

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

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

VETERAN TORQUE

DECEMBER 2018



*Town Crier Syd Norman with Life Member Hugh Kimlin
ready to perform the symbolic tearing of the red flag.
[photo : Ross Guthrie]*

COMMITTEE MEMBERS OF VCCA(Q) 2018-2019

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

President:	Peter Arnold	07) 3298 5539	email:	parnold4@bigpond.com
Immediate Past-President:	Bob Burley	(07) 3886 0059	email	bowtie@aapt.net.au
Vice-President	Syd Norman	0427 452 261	email	syd.norman@bigpond.com
Treasurer	Steve Forster	0487 267 777	email	ashmick@westnet.com.au
Secretary	Hazel Burley	(07) 3886 0059	email	secretary.vccaq@gmail.com
Events Co-ordinator	Albert Budworth	0429 780 980	email	albertdianebudworth@outlook.com
Property Director	Russell Massey	(07) 3893 3414	email	vvancode@inet.net.au
Committee Members:				
	Glynn Hackshall	(07) 3208 2687	email	daghack@bigpond.net.au
	Carolyn Robinson	(07) 3201 1986	email	redbubble@picknowl.com.au

Honorary Life Members

RACQ Phil Fletcher Hugh Kimlin Grahame Wilkinson

Webmaster **Peter Ransom** (07) 3359 2671 email pjransom@westnet.com.au

Qld Delegate to National Body **Peter Arnold**

Club Delegate to QHMC **Albert Budworth**

The Club holds its meetings on the first MONDAY of each month (excluding January). Meetings are held in the VCCA(Q) Clubrooms at 1376 Old Cleveland Road, CARINDALE. (Corner of Old Cleveland Road and The Gateway Arterial Road – Refidex Map 182 E5).

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

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

The Club website is: www.vccaq.com

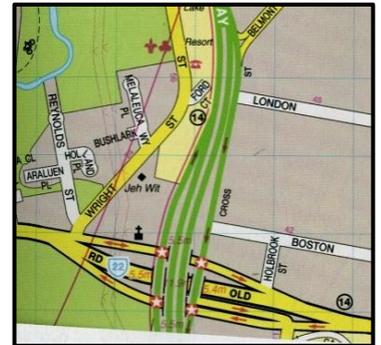
Membership fees as from 1 July 2018 are:

Full Membership (single): \$ 67 Joint Membership \$.74

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 \$10 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 (Hazel Burley) at the address below.

All articles for publication in "Veteran Torque" must be with the Editor

by the 20th of each month.

Please send contributions to:

Carolyn Robinson, 8 Thoona Close, Karana Downs 4306

Ph.(07) 3201 1986; email: redbubble@picknowl.com.au

All other correspondence to:

The Secretary, VCCA (Q) Inc.

1376 Old Cleveland Rd, Carindale Qld 4152,

email secretary.vccaq@gmail.com



President's Report

It is starting to heat up again and our events are starting to slow down but the London to Brighton Run in the Sub-tropics was a great success. We have received a letter from a lady in London Road thanking us on behalf of the residents saying that it was the most exciting thing to happen in the street for ages. We have also had really good feedback from members of the other clubs that attended. Perhaps we should choose an event each year where we invite members of other clubs to join us in their veteran or vintage cars. The event certainly proved to me that we can successfully and safely rally our cars in areas of Brisbane on the weekends.

While on the subject of inviting other clubs, the 5th March next year will mark 25 years since the then Governor of Queensland, Her Excellency, Mrs. Leneen Forde officially opened the club rooms. It was a fine spectacle with over 150 vehicles on display during Saturday and most returned on Sunday for the rally which visited similar bayside places to our last London to Brighton. It would be fitting to mark this occasion with an invitation function on Saturday 2nd March.

At the AGM of The Association of Veteran Car Clubs in Australia (TAVCCA) held at Forbes the role and future of the Organisation was discussed. Its' role of coordination between the member clubs and advocacy for the clubs are two very important considerations. It is not easy for the Association to perform these roles when it is not well known by members of its member clubs and only meets once a year at the National Rally.

A number of actions were agreed, 1) That the TAVCCA name be promoted within the clubs, particularly on national events hosted by Clubs under the auspices of TAVCCA such as National Rallies to promote the Association to our own members. 2) Look at the practicality of modifying the website to allow advertising of vehicles, parts and services nationally. This may require changes to the hosting arrangements as it is co-hosted under the Victorian website and would require a dedicated webmaster. 3} Start preparing the Roster of Members in a format compatible with converting to an on-line availability, subject to hosting issues with the website. The roster will be produced in a printed format during this current year.

The issue of advocacy is a more difficult one to address and it was decided to set up a national working party to investigate the future role of the Association and how it could operate. Resources and funding are probably the major limiting factors that need to be overcome and partnering with competent existing groups could be the answer.

Don't forget the last function for the year will be the Christmas Party on 15th and we hope to see as many as possible on the night resplendent in red, green and white.

It is customary for our December meeting to be more of a social function. We ask you to bring a small plate of goodies to add to the table for supper and I will endeavor to have a short meeting to allow time to socialise.

On behalf of Lyn, myself and your Committee we wish you a very merry Christmas and a safe and prosperous New Year.

Peter Arnold

An elderly gentleman had a serious hearing problem for a number of years. He went to the Doctor who was able to fit him with a hearing aid that gave him close to 100% hearing. After a month he went back for a check-up. *"Your hearing is almost perfect", the Doctor said, "Your family must be really pleased that you can hear again".*

The gentleman replied: *"Oh, I haven't told my family yet, I just sit around and listen to their conversations. I've changed my will three times!"*

Minutes of the Six Hundred and Fifty Fifth Meeting of the Veteran Car Club of Australia (Qld) Inc. Held in the Clubrooms at 1376 Old Cleveland Road, Carindale. Monday 5th November 2018

President Peter Arnold welcomed everyone, thanked them for their attendance, Meeting commenced at 7.35pm.

Apologies: Russell & Susan Massey, Frank & Kathy Muggeridge, Erik Larsen, Trish Hanley, Jan Sims & Dulcie Wilkinson.

Visitors: nil

Attendance: 44

Minutes of the September Meeting: Minutes as published in the club newsletter were taken as read. Hazel Burley moved that they be accepted as a true and correct record. Seconded by Albert Budworth. Carried.

Business Arising: Nil

Correspondence:

Inward:

- Origin Electricity Account
- Spit & Polish & various other magazines
- RACQ letter
- 2 CleanZone accounts & Telstra account

Outward: Two Thank you letters to Greg & Patricia Higgins and Neal & Jan Sims. Letter thanking RACQ for their reply to article published in Veteran Torque.

Business Arising from the Correspondence:

Will meet with RACQ in 2019, will be more organised with feathers etc.

Hazel moved that the inward correspondence be received and the outward be endorsed, seconded by Syd Norman, Carried.

Treasurer Report:

Steve reported on the club accounts. Steve moved that the report be accepted, and accounts be passed for payment. Seconded by Carolyn Robinson, Carried.

Events:

London to Brighton Rally was a tremendous success, everyone enjoyed the day, looking at doing it again next year. Plaques for all the veteran cars will be presented at the end of the meeting.

20th November Dean Pranglely to give talk on Early Motoring at the Commissariat Store, William St. at 6.30 pm. Drinks and nibbles available. Ph contact 0413 435 735.

15th December Club Christmas party. Red, white & green theme.

February Breakfast event.

The Rally Committee had a meeting last Monday.

The Bankfoot House Rally was a really good weekend, because of the bad weather there were very long happy hours. The scouts are going to do the Show and Shine on the 1st December, John Day is happy to re-run the rally. Only 4 cars are available to go. Maybe do it again next year, ask the scouts, Albert to call Rachael and inquire. Many thanks to John & Alison Day for the fantastic rally also thanks to Albert Budworth for the most enjoyable London to Brighton run. There was very positive feedback from the other clubs that attended, it also proved that we can use our veteran cars around town. Phil Fletcher had suggested a rally on the northside of town. The Forbes National Rally was very enjoyable and very well organized, Peter to meet with the National Rally committee and the Mayor of Bundaberg at the end of the month.

Program for next year:

10th February 2019 Breakfast at the club rooms
Late April 2019 Looking for a volunteer
3-11 May 2019 Terry Lewis & Ken Wells, 2-3 days in Biggenden & 3 days in Howard
8th June 2019 No fuel day
24-28th July a week rally, looking for a volunteer.
August 2019 1 day rally to the Grease Festival organized by James Brennan
17th August 2019 Swap
Late August 2019 3 day rally, Brisbane Valley organized by Kevin Brooks
7th September 2019 Annual dinner
17-23rd National Rally
Early October 2019 1 day rally
15-28th November 2019 week rally
2-3 November 2019 London to Brighton
21st December 2019 Christmas Party

Looking for volunteers to organize rallies.

Invitation events:

26th January 2019 Bayside Restorers
March 2019 1&2 cylinder rally in Bright, Guthries organizing a 3-4 day rally in Temora.
April 2019 Easter in the country, Roma. Held every two years.
April 2019 Rally in Highfields.
17th May National Heritage Day
6-7 June 2019 Historic Steamfest, Petrie Markets
31st August to 6th July 2019 International Rally
29th Sept to 5th October 2019 Model T rally
Thanks to the Rally Committee for the yearly program.

Property Report:

Russell is away but he has a list of jobs to do. Next working Bee Saturday 17th November. Also, the midweek gathering on Wednesday 15th.

Dating Report:

Allan Lyons has given in his dating forms.

SAG Report:

House tenant is leaving on 19th November. Glynn to liaise with real estate agents, who have already started the search for a new tenant.

Webmaster Peter Arnold passed on some feedback he had received on our Club website, praising it because it's always up to date and very interesting. It is being put up as a model for other websites and Peter Ransom is to be congratulated for that. Peter Ransom requested photos of Forbes, Orange and London to Brighton rallies.

Editor Report: Need a report on Forbes rally. Congratulated Albert on the very good instructions for the London to Brighton Rally.

General Business: QVVA had a life member who was on the footpath watching the very first London to Brighton in London in 1896.

Joe Jarick showed the meeting a crank handle (or maybe a caravan handle) he had picked up in Forbes.

A copy of the Victorian new history book (Dementia Prodest) was purchased at the presentation evening in Forbes for the club library. A very impressive book with lots of history, the book starts at the inception of the Victorian Club.

Peter asked if any of our members have photos or information brochures for our club please copy them for our club history. SAG is looking at improving the library, it will be closed during renovations.

Three of our committee are looking at re-writing the club's Articles of Association, it was suggested to use the Model Rules. We need to safeguard our club to protect the longevity of VCCAQ. There needs to be a

change so that the treasurer can pay accounts via the internet. There will be a draft copy that anyone can look at.

Chris and Jenny Sorensen won Best Dressed in the London to Brighton rally in England, unfortunately they failed to proceed only 7 miles from the finish. The same problem as last year. At least this year the weather was reasonable.

A few people saw the new street numbers on our driveway, now need to look illuminating them. Thanks to Glynn for doing the job.

Show and tell- Graham Donges presented a hinged Brush con rod.

Skites- Three Qld cars are on display at The Homemaker Centre at Harvey Normans in Maroochydore, Little, Renault and the Alldays & Onions on display till December.

An air cooled Humberette is for sale, See Kevin Brooks.

Splitdorf magneto required- see Alan Carpenter. There were 9 people actively restoring a veteran. John Day showed a book by Gary Hoonsbeen everything about CDO, 600 pages.

Grahame Wilkinson and Peter Arnold had a chat about Grahame's life and his recollections about the club. Grahame is a foundation member and a Life member. In 1956 he got his father's Rolls Royce, he completely stripped and re-built the car. It took 12 years to restore. In the early days the club held two runs every year, Brisbane to Brighton and the Gold Coast Rally. Grahame was on the 1970 International Rally riding in Alan Dunshea's Spyker, which he had built the body for. Thanks to Grahame for sharing his history with the club.

Albert presented the rally plaques for the London to Brighton.

Bob Burley showed the Singer motor and the reason for the breakdown in Forbes. It was a blocked oil pipe in the sump.

Next meeting December 3rd, everyone bring a plate, will be more of a social event.

Meeting Closed 9.05 pm.

Hazel Burley.....
Secretary

Peter Arnold.....
President

Veteran Car Club Australia (Qld) Inc

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Grahame and Peter Chatting.

[photo: Pam Guthrie]



From our Webmaster

Our 2019 National Rally is less than a year away and the Bundaberg team is working hard to create an event to be remembered. Some 90-odd expressions of interest have been received to date, including a very pleasing percentage from NSW, Victoria, Tassie, SA and WA. So far only one has come in from overseas but rumours abound. Many EOIs have come to us via our National Rally website.

Our Club website currently provides multiple links to the separate Rally site. I've made it separate so that we can project a Bargara/Bundaberg/tropical "vibe", for lack of a better word. On the site you can download Expression of Interest forms, read all the Rally Newsletters and bone up on Bargara and Bundaberg. More information will be added as it becomes available.

A word. Payments. This isn't really website-specific, but as my wife Jennie is now the VCCQ treasurer I've been made aware just how her job is made easier when payments for subs, dinners and the like are made by Direct Deposit, i.e., an online money transfer initiated by you and received by the club. It eliminates the physical handling of cheques and the processes associated with depositing them. Transfer of funds is nowadays almost instant. Hazel Burley is the National Rally's Treasurer and she'll be asking everyone to pay this way if they possibly can. I reckon Steve Forster, our Club Treasurer, would appreciate it too.

Provisional Rally Programme 2019.

Date	Proposed Event	Location	Organizer
26 January			Bayside Restorers
10 February	Breakfast	Clubrooms	
March	1 & 2 Cyl. (Vic.)	Bright	Guthries (to Temora)
April	Easter in the Country		
April	Highfields		
Late April			Volunteer required
3-11 May	5-6 days	2-3 days Biggenden 3 days in Howard	Terry Lewis & Ken Wells
17 May	Motoring Heritage Day		
6-7 June	Historic Steamfest	Petrie Markets	
8 June	No Emissions Day		Albert Budworth
24-28 July	Week Rally		Volunteer required
August	Day Rally	Grease Festival	James Brennan
17 August	Club Swap	Club Grounds	
Late August	3-day rally	Brisbane Valley	Kevin Brooks
7 September	Annual Dinner	Clubrooms	Social Committee
17-23 September	National Veteran Rally	Bundaberg/Bargara	Lewis/Handley and Sorensen
29 Sept-5 October	Model T. Rally		
Early October	1-day Rally		
2-3 November	London to Brighton		Albert B.
15-28 November	1-week Rally		
21 December	Christmas Party	? Clubrooms	

Note:. Other Clubs/Invitation Events are shown in red.

A REMINDER:

If you intend coming to the **Club Christmas Party on 15 December**, please let Hazel know, and pay by/at the next (December) General Meeting.



The Theme for the Night is RED, GREEN and WHITE.



The 2018 Brisbane to Brighton Run

By the time we arrived at the Clubrooms a large group of Veteran Club Members together with those from other invited clubs driving Vintage vehicles, were already chatting and enjoying their tea/coffee and "London Buns".



Welcome from Town Crier, Syd Norman



Some Veterans at the Clubrooms



Napier, Detroit and Lorraine Dietrich



Kevin and Joyce eying the passing parade ?

Town Crier reading the Proclamation



London Road, John and Alison the first car away

The London to Brighton 2018

Veteran Club Members Chris and Jenny Sorensen with the trophy that they won at the recent Bonham's London to Brighton for "Period Costume that best matched the era of the car"

Kevin, Chris and Jenny Sorensen with their 1901 Locomobile (Entry No. 105). Unfortunately Chris and Jenny again this year "failed to proceed", In their words: "We just didn't make it again. Broke down in the same spot as last year 7 miles out of Brighton. The same pin that came loose did it again even though it had a lock it and a split pin. We are disappointed but we did win the Concours"



The Forbes National 2018 - Kevin Brooks

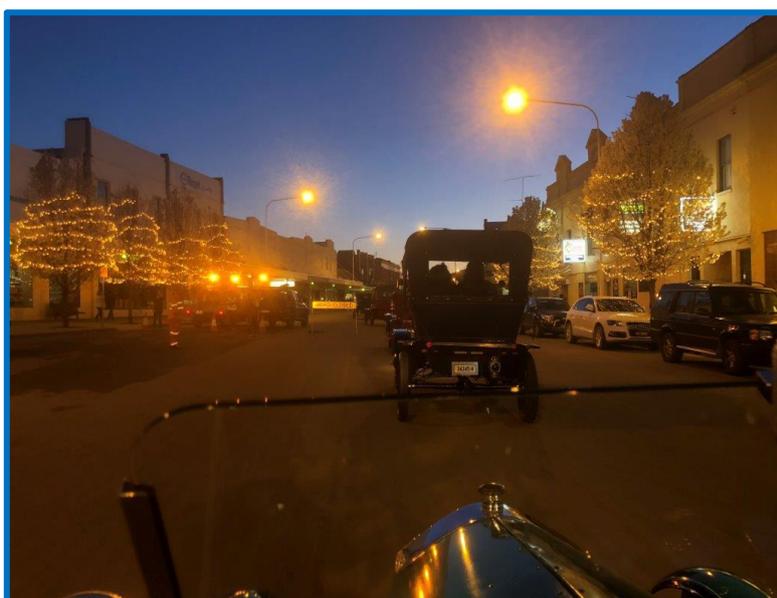
I had hoped that someone else would report on Forbes, because I had a very slanted view on proceedings, namely from the back of the field! A broken crankshaft in our Buick led to our having to take the Humberette and its being the third slowest of one hundred and thirty vehicles led to our arriving at destinations very ready for a break! Usually this mattered not except on the first day when a swarm of hungry seniors settled like locusts on the morning tea, devouring what we're told was delicious. It was hard to tell from the crumbs!

However the Rally Committee was quick to learn and thereafter the morning tea goodies were carefully rationed! I must say that John Burke and his helpers left no stone unturned in providing what was a most enjoyable rally. At times, we stragglers were fair tonguing for morning tea which, due to the area, meant sometimes that it was at the same location as lunch. No blame can be laid there, since as in Queensland, organisers are finding more and more difficulty in finding suitable locations.

Our Queensland contingent set what must be a record in our State's attendance with approximately forty entries. What did impress me greatly was the number of magnificent vehicles I'd either never seen or had seen rarely. Obviously the central NSW location was an attraction- especially for those who perhaps don't have the ease of trailer transport we locals enjoy. The morning starts, the display, the gaslight parade, the town "takeovers", gave us plenty of time both to socialize and to enjoy fine machinery. There were so many highlights, forgive me if I miss some: our welcome; the gaslight parade, the greatest since Ipswich with hundreds lining the streets and nowhere prettier than Forbes with its trees and streets alight with "fairy lights"; the sight in Grenfell of an entire street filled with cars, against a setting of period buildings; the joys of being entertained by a school marimba band at Bedgerabong; being able to stand in an elevated position at morning tea at Jemalong Weir and look down upon an oval of pre-1919 'treasures'; the final dinner with plenty of chance to socialize.



Grenfell Main Street – Tuesday [photo – Kevin Brooks]



Gaslight Parade [Kevin Brooks]



Morning Tea, Jemalong Weir – Friday [photo – Kevin Brooks]

One negative for us only, was the lack of time in the afternoons, post-rallies. Our slow and late returns meant that the Scotch bottle remained near full since there was little time to imbibe. I am proud our wee Yvette Humberette which, although spending much time on the road shoulders being passed by all, never once missed a beat in the entire week – something that my occasional unkind knockers may care to digest!!

Mentioning “imbibing” brings to mind our Inter-Club Invitation, an afternoon organised to promote our Queensland 1919 National at Bargara. While Qld Members provided a little extra in nibbles, next year’s Committee provided some samples of the Sugar Cane extracts for which Bundaberg is famous. It went very well and I know a few non-Queenslanders left with the thought that perhaps we shouldn’t be so insular in some of our gatherings.

I have “raved on” long enough. Forgive me, Queensland Attendees for unmentioned highlights you enjoyed. It was indeed a fine week and John, Graeme, Jeff and all their helpers are to be congratulated. We look forward to emulating your success at Bargara next year.





Pam and Joyce ready for high tea



Ladies at high tea



Final Dinner



Wal and Bev Lanagan



Bob and Trish



Pauline and Syd Norman

Editor's Note. Photos provided by Kevin Brooks and Pam Guthrie..

Additional photos may be found on the club website.

Odds And Ends

From our Western Suburbs Correspondent

Phil Fletcher was recently spotted intensely examining the contents of the window of a local Dress and Accessories store.

Perhaps Lyn can anticipate a surprise gift shortly.

* * * * *

At a recent RACQ "Thank-you" Appreciation function for Gold Members

Alan Robinson was surprised to receive the award for longest continuous membership, having joined the RAA in S.A. in 1954.

This award recognises membership of all Australian Motoring Associations as continuous.

* * * * *



ON THIS DAY - 3 DECEMBER

1910.

NEON LIGHTING,

invented by French physicist Georges Claude, was first demonstrated at the Paris Auto Show. The demonstration lasted until December 18. Over the next fifty years neon would soar in use, illuminating thousands of signs across the globe. The technology of Claude's neon glow lamp is still widely used today, especially as a component of plasma displays and televisions. As a chemist, Claude made a series of notable discoveries. In his studies of inert gases, he found that by passing electrical current through them, they would produce light. Subsequently, he produced the neon lamp and his display in Paris was in the form of two long tubes. The first sign was reportedly sold to a Parisian barber in 1912 when the words "Palais Coiffeur" lit up the boulevard Montmartre.



Salon de l'automobile in the Paris Grand Palace with the first neon signs created by Georges Claude.

In 1923, Claude's company sold two neon signs to a Los Angeles-based car dealer and business pioneer, Earle C. Anthony who had commissioned two giant red neon signs spelling out "Packard" and perched them on top of a hotel at the corner of 7th and Flower Streets. Within less than twenty years, there were nearly 2000 businesses in the US producing neon signs. By the 1950s urban centres were literally lit with commercial signage and advertisements—some of which still exist today.

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.

Darracq Re-Restoration - John Handley

As mentioned previously, following on from the rally in Tasmania at Easter, my Darracq was involved in a bit of an incident on the Freeway near Kilmore (north of Melbourne). After enduring the insurance formalities, I started the process of repairing the damaged right-hand rear guard, and slightly bent chassis.

I decided to manufacture a new rear mudguard rather than repair the damaged one. The following series of photographs shows the process that was undertaken.

The first step was to mark out and cut the replacement guard out of sheet metal. My wife Pam and I used some 1mm body steel. Before cutting the sheet to size, we added 16mm to each edge to allow for a wired edge, which greatly increases the overall strength.

I find the best way to minimise distortion to the sheet during the wiring process is to clamp the sheet steel to a solid flat surface, as shown below.



Figure 1 – Clamping the sheet to a solid flat surface and initial forming process.

The edge is then tapped over to 90 degrees.



Figure 2 – wedge used to fold the sheet edge over

The edge is then turned over to accommodate the wire using a purpose-built wedge to keep it separated.



Figure 3 – Inserting the wire into the fold

The wire is then tapped into place and the edge of the sheet folded over the wire.



Figure 4 – Forming the shape of the guard

The sheet can then be formed in the rollers before the bead is rolled into the guard with the swage rollers.

The two front guards which over the course of the years on the road, had vibration cracks around the fixing points. These were oxy acetylene welded, and hammer finished, before being refitted and aligned properly.



Figure 5 – Riveting the straightened chassis

The chassis was then straightened in several places using heat before the radiator and engine were removed. By tipping the chassis on its side I was able to replace a couple of rivets, and weld a crack in the engine subframe before the chassis and guards were painted.



Figure 6 – All fitted prior to repainting



Figure 7 – Bottom end of the 2-cylinder motor

While the engine was out of the chassis, I removed the crankcase and checked the main and big end bearings. I had forgotten how large the crankshaft is. Note the big end bolts, which are 16 mm in diameter, also the balance weights which are bolted onto the crank. No wonder the engine runs smoothly at high speed.



The differential was checked for straightness and was found to be OK. I also checked the gearbox and replaced the worn input shaft central bush. A new sump plug and collar was made and welded in place, and the carburettor and magneto serviced.

A couple of days were spent assembling everything, and another couple of days fine-tuning and fixing all those little jobs that appear when major maintenance is undertaken. Like worn accelerator linkages, re-adjustment of the ignition timing, cleaning the radiator and tightening bolts then *checking everything again*.



Figure 8 – The renewed Darracq

We finished the restoration before the start of the Blair Rally. This rally began in Cloncurry on the 11th of July and finished in Ipswich Queensland on the 20th of July, 2,500km later.



The Darracq lined up for the start of the Blair rally in Cloncurry.

Buy, Sell and Swap

WANTED

- * Brass Motor minder temperature gauge in any condition.
Contact: Syd Norman, 0427 452 261.
- ** WANTED: For Museum Vehicle. Four 30 x 3½ straight side tyres. Good tread and condition not necessary.
Contact Kevin Brooks, 0412 720 035; brooks@goanna.tv

FOUND

FOUND just near the Forbes Big 4 Caravan Park Crank Handle (maybe Caravan?) as shown at the last Club Meeting. If it is of any use to you, please contact me, otherwise it will be disposed of.

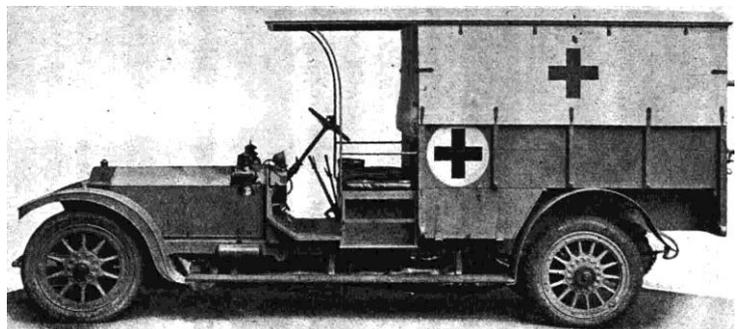
Contact. Joe Jarick, 0419 660 952; jjarick@bigpond.com



AMBULANCES FROM THE PAST



First Ambulance, New York, 1869.



Rolls Royce Ambulance for Sale 1915



World War II US Army Ambulance

What makes of cars are these? (Answers next issue).



[A]



[B]



[C]



[D]

A little bit of.. HUMOUR

An old man lay sprawled across three entire seats in the cinema. When the usher came by and noticed this, he whispered to the old man, *"Sorry sir, but you're only allowed one seat."* The old man didn't budge. The usher became more impatient. *"Sir, if you don't get up from there I'm going to have to call the manager."* Once again, the old man just muttered and did nothing.

The usher marched briskly back up the aisle, and in a moment he returned with the manager. Together the two of them tried repeatedly to move the old dishevelled man, but with no success.

Finally they summoned the police. The officer surveyed the situation briefly then asked, *"All right buddy what's your name?"* "Fred," the old man moaned.

"Where you from, Fred?" asked the police officer. With a terrible strain in his voice, and without moving, Fred replied; *"THE BALCONY".....*



Forbes through the eyes of Rhonda G.

