Outback Adventure . . . Charleville Western Queensland 2020

1 & 2 Cylinder Rally

Wednesday 1 – Tuesday 7 April • Hosted by Veteran Car Club of Australia (Qld) Inc.

Newsletter

Number 2 September 2018

Rally Headquarters: Charleville Showgrounds

Thank you for sending in your Expression of Interest. We already now have 60 completed forms. Closer to the event, we will issue you an Entry Form and we will look forward to receiving your confirmation.

We are delighted to share the news that the Murweh Shire Council, centred at Charleville, has come on board in a big way to support our 2020 National 1&2 Cylinder Rally. We have fee-free use of the Shire's banqueting facilities at the Showground and also access to a large pavilion there to lock up our veterans at night. The racecourse will serve as Rally Headquarters Central (RHC). This complex is across the road from the Bailey Bar Caravan Park.

Your rally directors visited Charleville for the second time on their way to the Blair re-enactment run, Cloncurry to Brisbane, last month. They looked again at accommodation venues which would best suit our rally purposes. Each one has a different focus so you can choose the one that best suits you

1. The Bailey Bar Caravan Park is recommended to you not only because of its location but also it is grassed and well appointed with on site cabins. All sites are powered. It is only a stone's throw from RHC where there is also plenty of trailer parking.

2. For the more adventurous, **the Evening Star Tourist Park** is 8kms from town, in a beautiful quiet bush setting with all facilities. Powered sites have gravel and some unpowered sites have grass.

3. Three kilometres from RHC, on the other side of town, is the **Mulga Country Motor Inn**. This is the pick of the motels. It is quiet and well appointed with guest BBQ. There is some extra parking space here. All 26 rooms have been blocked out for rally participants to be able to book before January 2020 and a special rate applies.

4. For a list of all accommodation in Charleville, log on to experiencecharleville.com.au. Grass is at a premium in Charleville and district. Lots to see in the Charleville district and we look forward to exploring it with you all.

Q1: Charleville boasts to be at one end of the longest road in Australia. Where is the other end?

Q2: Where is the site of the most powerful explosion in Australian Transport history? Sorry, no prizes for guessing ... answers at the end of newsletter.

The following article, written in 1947, gives a very interesting look at Charleville's early history.

A HISTORY OF CHARLEVILLE & DISTRICT (research by Mr. A.A. Morrison, M.A., Lecturer in History at the University of Qld (The Centennial Observance for Charleville is dated for November 1947). In 1868 William Alcock Tulley surveyed the present site of Charleville, laying out the streets that are still the business centre of the town. Charleville itself was named after the town in Ireland from which he came, it in turn being named from the Charleville in France.

Charleville was erected at a permanent waterhole in the Warrego River, then over a half mile long. At both ends of the hole were dry crossings. By 1888 Charleville was thriving. It had several hotels - and we know that country towns are judged in size by the number of hotels. (At the time of writing this article Charleville is a "ten pub town").

It had three butcheries, Mr. C.W. Burcher had a cordial factory which he established in 1878 and also a soap works, while Mr. William Marks had four saw-milling plants in the district.

2020 Committee • Graham & Irene Donges • Merv & Margaret Thompson • Ross & Rhonda Guthrie
Graham & Irene Donges • Rally Directors • 10 Havenhill Court Murrumba Downs Q 4503
Graham 0417 718 617 • Irene 0419 751 324 • charlevillerally2020@gmail.com

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Mr. Thomas Spreadborough had a big blacksmithing business. The first school, a private school – a shed on the site of the present Union Hall, presided over by Mr. Bruce who charged each pupil a shilling a week. This was replaced by a Government school in 1884 though at a different location.

There were tennis courts and a cricket pitch, the earliest cricket match recorded being played in 1878.

A hospital had been set up in 1883 by Dr. Kirkaldy, and he became the Government Medical Officer in 1884. Passenger and mail traffic throughout the southwest was then in the hands of Cobb & Co. who had coaches covering the whole of the back country.

For a long time Dalby had been the Queensland centre for the western squatters, being the railhead. From Dalby to Charleville goods went by wagon, taking from six months if the roads were dry to twelve months if there had been rain. Sometimes a grazier was shearing again before his previous clip had reached the markets. In the 1901 Census the population of the town was 1,419, comprised of 735 males and 684 females. During the decade from 1890 to 1900 the town was full of life.

The town's people always had something new to discuss. For instance there was the recapture of Bogan Billy, who had escaped from custody in N.S.W., Garry Owen was prosecuted for selling ice-cream on a Sunday, this action being taken under a statue of Charles II. Gary Owen was a most versatile gentleman. He was a bellman – i.e. town crier – he distributed circulars, sold fresh and smoked fish, bedsteads, cots, harness, violins and furniture and in 1896 he was first to sell ice in the town. In 1893 Cobb & Co established the coach works, building all kinds of wheeled vehicles for sale throughout the West.

In 1920 Qantas was formed. Its first run was from Charleville to Cloncurry, the machines used were war type two passenger models. In 1929 the service was extended to Brisbane. Three years later quite a sensation occurred – no fewer than seven planes were on the drome at once.

In 1934 came what was to put Charleville definitely on the map for a time, The Mac Robertson Air Race. The town rose to the occasion and a local Business Men's Committee organized all the entertainment - boxing and wrestling were among the list

The folks of Charleville felt still more important when on December 10 of that year, aeroplanes from Brisbane and Cootamundra met at Charleville to inaugurate the Imperial AirMail. On December 16 the first Air Mail from England arrived. Since then of course, we have become less excitable, though when a new type of aeroplane comes in, there is still a rush to the aerodrome to see it. At an early stage of the war against Japan we had as many as 160 planes parked around the aerodrome. The aerodrome was claimed to be the largest in the Southern Hemisphere. We must not forget, either, the establishment of a Flying Doctor Centre in 1943.

A1: Mount Isa

A2: Maybe you knew it ... I sure didn't. Angellala Bridge, 27 kilometres south of Charleville.
We will be visiting this site.