

THE VETERAN CAR CLUB OF AUSTRALIA (QUEENSLAND) INC.

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

VETERAN TORQUE

MAY 2018



*Dirk and Trudy Regter in their 1915 Model T Ford,
being flagged off by the Honorary Consul for the Netherlands
as they leave Pelican Park, Redcliffe
at the start of the Australian leg of their round the world tour.*



COMMITTEE MEMBERS OF VCCA(Q) 2017-2018

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Honorary Life Members

RACQ

Phil Fletcher

Hugh Kimlin

Grahame Wilkinson

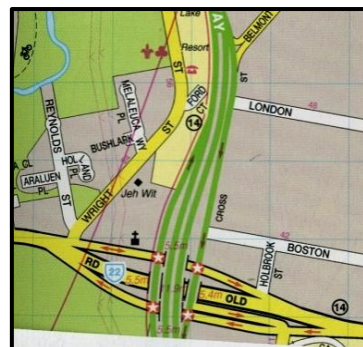
The Club holds its meetings on the first MONDAY of each month (excluding January). Meetings are held in the VCCA(Q) Clubrooms at 1376 Old Cleveland Road, CARINDALE. (Corner of Old Cleveland Road and The Gateway Arterial Road – Refidex Map 182 E5). Meetings commence at 8.00 pm, and Visitors are always welcome.

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

The Club website is : www.vccaq.com

Membership fees for 2017/18 are:.

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



Note: THERE IS AN ADDITIONAL CHARGE OF \$7 FOR THOSE MEMBERS REQUIRING A MAILED COPY.

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

Bank of Queensland A/C 21577447; BSB 124001, giving details of your name.

Or By Cheque, made payable to Veteran Car Club of Australia (Queensland) Inc.
(Please use full name as above to comply with bank requirements.)

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

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

Please send contributions to:.

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President's Report

I hope everyone has used the summer months to prepare their cars for the 2018 rally season. Some have already had their cars out, particularly the contingent who headed to Victoria and Tassie for their 1 & 2 cylinder rallies. Commiserations to the Brooks who's Humberette failed to proceed on day 2 in Tassie. Fortunately the rest had a good run although after leaving the ship in Melbourne a little Mazda tried to mate with the Handley Darracq with the Mazda coming off second best - tough little cars these Darracqs. Kevin's problem turned out to be not so serious and the Humberette is back in business.



There was a small turnout of veterans but a good turnout of our members for the Boules day in Dayboro with the Vintage Car Club and while a VCCQ member took out the championship we will have to have more practice for next year's challenge and arrive in force.

This month will be very busy with the Funkhana this coming Sunday, followed by the North Burnett event starting on 17th then leading into the South Burnett Pumpkin Festival the following weekend. The details for all of these events are on the website and elsewhere in this newsletter.

Our guests at the last meeting were Dirk and Trudy Regter, who are a Dutch couple driving their Model T Ford around the world to raise funds for the charity SOS Kids. Dirk gave a very interesting talk on their adventures thus far, as well as their plans to drive around Australia over the next four months. You can follow their progress and donate on their website T Ford Worldtour <http://www.tfordworldtour.org/>. They left on 9th April with the Honorary Consul for the Netherlands flagging them off and members from a few clubs escorting them to morning tea. It gave us the first opportunity to take the Hupmobile out for a run. Glynn is planning a get together with them at the clubrooms when they return to Brisbane in July so stay tuned.

Next meeting we will have the Costume Bazaar before and after the meeting. This will give you the opportunity to buy, sell or swap those unwanted items of period costume that have been taking up valuable wardrobe space and maybe find that piece you have been looking for to complete your own costume. There will be a few racks available to hang clothes as well as tables.

Since taking over the Presidency, I have been asking the question, what should we be doing to secure the long term viability of the club? Many say in reply – nothing, we get a good roll up at most meetings, we keep getting surprising numbers of entries at our big events, most social events are well attended and we even see the odd new member turn up with a car we haven't seen before. I can't argue with that, but I am a firm believer in the old adage "If you always do what you've always done, then you'll always get what you've always got". Now that may be fine for the present but we are all getting older and the world is changing around us. If we just keep plodding along as we are then we may find ourselves in the position of many clubs around us with diminishing numbers and lack of enthusiasm to keep going, so I keep asking the question, what do we need to do etc.

We must not be complacent, we need to harness this enthusiasm we currently have in the Club, build on it and drive into the future rather than coast on present performance and ride it downhill. A number of issues were identified at our Committee retreat earlier in the year. Some of these were;

- a) More variety in events to cater for younger members with families, people in their pre-retirement, in other words still in employment, and those older members who find it difficult to travel long distances.
- b) Better assistance for those still restoring a vehicle and maintaining their running vehicles.
- c) Advocating for us to stay on the roads and use our vehicles in a world where modern traffic has left us far behind and the powers that be are moving to reduce and eventually eliminate our reliance on fossil fuels.

We need to have further discussion around these and some of the other findings of the group but to start off with I want to address the events issue.

Albert has been organising quite a number of very successful events of varying styles and has listed even more invitation events from other clubs. Unfortunately we very rarely see members attend these invitation events, mostly with the excuse that we can't keep up with them in their later model cars. Well the truth is that most of us would have no difficulty rallying with pre-war (WWII) cars. The problem is we have nobody co-ordinating events between the clubs and Albert has his hands full with our own events.

What I am proposing is to establish an Events Committee of say around 4 or 5 people tasked with the job of developing a balanced programme of local, interstate and intrastate events and co-ordinate with other clubs

to achieve a good variety of offerings. Albert as Events Director would head the group which would meet quarterly to develop and review the programme and share the workload between them. I would prefer to get a few non-committee members on the team to get new thoughts. We would still encourage members outside the committee to organise and host individual runs which would be scheduled through the Events Committee to enhance the programme.

I intend to call for volunteers at the May General Meeting with the hope of having their first meeting before the June General Meeting. I don't envisage this being a terribly time-consuming task as the idea is to select which invitation events we choose to support and appoint a person as the liaison between the clubs for that event and to promote it within our Club. Please give this some considered thought.

In the meantime I hope you all enjoy the Burnett, both North and South in May.

Peter Arnold
President



PERIOD COSTUME TRADE, SELL OR SWAP



Bring along those items of period costume that you no longer need to the meeting on Monday night and set up a stall in our Costume Grand Bazaar pre and post-meeting. You may even find that something you need to add to your own costume.

There will be some racks to hang items as well as tables available



Get well Messages

GAVIN POCOCK is presently laid-up with the flu.
We wish him, and other Club Members
who are currently suffering ill-health, a speedy recovery

Introduction to John's History

Below is a very important chapter in the history of our Club as researched by John Day. It records our meeting places over the years, how we came by them and what we did with them. While this is not the complete story as it stops with the construction of the current clubrooms and doesn't record what has happened here in the 25 years since, it is important to record the information while there are still members around with this knowledge. There is also an appendix, which is not printed here, that records the donations made by corporations and individuals, both members and non-members to complete the existing premises. John would like to hear from anybody who has information to contribute to ensure the story is recorded accurately. Perhaps this, along with the information in our handbook, could form the basis of a complete record or the history of the Club.

Peter Arnold

VCCA(Q) CLUBROOMS HISTORY

Our clubrooms at Carindale opened on 5 March 1994. At the time of writing, 2017, only around 30% of current members were members on opening day. Few of the Building Committee are still active and even fewer know of our pre-Carindale meeting places, the fund raising events and contributions of other Clubs and individuals that led to us building our own premises.

The purpose of this article is to gather and record this part of our Club's history.

Information has come from the Minutes of meetings and the recollections of many. Unfortunately, the minutes of the Building Committee cannot be found.

EARLY MEETING PLACES

- Early meetings were held in the auditorium of H.C.Sleigh (Golden Fleece Petroleum Products) who were major sponsors of the Club from its inception in 1956, through to 1966.
- During 1966, some meetings were held in the old RSL Hall in Nicholas St Ipswich, to make it easier for Darling Downs and Kingaroy members to attend.
- Member Frank Hack operated an automotive electrical business at 312 Main Street Kangaroo Point. The premises comprised an old high set Queenslander style house with the workshop underneath and at the rear of the house. Frank allowed the Club to modify a room in the front upstairs part of the house for meetings. Frank's premises were resumed in 1967 by the Main Roads Department for widening Main St and Shafston Avenue.
- In 1968, member Alan Sypher secured the lease of a Queensland Rail building in Railway Terrace Milton beside Milton Station. The lease would only be available "for a few years" as the land was to be used to install a transformer for the future electrification of the railway system. For the next 22 years, the hall was the venue for our meetings as well as a host of social activities and the starting point for rallies.
- Following termination of our lease over the Queensland Rail property at Milton, we met at East Brisbane State School from August 1989.
- In May 1991, we moved into the Church Hall next to our Carindale property, while our clubrooms were under construction.
- In September 1992, we moved to the Queensland Rifle Association hall, Old Cleveland Road Belmont for a few months, while the Church Hall underwent renovations and our clubrooms were under construction.

LOCATIONS CONSIDERED FOR OUR CLUBROOMS

Minutes of the February 1987 General Meeting said,

"When it is all summed up, the Club can either purchase freehold land and build and be broke, or lease land and build and still have some money in kitty to be invested and the interest to help out with outgoing costs each year. Take up freehold and every Club Member will be heavily committed for years to come. Take up leasehold would be much easier but would be faced with the prospect of never owning the building etc."

The following locations were considered.

- In June 1988, 96 perches of freehold land at Sunnybank.
- October 1988, a house and two blocks of land at Fairfield.
- A worked-out quarry site at Ashgrove adjacent to Ashgrove State School. Among other problems, the site was leasehold and would not guarantee the security of our investment, if lease terms changed over time.
- In November 1988, Brisbane City Council offered the disused Girl Guides and Brownies Den at Baron St Greenslopes. Neighbours were canvassed and supported VCCA(Q) occupancy. In February 1989, we held a rally to the site and gained further support of neighbours. Our members were enthusiastic about the site. Sketch plans showing possible extensions were submitted to Council. In June 1989, the local Ward Alderman vetoed our lease of the property in favour of a local sporting body he supported.
- In April 1989, we received advice from Queensland Rail, that the lease on our Milton premises was to be terminated in July.
- We considered the Downey Park, Windsor headquarters of the Queensland Softball Association, then in liquidation. Again, we would not have owned the land, it being Brisbane City Council parkland and our investment in buildings would be jeopardised if Council had a change of heart about our lease.
- Vacant land diagonally opposite the Shafston Hotel at the corner of Wellington Rd and Shafston Avenue, East Brisbane. This Main Roads Department owned land was the site of the open air Mowbray Park Picture Palace from 1912. From 1960 to 1967, it was Queensland's first Ice Skating Rink. (See photograph on our clubrooms wall, of Veteran Delage and Sunbeam outside the Picture Palace.) Our intentions were to construct clubrooms with a period style Motor Garage façade. (We had suitable roof trusses in storage from a demolished central city building.) Negotiations with the then MRD Minister Russ Hinze failed to achieve a price we could afford.
- Five acres of freehold land at Morningside available for \$64,000. This would have only left \$15,000 in our coffers to build clubrooms. Clearly not enough.
- An industrial shed at Sumner Park was deemed to be not central enough for members travelling from north, south or east.
- A closed BP Service Station site at Wavell Heights at \$60-65,000. It was thought we could not afford Council rates of \$55 a week. At this stage, we were not contemplating other Clubs paying to use our premises.
- A building on the Mt Gravatt Showgrounds.
- A site on the property of the Brisbane Tramways Trust at Ferny Grove.
- We looked at using part of the Old Museum in Gregory Terrace.
- The Nudgee School of Arts built 1914, on 2 acres of leasehold land.
- In February 1991 we inspected Redland Shire Council land at Pinklands Oval, Thornlands. Council was encouraging community groups to establish premises at the complex. We inspected and thought it not central enough for our purposes.
- Then came the property at 1376 Old Cleveland Road Carindale. Eureka! We had found our home.

FUND RAISING VENTURES

- In the early 1970's, some club members dismantled and reassembled "the Old Bakery", an 1870 building in Ipswich. This was organised by member Don Roberts and involved a very old slab building that Don had been renting. This building was on Government land with a 99 year lease which had expired. A local businessman purchased the building and club members moved it to Purga, just outside Ipswich. This was done over a number of weekends and resulted in around \$5000 that was arguably the start of the club's Building Fund.

As an interesting aside at the time of writing, the chap who had "the Old Bakery" moved to his property at Purga is now re-locating to NSW and taking the building with him.

In 1985, the Executors of the Estate of Foundation and Life Member J.E.(Don) Roberts, generously contributed \$20,000 to the Building Fund in remembrance and recognition of Don's significant part in the history of the Veteran Club.

Note: The February 1986 Minutes passed a motion that "A suitably inscribed plaque be formulated to the memory of our late Life Member, J.E. (Don) Roberts and made to the satisfaction of the Donors of this very generous donation of \$20,000 towards new clubrooms and then installed in the VCCA(Q) clubrooms while ever that Club or clubrooms is in existence.

The Kern Corporation was a major property developer in the 1970s/80s. Our member, Phil Fletcher negotiated a deal with Kern to run "Kern Classic Rallies" for Veteran, Vintage and Classic vehicles annually from 1984 to 1987. This injected \$40,000 into Club coffers. The Kern Classics cemented the concept that our clubrooms was to also offer a home to the historic car movement as a whole. This funding was the single biggest impetus to our dream of a place of our own.

- The February 1987 Minutes showed we had investments with the Bank of Queensland earning 15% interest.
- 09/11/1991, Member Val Coles arranged a Wine and Cheese night at Palma Rosa, the then headquarters of the English Speaking Union in Queensland. This event injected \$1048 into the fund.
- In May 1992. a Jazz night raised \$770. An auction of donated parts raised \$247.
- The April 1992 General Meeting decided to fund the difference between estimated cost and available funds, by:
 - Pre selling rent to other clubs
 - Buy a Brick donation scheme
 - Interest free loan from members (if available)
 - Loan from members at the then current pension deeming rate of 6%.
- Trevor Farnell and John Day attended general meetings of over 20 historic car clubs at their various meeting venues, to canvas the concept of these clubs becoming tenants of the proposed Veteran Club premises. At the time, we had the land and a sketch plan of the proposal, drawn for us by Tim Braby from the Austin 7 Register. We were well short of enough funds to commence construction. These meetings yielded \$40,000 in pledged funds as rental payments for up to 10 years in advance. This also included rights to library rooms for VCCQ and QVVA/Vintage Chev Club.
- In November 1992, Canadian visitors Bob and Joan Lawrence conducted a slide night at the Greenslopes Bowls Club, to showcase their world motoring travels.
- Many members and supporters "bought a brick", (Gold/\$100, Silver/\$50 and Bronze/\$20) as a badly needed cash donation to the building fund. These donations are recorded on a plaque in the foyer of the clubrooms.
- Despite all our fund raising ventures, we were still \$25,000 short. Member (later Life Member) Bill Ferris stepped up and offered to loan the club \$25,000, with interest calculated at the pension deeming rate. This generosity was accepted. The loan and interest was repaid in just a few years.

- Once the clubrooms were occupied, Val Wojtasik, Janette Farnell and Alison Day made craft items for sale in the clubrooms
- Alison Day made and sold jams by the dozen at meetings.

OUR CARINDALE COMPLEX

The Main Roads Department acquired the property in the 1970s. Part of it was required as road reserve for the new Gateway Arterial Road. The balance, including the house was used as a site office by the Contractor building the road. They cleared a section behind the house, laid concrete slabs and constructed machinery servicing and workshop facilities. At the conclusion of roadworks, the Contractor was required to hand the property back to Main Roads in substantially the same condition as when first occupied. The workshops were removed but the slabs were hidden under 300mm of fill. The property was then excess to Main Roads' requirements and was sold at public auction. The purchaser appeared to do little to the property before again putting it to auction. Our Secretary, Graham Porter saw the "For Auction" sign and the rest is now history. Its attraction to VCCA(Q) was :

- Being beside the Gateway Arterial and Old Cleveland Roads gave easy access from north, south, east and the City. Good location as a start point for rallies.
- Enough land to build clubrooms and still have a sizeable area for field events.
- The property is encumbered by 3 SEQEB Power transmission easements, running parallel to the Gateway. No structures can be built under the easements, which occupy roughly half the land. We felt this would limit commercial interest in the block, and the amount they would pay. But it would not stop us having car parking/activities under the overhead cables. The transmission lines have now been relocated west of our property, but the easements are still on title.
- Income from renting the house would ease the burden of freehold ownership.
- Apart from tenants in the house, nobody would be disturbed by club members leaving late night meetings.
- The local Councillor was enthusiastic about our potential use. A previous approach to Council had been for a demolition yard, an eyesore beside such a major road into Brisbane, compared to our proposal.

Graham Porter was to bid at auction on our behalf. Agents expected it to sell for around \$105,000. We decided not to show our hand at the auction by having many enthusiastic VCCA(Q) members milling around. Graham with a couple of supporters withstood the pressure and was successful bidder at \$92,500. We had bought well. The unimproved value for rating purposes was \$108,000. We paid cash and became the owner of 1½ acres. The 1930/40s house showed advanced depreciation, particularly after rough use as a site office. The grass and weeds were waist high and the old chook sheds had seen better times. Investigations with a crow bar later unearthed the workshop slabs. These are those now behind the clubrooms, near the B-B-Q

A Building Committee was formed, comprising Phil Fletcher, Alan Telfer, Trevor and Janette Farnell and John and Alison Day. Howard Kenward came on board during construction. Veteran Car clubrooms in Sydney, Adelaide, Auckland, Christchurch, Perth and Launceston were visited and good/bad ideas noted.

Early in 1992, we hosted other clubs for morning tea, on site, to generate interest.

In October 1992, we invited many clubs to a very well attended lunch at our property, again to generate interest in the project. Profit of \$1700 for the day covered the cost of engineering drawings for the clubrooms. An Acoustics Engineer was engaged to advise on design features that would aid good acoustics for the clubrooms. (The perforated ceiling is actually acoustic panel. Future painting of this will need to take the acoustic properties into account.) Alan Telfer drew plans for construction. These were modified regularly, as funding constraints dictated.

In October 1992, we received approval from South East Queensland Electricity Board, for our eastern veranda to encroach 1 metre into their easement area. BCC Building Approval came in February 1993 and we went to tender immediately. Tenders were opened at our March Meeting and ranged from \$146,335 to \$239,640.

In April 1993, we signed a contract with Col Bartlett of Burbank for \$92,700, for a modified project. The planned brick façade, 2 of 4 toilets and all showers had been deleted. Members and supporters were to handle plumbing, drainage, electrical, painting, site works and car park. Construction started on 08/06/1993, with 12 weeks allowed for completion. In the retention period after completion, only two issues arose and these were readily fixed by the contractor. We were very satisfied with his cooperation and the quality of his work.

Our first meeting in the still to be completed clubrooms, was November 1993.

Graham Porter chaired a committee to plan the official opening of the clubrooms on 05/03/1994, by Her Excellency Mrs Leneen Forde, Governor of Queensland and Patron of VCCA(Q). Federal, State and Local politicians attended as did delegates from Veteran Clubs in NSW, Victoria and Canberra.

It had rained heavily all week, but cleared for the opening. 161 Veteran, Vintage and Classic cars attended the opening celebration. That night, we held a spit roast dinner with a jazz band to entertain us. The heavens opened again.

As an aside, on the morning of the opening, ex Sergeant of Police and member Hugh Kimlin, noticed a marijuana plant growing in the house garden, beside the fence that the Governor would drive by that afternoon.

Back then, we had the land, some plans, not enough money and a dream. Without the \$40,000 pledged by prospective tenant Clubs before a sod was turned, and the donated material, equipment and time of Clubs and members, it is arguable that the premises we enjoy today would have happened when it did in 1994.

John Day.

DISCLAIMER

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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.

**Minutes of the Six Hundred and Forty Eighth General Meeting of the
Veteran Car Club of Australia Qld Inc.
Held in the Clubrooms at 1376 Old Cleveland Road Carindale
Monday 2nd April 2018**

Welcome: President Peter Arnold opened the meeting at 7.30pm and thanked everyone for attending. Peter also congratulated Syd & Pauline on their recent marriage.

Attendance: 30 Members as per attendance book

Apologies: Neal & Jan Sims, Frank & Kathy Muggeridge, Peter & Jennie Ransom, Alan & Carol Robinson, David Hackshall, Michael Hackshall, Rob & Pam Guthrie, Kevin & Joyce Brooks, Joe Jarick, Trevor & Janette Farnell, Wayne Aberdeen, Graham & Irene Donges. Merv & Margaret Thompson, Trish Hanley, Denis Martin.

Visitors: Dirk & Trudy Regter from the Netherlands

Minutes of the December Meeting. Minutes as published in the club newsletter, so will be taken as read. Rhonda Guthrie moved that they be accepted as a true and correct record, seconded Graham Wilkinson - Carried

Business Arising. Nil

Correspondence: Inward:

Magazines from various Clubs

Accounts

Telstra

Cleanzone

Origin

Rent Payments

Model A Ford

Chrysler

QVVA

Outward: Nil

Business Arising from Correspondence: Nil

Rhonda moved that the inward correspondence be received and the outward be endorsed, seconded by Bob Burley Carried

Treasurer Report: Hazel reported on the club accounts, she also reported that the committee had decided to transfer \$10,000.00 from the general account into an investment account. Hazel moved that the report be accepted. Seconded by Vicki Forsyth Carried

Events: 2018

14th April **Vintage Car Club** is organizing a day run to the Dayboro Hotel for lunch (Saturday) . We are invited – please let Peter Ransom know if you are planning on attending. This sounds like a fun day so let's participate.

6th May **"Funkhana"** at Clubrooms This is planned to be a fun day please invite friends and family to enjoy the day with us. It is a BYO BBQ lunch. Tea & Coffee freely available in the club kitchen. Lots of room on the verandah for lunch.

17th - 28th May **North Burnett Rally** Terry Lewis is suggesting we extend our May event and commence our tour at Mt Perry 2 nights then on to Monto 2 nights finally either Mundubbera/Eidsvold or Gayndah for 2 nights before heading to Yallakool Caravan Park to continue with the Goomeri rally - 12 days of glorious country rallying.

25th - 28th May **South Burnett Rally** This tour is being organized by Phil Fletcher, with assistance from Steve Forster and Glynn Hackshall. Information in the February Club Veteran Torque. Remember you need to book your accommodation. website is www.yallakoolpark.com.au email yallakool@southburnett.qld.gov.au Phone (07) 4168 4746. Address: Barambah Road, Moffatdale Q Contacts are Nicky or Ken

2nd - 3rd June **Old Petrie Town** On Saturday 4th June, and Sunday 5th June, Old Petrie Town is hosting a Steam Fair, featuring traction engines, steam rollers, toys powered by steam, and vintage petrol engines, along with vintage tractors, cars, trucks, buses, markets and lots more.

23rd June Albert is organizing another **non car day**. Assemble Roma St Railway Station time TBA travelling by rail to Kippa Ring, bus to Redcliffe and enjoy lunch at the Redcliffe RSL.

5th July This will be the **100th Anniversary of when a 1912 Overland** was driven from Brisbane Town Hall to the Toowoomba Town Hall. This was accomplished in 2 hours 7½ minutes back in 1918 it was a distance of 85.5 miles the Driver being Mr. P.Z. Eager, Mechanic Mr. W. G. Webb. I wonder how long it will take today. This vehicle is now owned by Graham Crittenden (a club member), he is planning on driving the same vehicle to Toowoomba on the 5th July 2018 departing from the Brisbane Treasury Building to the Toowoomba Post Office. If you would like to join him in your veteran please contact Graham directly, his phone number is in the club register or contact Rhonda and she will give you his number. Denis Martin has a contact through the local Historical Society that may be able to assist Graham Crittenden with the organizing of this event.

15th July **RACQ** - As we have another rally in July we need YOU to attend this special public display day. By attending the RACQ day we are able to show off the history of the early motoring industry and show the public what cars were really like when first designed and built.

11-22 July - **Sir James Blair - Re-Enactment Tour** through Central Queensland. This is planned to be a partial re-enactment of the first epic motor vehicle journey undertaken by a politician in Queensland. James (Jimmy) Blair, the Attorney General and Minister for Mines, undertook the journey in a 1905 20Hp Panhard Tourer in 1908, 110 years ago. 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 the Canadian chauffeur mechanic, Charles Hall. It is proposed on this trip to start in Cloncurry and back track their journey to Blackall then follow their path on to Brisbane. This journey will take us 12 days, including a lay day in Longreach, over comparatively very good roads.

4th August **Presentation Dinner** at the club rooms

18th August **Veteran & Vintage Swap Meet**. Saturday – club rooms – gentleman's hours 8am start.

14th -15th Oct **Bankfoot 150 Anniversary** John Day to assist with the organization of this event

3rd - 4th Nov **London to Brighton** - short local run on the Sunday commencing from the club rooms, lunch has been arranged at the "Brighton Room" at the Redland Sporting Ground complex. Let's celebrate this event together.

15th December **Veteran Christmas Party**

2019 17 - 23 September National Veteran Tour. (Qld) Headquarters will be Bargara Caravan Park. Expressions of Interest and Bulletin No. 1 now out. Check club website – Have you booked your accommodation ?????

2020 April National Veteran Rally, 1 & 2 Cylinder, Charleville Queensland .

Other Club Invitation Events 2018

12-13 May Dalby 40th Anniversary Rally – Wally & Bev Lanagan

25-27 May VCCA NSW. Invitation Rally for 1 & 2 Cylinder Veteran Cars and Bikes, Yamba.: Entry forms on the club website, or (E:) rodruthholmes@gmail.com (P) 02 6657 2765 (M) 0427 572 765

23 – 29 Sept. National Veteran Tour, Forbes, NSW (organised by Newcastle Branch)

2019 2nd March Tenants 25th Anniversary Lunch. (Clubrooms)

2019 30 Aug - 6 Sept. Horseless Carriage Car Club of America (HCCA) S-E Australia Region International Tour in Bathurst, See Club Website.

2019 29 Sept. – 5 Oct. National Model T Ford Rally, Maryborough. Info pack: email MTOQ2019rally@hotmail.com

Dating: Nil

Library: Nil

QHMC: Nil

Editor Report: Nil

Web Master: Nil

Historian: Nil

SAG Report Nil

General Business:

Peter reported that he had spoken to Graham & Irene Donges regarding the 2020 1 & 2 Cyl rally presentation they gave whilst on the 2018 Rally in Tasmania. Graham has quite a few EOI forms ready to process when he arrives home.

A few months ago Peter mentioned that he had a contact from a Kelvin Mc Donald regarding bringing a Model T from South Africa that he had inherited to Australia. After discussions with Peter A and John Day and customs etc. he has decided to leave the car there and look for another car of interest here in Qld.

Unfortunately John & Pam Handley had an accident in their Darracq whilst travelling from the ferry to where he had his trailer stored after the 1 & 2 Cyl. rally in Tasmania. John's statement – it can be fixed.

Council rubbish trucks have damaged the asphalt in the club grounds especially during the hot summer days. The committee to make enquiries of how the damage can be fixed. Also we have a lot of water from the M1 freeway that flows across our club grounds during wet weather. This doesn't help.

Peter asked for suggestions of how he can clean the radiator of their Hupmobile. White vinegar mixed with a small amount of water may work well. Also caustic soda was suggested. Remember to flush the radiator upside down from the bottom tank out through the top opening.

Peter also is having trouble to purchase a small amount of Penrite oil for his veterans. The regular motor companies who sell oils will not sell small quantities. Much discussion followed but no real answer given.

Tonight we had a visiting couple from the Netherlands, Dirk & Trudy Regter, they are driving their 1915 Model T around the world. So far they have travelled approx. 80,000 miles through 50 countries they are fundraising for the SOS- Children's Villages this is a worldwide organization working for orphan children.

In 2007 they travelled from Beijing to the Netherlands, this was a journey of 9,000 miles which generated enough money to realise two children projects in Mongolia.

In 2012 they ventured from Holland to Cape Town, South Africa, this leg of their trip took them through 17 countries and travelled 15,000 miles in 160 days.

In 2013 they toured USA & Canada. Travelling through 22 states in the USA from the west to the east coast of Canada: 17,000 miles in 180 days

In 2014 South America was their destination. They started in Cartagena, Colombia and from there via Ecuador, Peru, Bolivia, Chile, Argentina & Uruguay to Brazil. This trip was about 16,000 miles in 180 days. So far they have driven almost 50,000 miles and it had been a fantastic journey with a special goal. As they travel they visit many SOS Children villages. By means of a worldwide sponsorship campaign they are helping to ensure that children who have no parents will get a loving home.

After visiting a sponsoring event in Luxembourg with the Model T in August 2015 they were hit by a truck on their way home. The Model T was damaged so severely that the continuation of the world tour in 2016 was cancelled.

2016 – 2017 The restoration of the Model T – ready for future tours.

2018 They continue their journey through New Zealand and now Australia. They leave soon to continue their travelling through Australia with plans to be back in Brisbane approx. 18th July to return home to The Netherlands.

Their photos and stories were fascinating, you missed a great evening. For further information about the charity they are helping please check their website www.ModelTWorldtour.com or www.sos-childrensvillages.org

Meeting closed 9pm

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

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



The Tassie One/Two National, 2018

12.20am and a fit of coughing has me wide awake and thinking about Tassie. Merv Thompson, obliging fellow, brought back to the Mainland some deadly Tasmanian cold/flu combination and passed it to Margaret, Joyce and me, in order that we pass it on further. (Currently Joyce has laryngitis and is communicating in a high-pitched “squeak” outside my limited hearing range. Most annoying for both of us. I’ve no idea what she’s squeaking and my lack of understanding is only causing louder annoyed squeaks!)

As the postcard says, **“Having a wonderful time. Wish you were here!”** Well that’s how Tassie was and I wish you could have been there. I know you don’t want to know but I’ll punish you anyway!!

From the moment the Thompson/Brooks/Donges plus Sundry arrived on shore in the pre-dawn darkness, it was on – incredible hospitality. Our bleary selves were met by a contingent of Tassie Members bearing trailers, intent on transporting us to our Deloraine lodgings. However Jill and Peter Hawkins had other ideas. “Would we like a Sunday breakfast on Tuesday?” Would we ever! So the trailers were diverted to Turners Beach where some thirty or so of us crowded around the Hawkins kitchen and deck while Peter and I BBQ-ed eggs and bacon and we had a good old getting-to-know-you session.



Late, in Deloraine, our initial briefing and all future briefings had the same laid-back flavour. Joe Clippingdale, ably supported by wife, Julie, laid out the various plans for the daily drive. It didn’t matter if you missed the 8.30am briefing. It didn’t start at 8.30 anyway! However once underway, should your drawn number find you absent, you missed out on some daily goodies, often handcrafts courtesy of Jill Hawkins and her merry band of crafters. (We were always there but our numbers still in the hat.) Around thirty vehicles meant that you rubbed shoulders with most in one happy family.

I just love Deloraine. The town has an Old-English feel about it and houses from the 1850’s dot the countryside. The daily runs were through green hills and dales and we visited several beautiful mansions, drooled at them from the outside, and marvelled at their gardens. The dales were no trouble but Peter Hawkins had spoken with forked-tongue when, on previous occasions, he promised flat-country driving! Unlike our Cobram Experience where the feature for the entire week was “a hill”, Deloraine gave us a few challenges.



Our mighty Humberette's clutch began behaving strangely during the long Cobram drives and on our second day at Deloraine, the violent jerks it was producing finally affected the diff. and the wheels ceased to turn, giving it a holiday for the remainder of the tour. (Joyce of course had warned me that I should stop driving it and, as usual, she was right.) My spirit wasn't dampened for long but the rest of me was. Showers had threatened and as the week wore on, the weather deteriorated.

On one day I cadged a very cold ride "in the Scottish mist" in the back of Julian and Jane McNeil's Swift and my added weight no doubt contributed to its back wheels also not going round! A broken coupling between clutch and gearbox meant we didn't complete the journey. (Later in the week, thanks to a local engineer, Julian was back on the road.)



Okay, I'd broken two. Now whose? I threw myself at the mercy of Michael and Claudia in their Cadillac. It had been producing a strange knocking noise but my presence made it no worse but the weather by now was downright wet and I huddled behind a picnic rug, having the time of my life, wet bum and all!

I didn't need to travel with Graham Donges. He managed to break his Brush, all on his own. There must be something about back wheels not going round. Although his right back wheel went around, its snapping off at the neck of the hub saw it wobbling dangerously. Graham successfully attempted a temporary bush which made it driveable only over a short distance lest it wear the axle. At least he was able to drive on to the ferry whereas Yvette Humberette had the embarrassment of being towed on and off.



Joyce, meantime, had been pressed into service as John Handley's navigator in the Darracq. She had arrived at the start, expecting a ride in a "modern" so was ill equipped for a wet ride in the flying Darracq! A waterproof picnic rug was her saviour too. These damp rides meant lunch was always a welcome sight, especially some warm soup. The last day was so wet that even the most intrepid opted for moderns, soup or not!



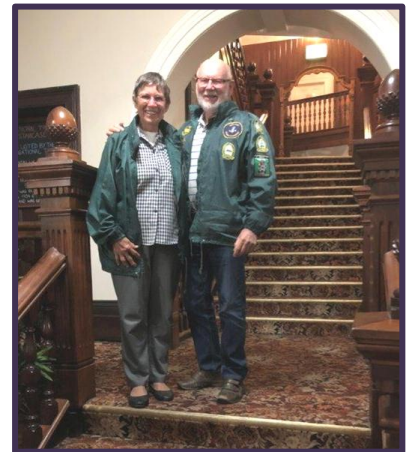
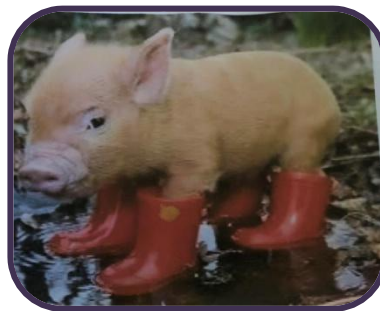
I must say the morning teas and lunches, with one obvious exception, were excellent. On the other occasion, a mix-up I believe owing to a new committee saw us treated to a Bunnings-style sausage or beef patty and onions on dry bread. (This was something of an embarrassment to Joe and Co but his explanation and apology at the final dinner was happily accepted.) Not that the final dinner was final. Many of us ended the evening at the lodgings of Vivian and Doug Fulford where followed

hot cross buns, coffee/Irish coffee, and in my case a glass or two of Geoff Paynter's evil brew. (The previous afternoon saw a similar gathering at the grand lodging of the McNeils and Ransleys for pre-dinner festivities as our hosts were leaving a day early. Francis' health saw him very quiet during the tour but Elaine kept him well attended.)

And so the week came to a reluctant end. It was a National like no other I have attended – laid-back Tassie style. Just a country-style get-together in one merry band enjoying the company of fellow enthusiasts and friendly accommodating Taswegians in a beautiful State of Australia. I'm sure I speak for the entire Queensland contingent when I say, "Thank you Joe, Julie, the Hawkins and All, for a great, memorable 2018 One/Two Cylinder Tour".

Kevin Brooks

Footnote: I'm pleased to say that investigation has shown the Humberette's defunct diff. was owing to several inferior bolts shearing off in the crown wheel, a problem which should be fixed for a few dollars, not the thousands I envisaged! Merv and Marg's flying AX Renault completed the rally with barely a hiccup as did John and Pam Handley's Darracq. However John's luck finally wore out as post-rally, he was side swiped in the Darracq by a "modern", hubcap to hubcap, leaving the Darracq with a torn guard and a twisted diff. housing. The modern however was a write-off. The young driver had fallen asleep at the wheel after a nights, work. In his favour he was quick with apology and admission of guilt.



SANKEY WHEEL: Need an 18" Sankey wheel? Perfect one at Engineering Works, Finley, Victoria. (Posted Kevin Brooks, 0412 720 035)



Balls Of Steel - The Dayboro Boules Report

The weather threatened early and kept a few older cars at home, but by the end of play it turned out nice again, as George Formby was wont to say. By my rough count 34 of us participated in the day, evenly spread between VCCA(Q) and VCCQ people.

Lots of recent rain and no recent mowing meant our pitch had long grass and it was mostly heavy going, even a bit muddy for the players. Quite a few hadn't previously encountered this game, but our simplified rules and on-the-spot tuition had them flinging the steel balls with great dexterity. The contest dwarfed any of that Comm Games stuff: 28 *concurrents de boules*, seven preliminary rounds, two semi-finals and then the Grand Final fought out between first-timer Geoff Kenward (son of Howard and Alison) and the 2010 champ, Ann Hesse. Ann did it again, so the long months in her Tasmanian training camp have paid off. Congrats to Ann and to everyone who had a go! Rumour has it that Alan Robinson is keen to take up the game and has been sniffing around eBay for a set of boules.

Jennie and I were delighted to see so many members of both clubs getting involved in this little event and so many cars coming out to play despite the look of the weather. We quite understand that for the Vets a wet day is no fun, so Bob and Hazel Burley get the Platypus Award for bringing the 1914 Singer along. The Clegg Chevrolet roadster and the Kenward Wolseley Hornet Special were nice surprises, too.

The closing ceremony on the pub deck was celebrated with cool refreshments and (at last!) the pies that we've missed in the past. Hard to beat.

Peter & Jennie Ransom



Who's Boule is the closest?



Hazel in action

The following is reproduced for Members' information from the latest VCCQ Bulletin.

Motor Vehicle Standards Act 1989

There are wholesale changes coming to the way historic cars are imported, with the regime under the Motor Vehicle Standards Act 1989 about to be replaced by the Road Vehicle Standards Bill 2018 and associated Bills and Rules.

The greatest change will be to obtaining an import permit – at present, pre 1989 vehicles can be imported as of right. The Minister MUST grant a VIA, or Vehicle Import Approval. The new scheme will see the Minister having a discretion to refuse the importation of any vehicle, and insist on an inspection of the vehicle anywhere in the world at the importer's expense. At present, historic cars are often taken overseas for events without using a carnet, and then re-imported by obtaining a VIA which is granted automatically. The new laws will enable the Minister to exercise discretion and refuse re-importation, leaving cars stranded overseas.

The Australian Historic Vehicle Interest Group has made a submission to the Senate Committee conducting an Inquiry into the Bills, seeking the proposed new laws be amended to preserve the existing right to a VIA for pre-1989 vehicles, without enforced inspections overseas, which would address all the concerns. The AHMF was aware of the AHVIG submission and belatedly lodged a submission. The AHMF did not seek any changes to the proposed new laws, instead asking some questions about their intended operation.

Darracq Misadventure

Well it finally happened. After travelling over 25000 Km on Australian roads someone has unfortunately run into the Darracq. I was returning from the one and two cylinder rally in Tasmania and was driving from the Ferry Terminal in Melbourne to Kilmore where we had left the trailer.

About 8 am on Easter Sunday fifteen kms from Wallan on the Hume highway on a dual lane section, a young fellow in a late model Mazda sedan went to sleep whilst passing me, he hit the rear wheel hub and sideswiped the Darracq. It gave me quite a fright as there was no other vehicle in sight on this section of the highway. The result was a broken guard and bent differential housing on the Darracq. The Mazda twisted the front end and damaged panels on the off side and apparently was a write off.

Fortunately Pam who was driving our Falcon tow vehicle was ahead of me, waiting at Wallan for my arrival. The usual accident procedure took over, with Police, Ambulance and two tow trucks in attendance. After I received the all clear from the paramedics, I had the tow truck deliver me and the Darracq to the Hamilton property at Kilmore before our return journey to Bundaberg.

I was extremely lucky, and the lesson here is beware of one of the fatal three causes of accidents namely fatigue. The young fellow involved readily admitted that he had played football the previous day before going on night shift. He was driving home from work when he fell asleep at the wheel. I was very lucky that it wasn't a larger vehicle or truck.

I will give a report on the damage repair in the next magazine.

John Handley.



The Mazda logo includes wings to reference its "ability to soar to new heights" The name comes from Ahura Mazda, the god of wisdom, intelligence and harmony in early Asian civilizations. It also derives from the name of its founder, Jujiro Matsuda. Its current logo was introduced in 1998.





Pam G's latest transport

**DON'T FORGET THE
FUNKHANA ON SUNDAY!**

A little bit of.. HUMOUR

I woke to go to the toilet in the middle of the night and noticed a burglar sneaking through next door's garden. Suddenly my neighbour came from nowhere and smacked him over the head with a shovel, killing him instantly. He then began to dig a grave with the shovel. Astonished, I got back into bed.

My wife said *"Darling, you're shaking, what is it?"*

"You'll never believe what I've just seen!", I said, *"That so and so next door has still got my ruddy shovel."*

