



February 2011

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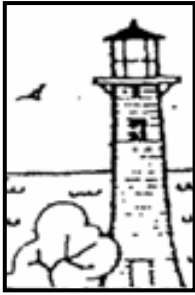
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PRESIDENT'S REPORT

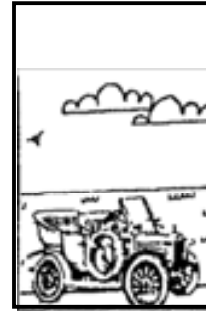
In the aftermath of the recent floods the Club has been in contact with all of its members to ensure that they are all well. At the January meeting, those members present raised just over \$370, which the Committee topped-up to \$400. This was donated to the Salvation Army via Woolworths who matched our donation dollar-for-dollar for a total of \$800.

You may be aware already that the Club has a new Treasurer. John Clifton resigned from the position prior to Christmas and the Club would like to thank John for this time and input. We have already adopted the new ideas that John brought to the position regarding the way we handle the expenditure for large events. These will help our planning and tracking of expenditure. Wayne Lait has stepped up from Assistant Treasurer to take on the role of Treasurer. This change-over helps to highlight the value in making sure that we attract fresh faces to Committee positions to ensure that we continue to grow and develop and that there are members 'primed' when the need arises to take on positions.

The Club has successfully hosted the 2011 Redland City Australia Day Rally. The Redland City Council sponsored this year's event making it possible for us to ensure that the event was well promoted and we were able to promote the Redlands and other events within the movement. There was a large pool of prizes for the raffle. The Club would like to thank Redland City Council for their assistance and Mayor Melva Hobson, Member for Cleveland Mark Robinson and local Councillor Wendy Boglary for their time. *(Continued on page 3)*



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Dating Officers: Richard Eggesfield, David James, Scott Fagg

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There is no wealth but life.

John Ruskin

DISCLAIMER: Any views expressed in this magazine are not necessarily those of Bayside Vehicle Restorers Club Inc or its Committee. BVRC committee, editors and members decline to accept any responsibility for mechanical advice contained in or adopted here from.

THE OIL LEAKS.

- He owns a 'super dooper' Navman...but still couldn't find his way to a Carindale address. SHE found the place using the old fashioned paper directory....!
- His birthday present – 4 'hot laps' in a SS V8 Commodore. More than a bit apprehensive but 'nah! I can do it'! We won't (but then again we might!) publish the photo of the deathly white figure after he emerged from the Commodore. Suffice to say he needed cold water, a quite sit in the shade and he *let* her drive home.
- Who was posting the Christmas mail at a roadside box and turned around his car heading off down the hill backwards. He gave chase – tore his thigh muscle and did a great judo roll down the road. His car was stopped by a 'springy native tree'. The damage was a lot less than it could have been....but it was his 'classic'. And ask his letterbox whether it has happened before.
- An act of kindness towards a Male member saved a disaster. She took over the 3 tier cake plate to hand around at afternoon tea. The bottom tier came adrift and luckily it was just above the table top and no damage was done. He'd have been waving it like a flag all over the place and the result would have been a disaster
- More of blokes who rely on 'technology' rather than HER common sense. He checked the weather site's radar image to see if any rain was coming - before they walked the dog. Not much to see. SHE looked outside and says 'there are big black clouds'. But he insists all is well and that they go for a walk. They got drenched. SHE is still rubbing it in.
- Who was keeping a very watchful eye out for the constabulary while test driving his ute around the block – on a *very* long expired registration!
- Why didn't someone tell him about the consequences of leaving a screwdriver in the hip pocket and then sitting in the driver's seat. He was not happy!!!!.



(President's Report continued)

We look forward to working with them again in the future. For the details of the day see the article later in the magazine. A big thank-you is also due to the members who helped out in the lead up to and on the day. The success of the day is undoubtedly due to the dedication and experience of the members.

From the proceeds of the Redland City Australia Day Rally we have donated \$1000 to the Redland's chapter of Sailability. When we are finished adding up the bills for the Rally, there may be further donations to the Salvos and to the Sailability.

If you are interested in contributing the Queensland flood appeals, the Variety Club of Qld is hosting this year's Mutdapilly Music Muster, starting on Friday 25th March. This year's event will include a Car Show.

More information is available on the Variety webste, www.variety.org.au/qld/

Scott Fagg

THE EDITORS DESK

Welcome to our February 2011 issue. 'Thank you' to our contributors for their time and consideration in writing articles for the magazine. Our apologies go to Cheryl Bliesner and Scott Fagg for omitting their names from the list of reporters in the November edition.

Your contribution of an article to the magazine would be appreciated, particularly for our 'runs'. Variety makes for interesting reading.

Kevin & Terry.

WEB MASTER

The www.baysideclub.org.au is a very useful tool for the Club and a good reliable source of up to date material for members. For example: changes to previously published runs. It is quite easy to change details on the website but it is not feasible to mail out paper updates when changes occur. If you haven't already done so, how about having a quick look soon?



www

Cathie Howie

VALE ALMA BUCHANAN



It was with deep sadness that the Club was informed of the passing of Alma Buchanan and at Jack's request Les was asked to speak on behalf of the club at the funeral. The fact that clubs from Warwick, Beaudesert, Ford V8, Heritage and Historic Truck Clubs, Heritage Machinery Club and others attended showed the respect in which Jack and Alma are held. A display of classic vehicles adorned the Church carpark and Jack drove his beloved Ford V8 to the Church and Cemetery. Afterwards, with Calvin's help, a cup of tea and refreshments were provided at Jack's place where Jack was comforted by relatives, old friends and colleagues as he reminisced.

These are the words Les spoke at the funeral on behalf of Bayside Club.

"The high esteem and affection in which Alma and Jack are held is evidenced by the display of classic vehicles from the Clubs they were associated with, outside today. When I first became involved with Bayside Restorers and asked about almost anything the answer was usually, "Ask Jack and Alma." Alma, small in stature but big in heart had an infectious, almost impish, smile and loved a joke. Early on, 1994, she was club Tea Lady along with Joy O'Connor and the then President gave a special Thank You to Jack and Alma at the AGM for their input and help towards the Club and presented them with a prize for being the "Most Helpful Members."

With the introduction of Midweek Runs Alma and Jack became regulars and Alma's smile always lightened our Morning Tea stops and was often first up for a game of Boules. I remember

a photo I put in the Magazine in 1998 with a bright and smiling Alma, and, I might suggest, a young looking Jack. Alma was very proud of Jack's model making and was always ready to tell you of the latest addition – a working circular saw or a new farm, or a flying aeroplane. She and Jack could be seen at most heritage or historic events sharing Jack's models. When they acquired the Coaster Motorhome, Alma proudly took me through it to show me what it contained and how it meant they could go on more trips.

When the Club organized visits to Alma and Jack's place to see Jack's collection, Alma would hurry around like a busy hen, making sure everyone was enjoying themselves and providing a great morning tea. In 2002 Alma and Jack appeared on Channel 9 with the Buick in a segment on a fund raising run for Breast cancer and the club magazine commented that they looked great on TV.

Over time the fate we all face began to overtake Alma and Jack and their club activities slowed down but older members could always rely on Jack's advice and Alma's friendly greeting. When Alma became ill Jack was determined to look after her and I remember him telling me of his frustration at an aged care assessor telling him that Alma would have to go into care because there was no railing on the front steps or suitable facilities. But Jack was determined and his obvious love for Alma overcame all obstructions.

I and all members of Bayside Vehicle Restorers Club will miss Alma, her smiling face, her love of a joke, her ability to get in and help at any time and our hearts go out to Jack and the family. Farewell Alma – REST IN PEACE."

Les Whelan

NEW MEMBERS

I would like to offer a very warm welcome to our newest members who have joined during the past three months.



The new members have some very interesting vehicles. I am confident that our new members will be made most welcome at all events they attend. (continued over the page)

Name	Vehicles
Barry & Lorraine Beattie	
Kevin & Karen Cavanagh	MG Roadster - 1950
Tony & Helen Hinds	International Ute - 1970
Tony & Robyn La Sina	
Peter & Michelle Sellars	MGB - 1970

HELP! Member's email address.

Would each member please send an email to the secretary@baysideclub.org.au Our email data base has to be updated. The Club respects your privacy and the email will only be used to contact you about Club events or business. The addresses will not be provided to any other Club member or any other organisation.

Thank you for your cooperation.

Membership Secretary

QHMC NEWS

News, items of interest and recent developments from the Queensland Historic Motoring Council



2011 RACQ HMC Rally: Queens Birthday weekend 11th to 13th June 2011 at Toowoomba will be organised by Darling Downs Veteran and Vintage Motor Club. A more detailed flyer and entry form will be available by the time you read this.

2012 QHMC Rally: Maryborough District Antique Motor Club has already commenced planning for Queens Birthday long weekend in 2012. Details will be provided at the conclusion of the 2011 event in Toowoomba.

2013 QHMC Rally: Sunshine Coast Antique Car Club will hold its 50th anniversary week-long celebration in conjunction with the QHMC Rally 2013 in June 2013. Please lodge your expression of interest to attend with name, number attending, phone, address and email address to SCACC PO Box 363 Nambour 4562.

No-cost registration for Veterans: A QHMC sub committee is in the club consultation phase of this project and working towards developing a business case advocating no-cost registration for

Veteran vehicles. The sub committee will also consider if a 100 year rolling date might be appropriate for such a scheme. To date, QHMC has received input from some clubs and members with pre 1931 vehicles.

Ethanol in Petrol: The Qld Govt recently postponed its ethanol mandate for 12 months. The official reason is: "the ongoing uncertainty in relation to domestic ethanol supply and proposed changes to the Commonwealth Govt excise arrangements". QHMC recently consulted with policy officers from the Qld Govt Office of Clean Energy for which the Qld Treasurer Andrew Fraser is minister. QHMC represents the clubs of almost 11 000 members across Queensland and the adverse impact of using petrol containing ethanol was made clear to the department's officers, including several real-time examples of the damage this product has caused. QHMC expects ongoing contact with the department and will do everything it can in order to protect your interests in maintaining a viable supply of non-ethanol petrol at reasonable prices. We visit lots of country centres on our rallies and we need a sustainable supply of petrol without ethanol contamination.

Web Update: The QHMC events calendar page now shows a separate page for each year's events. Clubs have been asked to notify the QHMC Webmaster of all events they want added to the QHMC Events Calendar webmaster@qhmc.org.au Have a look on the QHMC website at www.qhmc.org.au

Attracting young people to our movement: We are the custodians of our historic vehicles for only a limited time. We are all getting older and we need youth to take over where we leave off. QHMC is seeking information from any members who have been involved in taking our older cars into schools by arrangement with teaching staff, so that the younger generation can gain an appreciation for our older cars. By involving them early they will come to feel comfortable with an historic vehicle and then get involved in the hobby at a later time. QHMC would like to hear any suggestions for attracting young people to our movement at secretary@qhmc.org.au

Committee Member Training Seminar. It has been suggested that QHMC could consider a

short training course, seminar or workshop for budding club secretaries and committee people. Expressions of interest should be sent to the QHMC at secretary@qhmc.org.au

Club Income Tax threshold: The long-standing \$416 income tax threshold has come up for discussion again. QHMC is in talks with its national body AHMF in order to determine whether there is national interest in advocating for a review of this outdated and unfair income tax provision.

QHMC needs a Secretary: Do you have at least basic computer skills? Would you like to volunteer to perform the Secretary role in QHMC. Under Queensland law the QHMC must have a secretary. Meetings are held on the fourth Thursday night of each month. Please call the President on 0411.694072 or write to president@qhmc.org.au

QHMC History: QHMC webmaster and former secretary has the history section of the QHMC Handbook under review and is calling for anyone who can provide him with historical facts, figures and dates concerning the former Qld Combined Council of Historic Vehicle Clubs (renamed Qld Historic Motoring Council in 2009) to contact him at webmaster@qhmc.org.au or write to him at QHMC 1376 Old Cleveland Rd Carindale 4152.

Cheryl Nott

FUTURE EVENTS

Weekend Overnighter 18th / 19th / 20th February

You can start your weekend on either Friday or Saturday.

We are planning to spend our nights in Oakey.

Don't forget to make you own bookings.

Kelly's Motel 4691 1109 \$88; Oakey Motor Inn 4691 3800 \$108; Oakey Motel 4691 1000 \$125; Oakridge Motel and Caravan Park 4691 3330 \$18 sites

David James 0411 694 072

Bus Trip 7th April 2011

Bus will leave Cleveland Showground at 8.30 am sharp. **COST \$20 pp**

Contact: Cheryl Ph 3341 5619

Destinations:

- Captain Burke Park, Kangaroo Park (morning tea).
- Old Government House (tour)
- Tramway Museum Ferny Grove (BYO lunch followed by a tour)

Proposed: 9 Day Tour – Goondiwindi, St. George and Mundubbera Shows 29th April – 7th May

- 29th April Bayside to Goondiwindi. Visit show or sightseeing. 2 night stay
- 1st May. Goondiwindi – St. George 0/night
- 2nd May St. George –Miles 0/night
- 3rd May. Miles – Biloela. 2 night stay
- 5th May. Biloela – Mundubbera. 0/night
- 6th May. Mundubbera – Kingaroy. Farewell Dinner. 0/night
- 7th May. Kingaroy to Home.

We stress that this trip is still in the formative stage and is subject to change. However, it will occur before the May magazine is issued.

Contact: Beryl 0408 758 288 for further details.

Bus Trip 29th June 2011

Bus will depart Cleveland Showgrounds at 8.30am am sharp. **COST \$15 pp**

Contact: Cheryl Ph 3341 6519.

Destinations:

- Morning tea along the way (supplied)
- Police training depot at Moggill (tour)
- Colleges Crossing (BYO lunch)
- Mt Crosby Water Treatment Works (tour)

DOWN SOUTH AGAIN

Some of you will know that each spring and autumn I head south to 'check up' on Dad; do some maintenance around his yard and generally get told 'that's not the way you do it'. Remember..... I invited you all to come and help lop the pepper trees a couple of years ago and you 'squibbed it'!

Well this spring I was going to give it a miss but during a phone conversation with Dad I detected a fair bit of angst about the amount of grass and the height of the grass that needed mowing. Guilt got the better of me...I decided to go down again.

A quick call to co-editor Terry followed by another to our ex-editors, Richard and Margaret, solved the little matter of being away when the November issue of the magazine was due to be issued. Thank you to the three of them for being so considerate and obliging. I did think about letting the magazine 'drift along' until the December meeting.....but I promise it was just a fleeting thought.

Normally I fly to Canberra and my brother takes me across to Junee. This time he was in Italy so the most convenient way, if not the cheapest, was to fly Qantas to Wagga via Sydney. Being a bit on the 'tight side' (must be Scottish genes) it was the 5.30 am flight to Sydney (cheapest) but hell you have to get up early. A midday flight (cheaper than morning flights) to Wagga followed. Nothing fell off the Qantas planes!

One good thing about the Wagga flight is that the Dash 8-400 aircraft cruises at a reasonable height; but I still wouldn't like to be aboard if it took a direct fall to earth. You can actually make out the details of the terrain. The great spring season has resulted in a patchwork of green crops of wheat and oats; bright yellow canola crops and lush grazing country while the purple velvet coat of Patterson's Curse smothers any area not attended to. There was water every where – full dams, billabongs overflowing and the Murrumbidgee River 'running a banker'. Burrinjuck Dam, Blowering Dam and Hume Dam are all at 100% capacity for the first time in 15 years. Even the Wyangala Dam was at 100%. Up from near empty. Remember it was only at about 10% when the Club visited there

during the "Murray Princess" long distance run in 2006. *[In view of the flood events of January I don't know what I was impressed about by this]*



Purple velvet coat of Patterson's Curse (centre)

If I may I will just hark back to those pepper trees.....! Since you all 'squibbed' my invite I got a little old lady to help me. Mother Nature ripped through the southern half of the continent during *that* weekend in early September and the storm tore the pepper trees to shreds. Unfortunately she didn't dislodge the feral bee hives in two of the trees. Otherwise Dad was lucky with no damage to his place.

The best thing is that my cousin's kids had been into town and scavenged the debris for their bonfire for next June. They have a monster bonfire during the June long weekend out at the farm. Young Patrick ploughs a fire break around it for protection during summer fire season.....much to his father's annoyance. The Canberra based "rellies" have to bring the fireworks but now that the sale of those is banned in A.C.T. there may be a problem next June.

I'd tell you about mowing the grass but that would probably be as interesting as watching it grow. Suffice to say it took me three days to mow it after I arrived there. That's three days of actually pushing the mower.....not just thinking about it.

It wasn't all work though; there was 'the daily walk' and trips across to Wagga Wagga and Harden were to places of interest.

During one of my daily walks I came across a couple of veteran cars parked in town. Speaking to the occupants they informed me that they were returning from the 'Veteran & Vintage

Nationals' in Tasmania. They had driven their cars down to Tasmania from Sydney and Bowral and, with two days driving remaining before they arrived home, it had been a trouble free run. The vehicles were a 1910 SCAT and a 1916 Buick. After a quick cup of tea they were on their way to Cootamundra for a well earned rest. To quote the driver of the SCAT...“300 kilometres is a long day”!



300 kms is a long day in the SCAT

I also discovered that during a good season the opium poppies still grow densely along the main railway line. These seemed to grow everywhere around Junee when we were kids. Mum was forever warning us ‘don’t get the white juice on your lips’. Maybe if I had known then what they were I would have had a different career path.



Opium poppies still grow along the railway line

The mulberry tree is smothered in fruit - I hate picking mulberries but Dad is of the ‘you don’t waste food’ era..... so I ended up picking 6 litres of the dammed things one day hoping to make a mulberry pie. Then he promptly put them into the freezer ‘in case one of the girls wants to make jam’. Oh well....!

The trip across to Harden was to deliver my brother back to his wife.....no, he had not fled from her! She had left him at Junee on the way back to Canberra from Hay. He stayed and helped with the ‘clean up’ for a few days.

We had agreed to meet at the Whichcraft Café for lunch. I’ve told you about this Café in my previous ramblings about that part of the world. What I haven’t told you about was ‘*book lore harden*’. This little gem is well known to those who live around the area and in the nation’s capital as there is a sister business in Lyneham ACT called naturally ‘*book lore lyneham*’.

‘*book lore harden*’ is housed in an old church at 144 Albury Street (the main road through town) and with over 30,000 books in stock just image how long you could spend in there searching for that ‘something unique’. It was well worth the two hours we spent browsing around. Otherwise, if you know the title or author, just ask at the counter and it’s “yes we have it’ or ‘no we don’t have it’.



‘book lore harden’ –in the Old Church

The Wagga Wagga Society of Model Engineers was holding its annual ‘invitational weekend’. That is the same as a car club having an invitational rally. If you think that blokes in car clubs spend heaps of money on ‘big boy’s toys’ these blokes more than match us. By observation their average membership age appears to be a lot younger than that of the ‘old car club’ membership with heaps of kids ‘helping’ Dad or Grand-dad.



Coal burning model of #3614 locomotive

The Society is based at the Wagga Wagga Botanic Gardens and boasts of having over four kilometres of track in two differing gauges. There is even a tunnel under Willans Hill supplemented by a viaduct and cuttings through hills. It is all very realistic.



Another coal fired locomotive

The day we were there it was 'public observation only' ie 'no rides today' but Sunday was open to the public and those trains with suitable carriages provided rides around the track.....no we didn't go back next day for the rides.



A 'BIG' boy's toy – genuine coal fired steam engine

There were about seventy model locomotives, some with complete trains attached, from across the eastern seaboard. The attention to detail on these locos is phenomenal. There were several steam engines in action and the smell of burning coal brought back memories of the days when Junee was a major railway town. Most of the models are powered by small four stroke engines such as Briggs and Stratton or Honda.

Australian Pen Museum

Another true gem hidden away in Wagga is the Australian Pen Museum

The museum is 'hidden' in a hardware store in the suburb of Tolland. Bruce Wicks and his wife, Sue, are the proprietors.

Bruce has been collecting pens and other writing paraphernalia for over 40 years. His collection has to be seen to be believed and the presentation is an absolute credit to him.

You walk into a 'real' hardware store... you remember... like it used to be.... before mass marketing five acres of 'stuff' was presented as something that would benefit everyone.



42 class diesel electric loco - Honda engine



The entrance to the Australian Pen Museum

Behind a display wall of various products Bruce has built the museum to house his collection. The cabinets holding the collection are lit with subdued lighting that is free of UV light. But it is still bright enough to comfortably see the display.



West Cabinet and Centre

Bruce was more than obliging to spend his time with us describing and explaining the countless items of his collection. He has everything from quills to fountain pens, Japanese cast racks of samurai bronze, glass ink wells to Esterbrook displays in mulga wood. The display is well labelled and with Bruce providing a personal explanation the time just flew.

I cannot do the museum justice here....you'll just have to go and see it.



Cast racks – Japanese bronze

There are dozens of 'highlights' but one item of particular interest is a copy of Lincoln's Declaration of Emancipation. This document is oval with every word of the original declaration included. (Bruce has personally checked every word against the original Declaration). The 'artist' has very cleverly used compression and elongation of his writing to create an illusion that there is sketch of Abraham Lincoln included

within the document. There is not a sketch line to be seen.



Lincoln's Declaration of Emancipation

Bruce is looking to relocate the museum as retirement is drawing closer. The museum will be lost to Wagga Wagga because the local Council is not interested in assuming responsibility for it. Gundagai Shire Council is keen to assume responsibility but first suitable accommodation must be found or built.

The collection is not going to be broken up and sold. Bruce wants to preserve it for the benefit of future generations of Australians. When it moves to Gundagai you can visit Rusconi's Marble Masterpiece at the same time.



Stone inks – 1890 to 1910

So next time you are down south visit a collection of writing instruments that is superb.

You won't be disappointed. It is open seven days.

Australian Pen Museum, 159 Fernleigh Road, Tolland. 02 6931 1001

'Thank you' to Bruce Wicks for supplying the photographs that accompany this article.

Kevin Eeles

BLUEBIRD, ROSE AND WILLOW – PART 2

Since I last wrote about Bluebird, Rose and Willow, I'm pleased to report that some progress has been made on repairs; that there are fewer missing pieces now and we've been on the road again looking for parts.

Cathy's Morris Minor Van has been progressing nicely, mostly thanks to Dwayne Connors' welding, panel beating and repair skills. The chassis is repaired and 90% of the 'van' part is complete, the cab is complete, has new floors and the doors fit. Cathy has picked "Banksia" as a colour - somehow appropriate for a florist's delivery van, and some parts have been painted to test colours. We picked up a Datsun 1200 (Nissan A12?) engine for the van, so we now have all the major pieces. Of course, the shed is now completely full. New shelving has helped, but it won't take long for the floor to disappear again. After fitting it together for the panel beating, we've now dismantled it again and it's off to the sandblasters to get cleaned, primed and powder-coated.



Alpine Roads – we had to shift some trees

The chassis in both Plymouth sedans are badly rusted and I've been looking for replacements for some time. After much phoning around I eventually spoke to Mark from Windsor in NSW. It turns out Mark has sheds full of Plymouths and parts. He's keen on the 1928 model, so was happy to part with a 1929 chassis.

He's currently working on a 1928 4dr sedan. When I originally purchased the sedans, there were other potential buyers. One of those was a gentleman by the name of John in Queanbeyan. He eventually found other Plymouths but had no use for some of the parts he acquired. He eventually tracked me down and after a few failed attempts, we agreed on a time to meet.

This left me with the problem again of retrieving parts from down south. My employer has an office there, so I suggested a few days work for me in the Melbourne office which stretched the trip out just enough to make a holiday of it.

To avoid the boredom of the highways, we opted for a slightly less direct route. First stop or interest was a place called Bolivia in northern NSW where fellow Plymouth driver, Phil Gander, had put train wheels on his Plymouth and driven it on the un-used rail line! What was once the centre of sheep farms and mining is now reduced to a couple of houses; a plaque where the school stood and remnants of the local train station. We took some photos, a wild peach and continued our trip south, staying overnight in Glenn Innes and then via Yengo and Wollemi National Parks and on to Windsor to meet Mark. We arrived in Windsor on sundown and phoned Mark to organise a time to meet in the morning.



.....more alpine roads

Didn't take long to get to Mark's, but before we got to the Plymouths, we got distracted, chatting and helping his parents shift washing machines! When we made it that far, the shed was packed full of parts and he assured me that under it all was at least one Plymouth Roadster, a Plymouth Tourer and a Morris Minor ute (not for sale, much to Cathy's disappointment). The chassis turned out to be in excellent condition, so we agreed on a price and organised to pick it up on our way back from Melbourne. Happy with the first purchase, we left for Queanbeyan to catch up with John and the second set of spares.

We weren't the only ones out and about that day looking for vintage cars. We met a guy taking his new-found 1928 Overland back to South Australia. As well as the Plymouth, John had a collection of XL, XM and XP falcons, a HD Holden or two and an FX all in need of restoration. Neither of us really knew what the parts were worth, so we picked a number at random and settled on that.

With an agreement in place for the 2nd set of spares, we were free to holiday for a while. We headed south for our overnight stay in Bombala (once considered as an alternative to Canberra). The drive into Bombala was made interesting by thick fog. The following day we took the back roads to check out a Platypus reserve (none sighted) and then via and through Bendoc and Erinundra National Park. Recent storms meant we had to stop a few times to clear tree-trunks from the road. From there it was a quick run to Melbourne. We spent just under a week in Melbourne; I did a few days work; Cathy toured the local native gardens and we topped the week off with an evening at the AC/DC concert.



We topped the week off at the AC/DC concert

As well as trying to source parts, I've been trying to research the history of "Bluebird" (one of the sedans). One of the previous owners had been in the habit of scrawling names and notes on the head-board above the windscreen. He had even included his name (C Milne) and town (Swifts Creek, VIC) in the notes. Although I had no

leads to follow, we decided to pass through Swifts Creek on the return trip. While chatting to the local Café owner I happened to mention what I was doing and she quickly put me in contact with 'Joan', a local who seemed to know a lot about those who lived in the area. I noted some phone numbers and we hit the road again. From Swifts Creek we drove to Buchan to stay for the night. Buchan is a rather small town, so the only option for dinner was the local pub. It looked like the locals had made the same choice with a full restaurant, bar and kids running everywhere.

From Buchan, we needed to get to Cooma by lunch to pick up the rented trailer. We had a few roads to pick from, but as the motel owner suggested that the road through the Alpine and Kosciuszko National Parks only took 3 hours, we thought that would be a nice way to travel. I'm not sure how fast he tends to travel, but it took us 5 hours to cover the 200km of windy dirt alpine roads. The maps are a little misleading around here. "Towns" that show up on the maps in reality are where towns used to be. Suggan Buggan is on the map, but all that is left is the school house, built in 1908. The rest of the town was destroyed in bushfires. Fantastic scenery all the way and we even managed to get briefly bogged on the banks of the Snowy River. We made it Cooma with about 15 minutes to spare. Turns out the trailer rental guy is a Morris owner (had a Morris ute to promote his lolly business), so we got chatting and wasted a bit of time in Cooma.



Suggan Buggan school house...but all that is left

We arrived in Canberra a little later than expected and as is often the case when I'm putting car parts on trailers.... it rains.... heavily. At least there was no hail this time. By the time all eight boxes of parts, the chassis and spare

engine were strapped down, I was soaked to the skin and my boots were slowly filling with mud. This required a change into dry clothes and we were on the road again. The trip got off to a very slow start as the trailer brakes had locked on, but once released, we proceeded at a normal pace.

By sundown we were back in Windsor and organised to meet Mark mid-morning to pick up the chassis. His Dad had been busy. The shed was looking much more spacious now and we were able to check out the two Plymouths and take a closer look at the Morris ute. Only light drizzle on this occasion and the extra chassis was loaded on without much fuss.

With everything on board, we could finally turn for home. We stopped twice on the trip, once to overnight at Coffs Harbour and stay with Cathy's aunty and then again at Phil Gander's. He poked around the spare parts and we eventually agreed on a price for one of the '28 motors. Before we left, Phil and his wife, Lesley, treated us to a fantastic lunch.



....an extra chassis was loaded

From here it was only a few hours to home. A successful trip and we already have plans to return for a holiday one day to see more of Kosciusko and the Alpine area.



Alpine National Park

We happened to be away for Valentines Day, and despite the road trip, I thought I managed a reasonable day for Cathy. After a pancake breakfast, we spent the morning together in the scenic Hawkesbury region and then drove to the coast in the afternoon. Unfortunately Cathy took a less romantic view of the day, and just saw it as breakfast at 'Maccas', picking up car parts in the rain in Windsor and driving up the Pacific Highway to Coffs Harbour.

I mentioned earlier I was put in contact with Joan in Swifts Creek. Joan, in turn, gave me the contact details for Barry. Turns out Barry's brother in-law is a Mr C. Milne, a potential match for the "C. Milne" scribbled in the car. After we returned from the trip, I tried repeatedly to contact Barry without any luck. I did eventually hear back and it turns out he is related to a C. Milne and Barry knew of the car! He knew it was a Plymouth and he even recognised some of the names. He passed my details on to Mr Milne and a few weeks later received a call. I'd found him! Shortly after we exchanged a few phone calls and photos so I know now what the car looked like in the 1960s and he knows what it looks like now. I've also learnt more of the history of the car and of its travels through Victoria, NSW and Queensland. Co-incidentally he had just finished restoring a '28 Plymouth tourer.

Fast forward a few months and I learnt that Clive would be on holidays in Queensland, so we organised a time to meet. Unfortunately they only had time for a brief visit, but it was long enough to re-unite Clive with his car and to have a cuppa. Clive and his wife assured us that the back seat is a good place for a 'snuggle', but it will be some time before Cathy and I can confirm that.

If all goes to plan, in the next couple of months Cathy's Morris will start to be assembled and painted while I start stripping, cleaning and preparing Plymouth parts.



Snowy River

Scott Fagg

ON AGING

Over the years Doreen and I have frequently joined in our Club's visits to retirement villages and nursing homes. All of a sudden we live in a retirement village. How did we get to that age so quickly?

On 17th February 2011 Bayside Club is going to visit our community at RSL Moreton Shores Retirement Village at King Street, Thornlands. We will supply morning tea at our Bay Club building and I hope that there will be a couple of vintage cars among others.

We all live in 'independent living units' and are reasonably mobile so I anticipate that there may be about forty of us to admire your cars. Some may even get a short ride!

My first rallies were with my father in the Vintage Car Club of Qld, in 1955. He had a massive 1929 Humber Snipe made by Humber before the Rootes takeover. I've played with old cars since then but where did those 55 years go?

Here's hoping to age disgracefully!

Mike Hubert

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TEAM FAIRTHORPE GETS A NEW DRIVER

For some time my daughter, turning 40 next April, has been nagging me about letting her drive the Fairthorpe. Here, I decided could be the ultimate Christmas present. I helped her fill out the necessary forms and got her a Competition Licence and then joined her up to GEAR Club. The final GEAR run of the year was scheduled for Lakeside on December 9th with a Christmas break-up that afternoon so I let her know that I would enter her to drive and that would be her Christmas gift.

Not wanting to make it too easy I found a Sports Video Camera for \$99 and attached it to the roll bar of the Fairthorpe. This would allow her to see exactly how badly she had driven.

I downloaded a map of Lakeside and explained the corners. "Now, don't cross the white line when entering the course and then accelerate up to the Karousel. Watch out here for a double apex and a huge drop off, but then it's down the back straight, under the bridge, into Hungry Corner which 'eats' cars, up the Eastern Loop, down to the straight and full bore along there!" "Yes, Dad," she replied. I found the old overalls I once wore when I drove Speedway and they fitted reasonably. Warwick and I had added an aluminium tonneau cover over the passenger seat and I ensured Helen could still see out of the passenger side mirror. She spent the preceding week with sleepless nights and promised me she should drive carefully.

At 6.30am she arrived at home ready for the day after another sleepless night but I assured her she would be fine. At Lakeside we entered for the Pre-1970's Group as that seemed to have fewer cars but unfortunately they were the last group to go out. I urged Helen to go up to the top of the Tower and watch what the Fast Group did and eventually her turn came. She helmeted up, put on the driving gloves, started the engine, adjusted the harness and joined the line to go onto the course. There were only about six cars so I told her not to worry about the others but to just enjoy and learn.

I switched the camera on as the marshal signalled and out she rolled.



Well she had fun although I had forgotten to tell her the back straight under the bridge actually had a right hand corner in it. She soon got into rhythm and was circulating at about 1.40 per lap. When her fifteen minutes were up she came in with a smile a mile wide on her face. She was stoked. We switched off the camera and immediately plugged it into a laptop to see what she had done.

I decided to take the next drive because I wanted to see my speed and had installed a GPS which would give me my speed and eventually my fastest speed. I went out to find that at the end of the straight I was travelling at between 128 and 133kph and at between 77 and 82kph through Hungry Corner. Because of a few delays they had shortened each session and I came in to find my fastest speed had been 133kph. I decided that the GPS however was a distraction and I sometime found myself looking at it rather than concentrating on a corner and would not use it again. Helen was to have one more go and she was dressed up ready, well before her group was called. Out she went and I was by now so relaxed about her driving that I went off to get the trailer and missed most of her laps. She managed to get down to around 1.30 – quite an achievement! During most of her laps she had been followed by a TR3 and said to me that it seemed to not want to pass her.

When we came to load up the Fairthorpe a man approached Helen and said “Thanks for letting me follow you. I’m new and haven’t driven here before and I thought if I followed someone who knew the course I could learn the best lines. You seemed to know all the correct lines!” Helen was overcome and stammered, “But I’m new too but Dad told me where to go!” This was quite a complement from a stranger and she

smiled all the way to lunch. An old friend of Lorna’s took Helen aside at lunch and told her, “Just don’t go faster than your father!” This was indeed another complement that he thought she just might.



At home we ran through the video and decided that she would drive again at the next GEAR day in February at Queensland Raceway. The day ended with proud and happy Dad, an excited daughter and an undamaged car.

Les & Lorna Whelan

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Danny 0401335928 Russell 0412302669

IN THE PAPERS

Courier Mail 23rd October 2010. Russ and Carole Dinte featured in ‘Cars Guide’ The Fairlane and the Galaxie were nicely written up. The Motorhome didn’t rate a mention. Nice one Russ and Carole.



Russ and Carole’s Galaxie

WHAT CAR?

The “What Car” in our last edition was an Italian vehicle – Aquila Italiana. The marque was manufactured between 1904 and 1914.

Our mystery car for this edition is something a little more modern but you are not likely to see one parked at the supermarket.

Do you know what it is?



What make & model is this vehicle?

FX-FJ HOLDEN NATIONALS – SHEPPARTON

Everyone was aware of the overcast sky and damp weather prior to Christmas so on Christmas Eve I contacted RACQ, RTA NSW, RACV regarding the road conditions along the route we were planning to travel. I was advised that all roads were open; there was no flooding but locusts were thick around the Victoria / NSW boarder.

On Christmas Day netting was applied to “Old Girl’s” grill to protect the radiator.

We allowed 2 ½ days travel to Shepparton and 3 days home. We departed at 7 am Boxing Day with overcast sky and light rain - RAINEX on the windscreen – 6 volt battery – vacuum wipers.

We travelled via Cunningham Gap and although the road was open it was with ‘single alternate lane traffic control’. Thick cloudy fog existed near the top of the range. Morning tea at Warwick; lunch at Glen Innes and overnight at Tamworth.

There was rain overnight but by morning it was fine and no water was laying about and no

reports of flooding. We departed for Cootamundra via Werris Creek, Premer, and Black Stump to Coolah but 20 km before the road junction – “Road Closed. Water over Road”. The nearby village of Caroona was not aware of the road closure and flooding so about turn - back to Kamilaroi Highway to Gunnedah, Mullaley, and Tambar Springs to Coolah.

Three hours, 220 km and 20 litres of fuel later we reached the road junction to Gunnedah. We had lunch at Coolah then onto Gulgong and Wellington. Wellington to Molong the farm land and, on the right hand side, to Wellington Caves was in flood. At Molong Recreation Park people were swimming NOT playing football or cricket. Continued on to Cudal but stopped by a Council road block. The roads to Orange, Bathurst and Cargo were flooded due to heavy rain. Luckily we were not going there. On arrival in Canowindra the ‘road closed’ sign was being removed but half the road was still covered by water - onwards to Cowra, Young and Cootamundra. It was still daylight when we arrived. Jim had driven “OLD GIRL” 501 miles (835km) under overcast sky.

Tuesday it was a pleasant drive to Shepparton via the Olympic Way. Morning tea at Culcairn then a short time on the Hume Highway at Albury before continuing on the Riverina Highway to Howlong, Corowa, past Lake Mulwala with plenty of water, and Yarrowonga. Then a short cut via Katamatite to Shepparton for registration and scrutineering at Shepparton Showground. We rekindled friendships at the Welcoming Dinner that evening.

Wednesday it was a Show N Shine display, open to the public, with 170 entrants consisting of vehicles from stock to modified; sedans, utes, vans of FX and FJ models. There were various novelty competitions – egg and spoon race, sack bag race, throwing a hub cap, and tappet cover racing under a cloudless sky, and a warm dry day of 30°C.

Thursday there was an Observation Run around the town before venturing to Tatura, a farming rural area, and onto a bush area with an overflowing Dam – Waranga Basin Reservoir. It was then onto the pretty historic and scenic town of Rushworth before returning to Shepparton via Murchison.

Friday was driving events at Shepparton Show Ground with a Presentation Dinner that night and farewells for another two years before the next Nationals at Bathurst.

It was a very enjoyable time with friends sharing the same model of vehicle interest. But 'OLD GIRL' is starting to show her age. Daily I was requesting advice; using a jack to tighten the front wheel bearings; next day front passenger tyre had low pressure and even after checking the pressure was still low; slow leak – valve stem leaking – replaced and then a troublesome noise in the boot which ended up being a split in boot floor under Jim's tool box – which was welded up. So you can guess who got the Hard Luck Trophy. We also won the Longest Distance trophy.

There were 19 repair problems with some repeated problems. The night after Presentation Dinner the horn decided NOT TOO SOUND. But it has a mind of its own and will sound when it wants too. On the second last afternoon when some people wanted to have a look at Old Girl's motor, the bonnet rod decided to break off the bracket. So Old Girl is now in the Casualty Bay with occasional day leave. She travelled 2,300 miles (3833 km); used 328 litres of unleaded fuel, averaging 34 m.p.g. (8l /100km)

We saw where flood waters had been recently. There was a lot of water in all the creeks, swamps, flooded plains, gullies and rivers running faster than usual and numerous road signs - slow down; proceed with caution rain damage road, reduce speed deformed road surface, road hazard. We followed many dark clouds, fortunately missing their results but seeing it in the distance and damage to roads, crops and the land.

It was an enjoyable, great friendly Venture and we are very thankful for safe motoring and greeting many friends from afar.

Cheryl Nott

Q1. What is the motto of the Olympic Games?

Q2. Australia's 100th Olympic gold medal was won in which year?

Q3. Who won that medal?

A1. Citius, altius, fortius (Faster, higher, stronger)

A2. 2000

A3. Cathy Freeman

..... but then again we might.....

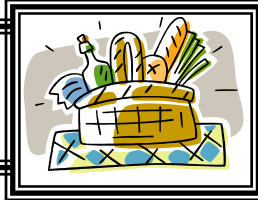


.....deathly white he emerged from the Commodore. A drink of cold water, a sit in the shade...

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Reports

KALLANGUR RUN 21ST NOVEMBER

Like to get some cheap petrol?

Go to Peter Needer's place at Kallangur and look at the three old bowsers standing sentinel under his house. One in the ancient hand pumped variety but the other two both display the original price of about three shillings per gallon. That is about 6.5c / litre, however I think he has sold out at present!

If you have anything collectable and don't want to keep it..... please don't give it to Peter. I'd bet that he would already have several of that item under his house.

I think he has the "A" to "Z" of everything collectable. It is an amazing sight covering all the walls, ceilings, rafters, floors, house stumps and then overflowing into a large shed at the back.

Pride of place is shared between an impressive 1950's Austin truck, an EJ Holden utility looking better than new and an automatic EJ Holden sedan in fine original condition. Holden grey engines haunt the place appearing everywhere as waiting to be re-used.

In front of his garage doors an ancient fire hydrant is set in concrete proudly welcoming neighbourhood dogs to act as they have traditionally done with such hydrants everywhere in the world.

Peter and his wife had cleared enough space for us to enjoy morning tea and we thank them for having us there.

Among our usual attractive club cars the grand and glossy Studebaker Hawk of Merv and Pam Briggs stood out because I hadn't seen it before. It must be a pleasure to own and drive.

We meandered to a pleasant lunch spot beside Lake Kurwongbah and enjoyed the 'tall stories' of our members before setting off for home at about 2.30 pm. A Sunday run as enjoyable as anyone could wish for and it didn't even rain.

Mike Hubert

RUN TO MAROON DAM 28TH Nov

It took a while to organise, but the Bayside Club finally set out on a joint run with the Model A Ford Club. Co-incidentally both clubs had planned a similar run on the same day, so our respective rally organisers compared notes and made some changes.

Cathy and I took the easy option, and instead of driving the Plymouth, we caught a ride with Andrea and David in his '77 Chrysler Regal. David had planned to take the Mustang, but with the prospect of extra passengers, he thought it might be more comfortable if we rode in a car that actually had a back seat. The cushiony softness of the Regal made for a comfortable outing.



XM and XP Falcons

The run started a little later than usual to let members visit the Tamborine/Beaudesert Swap before we started out. We arrived at the designated meeting spot, Jubilee Park in Beaudesert a few minutes late and by that time there were nearly 40 Bayside and Model A club members and their cars around the rotunda. A good selection of cars was present with a handful of Model As, a few XM and XP falcons, Leigh & Angela's E-Type Jag, some more recent Falcons and at least one Willys Knight. After saying our hello's and taking in morning tea we set out for Rathdowney.



At Rathdowney we stopped at the local historical society. With the large influx of visitors, the proprietors decided to open up all of the displays and out-buildings so that we had plenty to see covering the history of the town, the rail and the timber industry. In amongst the memorabilia, our own Kevin Doyle was surprised to find a photo of one of his own relatives on display! Kevin's great great grandfather, Constable George Doyle, was serving with the Queensland Police Force in March 1902, when he lost his life in the line of duty. The pursuit and conviction of those found responsible was chronicled in the society's display.



George Doyle - Kevin Doyle's great, great grandfather.

After this short stop-over, we headed further south to Lake Maroon. The lake was a lot fuller than last time we were there, which for Cathy and I was just after having joined the Club in 2007 on our first decent drive in the Plymouth (which ended with some cracked rims!). We set ourselves out on the grass and enjoyed lunch. The ladies went for a walk across the dam wall while the lads disappeared beneath open bonnets.



....the ladies went for a walk across the dam wall

David couldn't resist the urge to do a few 'laps' before leaving, but we did eventually get out of the park. David took the scenic route home, through Roadvale and Kalbar, visited the Wiss Emporium and back on to the Cunningham Highway. A long day, having left home around 9am we didn't get home until just after 5pm.

A good day was had by all and we look forward to going for a drive with the Model A club in the future. Thanks to Ross & Wendy Tyquin of the Model A Club and David James for coordinating the day.

Scott Fagg

MAROON DAM RUN # 2

It's not very often that we go on invitation run with another club, so this was a good opportunity to include in some cross pollination with another club.

We arrived at the designated meeting place, at the Jubilee Park in Beaudesert at 9.45am, where we spotted a couple of Ford Falcons. We must be the first people here ...but no! the Falcon owners were members of the Model A club, travelling incognito.

Shortly afterwards several other Fords of various models arrived, including 5 Model A's and a real Willys Knight tourer in beautiful condition. We also had the company of a Jaguar E Type.



After morning tea, we headed south to Rathdowney where we stopped to inspect the folk museum. Half an hour later and it was onwards towards Woodenbong, then taking a right turn to Boonah. The road was very scenic, and ideal for real vintage motoring, with little traffic.

We reached the Maroon Dam turnoff, and drove for about a kilometre to a grassy spot for a picnic type lunch, complete with the obligatory ants and horseflies. The toilets were very clean; much better than the usual.

After lunch we explored the dam wall, viewed the spillway, and watched the water skiers doing their "stuff" which consisted mostly of falling off, and then being picked up so they could do it all again. There was a sign that said there was a toxic blue/green algae in the dam so one can only deduce that water skiers must be considered expendable.

About 2.30, we set off homewards, via Boonah. I didn't know that Dugandan was a suburb of Boonah but there were signs declaring that it was. The Dugandan pub was very quiet, with only 4 or 5 cars outside and not the hordes of motorcycles that we had encountered in the past. (It was about 3.10 by then.)

There is a new, two-lane road between Boonah & Beaudesert, and it seems to be part of the head works for the dam which the "powers that be" are intending to build in the area, called Wyrelong or Whybelong or something similar....!

After reaching Beaudesert the rest of the homeward journey was a stately trundle following the traffic.

It was a beaut day, made enjoyable by a friendly crowd, and mild temperatures.

Chris Pike

RUN TO YANGAN - 2ND DEC

Everyone going to Yangan had an easy run to our meeting place at Willowbank.

Ken and Joan Stapleton arrived at 7.20 am and within a few minutes Cheryl and Jim. Our 'guides for the day', Doug and Robyn Clark with Allan Courser were next. Then Alex

Connors with Val, Margaret and Gordon Banner. Mike Brazier in his Studebaker, with neighbour, Neville for company, was there.

We departed for morning tea at Aratula then headed up the range to Cunningham's Gap. Low cloud, mist, water cascading down the walls of the cuttings and many pot holes told of the wet weather that had been around for days.

Fine weather at the top and soon we were turning onto the Cedar Route. Passing through Freestone and joining the Settlers Route we were soon at Carey's Butcher Shop in Yangan. A great country shopping experience – friendly chatter with the staff and locals rekindling old memories.

Light rain was falling in Killarney and it was considered too dangerous to go down the Head Road towards home so it was decided to return via Cunningham's Gap.

Allan was involved with Emuvale sawmill so we checked it out. There were six old trucks in the yard but the mill has seen better days.

A stop at Fisher Park truck stop allowed Mike to refuel his thirsty Studebaker. While we were there a vehicle arrived with two wheels damaged by potholes. We were advised to watch the road surface carefully. Just before the top of the Gap a massive pothole, the size of a car wheel, gave Ken and Joan a bit of a shock.

We stopped at Aratula to discuss lunch but with rain setting in we headed home

Thanks to Doug and Robyn Clarke for arranging a very enjoyable day.

Cheryl Nott

[Doug, could you make sure that there is no rain next time please. Ed]

CHRISTMAS PARTY - 5TH DEC

The day got off to a very wet start. The waters started to rise so Richard and I attacked the flood with brooms - Russell tried to un-clog the drains. The waters soon receded but the roar of the rain on the roof made casual conversation difficult. Fortunately we had brought most of the equipment to the school the day before so we didn't have to venture out into the rain.



The caterers prepare our Christmas lunch

With the tables and decorations in place and the caterers preparing food, guests start arriving around 10am. It was only a slow trickle to start with and we were worried that rain might keep a few away. Despite reports of flooding in and around the Redlands nearly everyone on the guest list had arrived by noon.

Steve's planned gymkhana had to be moved indoors and a few events cancelled but he still kept us entertained with water pistols, tyre races, fan-belt tossing and paper plane making. Chris Pike won a new UBD for his plane-making efforts, with Leigh Verner and David James coming in a close behind with some excellent designs.



Chris Pike's won a new UBD for his paper plane making skills.

Exhausted from the games, and just a little damp, we were called for lunch. With pre-lunch nibbles, drinks, a large lunch and desert, I don't believe anyone went hungry. A few were seen going back for seconds and I'm pretty sure there were left-overs.



Carole, Cathy, Margaret B, Margaret E at the Christmas party.



Water pistols at 6 paces.

Three prize hampers were presented after lunch. One to Kevin Deeks for his performance in the lunch-time quiz; one to Caroline Thomas for her efforts in the gymkhana and one to Ross McGowan for the lucky door prize. Santa paid a visit to Cheryl & Rob's children, and the Club slipped some water pistols in with the presents, undoubtedly to Mum's surprise. Scott and Amy, the recipients of the water pistols, instinctively knew how to use them.



Ross McGowan collects his lucky door prize from President, Scott Fagg

The sun did eventually appear, but that made it rather muggy for those doing the clean-up. It was a long day for the volunteers with the last

one leaving the school grounds at 4pm after a 7am start. We were grateful that the caterer took care of all the meals with no need for any assistance from us.

A very special 'thank you' to the special events chair and his committee for the fine job they did. A 'special' mention of the 'special' efforts of Margaret Banner and Margaret Eggesfield (Margaret E is not even on the special events committee). They both got the kitchen ready for the caterer; Margaret B organised the decorations and Margaret E for the morning tea Christmas cake and welcoming all members to the party - she also collected money and organised lucky door tickets.



Concentrate...concentrate...concentrate

To Russell Dinte - 'thank you' also for your work with the PA system.

If our club didn't have willing people like these our events would not be as successful and enjoyable as they are. It is hard work and again we thank them. We look forward to our newer members joining with these stalwarts to gain experience and to 'carry the day' sometime in the future.

'Thank you' to *everyone else*, even if I've left out your name, who helped out in the lead-up and on the day including the members with utes and vans who moved chairs and tables.

Good practice for Australia Day.

Scott Fagg

MID WEEK CHRISTMAS PARTY – 16TH DECEMBER

With storms predicted for the afternoon, we all arrived at Wellington Point where the early workers had prepared the big shed for the Christmas Party.

On such a really hot day it was a delightful venue with a nice breeze blowing off the water. After everyone arrived with their plate of festive goodies we all indulged in a scrumptious morning tea with tea and coffee provided by Mr Hayes senior and Simon. There was also lots of cold fruit punch as well.

Everyone seemed to enjoy sitting around chatting and enjoying each other's company and then Richard handed out some quiz sheets for us to think about.

There is no doubt about Richard; he always comes up trumps with his quizzes. Some of the answers he gave were greeted with much hooting and laughter as the only one who would know the answer was the one who prepared the question. Anyway it was all a lot of fun and enjoyed by all.

As soon as lunch was finished a look at the sky sent everyone scurrying. I have never seen so much cleaned up in such a short time. Those people who had a distance to travel were anxious to get home before the storms hit. We had had a really severe storm the day before and everyone was concerned.

Our trusty Triumph had wings as we headed for home and we did not meet any rain until we got to Tingalpa. By the time we arrived home it had settled down again but after that it was pretty full on.

I hope all arrived home safe and sound. I would like to thank all the workers for the great lunch which was provided and all the work put into the day. Well done to all concerned.

Jean Bennett

FISH AND CHIPS RUN 18TH DECEMBER

The storms and showers have been causing havoc with the recent planned runs and today was no exception. John and Dawn in their little red Morrie soft top were met by Peter and Susan Drewett in a Kingswood at Victoria Point. It was the first run with Bayside for Peter and Susan and the next pick-up point was G J Walter Park where Bob and Jocelyn joined in with the Matador. By this time the skies had grown very dark and the three cars set off for Beth Boyd Park for afternoon tea. We (Gary and Pam) decided to drive over to Beth Boyd Park in the Torana and join those present for a cuppa.

It started to rain on the way and gradually got heavier so that by the time we reached Thorneside it was bucketing down and we doubted that there would be anyone there. We arrived to find the other three couples huddled in a shelter shed trying to keep dry. We joined them for a chat while we waited to see what the weather was going to do.

Unfortunately it was not a good afternoon for fish and chips in the park so we decided to head for home after our cuppa and a chat. Although it was such a small run, it was still a pleasant way to spend a few hours and it was especially good to have some new members come on the run.

Pam Crooks

MORNING TEA 30TH DECEMBER

There were eighteen of us for morning tea at the Cleveland RSL on the second last day of 2010. It was the first time we had seen the sun for weeks so we were all happy to be outside of our homes for a while. We managed to join several tables together to accommodate us and it was nice to have our men folk along for the morning. We usually just have ladies morning teas each month so our cover is blown now ladies. They know what we get up to.

John Wright managed to find the biggest rum ball I have ever seen as well as a cherry slice to have with his coffee. We all said that he should be careful not to get caught in a RBT on the way home after the huge rum ball.

It was a pleasant morning and we all had plenty of stories to tell about how we spent Christmas and our plans for 2011. Thanks Noela for

organising a morning tea so that we could all spend some time together for the end of 2010.

Pam Crooks

FISH AND CHIPS RUN – WYNNUM 2ND JAN

We decided to go along to the fish and chips run and the weather was actually fine for a change. We were supposed to meet at 4.00 p.m. but we decided to go a bit early and take our dog as he was going 'stir crazy' because he had not been taken for many walks for quite a while.

Well everybody (and their dogs) were at Pandanus Beach when we arrived and there were no parking spots at all. We drove around the parking area a couple of times and on the second time around I heard a car start up so we quickly zipped around and were lucky enough to find a spot.

We took the dog for a walk out on to the breakwater and then up to the wading pool. It was very crowded although there was not a lot of water in it.

As I was getting a bit weary with my bung leg, we found a spot in one of the sheds and sat down at a table when Lawrie spotted Kevin and Beryl's car driving around. He went over to talk to them and while he was chinwagging another spot became empty so that was a bit of good luck. Their grand daughter Lauren was with them as well.

A couple turned up in their MG and said they had heard that there was to be a get together and came over to talk to us and introduce themselves. It was Peter Sellars and his wife, Michelle. It looks like they will be joining the club as they had a good talk to everyone as they arrived.

Bob and Jocelyn Williams and her daughter, John and Dawn Wright and Richard and Margaret also turned up.

We rang David James and he told us that he and Andrea had been there the previous night for fish and chips, but they came along for a chat later.

When Lawrie went to buy our fish and chips he met up with a couple of our friends from our church (Heather and John) and they were looking for somewhere to sit and he invited them

to join us in the shed. It turned that John knew Bob through bowls so they had a good chat.

As I said before, everyone and their dog was out that night, and all sorts of breeds and mutts were paraded along the path. It was a very enjoyable outing and a nice break from the rain.

Jean Bennett

CLUB BREAKFAST – VICTORIA POINT

We didn't receive a report about this event but we did head via the grapevine that it was very successful with about 16 to 20 people turning up. We also heard that a 'bacon and eggs' style breakfast was the go and pasta is served later in the day.

Well done to those who turned up. Keep encouraging our run organisers!

Editors

CIRCUIT RUN – SAMFORD, LAIDLEY, SPRINGFIELD. 16TH JAN

This run was cancelled due to the flooding that occurred in the area.

A breakfast at Alexandra Hills Hotel was substituted but we did not receive a report from any member attending.

Editors

SOCIAL EVENING 17TH JAN

The Editors are having a bit of a bad run here. No report for this event. Please don't leave it for 'Someone Else'. Just a short item will be appreciated.

We, the Editors, are willing help you if it is your first time at writing a magazine item.

Editors

CARBROOK & DAISY HILL RUN 20TH JAN

Seven cars lined up at Cleveland showgrounds and we set off to Skinner's Park via Mount Cotton.

On arrival we were met by Doug and Robyn Clark, Cheryl and Jim and Noel Gallagher and his wife turned up. We all enjoyed morning tea

and while we were sitting there watching the mowers at work the tide was coming in pretty fast.

By the time we left the water was up in the parking lot well above the boat ramp. A couple in a motor home decided to take photos of their vehicle with the fast flowing river in the background and we were all expecting him to lose it as he kept going back on to the boat ramp.

I think everyone took off in a hurry so that we would not be witnesses to his stupidity. We took a photo of the water blocking the road from a safe distance.



We took a photo of the water blocking the road

Off to Daisy Hill for lunch and when we arrived Mike had parked elsewhere but Kevin found him and we were all together again.

Lawrie had put his plate on the ground with his sandwich on it, much to the delight of the noisy mynahs who thought they were going to get a free lunch. Margaret and Gordon managed to warn him in time.

After a short while we heard thunder rumbling and there was a fairly quick exit as everyone headed for home. Although it was quite early we had all enjoyed the outing and Beryl as usual did a good job of organising.

Jean Bennett

FISH & CHIPS RUN - WELLINGTON POINT 22ND JAN

The heavy rain of the last few weeks caused a land slide on a property just before the Wellington Point reserve, where the Club was to gather for this Fish & Chips Run.

Our run organiser thought that this was a bit too risky so the venue was transferred to Aquatic Paradise Park in Birkdale.

It was a little windy, but this kept the group of enthusiastic members "cool". They had to hang on to their hats and chips!!

As usual, a good time was had by all.

Terry Somerville

AUSTRALIA DAY RALLY 26TH JANUARY

I love a sunburnt country,
A land of sweeping plains,
Of ragged mountain ranges,
Of droughts and flooding rains.
I love her far horizons,
I love her jewel-sea,
Her beauty and her terror
The wide brown land for me!

Dorothea McKeller, **My Country**

To quote our President from last years report on the Australia Day Rally - *"For most people the Australia Day Rally started at 7.30 am when Redlands City Mayor, Melva Hobson, declared the Rally started. For members of the Special Events Committee the planning for the Rally stated as soon as the 2009 event finished"* and so I believe that the same applied this year and planning started after the 2010 event finished. So on behalf of Terry and myself, I would like to add the Editors' thanks to that already expressed by our President in his report. Well done to everyone involved. Whether it be in the planning, buying all sorts of supplies from pens to prizes, parking cars, selling raffle tickets, picking up papers, transporting equipment or whatever your contribution it was that effort that makes the day so successful.

It doesn't seem to matter how early you arrive at the venue there is always a large number of people already into the swing of it when you arrive. BBQs sizzling, cooking onions wafting across the grounds, ladies in the tuck shop doing 'a hundred things', raffle ticket sellers set up and ready and the 'parking officers' directing the arrivals to their appropriate place in the display

The Mayor 'started' the Rally with a welcoming speech at around 7.30 am. (BVRC expresses its

thanks to **Redland City Council** for its sponsorship again this year.)

After the opening speeches the first of many breakfasts were served.

By this time the school ground were filling quite quickly as the entrants were arriving in increasing numbers and the 'car parkers' were at their most efficient as they directed the vehicles to their appropriate spot.

It is to the credit of the organising committee that this year the delays in getting into the school grounds were minimal. The opening of the Dundas Street gate obviously assisted in this.

The queue for breakfast was moving very well and I did not see any more that a 'short' queue so well done to the ladies in the tuck shop and the blokes on the BBQs.....or at least cooking the sausages on the BBQs.



Wilma about to throw a bun at the camera



Graeme & Bob manning the BBQs

The tea and coffee servers were run off their feet but they were tenacious and didn't wilt under the pressure. The cold drinks were also more than 'just a tad' popular.



Pam & Eric – they didn't wilt serving tea and coffee

After our stint of selling raffle tickets Leigh and I decided to take a walk around the grounds to see the cars. We took a clip board with us and sold a heap more tickets to members of the public who had not come anywhere near the tuck shop area. Les did the same with a 'flood donation' bucket and was equally successful.



Everyone we spoke to was having a good time and enjoying the day. There were many complimentary remarks made about the success of the day and the organising ability of the Club. So I pass it on to those hardworking members who contributed to the day.

After the drivers briefing the entrants started to depart on their chosen run – one of four - but this year the Wellington Point run was not possible because of the land slip that was causing problems around the narrow entry point.

After a BYO morning tea and a pleasant drive around the Redlands area it was back to the Alexandra Hills Hotel for lunch. The hotel does well to cater for our entrants who take the option of a cheap lunch and a farewell with their mates or even just fitting in with complete strangers.

During lunch the raffle was drawn and listed below are the winners. There are surnames only in some cases as this and a phone number was all that was supplied to ticket seller. The asterisk denotes a Bayside Club member.

Raffle winners:-

- *Kevin Miller \$300 petrol voucher
- C Opperman \$150 Petrol voucher
- *Fae Eyears
- Witchard
- *Alex & Val Connors
- *Trevor Harrod
- Ashley Trevis
- *Alan Couser
- Craig Green
- R Milligan
- McLeod
- F Taylor

'Pollies Picks':

- Mayor's choice of car *Bill Beverley (1937 Packard Roadster)
- Mark Robinson's choice (local Liberal member) Peter & Elizabeth Kent (1929 Chrysler 75 Roadster)
- Councillor Wendy Bolgary chose Bob Winstanley's very nice 1968 HK Monaro

We raised in excess of \$2300 from the raffle and \$437 for the Flood Appeal. A donation of \$1000 was made to Sailability during lunch at the Alex Hills Hotel. There may be further donations made to the Flood Appeal and Sailability when all costs for Australia Day have been gathered. Merv and Pam Briggs chauffeured our guests from Sailability on 'run one' in their Studebaker.



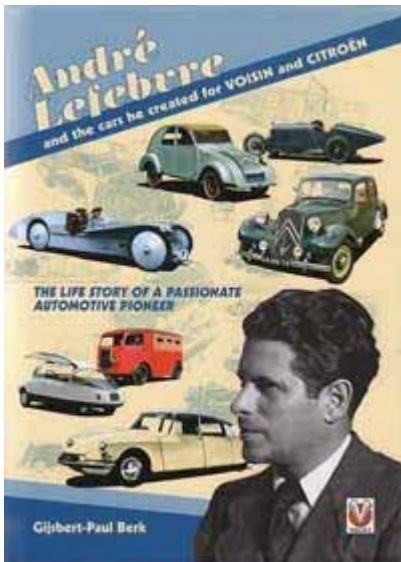
\$1000 for Sailability

Steve Mellish counted 510 cars / vehicles on the oval.

Once again, a big 'thank you' to Redland City Council; all the club members who worked prior to Australia Day and on Australia Day to make the day such a success. Our Swap is coming up on 27th March and we would like to give everyone the opportunity to help the Club out with our major fund raising day of the year. Rosters will be available on all club runs and at the February and March meetings or ring Scott or Richard. (*Their phone numbers are at front of magazine ED.*)

Kevin Eeles & Richard Eggesfield

BOOK REVIEW



Author: Gijbert-Paul Berk

ISBN: 978-1-845842-44-4 Cover: Hard Cover

If you're grizzling about 'more French stuff' in the book review then I would 'love you very dearly', or I might buy you a beer, if *you* wrote a book review about your favourite read for the May edition.

André Lefebvre was the father of three of Citroën's avant-garde products – the Traction Avant, the 2CV and the DS. What is perhaps less well known is his role in the development of the world's first forward control van, the TUB and the H Van which succeeded it.

Obviously my interest in French cars is pretty much confined to Citroëns although we do have a Peugeot in the family also. The most

interesting part of the book was the Voisin story. I am reasonably familiar with Lefebvre's contributions to Citroën but the Voisin information was most interesting. Gabriel B. Voisin was an aviation pioneer and manufacturer who in 1919 started producing cars using Knight-type sleeve valve engines at Issy-les-Moulineaux, in the South West of Paris. It is this aviation influence that resulted in the aerodynamically efficient DS Citroën. What the author, Gijbert-Paul Berk has done is to pull all this information together and make it available in English. Despite my Francophile tendency I have to wait for English language books as I can't read French or Dutch.

There are some excellent illustrations.

At 144 pages, this book is far too short. And this is a compliment. I found it a fascinating read. There are some strange things in the book. We have the Dutch word 'carter' appearing where 'casing' or 'sump' is meant. There are inconsistencies in units of measure (e.g. "His four-cylinder began life with a capacity of 1298cc, subsequently increased to 1303 litres, then 1529 litres and finally 1911cc. But these criticisms are minor and do not detract from what is an essential book for anyone interested in the development of the 'classic Citroëns'.

Kevin Eeles

MEMBER PROFILE – GRAHAM HILLS



My introduction to the world of motor cars was when I got a job for the six weeks Christmas Holidays at Swan's Garage Nambour. The job was mostly serving petrol, (had to be pumped up to the bowser), checking tyre pressures and serving at the counter as required. I left school after completing Year nine as I was offered an apprenticeship as a motor mechanic. I was put under the watchful eye of Maurice Swan. (the father of our present Federal Treasurer.) At that time Swans had the agency for Morris cars and trucks. Many a valve grind I did on the Morris Zs. They could easily be done in a day but we also had customers who owned Wolseleys. These needed a day and a half

because of the extra work as they had the OHC motors. Also a new valve for an ordinary motor cost about 10 shillings but a valve for the Wolseleys cost three times that price due to having the adjustment thread in the valve stem.

Because Swans were the local RACQ agents we worked on many different makes of vehicles. Our tow truck was an ex army desert blitz; a 4x4 Morris four cylinder with a five speed crash gear box. I learnt to drive in this and was told that when I could drive it I would be able to drive anything. The last I heard of the tow truck it was on the north side of Brisbane and under restoration. It certainly had power through the gear box. On one occasion I tried to snig a car up from over an embankment without using the hoist to lift it. The car wouldn't come; the motor wouldn't stall so the rear wheels started to dig holes into the bitumen. I had to use the hoist. The vehicle's top speed was 34 MPH unless downhill and out of gear!!

Those days the telephone had the manual exchange so the phone could be put through to our home numbers after hours for breakdowns or accidents. A number of calls came at night after the pictures. Cars badly needing a tune up were the main offenders. When, after starting the motor and telling the owner it would be advisable to have the motor tuned up the customer would reply; "have you got time to do it now?". We got to know what to expect when a call came for assistance. If it was a Holden and had fuel trouble the cause was most likely a stripped timing gear. I did travel 10 miles down the highway one night expecting to find such trouble only to find the HT lead had fallen out of the coil. One Sunday afternoon I attended a VW beetle which had just been refuelled and refused to start. On removing the top of the carburettor I found the pin holding the float out of place, negating the action of the needle valve. The owner told me he had driven from Melbourne and had used an awful lot of fuel. He said he had a tune up prior to leaving.!!

Swans lost the Morris Agency in the mid 50s and sold various cars such as Simcas and Renaults before becoming agents for the Rootes Group. They held this until the Rootes Group finished around 1970. They had always been agents for Lucas and this was very handy after

hours when we could fit an exchange generator to enable a vehicle to continue on its journey.

In 1961 Nancy and I were married. We had a motoring honeymoon in my car which was a 1954 Hillman Minx. This was my fourth car, the others being a 1934 Plymouth; a 1950 Austin A40 tourer and a 1950 Humber Hawk. After the Hillman we bought a 1956 Humber Hawk. We later went to an automatic Hawk and then progressed through the Series Snipes; Ser 3; 4; 5; and lastly a 5A.

Some funny things can happen in a workshop, all to the learning for the new apprentice. Sky hooks, ring gaps, 'stripey' paint and left handed hammers are some of the things the apprentice went around the various spare parts garages trying to obtain. We had a customer bring in his V8 Ford truck that wasn't running properly. On doing a compression test I casually said that all it needed was a cylinder of compression. The apprentice immediately volunteered to go up town and get one. An hour later the boss wondered where he was. He had been sent from one garage to another before coming back empty handed.

I decided that working under cars was for a younger person. With our family growing I went back to study and completed my Junior school level. I needed 6 Junior passes and a wood or metal trade to become a Manual Training Teacher; later renamed Manual Arts. We were known as the 16 week wonders, as that was the time of our training. In that time we did all the work that we were going to teach, and were then thrown into the deep end.

I had spent some years playing in the local brass band, and spent my time in the band during my National Service at Wacol. That was quite an experience and I feel a lot of our younger generation would benefit from the discipline in the service. Soon after finishing my time at Wacol I needed major surgery. (It was nothing to do with National Service). I had 3 months off work before putting the overalls back on. After joining the Education Department and moving to Brisbane I joined a closer band and played in that for some months. Once again health beat me and I had to give up the music.

Towards the end of my working life I bought the 33 Humber 12 which was to keep me occupied

after retirement. However, it got the better of me and quite a bit of the work was done before I took early retirement. The time I took to restore the 12 was three and a half years. I was able to use it in Nanango as a wedding car for our eldest daughter Sheryl and later on for our younger daughter Kathryn in Manly. Not so long ago I sold the 12 back to an earlier owner who had bought that car in 1958 when he was 16 years old. Our two boys Neil and Paul and our daughters learnt to drive in a Humber Vogue.

After hiring a caravan for a holiday we decided to buy our own. With the extra holidays that come with teaching we booked a site at Maroochydore for the Christmas break. We enjoyed a number of years there but eventually sold the van when our children grew up. Later we bought a Hi-ace Pop Top with the intentions of selling it after a couple of years. We did sell it eventually, after doing about 100,000 kms in it and bought a Mazda T3500. This had shower, toilet and hot water. We did the big trip in the Mazda and thoroughly enjoyed the experience. We have now gone back to a pop top which can easily be used as a second car. It has air-con.

By chance I met the owner of the Sunbeam Talbot in Nambour while at a function recently. I knew he owned the vehicle when I had lived in Nambour and it was a vehicle that I had always admired. In conversation he said that he still had the Sunbeam but would have to sell off some of his cars as he had too many and was now 80 years old and would not be able to restore them. We agreed on a price and I had the vehicle brought home. The motor would run but as I found out the fuel pump would not bring the fuel through. The motor had some broken rings and some not so well seating valves. Brakes were poor, so relined cylinders were required and new hoses were fitted. The brakes are now a lot better. The paint is a bit the worse for wear after almost 60 years, but it is original. The car had always been under cover so there is very little rust. Upholstery is still reasonable although the grubs have had a number of parties in the hood lining. I have it registered and am able to use the car for club runs.

At present I am slowly improving the Sunbeam. The hood lining is being redone and the front seats are being repadded. We get away in the camper when we are able, which is not often

enough! However we don't like travelling in the summer heat or during school holidays; for obvious reasons. At this stage of our lives we feel that we should enjoy the vehicles that we have, and use them for the purpose for which they were bought.

Graham Hills

STOP PRESS. EDITOR'S BIRTHDAY PARTY.

21st November 2010, 29 friends and family celebrated Editor Kevin's birthday at his own home. His family catered for the event and laid on a sumptuous spread.

It was obvious that Kevin's sons have been involved in the hospitality industry. The whole family went to a lot of trouble to make the evening a great success. Entertaining conversation was had by all present, between family, friends and neighbours.

Kevin's treasured bonsai collection was on display and was of great interest to most. In fact conversation was so good we did not even get see Kevin's prized Citroën D Special hiding its pristine face in the garage.



This juniper is part of his bonsai collection

It was a great night ending with the customary birthday cake, with an anonymous number of candles, and a few speeches.

On behalf of everyone in the club, I wish you a wonderful year ahead, Kevin.

Terry Somerville

Thank you Terry KE

AIR POWERED CAR

Wanna bet that Canada and the US will never allow it in?

Tata Motors is ready to introduce Air Car - Will it be the next big thing? Tata Motors is taking giant strides and making history for itself. First the Landrover/Jaguar deal, then the world's cheapest car, and now it is also set to introduce the car that runs on air, compressed air.

World's First Air-Powered Car: Zero Emissions by Next Summer



With spiralling fuel prices it is about time we heard some breakthrough!

India's largest automaker, Tata Motors, is set to start producing the world's first commercial air-powered vehicle.



The Air Car, developed by ex-Formula One engineer Guy Nègre for Luxembourg-based MDI, uses compressed air, as opposed to the gas-and-oxygen explosions of internal-combustion models, to push its engine's pistons.

Some 6000 zero-emissions Air Cars are scheduled to hit Indian streets by August 2010.

The Air Car, called the "MiniCAT" could cost around Rs3,475,225 (\$8,177.00) in India and would have a range of around 300 km between refuels.

The cost of a refill would be about Rs.85 (\$2.00)

The MiniCAT which is a simple, light urban car, with a tubular chassis that is glued, not welded, and a body of fiberglass powered by compressed air. Microcontrollers are used in every device in the car, so one tiny radio transmitter sends instructions to the lights, indicators, etc.

There are no keys - just an access card which can be read by the car from your pocket. According to the designers, it costs less than 50 rupees per 100 Km (about a tenth that of a petrol car). Its mileage is about double that of the most advanced electric car (200 to 300 km or 10 hours of driving), a factor which makes a perfect choice in cities where 80% of motorists drive at less than 60 Km. The car has a top speed of 105 kph.

Refilling the car will, once the market develops, take place at adapted petrol stations to administer compressed air. In two or three minutes, and at a cost of approximately 100 rupees, the car will be ready to go another 200-300 kilometers.



As a viable alternative, the car carries a small compressor which can be connected to the mains (220V or 380V) and refill the tank in 3-4 hours.

Due to the absence of combustion and, consequently, of residues, changing the oil (1 litre of vegetable oil) is necessary only every 50,000 Km).

The temperature of the clean air expelled by the exhaust pipe is between 0-15 degrees below zero, which makes it suitable for use by the internal air conditioning system with no need for gases or loss of power.

Richard Egglefield

HUMOUR

Two Volkswagens had a minor 'nose to tail' and locked bumper bars. The drivers were having difficulty disengaging them when a dachshund walked past and threw a bucket of water over the cars.

There were no serious injuries in an accident when a truck collided with a taxi.

The truck driver escaped unhurt, but the sixteen Scotsmen in the taxi were treated for shock. They had paid for the trip in advance.

The Scotsman was checking into an Irish pub when he was asked if he wanted a room with a shower or a bath.

Thinking of his budget he replied "What's the difference?"

"You stand up in the shower" said the clerk.

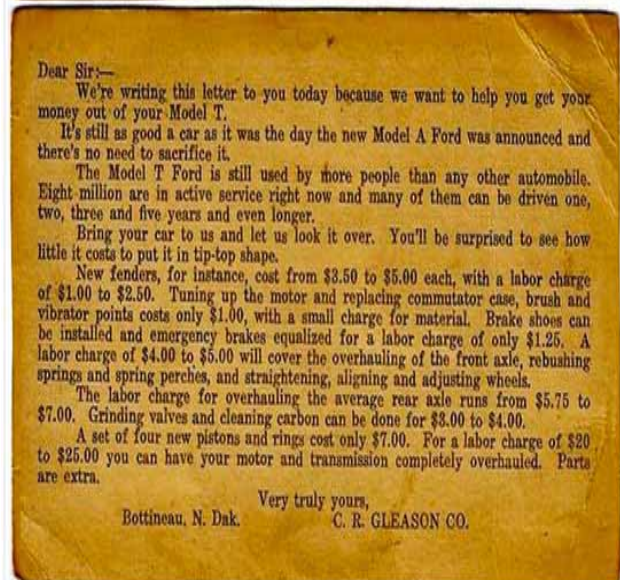
The Model T

Found this in an old cowshed in north Sweden. It works.

Karl Johannson



SERVICE MAILER- MODEL T 1929



John Harris

VEHICLES FOR SALE



Triumph TR6.

Contact: Lyn 0408 114 780



1948 London Taxi \$13500

Austin F X 3 1948 is as original as I could keep it. It is joy to drive I will be sorry sell it. The upholstery is as new as well as the hood lining, all lights work including the taxi light on the roof. The motor and the car runs like a top

My asking price is \$13,500.00

Keith: silk.4@bigpond.com Ph. 0438 737 114

PHOTOS FROM AUSTRALIA DAY



Tony & Helen Hinds International ute



Scott presents 1st prize to Kevin Miller



Another mighty Morrie



Lancia with Les Whalan & Steve Mellish



Trevor & Julie's Ute and Van