEMBERS' MATTERS

Some six plus years ago when I was President of this great Club of ours, I instigated the formation of The VCCA Q MEMBERS' SOCIAL CLUB. This members' social club was formed in order that we, as members of the VCCA Q, could raise funds through various initiatives, and that these funds could then be given back to our members in various ways.

Included in the legal advice given, and accepted at the time by the VCCA Q Committee and club members, was that a Members' Social Club Committee should be considered and formed to automatically include all Veteran Car Club members. This club was successfully floated.

As this Members' Social Club has now had a six plus years trial; two plus years under the guidance of Diane and myself, and four years under Hazels control, I consider that we the members of this Social Club should now consider forming a committee in order that we legally complete our original proposed vision. Hopefully each of you, the members of this social club, agree with us on its success, and would now be prepared in some small way, to volunteer to be part of a committee to drive this Members' Social Club on to further success.

Remember this is the VCCA Q Members' Social Club, and not in any way affiliated with the VCCA Q. It is and must be a stand-alone club, formed to benefit and support functions organised by The VCCA Q, its Committee and/or its Events and Social Director.

With this programme in mind, and as the instigator of the formation of this social club, I'm suggesting that we, the members present at the next August Club General Meeting, have a discussion about progressing with this idea, directly after the General Meeting, and before supper.

I trust you will support me in this matter,

Kind regards to all, Glynn.



### *Acknowledgements.*

The Editor wishes to acknowledge the following folk for their numerous contributions of both articles and photos, to this month's magazine. If I have overlooked you, please accept my apologies:

Bob Burley, Frank Cerutti, John Day, Janette Farnell, Lauren Forster, Rosemary Kennedy,

Charlotte Pinna, Helen Revell, for their articles,

and photographs from Kevin Brooks, Chris Cavanagh, Pam Guthrie, Rhonda Guthrie, Glynn Hackshall, Greg Hill, and Joe Jarick.



# RACQ Motorfest 2017

After getting lost in the tunnels in the city I finally arrived at the venue right on time, only to find all the cars already in place. Luckily the vintage cars must have got in first then the veterans which left me a good spot right between the vintage and the veterans, perfect. As usual the public just crowd around the veteran cars all day. We did some talks about the cars and the occasional start up, lots of questions as always.

The event was the usual mass of all makes and models, race cars, hotted up cars, cruisers, street rods and one make clubs. Lots of food vans and coffee everywhere.

The RACQ was a really professional display, never saw Albert Budworth all day, must have had been busy elsewhere. It was nice to see the RACQ Rambler, pity it is only a display, what a waste as we all know it's a great rally car.



This year's Motorfest winners are Chris and Jenny Sorensen in their "new" Buick. This year's line-up was: Chris and Jenny Sorensen Buick, Ross Guthrie in the De Dion, Alan Carpenter in the Little, Merv and Margaret in their Renault,



Bob Burley in the '24 Chev as the Singer is getting a new drive- line and Syd Norman and Pauline came later but still drew a crowd instantly with their racy red Maxwell. There would have been a few more members there if it wasn't for the broken cars that are now being fixed, I know how that feels. There is always next year if we are not on a rally somewhere. It was good to see Ron and James Brennan doing the judging.

Bob Burley

[Photos courtesy C. Cavanagh]



## DISCLAIMER

Articles and advertisements appearing in *Veteran Torque* are published in good faith on the understanding that the content is legitimate, and no responsibility for their accuracy is accepted. Opinions expressed herein are solely the views and opinions of the contributors and are not necessarily the views and opinions of the Management or Membership of the V.C.C.A (Q) Inc.

## COMING EVENTS 2017

[Other Clubs' events are shown in Italics]

- 5 August Club Presentation Dinner - See you all there.
- 19 August Club Swap Veteran & Vintage pre-1931 cars, parts, books etc. only. NO Bric-a-brac.
- 26-27 August Bribie Island - "Bridge to Bridge. Based at Bribie Island Top Tourist Caravan Park, 40 Jacana Ave, Woorim. (see below).
- 17 Sept. *All British Day. Vivian St, Tennyson. 8.30am – 2pm. Display Cars: \$15 with plaque. For further information contact:*
- 24-30 Sept. *National Veteran Rally at Clare, SA, followed by (1 October) "Down Under London to Brighton Run for Veteran Cars and Motor Cycles"*
- 4 November "Emission Free Day". - Ferry, -- Foot – Train ??
- December Club Christmas Party.

## INVITATION

Come and join us on the "Bridge to Bridge" Bribie Island Rally.

Details are as follows:-

Rally Base : Bribie Island Caravan Park  
40 Jacana Avenue, Woorim.

When Friday 25<sup>th</sup>, Saturday 26<sup>th</sup> and Sunday 27<sup>th</sup> August

Closing date for entries [to Albert]: 1<sup>st</sup> August 2017.



### ITINERARY

Friday - Registration from 2pm in the Camp Kitchen of the Caravan Park  
5pm BYO Happy Hour in the Camp Kitchen.  
6.30pm BYO barbeque tea in the Camp Kitchen.

Saturday - After BYO breakfast depart Caravan Park at 8.30am for Grahame and Joan Bridge's residence at Toorbul for BYO morning tea. Tea and coffee provided. We will view Grahame's 1914 AC Cyclecar.  
Depart at 11am to travel back to Bribie Island RSL for lunch at own expense. Reserved parking space for the Veterans. After lunch return back to the Caravan Park.  
5pm BYO Happy Hour in the Camp Kitchen. Tea at own expense.

Sunday - 8am gourmet breakfast in the Camp Kitchen at \$5 per head.  
Depart Caravan Park at 9am for Brian Waters Premises at Spinnaker Drive Sandstone Point to view his automotive memorabilia. BYO morning tea. Tea and coffee provided. Depart at 11.30am for scenic drive around Sandstone Point development on route to Caravan Park for lunch at own expense.

Looking forward to seeing you on this Rally

Albert



## FUTURE EVENTS

### 2018

15-18 March VCCA Vic. Annual Single and Twin Cylinder Rally, based at RACV Resort in Cobram.. Expressions of interest to Andrew/Frances McDougall, email amfi@dunollie.com.au.

21-25 March National 1 & 2 Cylinder Tour, Deloraine, Tasmania.  
The ferry can be booked on [www.spiritoftasmania.com.au/offers/thenational-12-cylinder-tour](http://www.spiritoftasmania.com.au/offers/thenational-12-cylinder-tour) email and phone no [0363961144]. Accommodation can be booked by phoning Mark Mitchell at the Info Centre on 0363625280, he can book you in at the motel units or B and B's. Further info from Tour Director: Joe Clippingdale [jaclipp@bigpond.com](mailto:jaclipp@bigpond.com) / Ph. 0363961144

23 – 28 Sept. National Veteran Tour, Forbes, NSW (organised by Newcastle Branch)

### 2019

30 Aug.-6 Sept. The Horseless Carriage Car Club of America (HCCA) S-E Australia Region is holding an International Tour in Bathurst, See Club Website.

September National Veteran Tour, Bargara/Bundaberg area.

29 Sept. – 5 Oct. National Model T Ford Rally, Maryborough.

**2020** National Veteran Rally, Victoria  
National 1 & 2 Cylinder, Queensland

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Greg Hill snapped Graham Donges trying out Nev. Morris' Holden-powered trike on the recent National Brush Rally at Dalby.  
[Well it would be faster than a Brush! .....Ed.]

\* \* \* \* \*

The information following, which may or may not be relevant in Queensland or indeed to any of our members, was reported in the July Bulletin of the Veteran Car Club of SA Inc. under the heading: "Conditional (Historic) Registration and your partner".

*"Given that our partners are not always as enthusiastic about our ancient vehicles you may be wondering what the link between these two topics is.....If your old vehicle is jointly owned by you and your partner then this Club has made it easier for you to register your old vehicle in both names.....your wife or partner can be an associate member (of the VCCSA) which means that your vehicle can be registered on Historic Registration in both names.*

*An example of why this is desirable is that in the case of a member passing away their membership ceases and the conditional registration on the vehicle also ceases. In the case where a wife or partner is an associate member of the Club then the Conditional registration continues in force and the vehicle is still registered.....we are merely bringing this option to your attention so that difficulties might be avoided."*

\* \* \* \* \*



## Thanks to John Day for passing on the following starting list from the Inaugural George Gilltrap Memorial Run

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1.	Penny Farthing	Don Roberts	17.	1916 Studebaker	Scott Goodsir
2.	1904 Minerva	Frank Hack	18.	1915 Buick	Helen Sims
3.	1908 Renault	Dave Fiechtner	19.	1912 Hupmobile	Alberte Harani
4.	1904 Rambler	Wal Anderson	20.	1917 Saxon	Pam Brandon
5.	1908 Stoewer	Graham Crittenden	21.	1912 Waverley	Tim Osborne
6.	1908 Vulcan	George Gilltrap	22.	1912 Rover	Malcolm Sypher
7.	1904 Darracq	Terry Gilltrap	23.	1912 Berliet	Tim Osborne (Jr)
8.	1906 Swift	Ron Griffiths	24.	1913 Ford T	Leon Bataloff
9.	1911 Overland	Ray Whyte	25.	1914 Sunbeam	Frank Risch
10.	1910 Napier	Guy L'Estrange	26.	1912 Cadillac	Ken Moss (NSW)
11.	1912 Krit	Robert Guthrie	27.	1918 Chevrolet	Fredrick Duffield
12.	1905 Reo	Ed Sims	28.	1914 Ford T	Paul Watts
13.	1915 Ford T	John Pampling	29.	1915 Dodge	Barry Payne
14.	1911 Napier	Bill Shearer	30.	1915 Studebaker	Ross Guthrie
15.	1915 Ford T	Ian Mayne	31.	1910 Sunbeam	Walter Cox
16.	1910 Stoewer	Ray Robson	32.	1916 Buick	John Eyres

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### The Boneshaker



It was two French brothers, Ernest and Pierre Micheaux in 1861 who first thought of fixing cranks and pedals to the front of an old hobby horse bicycle. This made it faster and less strenuous to ride. The earliest Velocipedes as they were called had horizontal frames, like the hobby horse, but later machines used downwards curving frames joined to the rear axle. On both types the seat was mounted on a separate wooden or metal spring. This made the seat more comfortable but the wooden wheels and iron rims still caused the handlebars to shake, hence the name 'boneshaker'. Boneshakers had an average weight of just 60 pounds and were capable of eight miles per hour but

riding them was not easy. Mounting was a problem, early manuals advised running alongside and vaulting into the saddle. The size of the front wheel made the pedal action unpleasantly fast; to keep them on a straight course the rider had to resist the sideways movement of the front wheel as he pressed down on the pedals. They were around \$100 to buy so unaffordable for the working classes.

### Improvements

Some improvements were made during the years 1868-1870, fitting a step to the frame made mounting and dismounting easier, it also made the machine faster by allowing riders to use models with larger front wheels. Machines like the Phantom brought advances in lighter frame design, the use of rubber on the wheel rims and wheel suspension with wire spokes. This invention was the key to the next stage of cycle development.



The Boneshaker was followed by:

### The Penny Farthing

The next step in the evolution of the bicycle was the *high-wheeler*, alias *ordinary*, or *penny farthing*. Frenchman Eugene Meyer is credited with making important contributions to the development of the [bicycle](#). He received a French patent for [wire wheels](#) in 1868 and is believed to be primarily responsible for making them feasible and widely known. The main motive behind its invention was to make the bike faster, thus increasing its appeal for sporting young men of means. Gears not having been invented yet, the logical solution was to increase the size of the front wheel. Around this time British engineers and mechanics came up with several crucial inventions that reduced the weight of the frame and increased riding comfort - including solid rubber tires and the use of hollow steel tubes as the material of choice for lighter, yet reasonably safe frames. Wheel design was much improved with the invention of spokes and ball bearings. The king of ordinaries was a Briton, James Starley (1830-1891)





## *"MARY POPPINS" MARYBOROUGH RALLY*

*Tuesday 27 and Wednesday 28 June – Janette Farnell*

We arrived in Maryborough just after midday on Tuesday afternoon to set up camp for the week at the Wallace Caravan Park. Set up complete, it was off to the 4pm BYO Merry Popp-inn happy hour beside the pool at the caravan park.

Many of the entrants arrived on Monday and were by now, in the swing of what will become a very interesting week of veteran motoring and comradeship in this very historic town of Maryborough.

At the happy hour, Terry Lewis, our esteemed Rally Director, welcomed all and set the scene with a briefing of the week's events. He also appointed (Hang um High), John Handley as the Sheriff for the week and warned all participants that "Hang um High" will be on the lookout for any wrongdoings (or anything that could be misconstrued as a wrongdoing) would be up for punishment by the Rally Director.

Wednesday 28<sup>th</sup>, the first official day of rallying. Fifty plus veteran vehicles and in excess of 111 members, families and guests of the Veteran Car Club of Australia from each Eastern State of Australia as well as a representation from across the Ditch (New Zealand) leave the Wallace Caravan Park on a 47 mile round trip to Teddington Weir for smoko and then on to Boonooroo Bowls Club for lunch.

As Boonooroo was the closest the rally would be to the ocean, today was officially dedicated as swimwear day. A very good representation of veteran swimwear was modelled by many.

Bob Collett took the prize for his very original neck to knee swim suit. Also Trish Hanley did not let the side down with a very original costume.



The Club Captain from Boonooroo Bowls Club encouraged those who wished to have a game of Lawn Bowls.

From Boonooroo it was now back to the caravan park and get ready for another afternoon of eat, drink and be merry.

A very enjoyable day was had by all.

Janette Farnell.

## *Thursday 29 June – Frank Cerutti*

We left for Maryborough on Sunday 25th June, travelling via Emerald (overnight) and then down the Bruce Highway. We arrived in the late afternoon on Monday after two 600km days. During sign-in day we set up the camp and did a short run around town to get supplies and fill the car. Meeting everyone and renewing previous acquaintances was done at the daily Happy Hour in the late afternoon.

On day 2, Thursday, the activities were around the city. It was an early start as we gathered for the Steamers' Breakfast and the steaming the Mary Ann, a steam engine designed and built by the local company, Walkers, in the 1870s. Highlighting the Mary Ann, it provided both passenger and freight services to Maryborough in its time and was also used in the timber industry. She is fitted with both driving apparatus and a flywheel to drive sawmill equipment. It would haul the sawn timber from the forest to the city.



We first parked our cars around City Hall to be a part of the weekly Maryborough Market Day. Then there was a brief, brisk walk to the railway museum where observing the steaming and partaking in a bacon, egg and sausage breakfast was another highlight. After the steaming, we dispersed into the city centre. The activities around Maryborough CBD kept us entertained including rides on Mary Ann, playing the bells at St Paul's Anglican Cathedral and the Ladies afternoon high tea while the gentlemen visited the Olds Foundry. A fleet of touring cars ferried the ladies from our accommodation into "Sunrise", the venue for the afternoon high tea. The men were left to our own devices to get to Old's Foundry.

At day's end, we gathered for the customary happy hour around the van park pool.

Frank



**[Left]**  
*Maleese & Sophie get a lesson  
in bell ringing from Tower Captain  
Ruth Anderson*

**[Right]**  
*Sophie Dell (pink blouse,)  
Charlotte Pinna (red blouse)  
Jacob and Maleese Hackshall (pink  
dress) in the Bell Tower*



*Ready .-  
aim -  
Fire*





*Friday 30 June – Charlotte Pinna*

*My First Olden Car Rally,*

This was to be my first ever experience in any sort of old car, Jacob and the rest of the Hackshall family were very quick to point out this was a Veteran car rally and explained the difference between Veteran and Vintage cars. This was also to be Jacob's first ever Rally where he towed a car there, and then got to drive the car for the whole rally. He was lucky that his grandfather Glynn let him drive his Rugby, a vintage car so I found out, but Jacob was still proud to be driving a car himself, with his dad Michael driving the EMF and his grandfather driving the Humber that always needs a push start I noticed !! Jacob was eager to drive anywhere and everywhere, we had his brother Lachlan, sister Maleese and cousin Sophie with us always. I think we were the only car that had a UAE Boom playing music it was great. The cars are really slow, but what a great way to see places with roof down, best fun ever just cruising around.

On the Friday we went for a short run out to the Wook-Koo park and story walk, this was a local community centre which had a local park attached and also statues of what typical early settlers did in the local area. The talk explained briefly how this affected the indigenous people and the wildlife. There was a great statue of Wook-Koo himself.

We then left there and went to the Fraser Coast Wildlife Sanctuary, where there were members of the Fraser Coast Car Club. We had a really nice morning tea, scones and a cup of tea. A channel 9 TV crew came out and took some footage of the cars and spoke to a couple of people about their cars.

We left the sanctuary and headed back to the caravan park, but made a detour to more relatives of the Hackshall's, they're everywhere. Later that afternoon we went to the second afternoon tea for Families, Ladies and Gentlemen. We got dressed up in old period dress costumes, something I have never done before. Special thank you to Irene Hill who lent me the clothes, I have nothing like that in my wardrobe. The funniest thing happened on the way to the afternoon tea. Diane, Jacob's grandmother was in the back seat of the Humber with Maleese and Sophie, she was in the middle holding ever so tightly to her hat when Glynn braked hard and suddenly!! Jacobs grandmother did not end up too well, sitting on the floor wedged in between the front seat and back seat knees up to her ears and screaming at Glynn. He did not help by bursting out laughing, he said he didn't realize she was still that flexible. It took all three to help her up. Our afternoon Devonshire Tea was nice again. It seems that on these rallies there's just a lot of driving and then stop and eating.

Later that afternoon we drove into town for the Gaslight parade, again we were in period costume. The cars were lined up in the street and were quite a focal point for the locals. The evening came to end when all the cars started up, put their lights on and did a few laps of the block. This was definitely a highlight of the festival, especially when the cars started blowing their exhaust whistles and on their horns. I got a buzz out of it, but got a sore arm waving to everyone.

The whole Rally was a really different experience for me, all the people I met were very friendly and glad to see Jacob his brother and sister have an interest in the cars. I know Jacob can't wait for the next Rally.

Thanks to you all.

Charlotte Pinna





## *Saturday 1 July—Rosemary and Len Kennedy*

Well this was the big day for locals and visitors alike ~ the Mary Poppins Family Festival. Maryborough was celebrating P.L. Travers, the author of Mary Poppins, who was born here in 1899. Our vehicles were parked in various locations down town by 9 o'clock ready for the street closures and festival activities to begin at 10 o'clock. With brass, nickel and paint gleaming in the sunshine our cars drew large crowds of admirers. The club members were resplendent in their period costumes and were joined by a large number of locals who also got into the spirit of a bygone era.



At midday, a large crowd gathered to watch the street parade which some of us joined in. Prizes were given out for the most striking costumes depicting the Mary Poppins theme. This was judged by Irene, Jenny and Rosemary, who had a difficult job picking the winners.

Apart from the street festivities there was plenty on offer in the Heritage Precinct with the 1900 Customs House, 1864 Bond Store and 1879 Military & Colonial Museum.

The *Mary-Ann* Steam loco was kept busy all day in Queens Park giving passengers a glimpse into steam travel from the past.

Also on offer was a Quilt and Craft Exhibition, the Great Nanny Race, Chimney Sweep Challenge and horse and carriage rides. At 4 o'clock the streets were re-opened and we made our way back to base for "Merry Popp-in" hour. A "magic" day.

Rosemary and Len



## *Sunday 2 July – Lauren Forster*

### Rally to Tiaro.

Chilly start to the morning but as the day progressed the weather turned into a lovely warm day for our Sunday trip to Tiaro.

We travelled a short distance to the pool area of the Wallace caravan park for morning tea to celebrate Rob and Ross Guthrie's 56th anniversary in the Veteran Car Club with two huge cakes.



We rallied in the beautiful countryside to the Historic Hideaway Hotel in Tiaro for a B.B.Q. lunch. Along the way a few cars had some mishaps; front headlight fell off, running out of petrol; the usual things we all experience from time to time.



After lunch we travelled back to Maryborough via a different route and had a pleasant drive through some very spectacular countryside with equally spectacular views. Miles of sugarcane fields, pineapple farms and cattle. Another mishap with a car on the way back to town which sadly saw it having to be rescued by RACQ, which were kept busy over the course of the rally week.

Back at the caravan park for happy hour and catch up on the day's events.

### Lauren Forster





## *Monday – Helen Revell*

### Brooweena Museum and Historic Village

Another beautiful sunny day greeted the veteran enthusiasts and following the briefing and a short but informative talk on the history of the area by John Handley we set out.

Those more intrepid members (maybe like the weather, BALMY) took the longer, mostly gravel road through Musket Flat. It was a rough, dusty, gently undulating drive through woodland and grazing country. We were impressed to know we were motoring on one of Queensland's oldest roads, but were not sorry to reach the tar again.

The Brooweena Museum proved to be well worth the drive. A sausage sizzle lunch was enjoyed before the journey back to Maryborough. Sadly Joyce and Kevin Brooks' Buick suffered a suspected broken tail shaft. Not the birthday present Joyce would have chosen.

The rally was brought to a lively conclusion by the Survivors' Dinner at the Lamington Hotel.

Congratulations and thanks to the organisers Terry and Regie Lewis, John and Pam Handley, Ken and Gwyneth Wells and Chris and Jenny Sorensen for a well planned and really enjoyable Mary Poppins Rally.

Helen Revell

A note From Kevin:



As most of you know, our Buick "died" on the last day of last week's rally.

We thought it had broken a tail shaft but for your education, this is what was really wrong. It was not a broken tail shaft but a flogged out combination of shaft and universal. I had a new universal grafted about ten years ago and it was a great job and worked well but when you see my illustration, you'll see one flaw in mating modern with old. I'm heading back to the same engineers next week and, if they're still willing to do it, I will presumably finish up with the same universal "fix"

(Incidentally the torque tube assembly is so bloody heavy, it's a wonder that any universal can stand it for years!!)

PS Clint Frater tells me that pre-war Ford V8's had some sort of "filler" rod/bolt in the corners to alleviate my problem. Had I been aware of this last time, I might have been able to have some high tensile rod tacked in place in the universal prior to assembly.





## *Out and About at Maryborough*



### The Rallyists were:

Adams, Glenn & Beverley Lollback; Allen, Les & Bernice; Arnold, Peter & Lin; Bartley, Keith & Anne; Brooks, Kevin & Joyce; Budworth, Albert & Diane & Nerina Horne (Albert's sister); Burley, Bob & Hazel; Callow, Tom & Jan; Carpenter, Alan & Raema; Cerutti, Frank & Adrienne; Clegg, Geoff & Barbara; Collett, Bob; Day, John & Alison; Farnell, Trevor & Janette; Farrier, John & Diane; Forster, Steve & Lauren; Guthrie, Rob & Pam; Guthrie, Ross & Rhonda; Hackshall, Glynn, Diane & Grand-daughter, Sophie Dell; Hackshall, Michael, Sandra & her parents Mr and Mrs Marks; Hackshall, Jacob & friend Charlotte, Lachlan, & Maleese; Handley, John & Pam; Handley, Peter & Luke; Hanley, Trish; Hill, Greg & Irene; Hill, Roger & Irene; Hollingum, Brett & Christine; Jarick, Joe & Lyn, Kennedy, Len & Rosemary; Kirkby, Will & Margaret; Lanagan, Wal & Bev, Lewis, Terry & Regie, Lovel, Robert & Meryl; Lyons, Allan & Dianne; Martin, Dave & Fay; Muggeridge, Frank & Kathy; Nieass, Russell & Susan; Ransom, Peter & Jennie; Revell, David & Helen; Sorensen, Chris & Jenny; Thompson, Merv & Margaret; Wells, Ken & Gwyn.

### Visitors were:

Day, Gary, Kathy & Family; Fryers, John & friend Robert McMillan-Fry (NSW); Hawkins, Peter & Jill (Tasmania); Heeney, Bill & Carol (NSW); Mutton, Gavin & Loretta Marron (Qld Vintage Club)



## Some Links of interest to members

Thanks to Vicki Forsyth and John Day for the link below regarding the importation of collector cars into Australia which appeared in the July 2015 issue of Michael Sheehan's Ferraris-online.com. as "Australia, Asbestos and Collector Cars"

[http://www.ferraris-online.com/pages/article.php?reqart=FOC\\_201707\\_SS2](http://www.ferraris-online.com/pages/article.php?reqart=FOC_201707_SS2)

The July 2017 edition of "Retroautos" is now online. Please click on this [LINK](#) and it will take you to the magazine

### FOR SALE

- \* **1911 Armstrong Whitworth.B3.-14hp.** Dual ignition tourer. Full mechanical restoration. New body with high quality leather upholstery and hood. Rushmore acetylene generator and headlights. P&H side and tail lights. Reliable and great to drive.  
Spares include engine and gearbox (1912), tyre ,steering columns, Bosch DU4 mag, chassis (cut into 3 pieces), front axle, rear 3/4 elliptical springs and P&H side lights for spares. More pictures on request. The Car is in Victoria. Price: \$70,000 ONO  
Contact: Min Innes-Irons Ph. 0418 214 022.



### ***A little bit of.. HUMOUR***

#### *Peeping Tom*

This lady whom I know lives on the fourth floor of an apartment block, and even though it is a respectable neighbourhood, she has been having trouble with a Peeping Tom that lives next door.

Every time she goes out on her balcony to catch a bit of sun while wearing her bikini, this Peeping Tom looks over from his balcony as soon as she removes her top and stares at her.

She has complained to the superintendent about this Peeping Tom, but he says she must have positive proof before he can do a thing. She FINALLY got a picture of him while he was staring at her



SMILE..... it's catching!

