

THE VETERAN CAR CLUB OF AUSTRALIA (QUEENSLAND) INC.

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

VETERAN TORQUE

OCTOBER 2018



*NATIONAL VETERAN TOUR
QLD*

*17-23 September 2019
Bargara*



*NATIONAL 1 & 2 CYL. TOUR
QLD*

*1-7 April 2020
Charleville*



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 34314	email: vvancode@iinet.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 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 Qld 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



"I got in touch with my masculine side and now I refuse to ask for directions!"

President's Report

When you get this edition of Veteran Torque, a lot of our members will be in Forbes at the National Veteran Rally with many doing pre and post rally touring to make a longer holiday of it. I'm sure there will be reports and photos in the next issue. I am actually writing this while camped on the banks of the Balonne River at Warroo Bridge about 55Ks north of St. George with the Brooks and Burleys. Tomorrow we will be in Lightning Ridge where we will spend a couple of days on a farm stay, Lorne Holiday Station, a 1,100 hectare property and take time to look at the opal mining in the area before heading into Forbes.

Of course the most important news this month was the election of your new Committee of Management. Most of the faces will be the same albeit in some new positions and I thank those members for their support over the year and I look forward to working with them in the coming twelve months. Retiring from committee are David Hackshall and Rhonda Guthrie. David has been responsible for the maintenance and upkeep of the property which has taken a constant effort to keep ahead of things, while Rhonda has been an absolute powerhouse in the Secretary's position along with many sundry other duties. I'm sure we haven't seen the end of Rhonda as I will be talking with her about taking on some duties in a support role. Finally, a big welcome to Syd Norman who has joined the Committee as Vice President. Syd has a lot of experience in management roles with other organisations and we look forward to his contribution.

The new line up is:

President	Peter Arnold
Secretary	Hazel Burley
Treasurer	Steve Forster
Vice President	Syd Norman
Immediate Past President	Bob Burley
Events Director	Albert Budworth
Property Director	Russell Massey
Committee Member	Carolyn Robinson (as well as Veteran Torque Editor)
Committee Member	Glynn Hackshall (as well as Chairman of SAGS)

During the AGM we asked for donations to go to the QCWA Drought Appeal and I am very pleased to report that members present dug deep into their pockets and raised \$409 on the night which has been sent to the appeal.

Because we have such a large contingent of members heading to Forbes this month, there are a number of regular events which have had to be cancelled

- Wednesday 19th Sept Social working bee
- Thursday 27th Sept Northside Morning Tea at Bullocky Rest
- Monday 1st Oct General Meeting

Once everyone is back from Forbes and rested up, the next local event will be the Glass Mountains Rally 12th to 14th October, being organised by John and Alison Day. It has been publicised elsewhere in the newsletter and I know there has been a great response to the event. I just love the way everybody embraces these events both as participants and with offers of support. John and Diane Farrier have offered accommodation at their place, Neil and Jan Sims have offered accommodation and are hosting an afternoon tea with a shed and house raid and Greg and Patricia Higgins are hosting sundowner drinks (BYO) and sausage sizzle at their place which is on Mt Mellum and has a spectacular view over the Glasshouse Mountains. A wonderful gesture from them and we thank them for it.

As I'm writing this report I have had news that Phil Fletcher suffered injuries in a car accident in his SUV this afternoon. While the injuries required a hospital visit, I understand that they are not too serious but he will not be able to attend Forbes or drive the car for a while. We wish you a speedy recovery Phil.

Another full programme of events so happy motoring.

Peter Arnold

REMINDER:

**OWING TO THE LARGE NUMBER OF MEMBERS
ATTENDING
THE NATIONAL VETERAN RALLY IN FORBES,
THE OCTOBER GENERAL MEETING HAS BEEN CANCELLED.**

**Minutes of the Six Hundred and Fifty Third General Meeting of the
Veteran Car Club of Australia (Qld) Inc.
Held in the Clubrooms at 1376 Old Cleveland Road Carindale, Monday
3rd September 2018**

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

Apologies: Grahame & Dulcie Wilkinson, Frank & Kathy Muggeridge, Jennie Ransom, Wayne Aberdeen, Barbara Clegg, Iris Anderson, Joe Jarick, Jan Sims, Alison Day, John Farrier.

Attendance: 42

Minutes of the August Meeting:

Minutes as published in the club newsletter will be taken as read. Rhonda Guthrie moved that they be accepted as a true and correct record. Seconded by Glynn Hackshall Carried

Business Arising: Nil

Correspondence:

Inward:

Magazines from various clubs
Clontarf Beach Scout Car display 11/11/2018 – Redcliffe Showground “Wheels of the Century Automotive Show”
Cleanzone Invoices
Telstra Account
Carwardine & Assoc. – Audit of Club Treasurer’s books

Outward: Letter to various clubs regarding the “London to Brighton” event to be held in November 2018

Business Arising from the Correspondence: Nil

Rhonda moved that the inward correspondence be received and the outward be endorsed, seconded by Peter Ransom Carried

Treasurer Report: Hazel reported on the Club accounts. Hazel moved that her report be accepted. seconded by Albert Budworth, carried

Events:

23rd – 28th September Forbes National Rally

12th /14th October Bankfoot House 150th Anniversary – entry forms on club web site
John & Alison Day have visited the area once again reporting that the Rocky Creek Camp Grounds camping area will be perfect for our needs. The runs they have planned will be short and along quiet roads, with no hills.

Friday – explore Landsborough,

Saturday in the morning the Scout group will hold a Show & Shine showing our vehicles as a form of fund raiser as some of their property was damaged in a storm 12 months ago and there are still items that require repair. After lunch there will be another short run, with afternoon tea enjoyed at the home of Neal & Jan Sims.

Sunday we will travel to Bankfoot House to celebrate the 150th Anniversary of the homestead and the 150th Anniversary of the Bruce Highway up to Gympie. The highway was built to service the Cobb & Co vehicles.

The Qld Governor will officially open the celebrations, the Governor is also the Patron of our Club, so it will be good to have a good representation of our Club vehicles and members. This is a social weekend, please come in either a veteran or vintage car.

3/4th November Albert has organised a “London to Brighton” drive. Assemble at the club rooms on the Sunday (4th) for a drive through the local suburbs, finishing at the Redland Bay Sporting complex in the “Brighton Room” where entrants can purchase a meal. Morning tea will be enjoyed before leaving the club grounds. Albert has travelled the road we will be travelling on and it is only 50 Ks.

15th December Club Christmas Party – more information to come.

Property Report: Glynn Hackshall reported that the BBQ has now been repaired. Thank you Glynn

Dating Report: Nil
Library: Nil
Historian: Nil
QHMC: Nil
SAG Report: Nil
Web Master: Nil

Editor Report: Carol mentioned that at the moment they have no internet as NBN are in the area.

General Business:

Our club meeting in October would normally be held on the 1st but unfortunately a lot of our club members who attend the meetings will still be travelling home from the 2018 National Rally that is to be held in Forbes NSW. It has been decided to **CANCEL** this club meeting due to numbers.

Janette Farnell asked if tenant clubs could place pictures on the club rooms walls. Peter said the committee had decided that each club would be allowed to hang one item on the walls, some of the clubs have done this but unfortunately they are the same as in previous years, it would be nice to see some fresh displays.

Carol mentioned that it would be good to have a fresh display in the club shop window. Janette thought some of the club ladies would be happy to display some of their quilting if that would be appropriate.

Kevin Brooks mentioned the 1 & 2 cylinder rally to be held in Bright, Victoria next year. Dates 14-17th March 2019 John Stanley is organising this event. The Victorian annual 1 & 2 rally attracts a lot of veterans from other states. We would be most welcome.

Phil Fletcher mentioned that he has purchased a 1910 Hupmobile that was John Hoerlein's veteran, Phil has entered the Forbes National Rally and is looking for a navigator if anyone is interested. Accommodation has been arranged. Congratulations Phil on your purchase.

Glynn Hackshall asked as the club members have been asked to pay \$5.00 per club rally, should this also apply to the monthly runs the northern club members have commenced. Peter said it will be discussed at a committee meeting.

Peter mentioned that the committee had placed the club car money box on the servery if members would like to donate to the drought relief appeal. It was decided that the money would go to the Queensland Government drought scheme. Albert moved that the money raised tonight through the club raffle be added to this donation. seconded Syd Norman. Carried.

Meeting closed 8.15pm

Rhonda Guthrie
Hon Secretary
Veteran Car Club of Australia (Qld) Inc

Peter Arnold
President
Veteran Car Club of Australia (Qld) Inc.

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Thanks to Peter Ransom for passing on the following from a recent "Brass Notes"

"Carry a First Aid Kit in your Veteran Car

Earlier in the year we published a list of essential items to carry on board your veteran car when rallying and emphasised the need to carry a First Aid Kit. If you need to purchase one, consider the St John Ambulance Medium First Aid 95 Piece Kit, which is excellent value for \$34.29 at Officeworks. This portable St John Ambulance Medium First Aid Kit is great to have around at home, in the car or on holidays. It's a durable nylon kit has handy compartments containing 95 high quality components that are needed to treat medical conditions, plus all the basic components needed in case of an emergency."

Peter's Comment: In 2006 we were on a longish rally with Joe Wilson and others near Glen Innes and were amongst the first to arrive at the scene of an horrific head-on smash: wrecked cars, injured people, everyone in shock and blood all over the place. Jen was able to assist a number of people before the ambulances and police arrived. That kit really paid off.

We should all carry one. I've put a link up on the VCCAQ site.

Here's the link to Office Works: <https://www.officeworks.com.au/shop/officeworks/p/st-john-ambulance-medium-first-aid-95-piece-kit-stho677408>, or direct to St John Ambulance, but the price is the same.

President's Annual Report

The last twelve months has been another good year for our Club. Membership has remained stable and we have continued to have excellent attendances at our rallies and socials.

The clubrooms continue to consume a fair amount of time to manage and maintain with two evening vacancies remaining although we have secured a long term daytime tenant, which more than covers the loss of income.

Corporate governance and strategic planning are also high on our management priority with the Strategic Advisory Group SAGS under the Chairmanship of Glynn Hackshall continuing to meet bi-monthly to investigate and advise the committee on matters concerning long term management of the clubrooms as well as overall direction of the Club. This sub-committee is in its fifth year and has been responsible for bringing the management of the clubrooms onto a very businesslike platform. It is now focusing more of its attention to the long term direction of the Club. Thanks to Glynn and the team including Steve Forster and Merv Thompson who have joined the team more recently.

To support SAGS a Finance sub-committee was appointed last year to oversight the financial support, to develop a cash flow plan and recommend an overall investment strategy to fund any longer term plan. This sub-committee meets quarterly and reports to the management committee.

The Members' Social Committee, which was formed some time ago to comply with tax requirements for funding social events and members' benefits, has had a new lease on life and this year has been responsible for both major social functions as well as the Farewell Dinner for Dirk and Trudy Regter after their round Australia Ford tour in their 1925 Model T Ford. It has been formed as a separate entity from the Club and functions with its own officers and bank account.

Our Veteran and Vintage only Swap continues to improve each year, although we are not trying to make it a dominant swap on the circuit, just a venue where local enthusiasts can trade parts and at least make contacts.

Motoring events of course are the main focus of our efforts with mainly weekend and week-long events on offer. This year we have experimented with some different formats. Firstly a 14-day programme in the North and South Burnett with sub-rallies based in four towns for two, three or four days and trailering cars between each. Entrants could choose which parts of the programme they would participate in although most elected to do the entire offering. This was so successful that a similar event is planned for next year in a different area. This also allows folk from different parts of the State to join in.

The second experiment was the Blair Re-enactment Run from Cloncurry to Brisbane, a distance of 2,000 kilometres and run over twelve days. In 1908, James Blair, the Queensland Attorney General and Minister for Mines, embarked on a journey in his 1905, 25hp Panhard Levassor to visit the newly developed mines in the north west of the State during the winter parliamentary recess. 110 years later we had four cars follow his wheel tracks and re-enact part of his run. They were a 1909 Darracq, 1911 Brush, 1911 Hupmobile and 1913 Talbot, all cars finished the event although some repairs were needed en-route.

In the past we have functioned reasonably well on our own with minimal interaction with other clubs. As a committee we have decided to try and change that in the future, promoting our presence and enhancing our own programme with that of appropriate events organised by other like-minded clubs. To assist Albert in developing the programme, we have appointed an Events Committee to oversee this direction and are looking at improving our public image with updated banners and promotional material. While the Committee has yet to get its teeth into the detail, they will have a detailed plan for the new year. I thank Albert for his efforts this year as well as the organisers of each of the local events.

Plans are also well underway for both the National Veteran Rally in Bargara next year and the National Veteran 1 & 2 Cylinder Rally in Charleville in 2020. We look forward to hosting our interstate friends at both of these events and thank both the Bundaberg and Charleville teams for their efforts to date.

The dating workload has eased with the last of our vehicles reaching the 100 year mark, but there are still a few new cars coming through that will need dating. Thanks to Ross Guthrie and his team.

Of course the other two members of the executive who are both retiring this year are Rhonda as Secretary and Hazel as Treasurer. They have both worked so hard to keep me on the straight and narrow and I thank them both for their efforts during the year.

The two non-management positions which are constant throughout the year are those of Editor and Web-Master. I thank both Carolyn and Peter for their efforts.

To all of the members of the Management Committee and the various sub-committees, I thank you for your part in keeping this great Club moving.

Finally I would like to thank everybody for your ongoing membership and your support of your committee and particularly me and allowing me to do some experimenting with some different approaches.

Thank you all, and let's make sure 2018-19 is another great year.

Peter Arnold
President.

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Treasurer's Report 2017/2018

I am very happy to announce that all the books have been audited and approved and that all balances are true and correct.

A copy of the audited accounts of the Club are available tonight for perusal. I move that Carwardine and Associates be appointed for the 2017/2018 audit.

I also move that we leave the decision about club fees to the SAG committee and the club committee. Any changes will be discussed at a General Meeting.

It has been both a challenge and a pleasure to be the Treasurer of VCCAQ for the last five and a half years, I have found it to be a very enjoyable experience.

I am happy to give any assistance I can to the new Treasurer.

Hazel Burley

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Dating Report 2017-18

There have not been many Club cars dated over this past twelve months, though forms have been distributed to date that have not been returned to the Dating committee.

There are quite a few cars in the Club that are eligible for a 100-year badge, but they need to be dated first.

If you own one of these such veteran cars, why not request the dating papers and complete and hand them in to the Dating Committee.

I'd like to thank the other distinguished club members on the Dating Committee for their assistance during the past few years, Bob Collett, Syd Norman and Paul Blake.

Ross Guthrie
Dating Chairman.

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Editor's Report 2017-18

Thank-you to those members who have once again this year contributed articles, both technical and other, photographs, jokes etc. which all assist in making the job easier for me to try and produce 11 issues on time, and to Alan, for his proof-reading.

Again special thanks to Peter Ransom for making sure that each month the latest issue is on line for you to access prior to the General Meeting. we can only hope that the same can be said for Australia Post.

Thanks also to Pam and Rhonda in particular who can always be relied upon to send photos of past events and functions. I try as often as possible to include photos that are not on our website.

Remember, this is YOUR magazine, so please keep sending in technical articles etc. that you think will be of interest to other members. And remember the deadline – 20th of each month for contributions.

Carol Robinson

Webmaster's Report 2017-18

Our website – www.vccag.com – has been 100% stable over the last twelve months and remains relatively straight-forward to update and maintain. The Home page changes frequently, just to keep it interesting and the Services Directory (found on the 'Good Stuff' page) is slowly expanding and includes links to two other similar directories.

Not accessible by our members is the Tenants' Page, which provides a mechanism for clubs wishing to book the rooms or grounds for special purposes and also makes various policy documents available to our tenants.

The 2019 National Rally is on the horizon. Linked to our site via the 'Events' page we now have a completely separate website dedicated to this very important event. It's temporary and costs us nothing. Right now browsers can learn about Bargara/Bundaberg and download Expression of Interest forms and in due course regular Bulletins and Entry Forms will also be available.

As always I thank everyone for the photos, links and other material that's been sent my way. For me they're the life of our site and without them we'd have very little.

Peter Ransom
30 August 2018

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The All British Day



The flag combines aspects of three older national flags: the red cross of St George for the Kingdom of England, the white saltire of St Andrew for Scotland (which two were united in the first Union Flag), and the red saltire of St Patrick to represent Ireland.

We attended the above yesterday, but flying the Jaguar flag.

We didn't spot any Veteran vehicles there, which is not unexpected due to the exodus of our members to Forbes. Peter Ransom was there amongst a small number from the Vintage Club who were making good use of their newly acquired marquee.

Followers of "Dr Who" will be familiar with "Bessie" [built on a 1954 Ford Popular 103]. Prominently on show was a replica (reputedly the only one in Australia), [together with a Tardis, which can be hired for your special occasion]. This vehicle was recently used here by Peter Capaldi, the 12th Doctor, accompanied by Pearl Mackie, (Bill Potts), both of whose signatures appear on the dashboard of the car.



Alan and Carolyn

James Blair Re-enactment Run of 2018 for Veteran Cars

Four club cars complete a 2,000 kilometre Journey from Cloncurry to Brisbane



1911 Hupmobile, 1909 Darracq, 1911 Brush and 1913 Talbot

Travelled from Cloncurry on 11th July and arrived in Brisbane on 22nd July.

In 1908 the then Attorney General and Minister for Mines in Queensland, James (Jimmy) Blair, later Sir James Blair, decided to undertake the first motorised ministerial tour of the developing mines in North West Queensland during the parliamentary recess. He owned a 3 year old, 40 horsepower Panhard Levassor tourer, one of the few motor cars to be found in Queensland at the time. Accompanying him were his Private Secretary, Mr. J D O'Hagan, Mr. A.D. Murphy, owner of Northampton Downs Station near Blackall, Mr. Leach a reporter for the Queenslander newspaper and his Canadian chauffeur mechanic, Charles Hall.

The car and his party were transported by train to Blackall where they started their 4,825 kilometre journey north west to Cloncurry then across to Hughenden and down to Barcaldine. Here the trip was supposed to finish with the party returning to Brisbane by train. As the vehicle was handling the terrain very well and they were well ahead of time, the decision was taken to continue the journey to Charleville. After a short break to allow Blair to undertake some planned ministerial duties and Mr Murphy to take the car to his property (Northampton Downs) for some repairs and servicing, the journey was continued. In fact once at Charleville, where they were to continue by train, they decided to continue the rest of the journey by car all the way to Brisbane.

The entire 4,825 kilometres were completed in just 21 driving days, an average of 230 kilometres per day. The trip was hailed as a complete success and proved the value of the motor car in covering long distances in rural Queensland. The roads of the day were no more than tracks, where they existed, and the party covered the distance in astounding time with very little damage to the vehicle and only one puncture the whole trip.

Now, 110 years later, a small group of enthusiasts with similarly aged vehicles have completed a partial re-enactment of this epic journey. The journey started in Cloncurry after being flagged off by the mayor, Greg Campbell, and backtracked Blair's trip to Blackall, and then followed his route into Brisbane via Charleville and Roma. We covered nearly 2,000 kilometres of the original trip in 12 days, while Blair did the similar distance taking only 3 days longer, truly remarkable when you compare the condition of the roads.

The participants

- | | |
|---------------------------|------------------------------|
| • Geoff and Barbara Clegg | 1913 Talbot |
| • Graham and Irene Donges | 1911 Brush (single cylinder) |
| • John and Pam Handley | 1909 Darracq (2 cylinder) |
| • Peter and Linda Arnold | 1911 Hupmobile |



The trip was organised to allow for sightseeing along the way with some days covering only 100 Km and others around 200. As we all camped in our trailers, the evenings were usually in caravan parks or show grounds with a couple in the bush. On these evenings the campfire became the centre of attention resulting in a communal camp oven roast dinner. The only car having major problems was the Brush after shedding part of the big end whitemetal. That was easily repaired within the showgrounds next morning using solder and the car was able to finish under its own power.

The trip was not all about driving and some of the other highlights were camping on the first night out at the blue Heeler Hotel at Kynuna and watching John play with his magneto. This he did a couple of times during the trip only to find out that the problem was with a tappet.

Next day a lunch stop at the Walkabout Creek hotel which featured in the Crocodile Dundee movie gave a photo opportunity and later in the afternoon a number of us visited the Australian Age of Dinosaurs Museum at Winton. This is a fairly new exhibition with 3 separate areas, a display of lifelike dinosaurs in a classical habitat, a fossil recovery laboratory and a fossil display. We were able to visit the former two in the time we had which were very informative.

On day 3 into Longreach it was important to get in early as we were being picked up at 5.30 to head out to Smithy's property on the Thomson River for a camp oven dinner and a show. This was a great night and a good start for our free day tomorrow. Graham and I had to do a bit of work on our cars in the morning so after lunch we set out to QANTAS Founders Museum while others went to the Stockman's Hall of Fame.

Now day 5 and an accommodation mix up in Blackall found us camped in the showgrounds which turned out to be a much better place to stay as we were able to light a campfire to huddle around for happy hour and dinner. This was when Graham found the big end problem and as a late start had been planned next morning to allow a visit to the Steam powered Wool Scour, he and John were able to get the necessary things to do the temporary repair. In the meantime some went to the Scour while others of us enjoyed a Devonshire tea at a local café. After morning tea we were able to do the repair then left John and Graham to reassemble the motor. They then stayed a second night in the show grounds enjoying a roast lamb in the camp oven while the rest of us stayed in Tambo.

An afternoon visit to the famous Tambo Teddies, where you can buy all manner of locally made teddy bears, saw us with some free drink vouchers for the local pub. When we heard that the evening started with a chook race with the proceeds going to the Flying Doctor we just had to investigate. We arrived in time to hear the trainer describe the form of each of the 12 chooks, all uniquely dyed in their racing colours. This was followed by an auction to see who owned each chook for the event with 3 of our party succeeding to snare a chook.

Now the big race is about to start and a remote controlled car with a chook feeder full of laying mash is driven into the track and each chook is allowed a few pecks before the car is sent off around the oval track with 12 chooks following after it. A couple seem disinterested in chasing it and wait for it to come around again but the Blue one, the yellow and green one and the pink and blue one are in there neck and neck keeping up with the car. Finally on the third pass of the finishing line the Blue chook and favourite is declared the winner. There is some confusion over the ownership but this is sorted out by the steward and finally Geoff is awarded the prize.



After celebrations late into the night we have to get going early in the morning to head into Charleville where Graham and John catch up with us. There have been a number of caravanners following us and we have had reports all afternoon as to where John and Graham have been sighted. We have decided not to do much here as we will be in Charleville for a week in 2020 for the National 1 & 2 Rally so after happy hour it is dinner and an early night.

We are now up to day 8 with a good run into Mitchell where we free camp out at the weir. John has prepared another roast lamb dinner and 2 camp ovens are used to cook the banquet. The tables are set out with fine china (melamine), good silverware and linen serviettes to complement a beautiful roast dinner under the stars. We all retire satisfied.

Today is a shorter day on to Roma where we are meeting up with local car club members. A visit to one member's museum collection with afternoon tea and an introduction to a couple of Texas Longhorn cattle impress us on all 3 counts. We hurry home to get ready for dinner at the bowls club with both Car Club and Historical Society members eager to hear of our trip. This is a good night and I find out that the caterers are the same people who fed and entertained us on a property outside Roma on our 50th Anniversary Rally in 2006.



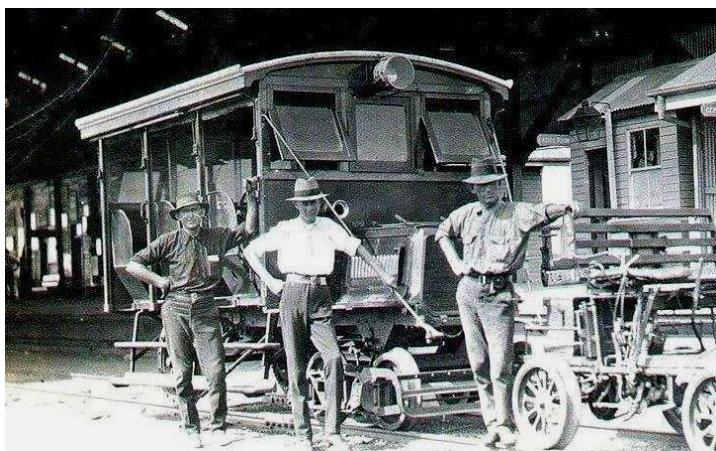
[Photos: Wal and Bev Lanagan]

The photo we have featured of the Blair party in the Panhard outside the School of Arts Hotel is actually of them arriving in Roma so we have found the same hotel and are planning to assemble the cars in front of the hotel in the morning to recreate the photo before the traffic starts. The girls have been invited by a local member and pilot to go up in a Cessna for a flight over the district so while they do that we organise the photo with the help of a number of the Roma members who have come out to see the cars again.

With all that activity we still manage to get on the road by 9.30 for the run into Chinchilla. The wind has picked up making it cooler again and there is a lot more traffic to contend with so it is good to get off the road. The caravan park has a fire pit so we light it for happy hour and decide to have dinner in the caravan park dining room and an early night.

Day 11 is our second last day for the run into Toowoomba and the final dinner. We are picked up by bus and taken to the golf club where we celebrate the success of the trip and particularly thank our wives who have been there for us all the way with our back up and accommodation vehicles and allowed us to enjoy our folly. But we still have one more day and a very important one.

Today, the final day, we get to see the car which Blair owned and drove the 4,825 Kilometres 110 years ago. In 1919 the car was purchased by the railway department and converted into a railmotor for the Normanton to Croydon line, now known as the Gulflander. It has been restored and now resides as an exhibit in the Railway Workshops Museum in Ipswich. The final act of the run is to have our photo with the car, or at least railmotor, which started the whole event.



I want to thank our small group for being such a wonderful team to travel with and look forward to our next adventure.

Peter Arnold

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[The following photos are those of the Editor]

Tambo Teddy "Eddie"



Thomson River, Sunset Cruise



Stockman's Hall of Fame



THE LONDON TO BRIGHTON RUN

History

The first run took place on 14 November 1896, a wet Saturday. Organised by [Harry J. Lawson](#),^[5] and named "The Emancipation Run", it was a celebration of the recently passed [Locomotives on Highways Act 1896](#), which had replaced the restrictive [Locomotive Acts](#) of 1861, 1865 and 1878 and increased the speed limit to 14 mph (23 km/h). Since 1878 the speed limit had been 4 mph (6 km/h) in the country and 2 mph (3 km/h) in the town and an escort had been required to walk 20 yards (18 m) ahead of the vehicle. The 1865 act had required the escort to carry a red flag at a distance of 60 yards (55 m)

The event started with a breakfast at the [Charing Cross Hotel](#), which included the symbolic tearing in two by [Lord Winchelsea](#) of a red flag. The competitors gathered outside the [Metropole Hotel](#), with the cars accompanied by a "flying escort" – estimated by one witness as "probably 10,000" – of pedal cyclists, recreational cycling having become popular with the English in the final decades of the 19th century. A total of 33 motorists set off from London for the coast and 17 arrived in Brighton. The first of the cars set off from London at 10:30 am and the first arrival in Brighton, by a [Duryea Motor Wagon](#), beating the next closest Brighton arrivals by more than an hour. Two [Duryea](#) cars participated in the run, marking the first appearance of American motor vehicles in Europe



The event was not organised as a race, but the General classification of the fastest finishers was:

Rank	Driver	Car	Type	Time hours:m:s	Speed
1	Léon Bollée	Léon Bollée	3 hp tricycle, tandem 2-seater, petrol	3:44:35	13.91 mph
2	Camille Bollée	Léon Bollée	3 hp tricycle, tandem 2-seater, petrol	4:00:20	
3	Charles Duryea	Duryea	2 seater, petrol		
4	Henry Finch-Hatton	Panhard & Levassor	4 hp, 1896, 4 seat, oil	5:01:10	
5	Otto Mayer	Panhard & Levassor	4 hp, 1895, 2 seat, petrol	6:07:30	
6	Émile Mayade	Panhard & Levassor	8 hp, 1896, phaeton 4 seater, petrol	6:08:15	

During the next few years, the Commemoration Run took place between Whitehall Place and Sheen House Club covering the distance of about eight miles. The run was not staged again until 1927, and then annually run from 1927 until the onset of the Second World War. Owing to petrol rationing, the event was cancelled until 1947. With all this considered, it is the world's longest running motoring event. Since 1930, the event has been controlled by the [Royal Automobile Club](#).

THE 2018 RUN takes place on Sunday 4 November and starts at sunrise from [Hyde Park, London](#). There are two official stops along the way: [Crawley](#) (for coffee) and [Preston Park](#) (in a suburb of Brighton), the official finishing point; the cars then proceed to Madeira Drive on the seafront.

Entrant No. 1 is an 1893 Peugeot, owned by the Torino Auto Museum, Italy.

For the first time in its 122-year history, participants on the London to Brighton Veteran Car Run will take two routes out of the capital. The aim is to ease traffic woes for both crews and spectators and, as a bonus, bring the iconic event to more people. After following the usual route from Hyde Park to Hyde Park Corner, via the Wellington Arch, then down Constitution Hill and past Buckingham Palace before driving up The Mall to Parliament Square, there will be a split.



This year, only half the London to Brighton crews will pass over Westminster Bridge. Half the pre-1905-car field will take the well-trodden path past Big Ben and the Palace of Westminster, crossing the Thames on Westminster Bridge, before heading to Streatham and Thornton Heath. The second route will pass a different famous landmark, Westminster Abbey, then drive over Lambeth Bridge and head towards Vauxhall, Tooting and Mitcham, reuniting when the two routes converge near Croydon. Thereafter, it's the familiar journey taking in Purley, Coulsdon, Hooley, Redhill and Crawley, before crossing the South Downs and descending into Brighton.

ON THIS DAY - 24 SEPTEMBER

1896

122 years ago

Thirty-two entrants started the 1,060-mile Paris-Marseille-Paris race. The competition was the first to be divided into stages, ten in all. During the pauses the machines were put into parcs fermés (secured parking areas), supervised by the police. Only 13 vehicles arrived in Marseille ten days later and the drivers had undergone every kind of adventure, including Léon Bollée running off the road and hitting a tree. Émile Levassor's partially eponymous Panhard et Levassor skidded and turned over in a ditch. Levassor was injured, but his co-driver, Charles d'Hostingue, continued after leaving Levassor in the care of some spectators. Levassor never recovered from the injury and died in Paris the following year. Another Panhard et Levassor, driven by Émile Mayade, won the race in 67 hours 43 minutes, at an average speed of just over 15 mph.



1896 - Panhard et Levassor of Émile Mayade - Winner of Paris-Marseilles-Paris. This new 4 cylinder model won seven of the ten stages in the hands of 3 different drivers.

1902

Daimler Motoren-Gesellschaft took delivery of its first magneto ignition system as designed by Gottlob Honold and Robert Bosch.

1912

The Goodyear Tyre & Rubber Company (Great Britain) Ltd. was registered in Wolverhampton, England. The Goodyear Tyre and Rubber Company was founded in Akron, Ohio, USA in 1898. In 1913 a branch office was opened in London and American made tyres were imported through Chelsea Wharf. Protectionist tariffs after the First World War made importation unprofitable and a site for a British factory was selected in Wolverhampton at the disused works of enamellers, Macfarlane and Robinson. At the time this site was at the edge of the urban area and offered the opportunity for expansion over the years. A Scottish plant was opened at Garscadden near Glasgow in 1957 and a general products factory at Craigavon, Northern Ireland in 1968. The company also owns many branches and depots all over Britain. The Wolverhampton plant and headquarters has been one of the largest employers in the town and has also served as a focus of social and sporting activities for employees and their families.

[In 1898, Frank Seiberling established the Goodyear Tire and Rubber Company in Akron, Ohio. The company was named for Charles Goodyear, the man who developed vulcanized rubber. Seiberling borrowed 3,500 dollars from a brother-in-law to purchase the company's first factory. Goodyear originally employed thirteen workers, but the firm quickly emerged as a leader in the production of rubber items, including bicycle tires, pneumatic carriage and automobile tires, horseshoes, and hoses. By 1926, Goodyear was the largest rubber company in the world]

Murphy's Other 15 Laws

1. Light travels faster than sound. This is why some people appear bright until you hear them speak.
2. A fine is a tax for doing wrong. A tax is a fine for doing well.
3. He who laughs last, thinks slowest.
4. A day without sunshine is like, well, night.
5. Change is inevitable, except from a vending machine.
6. Those that live by the sword get shot by those who don't.
7. Nothing is foolproof to a sufficiently talented fool.
8. The 50-50-90 rule: Anytime you have a 50-50 chance of getting something right, there's a 90% probability you'll get it wrong.
9. It is said that if you line up all the cars in the world end-to-end, someone from Texas would be stupid enough to try to pass them.
10. If the shoe fits, get another one just like it.
11. The things that come to those who wait may be the things left by those who got there first.
12. Give a man a fish and he will eat for a day. Teach a man to fish and he will sit in a boat all day drinking beer.
13. Flashlight: A case for holding dead batteries.
14. God gave you toes as a device for finding furniture in the dark.
15. When you go into court, you are putting yourself in the hands of twelve people who weren't smart enough to get out of jury duty.

Some Club Events

12-14 October. Glass Mountains Rally Contact John/Alison Day. Details and entry form in previous issues and on Club website. You don't have to come in a Veteran.

4th November London to Brighton - short local run commencing from the club rooms, with lunch at the "Brighton Room" at the Redland Sporting Ground complex. Several other clubs have been invited to participate in Veteran or Vintage vehicles.

15th December Veteran Christmas Party THE THEME WILL BE **RED, WHITE AND GREEN**.

2019 2 March. Club Tenants – 25th Anniversary Lunch (at the Clubrooms).

2019 17 - 23 September National Veteran Tour. (Qld) Bundaberg/Bargara. Headquarters will be Bargara Caravan Park. Expressions of Interest and Bulletin No. 1 available on Club website –

2020 1st – 7th April National 1 & 2-Cylinder Veteran Rally, Charleville Queensland. EOI form also available on the Club website.

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What cars are they?



A little bit of.. HUMOUR



LEMON PICKER

Looking for a good job on the Murray River? Sally Mulligan of Paddington NSW decided to take one of the jobs that most Australians are not willing to do.

Sally applied for a job in a lemon orchard and seemed to be far too qualified for the job. She has a liberal arts degree from Adelaide University and had previously worked as a social worker and a school teacher.

The foreman frowned and said, "*I have to ask you, have you had any actual experience in picking lemons?*" "Well, as a matter of fact, I have," she said. "*I've been divorced three times, owned two Jeeps, voted twice for Labor, and once for Clive Palmer.*" She starts in the morning.

