

THE VETERAN CAR CLUB OF AUSTRALIA (QLD). INC.

Joint Patrons: Her Excellency the Honourable Dr Jeannette Young AC PSM, Governor of Queensland
and Professor Graeme Nimmo RFD

VETERAN TORQUE

NOVEMBER 2022



A close finish – yes, Brush finishes first

[Lake Perkollilli - Red Dust Revival]



VCCA(Q) - 2022 – 2023

Joint Patrons: Her Excellency the Honourable Dr Jeannette Young AC PSM, Governor of Queensland
and Professor Graeme Nimmo RFD

All correspondence to the Club should be addressed to the following as appropriate:

<u>President:</u>	Sally York	president.vccaq@gmail.com
<u>Treasurer:</u>	Steve Forster	treasurervccaq@gmail.com
<u>Secretary:</u>	Irene Donges	secretary.vccaq@gmail.com
<u>Webmaster:</u>	Adam Lyons	Adamlyons_2@hotmail.com
<u>Editor:</u>	Carol Robinson	red-bubble@outlook.com

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 Club website is: www.vccaq.com

Membership fees from 1 July 2022:are:..

Full Membership (single):	\$ 52	Joint Membership	\$ 59
Country Membership (single):	\$ 40	Joint Membership:	\$ 45
Associate Membership	\$ 40		

There is an additional joining fee of \$30.

Note: THERE IS AN ADDITIONAL CHARGE OF \$15 FOR THOSE MEMBERS REQUIRING A MAILED OUT 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.)

(Note: The Social Fund account is: A/C 21823868 BSB 124 026)

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. email: red-bubble@outlook.com

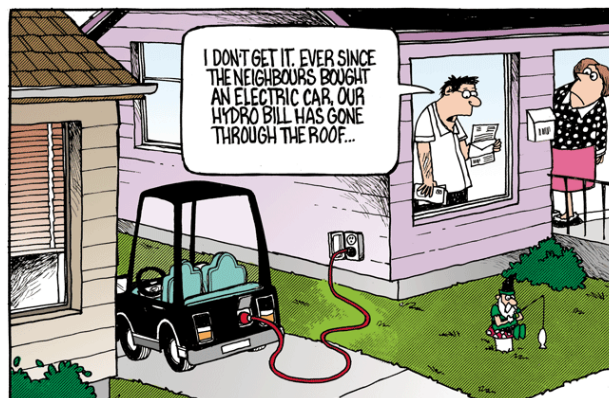
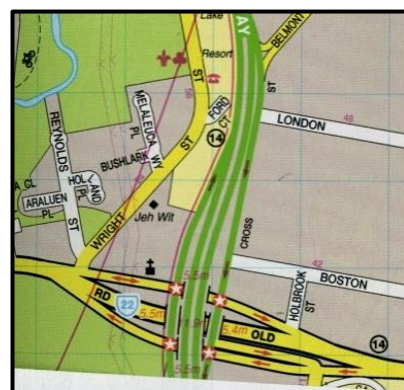
All other correspondence to:

The Secretary, VCCA (Q) Inc.

1376 Old Cleveland Rd,

Carindale Qld 4152,

email secretary.vccaq@gmail.com



President's Report for October

This month has seen the plumbing work progressing on our new toilet project and we are hoping to keep the momentum up while we can, with the slab due for completion next. Albert is very busy with all matters property related at the moment and will be quite happy for it to be finished as soon as possible. Finding trades in this climate is still proving to be challenging, and I have to praise Albert for chasing every lead provided and locking in the suitable contenders.

Unfortunately we have lost another long-time Club member and it is with great sadness I have to convey our condolences to the family and friends of long-standing member Hugh Kimlin. Former Life-Member, President, Editor and Rally Director Hugh will be sadly missed. His funeral was held on the 17th October and while I was not in Brisbane and could not be there, I am thankful we had members attending to provide a suitable farewell from the Club.

We send our Get Well wishes to Ray Mutton, Bob Carruthers and Ross Guthrie Jnr who are all experiencing health issues at present.

The Christmas Luncheon is our next event at the club rooms and almost upon us. We would very much appreciate it if you are intending on attending, to please send your monies in so we have numbers for the caterer. As always this will be a fun event and we would love to have as many members there as possible to celebrate the end of 2022 on our club calendar.

We have a large contingent of members attending the National Rally in Busselton this month and there have been many stories told of the journeys prior to arrival, with the flooding causing some problems and added weight of all the dirt removed from Perkolilli. Some of our Dodge Brothers owners are fresh out of their Busselton rally and eager to continue running their cars around this beautiful area. Rob and I have had an interesting journey ourselves without mentioning the airline in question but cancelled and delayed flights were an interesting introduction to our time away. Finally touched down in Western Australia to meet our friends patiently awaiting our arrival. Drove to Busselton in anticipation of the adventure lying before us. Wake to a brilliant morning and decide to go quad bike riding in the Boranup forest. An experience like no other, we were lucky enough to have a vantage point with incredible views of two oceans, checked out the forest floor where the initial formation of caves was explained to us in detail. While the adrenaline was still fresh we ventured on to the Jewel Cave to explore limestone crystal formations that are millions of years old. They were accompanied by what seemed like millions of stairs winding around the cave, and some low head room. Truly in awe of the power of nature when you stand on the cave floor and admire the intricate decorations 36 metres above caused by dripping water. Somewhat startling when the water drips on you though. Of course after a forest and a cave the next destination has to be the ocean. We continued on to Hamelin Bay to walk in the water with the stingrays and that provided much laughter and running as the water is icy cold. We did manage to spot a couple of stingrays in the shallow water a few metres away. Back to base to check on the progression of Queensland arrivals before heading out for dinner. 10/10 for day number one. Day two begins with a quick trip up to Bunbury for a swap meet. If this is the beginning I'm very interested to see what the rest of the week has in store for us.

Happy Motoring, Sally

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REMEMBERING HUGH KIMLIN

02/11/1929 – 07/10/2022

Life Member VCCA(Q)

Hugh was born in Roma and completed his apprenticeship as a cabinet maker. When the family moved to Brisbane, Hugh found a shortage of cabinetmaking work and joined the Queensland Police Service. After a Degree in Policing and serving in places like Innisfail, Atherton, Ayr, and then Brisbane, Hugh retired in 1984 with the rank of Detective Inspector at the Fortitude Valley CIB.

While stationed at Atherton his district included Georgetown, up in the Gulf country. Here in 1966, he found the dismantled remains of a 1914 Hupmobile Model 32 tourer. Three trips with ute and trailer brought the Hup home. Transfers to Ayr and then to Brisbane in 1974 limited restoration activity. Hugh sold the Hup and built his home at Mt Gravatt. The new owner of the Hup then decided to sell, so Hugh bought it back. He joined the Veteran Club in 1983 and finished restoration. He and Pat used it widely. With declining health, Hugh sold the Hup to Laurie and Marcia McGrath of Port Macquarie. It has now been re-restored and looks great, ready for the next phase of its life.



Hugh was the type of member that every club needs. A worker. Never seeking accolades, he quietly went about making a lasting contribution to our club and our clubrooms property. He was Editor for 5 years, Vice President for 3 years and Events Director as well. He took on the role of Rally Director for the hugely successful, "First National All Veteran Rally," held in Warwick in 1990. This became the gold standard for the annual National Rallies that we enjoy today. Hugh was very proud of this event and his family tell us that his Warwick rally plaque went with him to his grave.

During construction of our clubrooms, Hugh made the project his second home. As one of the "Pensioner Brigade" that included Frank Hack, Jim Degney and Bill Ferris, Hugh spent countless days over the next decade there, cultivating lawn, gardening and planting the trees that 30 years later stand testament to his efforts. He was Property Manager for the clubrooms and our rental house. In recognition of his contribution to the Club, Hugh was awarded the rare honour of Honorary Life Member in 2004.

With his Police Service background, Hugh became involved in the juvenile offenders' program, supervising youths serving court imposed community service penalties. Hugh and Frank Hack managed several young offenders as they worked off their hours doing odd jobs at our clubrooms. Not only did they serve their penalty, but we know they benefited from the calm mentoring and wise counsel offered by Hugh.

We remember Hugh telling us how he and Pat got together. Hugh was recently single again and he won a meat tray. He knew that a lady with five kids up the road was recently widowed. He didn't need all the meat himself and thought she would. The rest as they say, is history. That was Hugh. A kind and gentle man. Sadly, Pat passed away in March this year, a loss that Hugh never recovered from.

Rest in peace old mate. Thanks for the memories.

Peter Arnold and John Day





**YOU ARE INVITED TO ATTEND THE
VETERAN CAR CLUB CHRISTMAS CELEBRATION LUNCH**

- When:** Saturday 17th December 2022
- Where:** At the Clubrooms
- Time:** Arrive any time after 11 am for lunch
- Cost:** \$33.00 per person (subsidised by Members' Social Fund)
\$38.50 per person (non members/latecomers)

Payment can be made to Steve at the meeting in November or December. Or by direct deposit into the Club Social Account: BSB 124 026 Acct 21823868

PLEASE note the different account number for the Social Club account

Dress: Cool and Comfortable

The meal will be served at approx. 12.30 pm
This will be followed by a choice of desserts
Tea & Coffee will be available
BYO Alcoholic drinks

Please let me know of any dietary requirements

RSVP 9th December Jean Jarrett 0409 031 011 /
lilajeanyarrett@bigpond.com



History of the Red Flag Act of 1865

157 years ago, Lord Palmerston's Liberal Government in the U.K. passed The Locomotive Act 1865. It became known as the Red Flag Act, thanks to its extraordinary stipulation that any self-propelled road vehicle had to be preceded by a person walking at least 60 yards ahead, carrying a red flag or lantern to warn of a vehicle's approach.

The Red Flag Act also brought into force the world's first road speed limit: 4mph in the country, 2mph in towns, and a £10 fine for "speeding".

As motoring innovation gathered pace, the Act – originally passed with hefty traction engines in mind – looked increasingly absurd, and many campaigned against it.

It was finally repealed on 14 November 1896, when the Locomotives on Highways Act scrapped the flag and raised the speed limit to 14mph.

Motor car fans rejoiced. In celebration, a London to Brighton rally, billed as "The Emancipation Run", began with a breakfast at the Charing Cross Hotel, where Tory politician Lord Winchelsea symbolically ripped a red flag in two. Thirty** vehicles then travelled from London to Brighton.

Annual commemoration of that emancipation day drive has become famous and is known as the London to Brighton Veteran Car Run.

But maybe they had it lucky in Britain. That same year, 1896, a law was proposed in Pennsylvania (U.S.A.) requiring all drivers of horseless carriages, "upon chance encounters with cattle or livestock to:

- (1) immediately stop the vehicle,
- (2) immediately and as rapidly as possible disassemble the automobile, and
- (3) conceal the various components out of sight behind nearby bushes until equestrian or livestock is sufficiently pacified."

Irene Hill

* In 1896 The Act was changed, allowing motor vehicles weighing up to 1.5 tons to travel at a maximum speed of 12 mph; those up to 2 tons at 8 mph; and those above 2 tons at 5 mph.

** Of the vehicles that started, only 13 arrived at Brighton.

[By 1895 some drivers of early lightweight steam-powered autocars thought that these would be legally classed as a horseless carriage and would therefore be exempt from the need for a preceding pedestrian. John Henry Knight brought a test case to court in 1895. On 17 October 1895 Knight's assistant, James Pullinger, was stopped in Castle Street, Farnham, by the Superintendent of Police and a crowd had gathered by the time Knight arrived. The Superintendent asked whether it was a steam engine, Knight replied that it was not and thus admitted liability. He and Pullinger were charged with using a locomotive without a licence. The case was heard at Farnham Petty Sessions in Farnham Town Hall on 31 October 1895. Knight and Pullinger were both fined half a crown 2s 6d (or possibly 5 shillings) plus 10 shillings costs (or possibly 12s 6d)].





Lake Perkolilli 2022 - Graham Donges

Can I first impress upon you that the red dust revival is not about racing it's about reliving the spectacle of cars racing around a track up until 1939 when the track was abandoned.

The track itself sits inside the circumference of a clay pan about 4 km in length, roughly in the shape of an avocado. The surface is entirely natural hard clay which gives up a liberal supply of red dust when provoked by traffic.

To qualify for entry to "race", the vehicle must be pre 1940 and can be a mixture of any parts of that era. Some entries are stock standard road going vehicles while others are more sophisticated purpose built racing cars.

So how do you win at Perkolilli? Well, if finish your "racing" events and take your vehicle home still in running order, you are a winner. Your vehicle need take no punishment other than become totally covered in fine red dust. You record your own comfortable speed in a timed run and your handicap is determined by that time.

There is NO overtaking during a "race" so that in a perfect world where handicaps are spot on, all vehicles in each race will cross the finish line together. This did happen on many occasions.

Yes, my Brush was the oldest and slowest which was fine by me because it meant I had the inside lane each "race" and ate no dust. We did get very dusty because we were swamped during the handicap setting lap of course, coming home last, gasp, gasp!

The event attracted over 120 vehicles with over 20 being motorcycles. It was super well organised with each race starting within seconds of the finish of the previous event. Breathtakingly efficient.

Was it worth fronting up - absolutely!

Would I recommend you do too - absolutely!

Would I take anything I didn't want to get dusty - no!

The dust is in every crevice which will probably take months to clean - the Brush will even take much longer.

I invite you to Google "Perkolilli 2022" and get a sense of the adventure.



Taking a breather after setting a handicap time



A pesky broken bolt makes for a deal of dust, sweat and tears



Ready for warm-up lap (about 4km)



Did I mention Dust?



What a difference a day makes

The Northern Tour

EXPRESSION OF INTEREST

Hello everyone

Due to the larger than expected interest in The Northern Tour, we have decided to release an Expression Of Interest form as we need a more accurate idea of numbers.

THIS EVENT IS OPEN TO ALL VEHICLES MANUFACTURED BEFORE 1919

Starting in **Mackay, Monday 15th May 2023.**

A three day hub rally around the Mackay region.

Finish on Wednesday 17th.

The 18th & 19th are free to pack up camp and travel to Ayr. Approx 300km

Starting **Saturday 20th, three day hub rally around the Ayr region.**

Tuesday 23rd & Wednesday 24th are free days to travel to Innisfail.

Approx 350km

Starting on **Thursday 25th, three day hub rally around the Innisfail region.**

Rally finishes after the day's activities **Saturday 27th May 2023.**

All rally routes are suitable for 1 & 2 cylinder vehicles, as the people mapping the area all have a single cylinder car.

We would like to keep the rally simple, ie, bring your own everything.

Everyone is welcome to do the whole rally or just part of it.

Feel free to pass on this info to anyone with a veteran vehicle you feel would be interested.

Name _____ Phone No _____

Passengers _____

Vehicle _____

Year _____ Number of cylinders _____ Cruising speed _____

Email _____

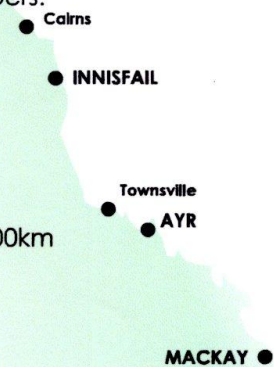
Tick the box, boxes, of which rally you intend to participate in.

The whole tour ☐ OR Mackay ☐ Ayr ☐ Innisfail ☐

Please email completed forms to grantskiOO2@hotmail.com

Grant Vormister, Rally Organiser

Phone: 0405 505 955



SOUTH SIDE RALLY REPORT OCTOBER 2022

October 19th saw the group of South Side Rallyists explore areas further south of our regular haunts, at Coomera for morning tea and Southport for our lunch venue. Today's event was courtesy of Kathy and Frank Muggeridge.

With the weather threatening all day to rain, we were fortunate to have a dry day.

Our numbers were slightly down this month with 14 members and two potential members from the Forster family joining us for lunch.

Morning tea was at Café 63 Coomera where we were joined by Bin Chickens. The staff of Café 63 were frantically doing their best to keep these pesky birds away but unfortunately, they were fighting a losing battle. The area around Coomera has been in the news of late as a result of these birds taking up residence along the M1 highway.

Despite the birds we all enjoyed coffee and cake at Café 63 Coomera before moving onto Sharks Football Club at Southport for lunch. As Janette and I had never been to Sharks previously we were very impressed with the two huge salt water glass tanks in the foyer, with sharks and tropical fish swimming around within.

The staff of Sharks were very friendly as well and provided a good seniors lunch to our group.

Chatter between the rallyists went on during morning tea / lunch and to the surprise of two of our number they discovered they both went to the same school, in the same year and lived a few streets apart. Needless to say, reminiscing over the old days continued over lunch.

We feel these monthly social events are bringing out the true value of members getting to know each other more fully and we get the opportunity to introduce potential new members to the group in an informal and relaxed atmosphere.

In November we will return a little further north. All are welcome and should you wish to join with us for a social day out or should you have a friend or family member who may be interested in Veteran motoring, bring them along.

Thanks again to Kathy and Frank for suggesting these two venues.

Janette and Trevor Farnell ph. 0428740199 trevorfarnell@bigpond.com



History of the Roberts Ford Agency and J.E. (Don) Roberts.

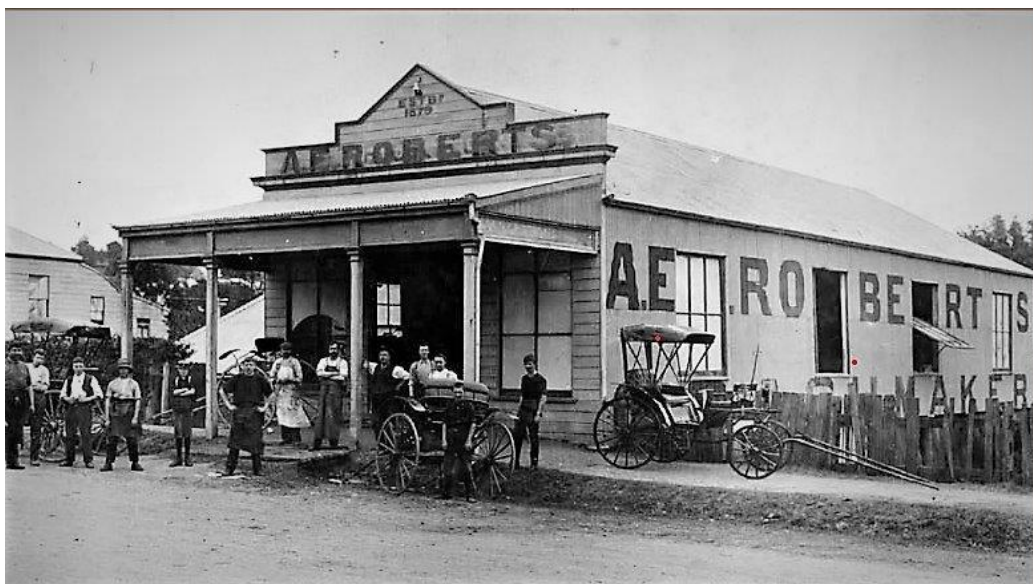
Don Roberts would be well remembered in the Veteran Car Club as being a Foundation and Life Member and Past President.

The Roberts family was involved in the early history of Ipswich beginning with a coachworks and then moving into the motor trade.

Albert Edward Roberts arrived from England on the "Dunbar Castle" in the 1880s after being involved in the coachbuilding industry in London. One of his last jobs in London was the re-gilding of the Gold Coach for Queen Victoria.

The Roberts family first lived at Highgate Hill but soon moved to Ipswich and purchased the coachworks of the late R. Harvey in upper Brisbane Street.

A.E. Roberts later acquired an existing coachworks, blacksmith shop and house in Gordon Street. The flood of 1893 caused the house to float off its stumps but the blacksmiths fitted wheels and axles and moved the house back to its original location.



His son Albert Edwin Roberts was born in 1878 and grew up working in the coachworks but became interested in motor vehicles when he was away on his "Grand Tour" in the early 1900s.

Upon his return, Albert Edwin Roberts (Bert Roberts) married Ipswich girl Florence Sarah Field in 1907 and young Bert could see the increasing popularity of motor vehicles.

Motor cars were appearing around Ipswich and Roberts Coachworks had the job of painting a 1900 Linon for David Featherby. Other cars in Ipswich were Alldays and Onions, Oldsmobiles and De Dions and Locomobile. The Brisbane Agents were busy selling cars and these were slowly finding their way to Ipswich.

In May 1913, Mr. J.F. Collett of Booval placed an advert in the local Queensland Times stating that he had been appointed the Ipswich District Agent for Ford cars. He had been running his Ford hire car for 12 months and was very pleased with it.

At the Rosewood Show in 1913, Mr. Collett transported the Governor, Sir William MacGregor in his Model T.

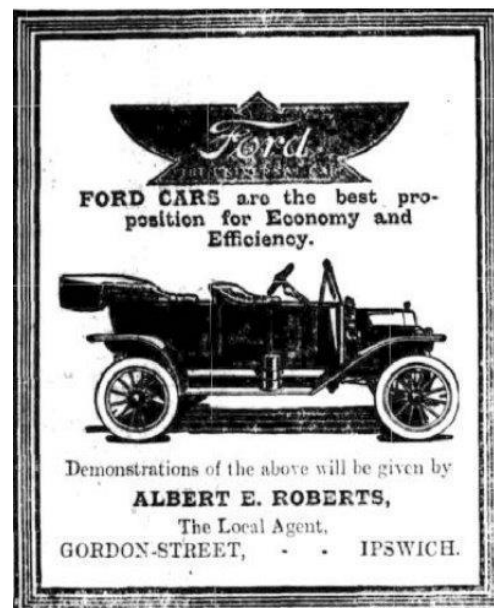
Queensland Motor Agency of Adelaide St. Brisbane were sole Queensland agents for Ford cars and were happy to provide cars to Mr. Collett.

In May 1914 an article in QT states that the Queensland Motor Agency has appointed Mr. H.F.G. Runge of Waghorn Street as the official Ford agent for the Ipswich district, and that a Ford car is on show in Nicholas Street and will also be on display at the 1914 Ipswich Show.

At this time there were more Ford cars in Ipswich than all the other makes combined. Bert Roberts, while remaining very involved in the coachworks, could see a promising future in the motor trade.

At that time, Queensland Motor Agency was being run by ex-Ipswich resident George W. Whatmore and perhaps as a result of some family connection with the Roberts family, on 27 February 1915 A.E. (Bert) Roberts was advertising that he was the local agent for Ford cars.

Bert Roberts wrote to Queensland Motor Agency Brisbane and asked for a Model T Touring Car that he could display at the 1915 Ipswich Show and also requested the use of a sectional chassis for demonstration. Bert asked if he could take orders for immediate delivery on Show Day.



The display at the 1915 Ipswich Show was a success with the first sale going to Mr. William Dale of Silkstone. This was the first Model T sold by Roberts Ford Agency and also an important part of history as this Model T remained in the Dale family, inherited by the son Tom Dale, who still had the car stored under his house in North Booval in the 1960s . It was later sold to Don Roberts.

On 9 May 1916, Bert Roberts again wrote to Queensland Motor Agency requesting Ford cars for display at the Ipswich Show on 24th and 25th May. He also supplied a list of his sales of Model Ts made at the previous 1915 Ipswich Show.

1 William Dale,	Silkstone Ipswich
2 A.J. Harry –	Woodend Ipswich
3 J. Wendt	Ipswich
4 Mrs Florence Walker	Bundanba (name changed to Bundamba 30 January 1932).
5 Ernest H. Cutler	Silkstone Ipswich
6 John Wallace	North Ipswich
7 Elizabeth Ann Rice	Newtown Ipswich

Bert Roberts was selling Model T Fords from the coachworks in Gordon Street, but by November 1918, had become a partner in the business of Herbert Hoare, Roberts & Payne in Limestone Street, as agents for Ford cars.

In January 1919 E. Bostock and Son were also advertising as their being agents for Ford cars. By 1920, Bert Roberts was advertising that he was the sole Ford agent, supplying cars from his Gordon Street address. At this time, the Ford supplier was now Queensland Motors Ltd. Adelaide St. Brisbane and not Queensland Motor Agency.

As well as selling Ford cars, Bert Roberts had taken on the agency for many other makes including Mitchell, Fiat, Oakland, Essex, Hudson, Commercial vehicles including Traffic trucks, Dennis, Fiat, Model T trucks and Fordson tractors.

The coach building part of the business made bodies for trucks, buses and various commercial vehicles.

On the 31st of October 1923 two Canadian Ford Motor Co. officials arrived on Australian shores aboard the steam ship R.M.S. Niagara. The officials were Hubert French and Melvin Brooks. The purpose for their visit was to undertake a thorough survey of the Ford distribution and dealership network in all the mainland states and Tasmania. The survey took over five months of extensive travel, much of it driving Ford cars.

At the dealer convention held in Brisbane, 36 Ford agents and interested people attended. Bert Roberts did not attend and the only representative from Ipswich was Mr. R. Gritton from Cribb & Foote. Cribb & Foote had already established a motor garage in upper Brisbane Street in 1913 and by 1924 they increased the size of their premises for display of Dodge and Ford vehicles. Within a short time they were advertising that they were the Ipswich agents for Ford vehicles.

By 1928, Bert Roberts could see the decline in the coachworks and blacksmith business and the future was in automobile repairs and service work. Bert had two sons who had been working in the family business and were keen to enter the automotive trade. Norm was then 20 and George was 19 in 1928.

Construction started on a new service station at the "5 ways" as this was considered to be the ideal location for motor traffic entering Ipswich. The service station was a success and continued in business until the early 1960s.



Before the war, Norm and George both found employment with Qantas at Archerfield. Don was born in 1916 and helped his father at the service station and Don eventually became agent for Austin, Standard and Vanguard motor vehicles.

Don competed in all 3 Redex trials in the 1950s in his Vanguard and this added to the success of his business.

In the early 1960s Don moved his business back to Brisbane Street where he operated an Esso Service Station while being agent for Triumph, Mercedes and Toyota vehicles.

By the late 1960s the Esso service station site had been purchased by Coles for a shopping centre development and Don continued his used car sales from his home in Kendall St. East Ipswich.

The service station at the 5 ways was replaced with a new Phillips 66 service station, but this only operated for a few years. The land has now been taken over by the Ipswich Council as gardens.

There are still motor vehicles in the district with a J.E.(Don) Roberts sticker on the rear window and perhaps people wonder about the name. Don's sister Ivy was four years old when Don was born. Ivy had difficulty pronouncing "John" and said "Don" instead, and so the name stuck.

Don was born 26.2.16 and died 22.10.1982 and is still fondly remembered by many friends and associates, especially the older members of the Veteran Car Club.

This history was compiled with the assistance of John Page.

Greg Hill

Veteran Car Club of Queensland Badges

In 1962, the then Veteran Car Club of Queensland amalgamated with the other State Veteran Clubs. We became the Veteran Car Club of Australia (Queensland) and adopted the national vehicle badge we are familiar with today. Until then, we had our unique Queensland vehicle badge and lapel pin.

The Club collection includes three examples of the badge, as in the photo below.



The question is, “What was the original colour of these badges?”

I know of seven of these badges and one lapel pin. I am sure there are more out there. Of these, three including one stamped number “1” and the lapel pin have the “Q” painted/enamelled blue. One has a blue “Q” with a white tail and red wreath. Three show no sign of ever having been painted. All are numbered and don’t appear to be reproductions, having been in owners’ hands for decades.

For no other reason than it would be good to have our heritage recorded accurately, can anyone add to the history of these badges and their colour? Could other owners of these badges let me know details please?

John Day

0427734350

Jday3@bigpond.net.au

Joan Richmond 1905 - 1999

RACING CAREER

As a young woman Joan trained and rode her own racehorses. In 1932, however, Victoria banned women from being horse trainers which caused her to take up motor racing instead.

Richmond's love for motorsports was sparked in 1926, when she bought a Citroën and drove with her mother from Victoria to her brother's property on the Queensland and Northern Territory border. She began to compete in local club-level motoring events such as hill-climbs and sprints, pursuing the thrill of racing and competition wherever she could. There were few sports which allowed women to compete alongside men, but local car clubs wanted to encourage membership as few people owned cars

In the 1931 Australian Grand Prix held at Phillip Island, she finished fifth in a Riley Brooklands in the male-dominated field

MONTE CARLO RALLY

Later in 1931, Richmond and four friends penned a letter to Victor Riley of Riley Motor Cars, seeking sponsorship for an overland journey from Australia to Europe, to compete in the prestigious Monte Carlo Rally. They were somewhat surprised when Riley agreed. He provided three cars for their expedition; *The Bellbird*, *The Wattle Bird* and *The Kookaburra* (or *Jacko*).

Setting out on 15 August 1931 from Melbourne, they drove via Sydney and Brisbane to the Northern Territory. From Darwin the cars were shipped to Singapore, driven through the Malay Peninsula, shipped to Calcutta, driven across India, shipped to Iraq, driven across the Middle East through Jerusalem to Cairo, before finally being shipped to Italy.

This journey is credited as the very first international overland tour to have begun in Australia. After this feat, Joan Richmond successfully completed the Monte Carlo Rally, covering 1,100 miles (or 1,770km) in 52 hours. The group mostly paid their own way, though Shell and Dunlop supplied fuel, oil and tyres. Riley was impressed with the publicity drummed up by the tour and Richmond's growing reputation on the racing scene. He offered to sponsor her, enabling her to stay and compete in Europe

Travelling to England Joan accepted the opportunity to compete with Elsie Wisdom in the 1932 two-day 1,000 mile race at Brooklands. They won in a Riley Nine, at 84.41 mph, taking 12 hours 23 minutes and 53 seconds to complete the distance, – the only all-female racing team to compete in the event. The first women to win a major motor-racing title, their success led to considerable media attention and enormous public acclaim.

In England, Richmond met and fell in love with fellow motor-racer Maurice 'Bill' Bilney, and they were engaged to be married. In 1937 Bill was tragically killed when his car rolled during a 12-hour endurance race in which Richmond was his driving partner.

She gave up motor racing following the outbreak of World War II and remained in England, where she worked in a de Havilland aircraft factory. She died in Melbourne in 1999.

[The [National Museum of Australia](#) held an exhibition on Richmond in 2014 and holds the 1932 Brooklands 1000 Miles Race trophy awarded to Joan Richmond and Elsie Wisdom in its collections as well as a one-piece racing suit, a pair of driving goggles, her Monte Carlo Rally car number plates, personal journal, letters, photographs and newspaper clippings.]



(The information in the above article is sourced largely from Wikipedia and the National Museum of Australia)

Minutes of the Six Hundred and Ninety First Meeting Of the Veteran Car Club of Australia (Qld) Inc.

Held at the Clubrooms, 1376 Old Cleveland Road, Carindale

Monday 3rd October 2022

Commenced 7.30pm

Apologies: Alan & Carol Robinson, Allan & Dianne Lyons, Frank & Kathy Muggeridge, Lauren Forster, John Farrier, Trish Hanley, Graham & Irene Donges, Alan Carpenter, Joe Jarick, Glenn Adams, Rob York, Keith & Anne Bartley

Attendance on Zoom: Wally & Bev Lanagan, Graham Crittenden, Andrew Fergusson, Russell Massey.

Visitors: Nil

Attendance: 32 as per the sign on book

President: Sally York welcomed everyone, thanked them for their attendance, and those folks on zoom.

Sally invited Paul Casos to speak to the meeting – regarding the history of his families. His Maternal Great Grandparents, the Kruger family arrived in Ipswich approx 1887.

It was a very interesting history lesson on the early settlers in the Ipswich area. Paul then went on to talk about his connection with Willowbank the drag racing track outside Ipswich.

Minutes of the August Meeting: Minutes as published in the club newsletter were taken as read. Rhonda moved that they be accepted as a true and correct record. Seconded by Albert Budworth All agreed, carried.

Business Arising: Nil

Correspondence:

Spit & Polish NSW, Small Torque Tasmania.

Note – Biro – with a sample, which was very nice to write with.

Emails Inwards

Vintage Car Club – regarding more storage area

Correspondence Outward:

Email outward

Letter – Vintage Car club regarding storage – sorry not available

Letter - Steve & Lauren Forster – re registering their new veteran. 1914 Renault

Business Arising from Correspondence:

Rhonda moved that the inward correspondence be received and the outward correspondence be endorsed. Seconded Syd Norman, all agreed carried

Treasurer Report: Steve moved that his report be accepted and accounts be passed for payment. Seconded Trevor Farnell all agreed, carried

Events: As Rhonda is new to this position, she and Ross felt the club members would like a rally before March next year. They have explored the district of Evans Head northern NSW. This will be the first weekend in November 2022. The rally routes have been planned and all the club members have received an email regarding this event.

The following are shown below and are on the club website under Events.

23rd – 28th October National Rally Busselton WA email: busso2021@gmail.com

2023

16th – 19th March

Chinchilla Rally is back on the agenda. You may like to re-book your accommodation. Chinchilla Tourist Park, 264 Zeller St, Chinchilla QLD 4413 [\(07\) 4669 1465](tel:0746691465) organised by Wally & Bev Lanagan & Keith & Anne Bartley

12th – 15th April

Biloela few days arranged by Len Kelly – Camping will be at the Qld Heritage Park 11 Exhibition Ave, Biloela QLD 4715 [\(07\) 4992 2400](tel:0749922400)
For those requiring other accommodation there are a number of Motels in the area.

14th May – 2 weeks - Touring Rally is being organised by Grant Vormister, assemble in Mackay 14th May, rally Mackay 15/17, also visit Ayr rally 20th / 22 May and Innisfail 25th / 27th May, finishing in Innisfail on the 27th May 2023.

National & Invitation Events 2023 & 2024

2023 6th – 10th March Orange EOI forms available from Rhonda

2023 2nd – 8th October ACT National Rally – to be held in Griffith NSW EOI on club website

2024 17th – 22nd March 1 & 2 National Rally WA Albany

2024 26th May – 2nd June HCCA (Horseless Car Club of America) International Rally
Tweed Valley Northern NSW

Property: Albert has been able to arrange a plumber for a quote of the work necessary for the extra bathroom. So hopefully we are getting there. The flag pole requires painting - this to be done hopefully next working bee.

Sally has also requested Albert get quotes to replace the glass door that is causing everyone problems due to its age.

Editor: Nil

Web site: Sally reported that Adam is hoping to be able to upgrade minor changes to the website in the future.

Dating: Nil

QHMC: Albert has recently returned from Sydney where he attended the AHMF national committee meeting. At this meeting they discussed fuels, he confirmed that we will be able to purchase 95 & 98 fuel for a long time yet.

General Business:

1. John Day showed a photocopy of the original Veteran Car Club of Qld badge before we became a National organisation. There was much discussion of the colours on the badge.
2. John Day mentioned that when he was collating the goodies from the Grahame Wilkinson collection he came across a car badge "Rover & Co. Ltd." Coventry 12hp eng 1725. He contacted Malcom Sypher who he knew had a Rover, but no it wasn't his. Then Malcom remembered he had a second engine which he sold to Brian Schafer. On contacting Brian, yes he told John his engine number was 1725. It was great detective work to be able to post the car plaque to the owner of that engine. Well done.
3. Peter A mentioned that whilst travelling in WA Graham Donges had a problem with one of his wheels on his trailer. (Yes it passed them as they were travelling) now all fixed.

Meeting Closed 8.45 pm

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

Sally York
Hon. President
Veteran Car Club of Australia (Qld) Inc

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GUEST SPEAKER

The talk by JOE JARICK, originally scheduled for the November meeting, has been postponed until December. Joe will talk about his Austin Healey experiences here and overseas. Quite a few Austin Healeys have come and gone since his first in 1968. Joe has owned his 1955 100S, a factory built sports racing car, for 46 years this month! His talk will include some background and his involvement with Donald Healey, the Healey Family and as a bystander, the final days of the Donald Healey Motor Company.

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1927 Studebaker Dictator racing at Lake Perkolilli in 1928.

A LITTLE BIT OFHUMOUR

On the final day of the Veteran Rally we went to breakfast at a Restaurant, where the "Seniors Special" was two eggs, bacon, tomatoes, hash browns etc. and toast for \$12.95.

"Sounds good", said my wife, "but I don't want the eggs".

"I'll have to charge you \$16.95 because you're ordering à la carte" the waitress warned her.

"You mean I'd have to pay for NOT taking the eggs?" my wife asked incredulously.

"YES" said the waitress.

"I'll take the special then", said my wife.

"How do you want your eggs?" the waitress asked.

"Raw and in the shell" was the reply. She took the two eggs home and baked a cake with them.

