

THE VETERAN CAR CLUB OF AUSTRALIA (QUEENSLAND) INC.

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

VETERAN TORQUE

FEBRUARY 2016



*Lineup of Veteran Vehicles outside Barwon Park, Winchelsea
on the recent VCCA (Vic.) Rally*



COMMITTEE MEMBERS OF VCCA(Q) 2015-2016



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

President: Bob Burley

email bowtie@aapt.net.au (07)3886 0059

Immediate Past-President: Bruce Wright

Vice-President: Glynn Hackshall

email daghack@bigpond.net.au

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email bowtie@aapt.net.au

Secretary Rhonda Guthrie (07) 5536 2717

email secretary.vccaq@gmail.com

Events Director: Russell Massey (07)3893 3414

email yvancode@iinet.net.au

Property Director:

David Hackshall (07) 3805 2041

email david@pbiaustralia.com

Committee Members:

Carolyn Robinson (07) 3201 1986

email redbubble@picknowl.com.au

Honorary Life Members

RACQ

Phil Fletcher

Hugh Kimlin

Grahame Wilkinson

Non-Management Positions:

Editor:

Carolyn Robinson (07) 3201 1986

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Ross Guthrie (Chairman) (07) 5536 2717

Paul Blake (07) 3878 6483

Bob Collett 0411 242 360

Syd Norman 0427 452 261

Member Liaison:

Ross/Rhonda Guthrie (07) 5536 2717

email guthrie45@bigpond.com

Librarian:

Wayne Aberdeen (07) 3396 8556

Club Historian:

Denis Martin (07) 3379 2530

Webmaster

Peter Ransom (07) 3359 2671

email piransom@westnet.com.au

Queensland Delegate to National Body:

Bob Burley (07) 3886 0059

Club Delegate to Qld Historic Motoring Council:

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 has a new Website: www.vccaq.com

Membership fees for 2015 (Due July 1) are:

Full Membership (single): \$60; Joint Membership \$65.

Country Membership (single): \$50; Joint Membership: \$55.

Associate Membership \$50

There is an additional joining fee of \$30.

Note: As from 1/7/2015 there is an **ADDITIONAL CHARGE** of \$5 for those members requiring a mailed copy.

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

Bank of Queensland A/C 21577447; BSB 124001

Membership Application Forms are available from the Secretary.

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

Please send contributions to:

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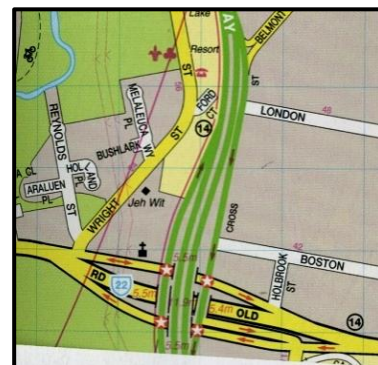
All other correspondence to:

The Secretary, VCCA (Q) Inc.

1376 Old Cleveland Rd

CARINDALE QLD 4152

email secretary.vccaq@gmail.com



**Minutes of the Six Hundred and Twenty Third General Meeting of the
Veteran Car Club of Australia Qld Inc. held in the Clubrooms
at 1376 Old Cleveland Road Carindale, Monday 7th December 2015**

Opening: President Bob Burley opened the Club Meeting at 7.40pm and thanked everyone for attending. As we had two special ladies with birthdays today in our midst, we sang **Happy Birthday**.

Visitors: Nil

Attendance: As per Attendance book 45 members

Apologies: Frola Gilltrap, Ross Guthrie, Bruce Wright, Glynn & Diane Hackshall, David Hackshall Paul Blake, Jan Sims, Frank & Kathy Muggeridge, Trevor Brosnan, Monty Schofield

Minutes: Due to the National Rally in Goulburn being held early November, the club meeting that night was an informal evening. There were 40 apologies as the majority of these members were in Goulburn.
Carol Robinson moved that the October Minutes be accepted as correct. Seconded Hugh Kimlin.
John Day moved that the November Minutes be accepted as correct seconded Peter Ransom.
Bob Burley thanked Glynn Hackshall for chairing the meeting in November and also thanks to John Day for taking the minutes.

Business Arising from the Minutes:

Peter Ransom, requested clarification of the \$5.00 levy placed on rally entrants. Bob Burley explained that the committee feels it is necessary that the club rallies be self funded, that all Rally Events Director's expenses be covered and any donations the rally entrants feel necessary also to be covered. Peter Ransom was happy with this explanation.

Correspondence: Inward

Email from St. Johns – do not require the Veteran Car Club rooms for 2016

Email from John Day – regarding Grandparent Privileges

Email from Trevor Farnell – regarding Grandparents Privileges

Email from John & Alison Day regarding the hiring of the club tables

Email from Janette Farnell regarding the hiring of the club tables.

60th Anniversary Entry Forms have been received from

Andrew & Christine Gauld, Greg & Irene Hill, William Kirkby, Keith & Anne Bartley, Rod & Ruth Holmes –Dorrigo (NSW), Peter & Jennie Ransom, Tom & Jan Callow, Ross & Rhonda Guthrie, Rob & Pam Guthrie Jak Guyomar, Graham & Irene Donges.

Newsletters from various clubs, and Queensland Historic Motoring Council-Minutes

Cheques – Chryslers Owners Club – Rent

Studebaker Car Club – Rent

Arthur Gallagher – Insurance due on Premises & Club house

Correspondence Outward

Posted Information regarding our Club's 60th Anniversary Rallies for 2016, to all Veteran Car Club State Secretaries.

Posted Entry Forms regarding our Club's 60th Anniversary Rallies for 2016 to all Veteran Car Club State Secretaries.

Posted 60th Anniversary Entry Forms, to Veteran Vehicle owners who are interested in attending our Club rallies for 2016

Rhonda Guthrie moved that the correspondence be accepted and endorsed seconded Trevor Farnell.

Business Arising from the Correspondence:

The two letters from club members regarding the hiring of the club tables were read.

Business Arising from the Correspondence Cont: Wayne Aberdeen spoke – it is very unfortunate that there is tension between the QVVA and our club. But the issue with the tables, has been going on for many years.

Phil Fletcher spoke, he agreed with the views in general in the letters read, though as Town Planner he too was very involved with the development of the club building. The club committee back in 1993/4 expected the club rooms to be self-sufficient, that the income would cover the costs of running the premises. Unfortunately this is not the case and many club members have had to volunteer to do general maintenance around the building and grounds. The tenant clubs are getting very cheap rent.

Peter Arnold pointed out that there were quite a few different clubs who assisted in the construction of our club rooms and grounds who are now our tenants. The idea was to provide a place for meetings and social events for like-minded enthusiasts. Though we need to continue to improve the facilities and keep up with the maintenance of the building and grounds.

Bob Burley accepted all the above and stated that the committee had decided to place a key for the table cupboard on the BBQ key ring. He also stated that the tables must not be removed from the Veteran Car Club premises and must be left clean, and undamaged.

Phil Fletcher moved that the key be available to all tenants. Seconded Peter Arnold, All Agree, Carried.

Treasurer Report: Hazel Burley gave the club her report and moved that it be accepted and endorsed
Seconded Trevor Farnell.

Business Arising from the Treasurer Report: Nil

Events Co-Ordinator:

Russell Massey thanked everyone for purchasing tickets in the raffle tonight.

23/24th January 2016 is a Social weekend. Once again anyone who wishes to stay at the club rooms is very welcome. Russell is planning some sort of activity. Saturday night we will participate in a Chinese evening meal followed by an interesting movie. Sunday we will enjoy a BYO - BBQ Breakfast we will enjoy a Pizza evening meal.

21st February Memorial Day to be held in association with the Vintage Car Club.

Rhonda Guthrie Mentioned that the entries for our 60th were coming in – that unfortunately the accommodation at the Calypso is fully booked out. Not necessarily with Veteran club members but possibly a few southern grey nomads. But there is another caravan park in town and also one on Palmers Island (Big 4) just outside Yamba. However there are also lots of motels, the two motels opposite the Bowls Club that are just around the corner from the Calypso Park were suggested by Rhonda.

QHMC Report:

Albert Budworth mentioned that NSW has gone to Log Books registration. Albert also mentioned that the QHMC has dropped the donation to clubs organizing future QHMC rallies to \$750.00.

Kevin Brooks spoke about the log book system. Previously NSW clubs felt they were controlled by their clubs.

Trevor Farnell stated that the Log system is being over used in some states.

Webmaster: Peter Ransom reminded members that all the information regarding our BIG 4 rallies is on the website.

Club members are asked to keep Peter informed of any relevant rallies coming up in the future.

SAG: Peter Arnold reported that unfortunately our tenants rent is nowhere near the commercial rent available from other local properties. The club will really miss the St. Johns bookings.

Dating Report: Nil

Facilities Report: Nil

Library Report: Nil

Historian Report: Nil

Newsletter Report: Carol also reminded members that if they wish to have events etc. listed in Veteran Torque they must let her know.

General Business: The Supper Roster and Window Roster are in the Attendance Book; please put your name on the supper roster or unfortunately there will be no supper available at club meetings.

Meeting starting time – what would club members be happy with a 7.30pm or 8pm start. A vote was taken and it was agreed to stay at the 7.30pm commencement time.

Rally Report – Goulburn everyone enjoyed the week of veteran rallying even though there were a few hills (not every day). Syd Norman said he had put a hood and windscreen on his Maxwell and it works very well.

Kevin Brooks is very concerned that Ross Guthrie is wearing away the brass on his Austin as he keeps polishing it every day.

Colac was a great rally, thank you to Michael & Claudia Holding for a very well organized rally and the Victorian Veteran Car Club for inviting us to attend. Rhonda is hopefully taking notes, for the Yamba run.

Albert Budworth reported on the European Car Tour he guided through Europe.

RACQ Motoring Enthusiast's Tour: I met the group on the Friday morning on the bus to Florence. There were trips arranged for the ladies whilst, we boys enjoyed the motoring experiences. As Barry stated the most fun he had with his clothes on was driving a Ferrari in the streets of Modena at high speed. Other adventures we had:- visits to Lamborghini and Pagani factories in Italy, laps at Nurburgring race track in Germany and Zandvoort Classic Grand Prix in Netherlands. Over to England by ferry and on to Cambridge by coach. Here we visited Aston Martin factory, Lotus, Morgan, MG Owners Club, British Motor Heritage are but a few. The highlight was to go to the Goodwood Revival. The carpark was full of Ferraris, Bentleys (early and late models), Aston Martins, McLarens, Lotus and many more makes. This trip certainly allowed me and others in the Group to tick off items in our bucket list.

Alan Carpenter reported that Brian Newberry from New Zealand has been collecting parts from all over the world to build an early 1912 Little.

Syd Norman's "English Mechanic" now resides in the Motor Museum in Forbes.

Peter Arnold, moved that the club contact the Victorian club and request we swap the 1 & 2 cylinder rallies in 2034/2035. Yes, we know it is a long way off but best to do it now. Wayne suggested we contact the Victoria President Ian Berg. Seconded Trevor Farnell, All agreed.

Trevor Farnell, reported that Barry Dowton is not well. Our thoughts are with both Barry & Vicki.

Peter Arnold said that he had heard a rumor that a committee had been formed and a rally already organized for the Club National event in 2019.

Rhonda answered, stating, no there was no committee, that there was a request through the club minutes a few months ago for someone in the club to come up with an idea and to form a committee. To date there have been no suggestions and no offers.

Kevin Brooks suggested Goondiwindi, as a future destination for a National Rally. As we have no club members living in the area, is anyone interesting in forming a committee and organizing the next National Rally.

Glynn Hackshall – had contacted Hazel, asking her to let the club members know that the Church next door is holding a Christmas Carol night on our grass down the back on the 20th December, and club members are welcome to attend.

Bob Burley wished everyone a very Happy Christmas and we look forward to the Big 4 Rallies in 2016

Meeting closed 9.25pm

Rhonda Guthrie. Hon. Secretary

Webmaster's Report.

Am I actually a Luddite? The outfit whose software we use to create and maintain the website is urging me to upgrade to a newer/better/easier/more splendid version that will "transform everything". Well, my career was in the IT world and the very first thing you learn is to NEVER be the first with the latest unless the consequences are irrelevant. So I'll resist the charms of these snake oil salesmen and wait a while to see how things settle out.

From the foregoing you'll realise that I have absolutely nothing to talk about this month, except to say that by good fortune and clever manoeuvring I was able to meet David Ford (of Stanthorpe fame), who just happened to be in Dunedin when we stopped there for a day on a cruise a few weeks ago. He is doing the mechanical restoration of a veteran Sunbeam for a client and has recently acquired enough bits of another to contemplate building his own. He in turn took us to meet Colin Pearce, one of the great identities and rally drivers of the NZ veteran car world. Colin has restored three 12-16 H.P. Sunbeams: 1911, 1912 and 1914 and they're lovely. Although he was a substantial contributor to the book I co-authored on these cars, I'd never actually met him! We spent a very pleasant morning with Colin and his wife Joan, going away wishing we'd been able to hang around for the big Vero rally in a few weeks' time.

Final note: you can now find lots of information regarding this year's National (Ulverstone, Tasmania) on the Events page. Maybe both Spirits of Tasmania will be back in action in time.

Peter R.

President's Report

Happy New Year to all. The committee has held its first meeting and the Club will be busy. As usual there were a few things unfinished so they are going to be attended to asap.

The Annual Memorial Run is going to be run as below, with the change that you can come in your modern as it is in Ashgrove.

It will be a morning tea so bring something to share and a short run might be on after, so if anyone is interested, decide on the day.

Do you realize 58 years ago it was 1958 do the math, - good, now you're awake.

Team VCCAQ are going to be busy this year, **we are all** going to be hosts to other Clubs, with our Four planned rallies, plus some clubhouse functions, so please have your cars ready, and your accommodation booked! You haven't entered, what! Get that form out and fill it in now! Then ring for accommodation now...

The various Rally Organizers have assured me that it is not going to do a Goulburn and rain! (that statement could bite me on the fleshy bit) - na' we're talking about Sunny Queensland! Leave the tops down!

For anybody who hasn't been to the Club, we have secured fifty five comfy chairs for the verandah, outdoor dining area. Thanks to Geoff and Melanie from the Triumph Sports Club. Hazel and I borrowed a trailer, went to Clayfield, loaded up, delivered to Carindale, took the old ones to the tip at Dakabin - 80ks - 2 bridge fees -done and dusted.

At the Committee Meeting on Monday I noted that the elves had cut the grass over the break - as a guess one elf owns a Mercedes and the other a Metz.

See you all at the February meeting,

Bob Burley.

Coming Events

21 February Annual Memorial Run (Jointly with the Vintage Car Club). A visit to John and Wendy Wagstaff's Toyshop.

John & Wendy from the Vintage Car Club have kindly invited us to inspect the contents of John's "TOYSHOP" at 10.00 am. They will provide tea and proper bean coffee, so bring cake or biscuits to share and a cup.

John is making special arrangements with his neighbours to facilitate parking of many vehicles. It's OK to attend in your modern car for ease of travel if you wish.

You need to let Russell know (3893 3414) if you are coming to this event, and he will give you the address and directions.

The cut off date to let Russell know is the 10th February.

Editor's Note:



Newer Members may not know the origins of this Event. Following Howard Kenward's death, Alison proposed and organized a joint Veteran/Vintage Club Beachside Breakfast Run in his memory ["Howard's Breakfast"] at Suttons Beach in February 2012. Following Alison's death in 2013 it was decided that this would become an annual event as a general Memorial Run to past members, and would be organized by each Club in alternate years. Howard and Alison were Life Members of both the Vintage and Veteran Clubs.

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6-11 March Dalby Rally. Update information elsewhere this issue.

10 July. RACQ Motorfest

6 August. Annual Presentation Dinner

20 August. [Saturday] Club Swapmeet From 8.30am. At the Clubrooms. Queensland's ONLY **Veteran/Vintage Swap.** Gold Coin Admission. Tea, Coffee and Sausage Sizzle available.

Club History Project

It is now over 20 years since we opened our Clubrooms for the first time. Few of the Building Committee are active in the Club these days. Even fewer are able to recount the fundraising activities in the years that preceded construction at Carindale. Most of us have no knowledge of the many meeting places used in the 60 years of the Club's existence.

This is Club history that I believe should be recorded. With assistance of those who can, I intend to document as much of this history as we can uncover. I don't envisage a glossy coffee table book, just a written document, with a few photos if available, to have in our Library.

I urge anyone with recollections, documents or photos of the early days to contact me and help record these early days.

John Day
jday3@bigpond.net.au
07 32099907
0427734350

From The Past.

The photograph below was taken in Young (N.S.W.) between 1913 and 1919.
The family's surname was Thompson.
The vehicle was used to travel from Cooma to Young on a regular basis.
No parts of this Little were ever found or located.

Alan Carpenter.



It was sad to learn recently of the fire which destroyed the historic Tattersalls Club Hotel at Pittsworth. I was reminded of our Club's very successful visit there in 2012, which was organised by Bruce Wright.

Below is a photograph of some of our vehicles lined up in front of the Hotel.

[Editor]



Victoria's 60th Anniversary Rally at Colac - Kevin Brooks

Experience has taught me that Rally Reports are like Travel Reports – if you haven't been, or don't want to go, interest is minimal; so I'll try to be brief in my ravings of what a great time we had.

Michael and Claudia Holding organised the 60th Anniversary Rally in the beautiful dairying country around Colac, adjacent to the currently-tragic Great Ocean Road. While they had in mind that "Northerners" could attend, following the Goulburn Rally and Bendigo Swap, unfortunately commitments meant only a few of us joined in the sixty or so attendants.

Joyce and I have never travelled extensively in the Colac area and found the daily routes to be an absolute delight. Michael had previously told me he had the weather under control and as we rose each morning to misty rain, we had our doubts. However, true to his word, his "organisation" saw the weather lift to glorious days. Unlike the Goulburn area with its many hills, the Colac district has miles and miles of great cruising country through districts developed early in Victoria's white settlement.

One day saw us passing dry stone fences on and on, reminiscent of Scotland or Ireland, and we marvelled at the patience, the skills, the hardships –and perhaps the boredom – of constructing these lasting monuments to a bygone era and pioneer. One drive took us past a quite-huge, magnificent brick church, complete with a round, impressive, stained-glass window, not unlike that in Notre Dame Cathedral. It stood, as it were, in the middle of nowhere and we puzzled at this. An informative talk by "a local" later in the day supplied the answer.

The area had once been a great potato producer and the many Irish settlers had made their contribution to the church, which was, of course, Catholic. (I should be careful in my cynical comments –but hey, you know me – so I must say that here stood one more example of the church flourishing – as I've seen in Ireland and Poland –while the people struggled to survive.) Eventually disease in the potato crops was responsible for the industry's demise and while packing continues, the potatoes are imported to the area.

That day we also came upon a mysterious few miles of conical hills and conical hollows, a veritable "moonscape". The aforesaid local supplied the answer here too. In ancient times, there was more volcanic activity here than any other part of Victoria and we were seeing the results. Apparently until the 1970's, there were three lakes in my "conical hollows" but they mysteriously disappeared, never to return, despite sufficient rain. One theory has it that constant irrigation has lowered the underground water table so "the plug is permanently pulled".



I mentioned dairying earlier, and it was interesting to us former country kids, to see so many Jersey herds and their occasional sturdy bulls with their black chests and faces. So much of S.E. Queensland has now been given over to beef cattle that it was a change to see these little golden-haired cream producers.

Happiness is a car –especially a veteran – running well and one day I was thinking this (not even speaking it –too suspicious for that) and enjoying the drive when the Buick cut out, dead! To behave like that, it had to be spark and I instantly thought my coil wire had fallen out. Wish it had! Much playing around by me and various "puller-uppers" proved that the coil had great spark and the points were okay, yet nothing arrived at the plugs?? A cracked distributor cap? Tried another – nothing! Eventually I produced from under the seat, an old rotor button. Vroom! Away she went!

Obviously the rotor button was cracked and tracking down the shaft but there was no sign of crack or track, and why would it give up the ghost mid- morning on a sunny day and not back at the damp start of the day? Ah! The mysteries of motoring! That rotor has now been despatched to the garbage and I must put another under the seat.

Being a man of poor means, when I was filling in the entry form, I had hesitated at the cost of several meals. During a phone chat with Michael, he mentioned the culinary skills of one particular chef and urged me to sell the family cow and pay the money. We were not disappointed. The meals, the locations, the company, the drives made for a great extended weekend of rallying. There, despite my pledge, I have raved on and this sounds more like a travelogue than a rally report but the drives were just so beautiful. We had a great time and if ever Victoria needs a location to run a National, this could easily be it – and I'd gladly do it all again. Wish you'd been there to share it!



*Pennyfarthings
at Beeac*



A LITTLE NOTE ON BENDIGO SWAP:

How often have we been to a swap and found nothing we needed. I have often joked that once I drove all the way to Bendigo and came home with a packet of washers –true! Well this time, while I had a want list, the only thing on the need list was an original indicator switch for my newly acquired Sunbeam Alpine. Found two of what I thought to be correct, at a stall within ten minutes of arriving -\$25 each. "Googled" the part number and it checked out okay but the black lever that I felt should be chrome, bothered me - but I bought one anyway. That evening I got to thinking: there's a nylon part in this particular type of Lucas switch that, whether it be Jaguar, Rolls Royce or just little old Alpine, is prone to breaking; and while my mate Allan used to sell them for a few dollars, you can buy one on Ebay now for \$90 – that's the nylon part I'm talking about, not the switch!! So, after much deep thinking, I decided I should have the second switch just for the part, even if it's the wrong switch; and if it's the right switch, it's easier to replace the switch than to fit the part. Back I went next day and of course, it's gone! Added to the misery, it is the correct switch and it's in the car and workingand almost daily when I use that indicator, I remark to Joyce, "I can't believe I went to Bendigo and got the only part I really needed."

* * * * *

WANTED BACK my 15mm MINIMAX RING/OPEN-ENDER. I may have helped a Member at some time and ended up with his 15mm DROP-FORGED MADE-IN-JAPAN ring/open-ender. Mine was part of a MINIMAX tool set won years ago and has sentimental value. If you have such an 'orphan' Minimax 15mm spanner in your tool box, I'd love to swap it back thank you! KEVIN BROOKS 0412720035

Colac Rally Report – Rhonda and Ross Guthrie

Another beautiful day in Colac – well not exactly, I think it drizzled with rain every morning of the Rally. I'm beginning to think this is normal weather for Victoria.

Ross decided to brave the weather and travel in our 1912 Austin today, made sure we had all the wet weather gear, and warm coats. I was very impressed how the Victorian entrants arrived each morning prepared for whatever the weather produced. Hail rain or shine they were ready, and their veteran vehicles never missed a beat. It was great to have this opportunity to know our fellow veteran enthusiasts. Those of us who ventured south for the celebration of the Victorian Club's 60th Anniversary really enjoyed our time in Colac.

As we travelled along the beautiful countryside roads the weather cleared so yes, another beautiful day in paradise (well Victoria) - we all know Queensland is paradise.

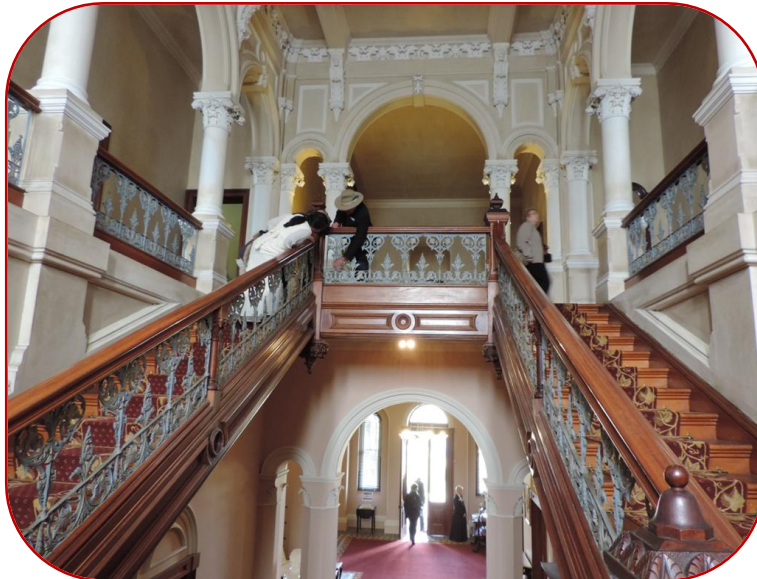
As usual we were well catered for with our morning tea in Dean Marsh.

Next was lunch stop. No I don't want to talk about the lunch but the most beautiful historic home I think I've ever had the pleasure of exploring. It was built for Mr. Austin (no not the car builder) and his family. Just outside Winchelsea.

We were told the history of the home but unfortunately I can't remember much except that he arranged for the architects to design and arrange the building of the home, whilst he and his wife went back to England for 18 months. When they returned they brought with them enough furniture to furnish the complete home.

It was like walking onto the set of *Antiques Road Show*. The furniture was just fabulous – See some photos below (I took lots). And the china well you just have to see it to believe it all.

Lunch was quickly enjoyed so we could explore this magnificent building. In just about every room there were stuffed rabbits, I needed to know why. Apparently Mr. Austin was the person who imported the rabbits into Australia for the sport of shooting them. Unfortunately I don't think he realized just how quickly they would breed.





[All above photographs are those of Rhonda]

On our return journey to Colac after lunch, I kept saying to Ross I can smell rubber, but as the car was going quite well he was not going to stop and check it out. We all called into the small village of Girregurra.

I wandered into a small shop with all sorts of goodies and found Kevin and Joyce Brooks there already checking out the specials. By this time Ross had lifted the bonnet, YES there was a problem, well, just a small one, the fan belt had broken. I went back to the shop I had just visited asking if the lady sold stockings. Naturally she asked why I needed stockings, when I explained we had broken our fan belt and needed a pair of stockings to get us back to town, she replied I live next door I'll just go and get you a pair, and she did. So we travelled back with one leg of black stockings, we still have the other leg for future use.

We travelled to a winery Saturday evening to enjoy our final formal part of the few days. It was interesting to see just how relaxed and friendly everyone had become over the past few days. Our few days of country veteran motoring were enjoyed by all.

Colac Sunday 22nd

Today we decided to travel modern, not wanting to take a chance with our black stocking. The rally instructions took us to Red Rock Lookout. The views from here were great, you could see all the way to the ocean (well I think it was the ocean, maybe not just Lake Colac). Morning tea was enjoyed by some at the local winery at the bottom of the lookout hill.

More relaxed country driving and we arrived at Beeac to be greeted with a couple riding penny farthing bikes well the man was and the lady was riding a similar version but suitable for a lady. It was fascinating to watch them, apparently they knew we were coming to town and came out to greet us.

[See photo under Kevin's report]

Lunch was served at the Beeac Hotel. As there were about 120 people it took a while to receive our food. But believe me it was well worth waiting for. Delicious.

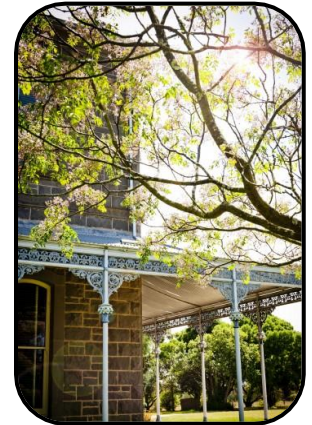
We travelled slowly back to our accommodation, due to the huge lunch we had just enjoyed to commence packing up. Yes, unfortunately our veteran adventure into the Victorian countryside was over.

On behalf of the Queensland Veteran Club Members who attended, thank you to the Victorian Veteran Club for allowing us to participate in your 60th Anniversary Celebrations. We look forward to meeting you all again at one of the future Veteran National Rallies or Special Invitations like we have recently enjoyed.

Rhonda and Ross Guthrie.

Editor's Notes:

I was fascinated by Rhonda's description of Barwon Park, so decided to do a little research. Here's what I found:



"Barwon Park is an authentic bluestone mansion and stables set in a sweeping rural landscape."

Embarrassed by having to entertain the visiting Duke of Edinburgh at an undistinguished homestead, pioneer pastoralist Thomas Austin and his wife Elizabeth built this lavish 42 room mansion in 1871. Thomas Austin died just six months after it was completed, but Elizabeth lived at Barwon Park for many years and became a noted philanthropist.

"English born Thomas Austin arrived in Australia in 1831 and settled in the Western District of Victoria in 1837. Taking up land near Winchelsea of 12,000 hectares for grazing sheep and training horses, he named it Barwon Park.

A member of the Acclimatisation Society of Victoria, which introduced new animals and plants to the colony, Austin brought from England hares, blackbirds and partridges.

In 1859 he also brought 24 rabbits to breed as game for his shooting parties.

Although welcomed at the time, Austin is now blamed for introducing this serious pest to Australia."

The house then passed into the hands of the Batson family who later bequeathed it to the National Trust".



* * * * *

Driving@Dalby -6th -11th March -

Quite a lot of driving has been done at Dalby in preparation for the entrants for the first of the 60th Birthday Celebrations for the Club. Driving routes have been organized to keep our veterans (cars and drivers) off the main highways and gravel roads wherever possible. The folk at the Tourist Park are eagerly awaiting our arrival and are happy to comply with any requests we have made including the possibility of a camp fire one night.

Registration will be at the Tourist Park from about 4 pm on Sunday. A couple of sponsors have been approached to help with one or two meals but this is not definite at the moment. Tours each day will cover approximately 100 kms. Choose to dress in period costume for our Tuesday visit to Dalby School and historic Jimbour House.

Wednesday is planned to be a modern vehicle run to the Dalby Cattle Saleyards and the Bunya Mountains National Park.

If you are unable to come for the five days we would be happy to welcome you for any part of the rally provided you let us know what your plans are.

Off to the planning department now and looking forward to seeing you in March.

Wally and Bev Lanagan

The 2015 London to Brighton Run.

Our first London to Brighton was in 1989 when we shipped our 1904 De Dion Bouton from Brisbane to London, at that time we took our two youngest boys Luke 6 years old, and Kevin 5 years old, along with us. There is a lot of logistics and dare I say funds that are required to bring a car and family over from Aussie and I look back now and wonder how we ever did it . At that time it was planned as a one off lifetime experience.

Anyway that proved to be incorrect because in 2010 by chance I met Alan Kelso on one of my work related trips to North America. Alan convinced me that it was a good idea to buy a 1903 Grout steam car that he had, he also managed to include in the sale a 1911 Stanley Steamer. I really fell in love with the Grout as it was a very original car with a lot of documented history going back to its first owner. The plan was that the Stanley would come to Aussie and we leave the Grout at Alan's place until late 2011. We then shipped it to London and ran it in the 2011 London to Brighton Run . That year we won the people's choice at the Regent street concours which really did make that trip very memorable. The people's choice is based on best period dress and most original car. Also whilst in London I had the Grout dated by the VCC. It then made the long voyage to Aussie where it has been a local attraction in our town, Bundaberg. You could say that it has travelled the world.

For the 1989 Run my wife Jenice made all of our period costumes, which we took along with us. When the Grout plan came along, Jenice went about making the costumes for the 2011 Run. This took almost a year but her efforts paid off when we won the people's choice at the Regent Street show. Jenice has made new costumes for every run we have done since and the time and effort always shows when we look back on the photos. I do think this last Run was her best effort as she had to dress up Kevin who is now 32 years old.

When we got to Brighton at the finish of the 2011 Run in the Grout and after a few beers we thought it would be a good idea to find another car and do it again. So Alan went back to the U.S. and found a 1903 Cadillac Tonneau in very original condition and also with history. We brought it over for the 2013 LB Run and we did it again in the Cadillac in 2014, and on this occasion our son Kevin came along with us

After the 2014 Run I had pretty much decided that we had done enough Brighton runs so I sold the Cadillac to some Aussies.

The thought that it was our last Run was proven to be wrong when my friend Alan rang me earlier in 2015 and said he had found a nice 1901 Locomobile Surrey. The history of this car is that it's restoration commenced 32 years ago by Mr Temple Baldwin for a Mr Paul Hunter of Seattle USA. The car had been badly damaged by fire the restoration included a new boiler and engine overhaul, however the final piping was never completed so the car had never been run. Alan's idea was that we buy it and ship it to his place and he would pipe it up and commission it and for this favour he would then come along with us on the run as the engineer. To get this approved through the home finance committee my son Kevin had to convince his mother that buying another steam car and doing the LB run was a good idea. Well his charm worked and we went ahead with the plan. Alan being an old steam man completed the piping and on its first steam up it ran perfectly. The Surrey top had not been restored so Alan cleaned up all the metal struts and sent them off to be re-nickled and he made a new top complete with a Surrey fringe.

Well Jenice set to and made another set of period clothing which we took with us to Alan's place in Pennsylvania and after some testing in early September we shipped the Locomobile off to Felixstow . After going to Hershey we then went on to London.

We had a couple of days of commissioning trials at South End where the car is stored. We then met our transport in Hyde Park early Saturday morning where we steamed the Locomobile up and after driving back to our Hotel to pick up Jenice we went on to the Regent Street display day in all of our 1901 period dress finery. It was a lovely day and it is something to remember driving a 1901 steam car around the centre of London particularly for an Aussie.

Early Sunday morning we were all dressed up early, and went down to the car. Had it running within thirty minutes, than steamed off to Hyde Park as Entrant no 97.

The fog made for an eerie start, in fact it stayed until late morning . We had a great start, what a feeling steaming past the Palace and then over Westminster Bridge past Big Ben and on our way . We reached Crawley without any hiccups, and stopped for the very fine hospitality.

Some 6 miles after Crawley we heard a knock and after some checking found the piston rod had screwed loose from the Con Rod. This was easily fixed but for whatever reason we didn't notice the top con rod pin was also loose and screwing itself out. A couple of miles further on, the pin came out and the con rod was

bent into a "U" shape. I thought that this was a fatal injury and had given up but Alan the engineer had different ideas. He pulled the rod out and with a hammer started to straighten it on the concrete footpath. To my great surprise after a good hour of bashing and trying, he fitted the con rod and the car was steamed up and off we went. To lighten the load on the engine Jenice and I got into a car following .We figured we had about 12 miles to go including both the hills so with Kevin driving and Alan tending they kept the speed limited to about 10mph just to favour the faulty con rod .

All went well till the top of the last hill at 10 mph it was difficult for the engine driven water pump to maintain water level, so a combination of the steam auxiliary and hand pump was used. On the second hill the burner fuel was increased to provide more steam as the auxiliary water pump was being used. Increasing the burner fuel was not a good move as when the car reached the top of the hill the excess unburnt fuel caught fire in the exhaust. With us immediately following, this fire was pretty scary particularly as it was hot enough to make the cane basket at the rear of the car catch on fire. The extinguisher was in the cane basket, and this added to the dilemma. Anyway Kev and Alan made the correct decision to keep the car moving and blow the fire out. Alan was able to reach into the back seat and get a water bottle that Jenice had left and he put what remained of the basket fire out.

After a stop to clean the mess up, the fire had made of the basket, and to the paintwork at the rear of the car they steamed on and crossed the line at 28minutes past 4PM.

I would have to say that it was our most eventful London to Brighton Run. It was so nice to cross the line and have the warm mulled wine even though most of the crowd had started to go home.

The nicest thing for us was that after all that happened Kevin came up and said that after doing his first London to Brighton as a kid in 1989 and then to come back and drive it in 2015 was a lifetime experience for him.

Well we have left the car in storage at South End. Alan went back to Pennsylvania to look for a new con rod and we are back in Aussie. The big question is will we do another LB run or was 2015 our last. I can say in closing that for whatever reason the London to Brighton Run has to be one of the world's greatest old car rallies.

Chris Sorensen



Ford T Rally Condo 2015



The rally was born from an idea of John Hasson of celebrating his "Lizzie's" 100th Birthday with a party. So from Friday 2nd to Monday 5th October 2015, 21 Model T's from around the country gathered in Condobolin (affectionately known as "Condo" by the locals) for the celebration - a fun and friendly weekend taking in the sights of the Central West of New South Wales. For those wishing to stay another couple of days, outings were also organised for Tuesday and Wednesday.

Friday. Everyone gathered for the welcome reception at the local RSL on Friday night for a "finger food" dinner where Lesley, the Council Community Events Officer (and also a member of the Club) gave us an introduction to the history of the town, past and present. The President of the Condobolin Car Club also welcomed us to the area.

Saturday was an opportunity to see what Condobolin has to offer.

A display at the Condobolin Community Centre was organised for the morning to give the local towns people an opportunity to admire these wonderful old vehicles, and it was great to see so many turn out for this event. There were small children with their parents through to the seniors who loved to reminisce about the cars their parents owned or they themselves owned.

While at the Centre, entrants took advantage of the sumptuous morning tea provided by the ladies of Condobolin. Lesley took all those interested on a tour of the Centre which is an old hotel that is now used as the hub for the local arts and crafts and is slowly being restored to its former glory by the Council.

Then an intrepid lot walked to take a visit to the local historical museum, viewing the display commemorating the 100 year anniversary of the landing at Gallipoli. Following that, a tour of "The Lachlander" newspaper museum to view the old printing presses and machines which are no longer used. And of course, all the ladies scoured the shops for bargains.

At midday, we all "followed the red ute" to the local Wiradjuri Study Centre for lunch. Rising out of the red Condobolin earth, the Wiradjuri Study Centre is a remarkable place - both for the things that go on here, and its striking appearance. It's a circular complex of buildings made by hand from compressed earth bricks by the local youth. It's a place where new ways and old are blended together. Ali Coe gave a very informative talk on what the Centre does at present and what they hope to achieve in the future for engaging the youth of the district in obtaining employment opportunities.

We then travelled to the Railway Museum and several of the blokes were seen fossicking through the sheds. Onward and out of town to visit a garden walk at 'The Gums' - a wonderful retreat and time to reflect and have a rest amongst the beautiful surroundings. Back into town and a break for afternoon tea and to admire Ton & Tona Pitt's garden. Although small in size it held an array of beautiful roses, vegetables and a greenhouse full of lush plants.

To cap off the day, we travelled to Perram's, where a very proud owner showed off his collection of tractors from times gone by. They are all in working condition and we were treated to a few which were started up for the occasion.

Sunday. It was time to give the cars a run. After a stop at the Moonbi Hall for morning tea, it was a leisurely drive on to the village of Bedgerebong situated on the Lachlan River.



We were joined by members of a vintage motor bike rally that had travelled out from their base in Parkes for lunch. A very impressive display of model helicopter flying by one of the 'bikies' was enjoyed by all. On our return journey we visited the "Utes in the Paddock" display at Ootha. This outdoor gallery of 21 Holden utes of varying ages features some of Australia's best known artists in a tribute to life in the outback. This was a round distance of approximately 170km and unfortunately the Spackman's 1913 Roadster had to be towed home.

Owing to the fact that several of the entrants were leaving on Monday afternoon, the Presentation Dinner was held tonight and a merry bunch of people gathered together for a great night. Presentations were made to all owners of 1915 Model T's (Tom Callow, John Hasson, Ted Clifton, Trevor Farnell, and Steve Fleming). Five trophies were also awarded. *The People's Choice Award from the display day* - Peter Murphy; *Travelled the longest distance* - John & Lesley Smith; *The oldest vehicle*-John & Alison Day; *Best Commercial Vehicle* - Peter & Sandra Shaw. *Hard Luck Story* - John Hasson-his 1915 Model T didn't make it past the 1st day....a bit too much for the poor old girl on her birthday!!!

Thanks were also given to the local businesses that had been generous in their support of the rally and also donated gifts for every participant, a very gracious gesture considering the plight of all people in the rural sector at present who are struggling

Monday. An early start saw us heading south to the Lake Cowal Gold Mine, a distance of 100klm, 37klm being on unsealed corrugated road. After morning tea at the Conservation Centre we were transported by bus for a tour of the very impressive open cut mine site. Several ladies, including myself, picked up small rocks only to discover it was pyrite (fool's gold). Well as they say...it's back to the mines to work!!! Nevertheless most of us took a souvenir and we travelled back to the Conservation Centre for a photo shoot and finishing with a bbq lunch.



We returned to Condobolin, again on some gravel roads, via Burcher where a welcome break was taken at the Burcher Hotel with a cool ale or two and a tall story from one of the locals. This was the official finish of the Rally, but thanks to the Condobolin Club they organised another 2 days of rallying for those who wanted to stay on.

Tuesday. At 8am, our intrepid tour guide John Hasson (in his Mercedes) led us for a trip to the "chapel in the bush". Some people must have been 'in the know' as only the Callow's, Wassmuth's and Smith's drove their Model T's, with 3 others choosing to go modern. "Christ the King" farm chapel is located 50km west of Condobolin and we had to travel 18km down and a very corrugated dirt road. After the previous day's jolting along the Lake Cowal road, it was almost too much for Les Wassmuth, who proclaimed he was not going any further if it was not over the next rise. But low and behold standing beneath the highest peak of Mr Bolo, there stood this magnificent circular shaped building, with a bronze cross on the roof. Built at a cost of an estimated \$1.4million (some commenting that some of the money should have been used for the road), it truly is a wondrous sight to behold surrounded by homesteads and outbuildings of the farm which produces organically grown wheat, oats and spelt next to grazing pastures for sheep and cattle. We were warmly greeted and shown inside to view the ornate fresco adorning the ceiling of the dome shaped roof. We then had to make the return trip down the dreaded dirt road, and across to Tullibigeal where the CWA ladies plied us with another sumptuous morning tea which was much appreciated. Having been sufficiently fortified, we travelled in the very hot, windy conditions to Lake Cargelligo for lunch after which we all travelled at our leisure (guided of course by our trusty instructions) back to Condobolin.

Wednesday. Organised by Tom Pitt, who was our guide for the day, the proposed 200km trip to Forbes in our Veterans in the hot and dry conditions did not bear thinking about, so we all agreed to travel together in our moderns (we are a wimpy lot sometimes!!) We visited the McFeeters Motor Museum. **What a highlight...**certainly a feast for the eyes being amazed by the collection of wonderfully presented cars along with mannequins dressed in the era, and with a gift shop, café and cellar door, something to please both ladies and gentlemen. We travelled back Via Yarrabandai after lunch.

And so ended our 6 days of rallying in the wonderful and friendly town of Condobolin and surrounds. I'm sure I speak for everyone who attended we had a WOW of a time, which just goes to prove that despite the weather and road conditions on some days the "T"s can still handle it....

Thanks so much once again to the Condobolin community for welcoming us all and at this point, we should thank the Condobolin Car Club and all the Community Hall volunteers in each centre for their efforts in making sure we were well looked after at all our morning tea and lunch stops. The homemade sandwiches, cakes and delicious lunches ensured we all left the district a few kilos heavier.

Chris Wassmuth

RALLY ENTRANTS

Name	Address	Vehicle
Day, John & Alison	Logan City, Qld 4128	1910 Tourer
Parry, Colin & Searle, Floris	Kariong NSW 2250	1911 Tourer
Spackman, Kevin & Narelle	Tumbi Umbi, NSW 2261	1913 Roadster
Ahern, John & Doreen	Pearce, ACT 2607	1913 Tourer
Smith, John & Lesley	Mukinbudin WA 6479	1914 Tourer
McGrath, Laurie & Marcia	Port Macquarie, NSW 2444	1914 Tourer
Hassan, John	Condobolin NSW 2877	1915 Tourer
Callow, Tom & Jan	Home Hill, Qld 4806	1915 Tourer
Farnell, Trevor & Janette	Edens Landing Qld 4207	1915 Tourer
Fleming, Steve	Camden, NSW 2570	1915 Tourer
Clifton, Ted & Margaret	Macarthur, ACT 2904	1915 Town Car
Wassmuth, Les & Christine	Ayr, Qld 4807	1917 Roadster
Southwell, Kingsley & Cynthia	Wallaroo NSW 2618	1920 Ute
Heinrich, Bruce & Joan	Lucknow, NSW 2800	1923 Roadster
McDonald, Jade & Burrows, Brydie	Goulburn, NSW 2850	1923 Truck
Murphy, Peter	Wagga Wagga, NSW 2650	1924 Speedster
Shaw, Peter & Sandra	Moss Vale, NSW 2577	1925 Tow Truck
Morgan, John & Callan, Gwen	Jones Manor, Condobolin, NSW 2877	1926
Burrows, Barry & Julie	Goulburn, NSW, 2580	1926 Roadster
Senz, Robert & Joy	Frederickton, NSW 2442	1926 Roadster
Collins, John & Joan	Cootamundra, NSW 2590	1927 Tourer

Two Dollar Coins And A Five-Dollar Note



A young boy enters a barber shop, and the barber whispers to his customer, "This is the dumbest kid in the world. Watch while I prove it to you."

The barber puts a five-dollar note in one hand and two one dollar coins in the other. Then he calls the boy over and asks, "Which do you want, son?"

The boy takes the two one dollar coins and leaves the five-dollar note.

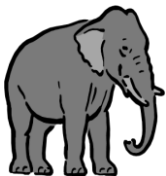
"What did I tell you?" said the barber. "That kid never learns!"

Later, when the customer leaves, he sees the same young boy coming out of the ice cream shop and says, "Hey, son! May I ask you a question? Why did you take The two coins instead of the five-dollar note?"

The boy licked his cone and replied, "Because the day I take the five-dollar note, the game's over!"

A Conundrum for Seniors

HERE IS THE SITUATION:



You are on a horse, galloping at a constant speed.

On your right side is a sharp drop-off.

On your left side is an elephant travelling at the same speed as you.

Directly in front of you is a galloping kangaroo and your horse is unable to overtake it.

Behind you is a lion running at the same speed as you and the kangaroo.



What must you do to get out of this highly dangerous situation?



[Answer will be in next month's issue]

