



## February 2012

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### PRESIDENT'S REPORT

To get us all in the mood for the festive season the club had two Christmas break ups with both being well attended. The food was good and in abundance, the discussions were pleasant and from what I saw, all had lots of fun.

I hope all our members and their families had a merry Christmas and we wish you all a safe and prosperous 2012.

Our first major event for the year, "The Redland City Australia Day Rally" had to be postponed at the last minute due to the heavy rains that we had in the lead up. Whilst this was annoying there was a positive side; early on Australia Day morning there were over 25 club members at the rally point to give out flyers (advising of a new rally date) and to cook a breakfast for those car enthusiasts that showed up, not knowing that the event had been postponed. Thank you to those members and again it confirms why I want to be a member of this club.

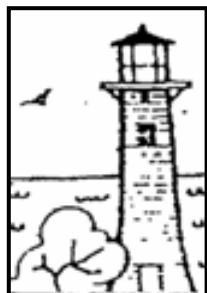
Needless to say the Special Events Committee are working tirelessly to again rearrange the Rally and also start preparations for the BVRC Swap meet which is the main source of income for the club.

I am also aware that Mike Brazier is planning a trip (possibly 10 days) around early May to take in the general areas of Gympie, Calliope, Callide, Gladstone, Rockhampton, 1770 and all great places in between. If you are interested, please show your support to Mike and possible offer assistance.

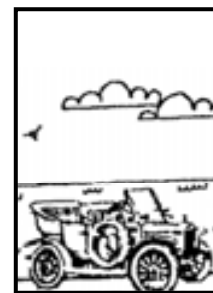
Looking forward to seeing you and your vehicles on the road in the near future.

Happy Motoring

**Peter Sellars**



|                      |               |            |
|----------------------|---------------|------------|
| President:           | Peter Sellars | 0408031221 |
| Vice President:      | Scott Fagg    | 3823 1794  |
| Secretary:           | Chris Robson  | 3114 2280  |
| Assistant Secretary: | Peter Drewett | 3821 1071  |
| Treasurer:           | Wayne Lait    | 3806 4775  |
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| Special Events Committee:                        | Steve Mellish, Margaret Banner, Lawrie Bennett, Alex Connors, Kevin Doyle, Richard Eggesfield, Scott Fagg, Russell Goodman, Barry Molloy, James Nicholls, Cheryl Nott                         |                        |
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| Midweek Rally Coordinator:                       | Cheryl Nott   | 3341 5619              |
| Webmaster:                                       | Lachlan Pierce  | 0430733955             |
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| Raffle Coordinator:                              | Alex Connors  | 3207 3425              |
| Tea Persons:                                     | Ruth and John Knight  | 3207 1261              |
| Welfare Officer:                                 | Cheryl Nott   | 3341 5619              |
| Life Members:                                    | Win Collins; John & Dawn Wright; Ted & Carol Dowding; Terry & Joy O'Connor; Kalvin Leo; Les & Lorna Whelan, Margaret & Gordon Banner, Steve & Michelle Mellish, Richard & Margaret Eggesfield |                        |
| Dating Officers:                                 | Peter Sellers, Richard Eggesfield, Scott Fagg   |                        |
| Web Address:                                     | <a href="http://www.baysideclub.org.au">http://www.baysideclub.org.au</a>   |                        |
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Nothing is impossible. The word itself says "I'm possible"

Audrey Hepburn.

**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.

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Meetings are held on the second Friday of each month  
at Ormiston State School, Ormiston (off Dundas St East) at 7.30 pm.

**THE OIL LEAKS.**

- Who has been swapping cars lately? A Vauxhall replaced a Wolseley and the evidence has been sighted. See page 9
- *Height Clearance 5.3m.* The mother of all motor homes won't fit under that – so he reverses back up the main road (against the traffic and with the car trailer attached) for many hundreds of metres to find a way around this impediment to his journey. Success at last! Later that night he realises that he had mentally transposed the actual 5.3m to the imaginary 3.5m. That entire reversing practise.....just to save a roof that wasn't in danger!
- He searched for his glasses everywhere; through the car about six times, because he knew had had them at the mid week Christmas party. There were ravings about 'those members' not picking up the right glasses. Two new pairs of glasses later and many dollars out of pocket guess what did he find on Christmas Day when he opened his Bayside cooler bag!!!! You're right.
- Talking of glasses, who was the bloke who had been at friends for dinner and started to drive home and could not read the street signs. Didn't think he had had that much wine, but discovered he had picked up his host's glasses by mistake!
- Who was the bloke caught lying under his motor home claiming to be a s###t house mechanic? He was working on it's leaking WC valve!
- Grumble Bum went to Supercheap's 20% off sale on 2<sup>nd</sup> January. He was only looking for polish and some tape so he checks the prices and they are the same as they were 30<sup>th</sup> December. He walks out in disgust - muttering under his breath. Talking to his mate on 5<sup>th</sup> Jan he finds out that the 20% is actually taken off at the



till. Some take a while to understand technology!

- There is a suspicion that there may have been some shenanigans at the ladies morning tea in December. Your editors can't quite get to the bottom of this rumour. Come on! Dob 'em in.

**NEW MEMBERS**

We extend a very warm welcome to the new members who joined our Club during the past six months. Please make these new members feel at home and welcome at our Club events.



|                          |  |
|--------------------------|--|
| Marian Sivula            | 1969 Aston Martin DBS<br>1982 Lotus Esprit 2.2<br>1982 Triumph TR8 |
| John & Janet Lewis       | 1968 Ford Mustang<br>1968 MGB                                      |
| Bob Price                | 1958 Ford Prefect  |
| Greg & Sue Lee           | 1973 Morgan Plus 8   |
| Garry & Lolita Cosgrove  | 1975 Holden Wagon<br>1976 VW Kombi                                 |
| Allen & Heather Edwards  | 1967 Holden HR Sedan   |
| Stephen & Debbie Clayton | 1974 Oldsmobile<br>Custom Cruiser                                  |

***Membership Secretary***

**THE EDITORS DESK**

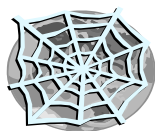
To our contributors of articles for this issue, our sincerest 'thank you' and particularly to those who are dedicated to writing something for each edition.

We encourage you to write an article for the magazine. We are not able to attend all the Club's activities and we are very dependent upon you, the members, to provide stories for the magazine.

**Terry & Kevin**

## WEB MASTER

The [www.baysideclub.org.au](http://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?



**Lachlan Pierce**

## IMPORTANT: READ THIS

From (and including) March 2012 our Club meetings will be held at Ormiston State School, in the new hall. Entry is via Dundas Street East

There will not be any one around to listen to the whinging if you turn up at the wrong place.

**Editors**

## PROUD GRAND PARENTS



**Marie and Graham Simpson with Tilly Jean Venables. 23rd November 2011**

## FUTURE EVENTS

### Swap Meet: Sunday 25<sup>th</sup> March

Our Club's swap meet will be held at Ormiston State School on Sunday 25<sup>th</sup> March. Your help is needed to prepare the site on Saturday 24<sup>th</sup> and on Sunday 25<sup>th</sup> to help with parking swap entrants, fee collectors for the gates and a myriad of other little jobs that help to make the day a success. Put your name down now so that the special events committee can plan with confidence. Any time you can spare will be greatly appreciated.

This event is the Club's major fund raiser and the proceeds subsidise Club activities, including your membership fee which barely covers the cost of producing and mailing the four editions of the magazine.

**See blue form in the magazine**

### Buick Car Club/Shannons 15<sup>th</sup> April

Buick Car Club of Australia Inc Shannons Queensland Autospectacular - all makes car and bike show and swap meet - Willowbank Raceway

[Event Email:info@queenslandautospectacular.com.au](mailto:info@queenslandautospectacular.com.au) PH 0403960584  
[www.queenslandautospectacular.com.au](http://www.queenslandautospectacular.com.au)

### National Motoring Heritage Day 20<sup>th</sup> May

Keep your eye on the club's calendar for the activity planned for this important day that show cases our hobby

## COUNCIL NEWS

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



### 2012 RACQ HMC Rally:

Hosted by Maryborough District Antique Motor Club. Annual rally on the Queen's Birthday long weekend (??) 9-11 June 2012. Major sponsor is RACQ. Book your accommodation now as there are other unrelated events on in Maryborough that weekend

**Seat Belts and Child Restraints:** Queensland refused to follow the lead set by the National Transport Commission and the Australian Transport Council in not adopting the model Australian Road Rules in full

The exemption provided in Australian Road Rules allowing the carriage of age 7 to under 16 year olds in pre-seat belt era vehicles not already retrofitted, is not available to any vehicle travelling in Queensland. QHMC clubs agree that surely it is reasonable for an exemption to the age 7 to under 16 age group to be allowed to all persons travelling in at least pre-1960 vehicles. QHMC has sent a follow-up submission to DTMR in order to strongly advocate for pre-1960 exemption. The Qld Minister for Transport has become involved. QHMC is waiting on a decision from her department.

QHMC is committed to achieving amendment to Qld legislation to mirror Australian Road Rules regarding exempting ages 7 to under 16 from using seat belts in vehicles not fitted with anchorage points and not aftermarket fitted since vehicle was manufactured. Until this goal is achieved, QHMC is working in co-operation with DTMR in order to achieve an environment where pre-seat belt era vehicles, whilst being used for club purposes as listed in the SIV guidelines, are lawfully exempted from the 7 to under 16 rule.

### SIV Vehicle attendance at recognized historic vehicle events not listed in club calendar:

Many historic vehicle events not organised by incorporated vehicle clubs do not fit SIV guidelines, especially if they do not benefit charities. QHMC believes that an additional guideline, "attending publicly promoted events and activities aimed at the participation of historic vehicles," should be

added to the SIV guidelines list. DTMR has declined to do so, thereby leaving countless SIV operators unknowingly exposed. QHMC is committed to continued advocacy on this issue in order to protect those hundreds or even thousands of SIV operators who in good faith attend historic vehicle events not listed on club calendars. In the meantime, if clubs add such events to their event calendar, you are covered

**QHMC Committee:** QHMC secretary has resigned. No organisation can operate without a secretary. Clubs are requested to provide a nomination for secretary as soon as possible. Please send your nomination to the QHMC President [president@qhmc.org.au](mailto:president@qhmc.org.au)

**Robert Shannon Foundation awards:** Clubs can now start to identify their nominations for the 2012 RSF awards. More information in coming months

**Canberra 100 Rally:** Next year, 2013 marks the year Canberra is 100 years old. AHMF and each state council are doing a national rally in Canberra. Rally runs are being sought from every State to arrive in Canberra on 18th October for the national rally. The overall event will be similar to the Shannons Rally in 2001. All Queensland clubs are encouraged to support the event. QHMC seeks a number of run coordinators to plan and lead the rally runs from Queensland to Canberra in October 2013. Any takers?

**Invitational Rallies this Year:** Beaudesert Club 35th anniversary tour 17-18 March; Easter in the Country, Roma 6-8 April (Roma Historical Motor Club. Tel 4622.2286); Nor'easter Hub Meet, Atherton 6-9 April (Cairns Club); Fuel consumption test invitation event Toowoomba (DDVVMC) 18-19 Aug; Auto Spectacular, Willowbank (Buick Club 0403.960584; Maclean Bridge at Lakeside (Triumph Club) 19-20 May; National Motoring Heritage Day (all clubs) 20th May; RACQ HMC Rally Maryborough 9-11 June; Autorama Rally Gold Coast 5-6 Nov. Details and links to entry forms appear on QHMC website [www.qhmc.org.au](http://www.qhmc.org.au) on the 'calendar' page. Everyone welcome at these events

**David James**

**Motorclassica 2011**

Motorclassica 2011 was staged at the Royal Exhibition Building in Melbourne from 21<sup>st</sup> – 23<sup>rd</sup> October.

The event attracts car ‘buffs’ from around the world to see 100 of the best, rarest and most desirable vintage and classic cars.

You just can’t drive down to Melbourne and enter your car in Motorclassica! You have to apply to enter and if they, the organisers, deem your car to be worthy of being up there in the highest echelon then they will send you an entry.



**The Class label**

One Brisbane car was considered to be of that very high standard demanded by the organisers. Not only was it accepted as an entry but it won the ‘Modern European and British’ class.

**The car:** Alex Lowe’s 1972 black Citroën DS23 Pallas Prestige.



**Alex’s Citroen DS23 Pallas Prestige**



**Crowds (This photo is the property of RACV Motorclassica and is used with their permission)**

There is no mistaking a D series Citroën. Smooth sleek lines; aerodynamics and a ride that has to be experienced to be believed. The futuristic body shape was maintained for 20years from 1955 until 1975. “A piece of artwork” Alex says “and when you look at them now they’re so far ahead of their time.”

Yes, I love them and so does Alex. (.....so do I. TS your co-editor)



**Alex holing his Motorclassica trophy**

Alex has grown up with French cars – first as a mechanic for a Citroën importer and currently he is co-owner of Chevron Prestige Cars - a

dealership which specialises in European marques.

“We could have a showroom full of these cars on the floor now and they would not look out of place. And we are talking of cars that came out in 1955” he continues.



**Spotless engine bay**

Alex’s classic Prestige is one of only about 260 built primarily for diplomatic use and it has a wind-up glass partition. They were built by French coach build Henri Chapron, in Paris.



**Glass partition - to preserve Sate secrets?**

This car was brought to Australia for the French Ambassador in Canberra. He had it for three years and then he went back to France. His secretary bought it and Alex bought it from her.

Alex is looking forward to show casing his ‘nut and bolt’ restoration that took him 15 years. But he still had to ‘earn a quid’ in the meantime.



**Oh! Those seductive ‘eyes’.**



**Motorclassica trophy**



**And up close**

Thank you, Alex, for your time on 4<sup>th</sup> January and also for permission to use photographs of your immaculate DS23 Prestige.

*[Elle assures me it is true and by the time you read this she will have left Ireland. So ends the Irish Culture series. KE]*

If you are intending to buy a European marque then I suggest you take a trip to Chevron Prestige Cars at 44 Abbottsford Road Bowen Hills and check out their range of vehicles.

**Elle Eeles**



And quite an attractive rear end

Twisted Willow  
creations

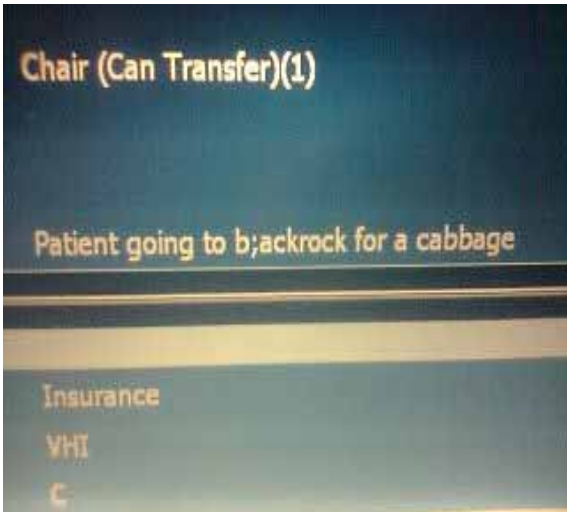
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cathy@twistedwillow.com  
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**Kevin Eeles**

**ONLY IN IRELAND #2**



Ambulance 'comms' message to paramedics.

“Patient going to Backrock for a cabbage”

The paramedics, scratching their heads, thought they were in for a trip to the greengrocers until they realised that the ‘comms’ officer meant ‘cabg’ - a coronary artery bypass graft.

They are still wondering if the ‘comms’ officer was a keen gardener, or being ‘smart’ or just new to the job.

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**Mike Brazier models the bucket hat**

I must admit Mike had no idea he was modelling the hat. He has the same pose on page 18.

**Shirts** – light blue tees with collar and blue chambray version with short or long sleeves. Both have the Club’s logo on the pocket. \$30 for either



**The evidence -Chris Pike driving his newly acquired Vauxhall**



**President Peter models the tee shirt**

**CLUB REGALIA**

Our Club has some quite distinctive and attractive regalia that ‘sets off’ those club days. The light blue theme of our Club shirts make it easy to identify your fellow Club members during inter club activities and and look good on out intra club events.

**Bucket Hats** - navy blue with Club’s logo \$10



**Is there a spot on your hat rack for a BVRC hat?**



**Sue and Roger (the shy one) with a chambray shirt**

**Jackets** – pale blue wind cheaters. They are light and attractive and just right for the days when the breeze has a slight chill. \$35

*See Russell Goodman and place your order now or buy from his stock on hand.*

**Metal badges** – ideal for your badge bar and / or the front grill. Features the Club’s logo. \$15



**Cloth badges** – sew one on your favourite coat. Features the Club’s logo. \$6

**Stick on badge** – a small, subtle badge for the inside of your windscreen. \$1 or free to new members

*See Calvin Leo to buy one of these attractive badges.*

**Name Badges** \$13.50



*See Richard Eggesfield to order one of these*

### Random Photos



World Rally Cup Winner 1974 - Jim Reddiex' Citroen DS



Mating Blue Tongued Lizards



Supermarine Spitfire

*(Photo courtesy of Temora Aviation Museum)*

**RALLY****REPORTS**

### **NEW ENGLAND RALLY 14-16<sup>th</sup> October 2011**

It would seem that I have been out pointed by one Mr. K Eeles who lodged a report on this event in the last magazine, which must have closed the day after the rally. Anyway at the risk of being boring I will continue.

*[Sorry old mate but I needed pages for the Nov edition. So yours is the first report in this edition. Your story is never boring KE]*

After much planning, trialling and stressing by yours truly and his band of willing helpers the weekend all we had been working towards was finally upon us.

The Rally unofficially opened on the Friday afternoon with a welcome cup of tea and scones, made by some club member's wives. It was a lovely Tenterfield afternoon softly warm and glowing afternoon sunlight. It was pleasing to see about 25 cars arrive for this early welcome with a couple of Baysiders, Scott Fagg & Cathy Howie and the ex Baysiders, now residing in Warwick, Paul and Jenny Guy arriving just as we were closing. However this didn't seem to hinder a good old kerb side chin wag.



**Some of the early arrivals**

Saturday 15th.

Registration was at our house, "Clermont" which is a historical house situated on 2 acres close to the town centre. The House was built in 1875 by Mr C. A. Lee who was an engineer with the NSW dept of works. He built the house and named it after his wife Clare, thus

the name "Claremont". Mr Lee succeeded Sir Henry Parkes on the NSW Legislative Assembly and also had later fame as Chief Engineer on the Murrumbidgee Irrigation Scheme following which the town of Leeton Was named after him.



**Claremont Today**

Anyway enough of History the house has an acre of gardens around it and a spare 1 acre paddock that houses a 12m x 11m American Barn very suited to storage of old cars and boys toys. The paddock was used to park the 47 vehicles that attended the rally. After parking their cars the entrants proceeded to the verandah where they registered for the rally and we attempted to fleece them for more money from the sale of raffle tickets etc.



**Some of the cars at Claremont.**

A well known Baysider was seen with his Austin "Yorkshire Tea" van serving coffee and tea to all as they arrived. Well done Phil and Cassie.



**Phil's famous Yorkshire Tea Van at Claremont.**

Following registration and morning tea entrants were given the option to either have some free time and put a spike in to the Tenterfield economy by combing the shopping strip, although it is rumoured that the economy spiked on the Friday when a certain Baysider and his wife, who share the same surname as a famous Aust Rugby Captain, found themselves combing the strip to cover for shirts that were left in Brisbane as well as the female member giving the shoe shop a going over. Good Oil Leak but I think it has been done.

If this was not the go then there was a visit to the Hillier Conversion Factory where Gavin Hillier gave a tour of the area to 45 eager visitors. In this complex Hilliers convert the Chrysler 300C sedan into Hearses. This was a most entertaining time and sadly time did not permit for Gavin to take us to his home to show off his collection of Falcons, Minis and Galaxies, which had been his intention.

After this free time or factory tour Lunch was served at The Tenterfield High School. This lunch was prepared and served by the Grade 12 Students. Good to see our younger generations getting involved with the old car movement, hope no one over indulged on the sweets, they were divine.

Following Lunch a run in the cars took place from Tenterfield to Wallangarra on the Qld NSW border with a stopover at the Wallangarra Army Barracks. A talk was given to us by the Army outlining the history of the Barracks and its role in the defence force today. Unfortunately our arrival was met with a threatening storm and some entrant ants, especially those whose vehicles were sporting Rag tops, bolted back to Tenterfield. Fortunately for those that stayed the storm was nothing more than some light but very dirty

rain and a lot of noise and was finished by the time we went to the afternoon tea stop in Wallangarra where, yes you guessed it Phil and Cassie were serving afternoon tea. Following this it was a left to each participant to return to Tenterfield via the highway or go via a more scenic route through some back roads.

Saturday Night Dinner was at the Tenterfield Golf Club, an Icon in the area as it wears the prestigious label of being among the TOP 10 COUNTRY GOLF COURSES IN NSW, so the Golfers among you should return for a Golfing package. The food was good and the camaraderie among the Old Car enthusiasts was excellent and the night set the pace for the Sunday.



**Some Baysiders at Dinner**



**More Baysiders and the Inverell Club at dinner**

Sunday morning 16th October.

The day commenced with a breakfast of sausages, bacon and eggs at the Tenterfield Railway. For those that are not aware trains no longer run through Tenterfield. Yes sad but true, so the breakfast was put on by the Tenterfield Railway Museum group who are a team of volunteers and as usual the fare was up to their usual command performance. The

breakfast ticket also entitled the bearers to free entry into the Museum where they could view a working model of the Tenterfield district railway, a range of old rail cars both domestic and rural as well as a Bren Gun Carrier.

The day was perfect or perhaps even pristine, one of those Tenterfield Days we live for, and while this venue shines even in the worst conditions the weather and the breakfast certainly set the scene for the day ahead.



**Some of the cars at the Tenterfield Railway.**

Sundays run was designed to showcase the Tenterfield District scenery and took us up to Mount McKenzie which has an altitude of 1298 metres as opposed to Tenterfield which is about 898. On a clear day, which it was, the view back over the town and surrounding countryside is most impressive. Moving on from there the route took us on the Kildare Rd Tourist route which featured some of the most spectacular Granite Boulders and out crops you could imagine and all sparkling in the morning sunshine. No pictures of the granite boulders, see previous Magazine November addition or even better if you were not here for the Rally come to Tenterfield and take your own pics.

After leaving the Kildare section the run joined the New England Highway back towards town for a short distance then veered off on some roads that circled the town then joined rural roads that showed some of the picturesque blue granite countryside around Tenterfield bringing us back to the Henry Parks Memorial School for lunch where the P&C had excelled. This rounded up a fine weekend and was where we at Tenterfield bid goodbye till next time to our old car movement friends from near and far.

The Rally for Jan and myself personally was a great affair and was topped on the Sunday

afternoon by some old friends, Kevin & Leigh Eeles, Paul & Jenny Guy with their friends from Warwick, Ross & Wendy Tyquin coming to afternoon tea at Claremont. Kevin, upon request, demonstrated how to change a tyre on a D series Citroen. Amazing how advanced these vehicles were at that time.



**The Audience.**



**Removal of a rear guard; also great for cleaning.**

From us at Tenterfield we hope to run alternate spring and Autumn Rallies every second season as the Town is just as beautiful in the autumn as it is in spring so plans are in place to hold our next rally in autumn 2014. Should there be a change to this all participating clubs will be notified.

Many thanks to all who attended our rally and hope you had as much fun as we did!!!!!!

**Warwick Frith**  
**Your Interstate Correspondent**  
**And President NEVVCC**

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## **GOLD COAST AUTORAMA 5 & 06<sup>TH</sup>** **NOVEMBER**

“Bloomin Good Weekend” was the theme given to the Gold Coast Autorama Invitational Rally hosted by the Gold Coast Antique Auto Club. A new venue at Tugan Bowls Club was chosen adjacent to the Don Paxton Park which has plenty of green grass and large parking area.

Both days were fine and sunny. There was a total of 98 entries, but only a few from BVRC. 18 clubs were represented from Hervey Bay to Lismore, Brisbane, Ipswich and Warwick.

Saturday morning began with registration, morning tea and catching up with old and new friends.

Entrants were presented with an Autorama official program book, from which we could choose from long or short runs through the beautiful southern Gold Coast and Tweed areas. We then had a chance to experience bare foot bowling.

After a short briefing at 10.30am, we collected our picnic lunch bags and returned to our vehicles. Chris Robbins, a local council representative flagged us away at 11.00am. Throughout the run there were several parks with facilities marked on the maps and lunch could be enjoyed at your own choice and leisure, but afternoon tea was to be served at 2.30pm at Tumbulgum primary School. Meanwhile there was much leisure time to explore the wonderful scenery, views of river farming and new development. Lunch was enjoyed at Tumbulgum and the lunch box included sandwiches, cake, grapes, fruit, bottle of water and lollies!

The return route to Tugun was through Terranora, Bilambil and Banora Point with stunning spectacular views both ways, from Surfers Paradise to Ballina. We were so impressed with the manicured lawns and hedges and unbelievably beautiful gardens.

With spare time back at the beach front accommodation there was time to rest or exercise on the beach admiring the homes and apartments before the 6.00 dinner.

The theme at dinner was 'floral'. Most people wore floral outfits. There were colorful floral place mats and napkins, flowers on the tables, quizzes about flowers and even songs such as "Tip Toe through the Tulips"!! with accompaniment by a great 4 piece band. There were other songs such as "Driving in Your Old Car", "All the Nice Girls Love a Sailor" and "A Bloomin Good Weekend", as well as some jazz and other entertainment until 10.00pm.

Some unusual vehicles were a 1909 Clement Bayard Roadster and a 1956 jaguar XK140 coupe. There were 4 veteran vehicles in spotless condition, with chrome polished like mirrors!

Sunday was another wonderful 'bloomin' day everyone admiring the vehicles and wondering which run to travel. Some visited the Gold Coast Botanical Gardens, others visiting not previously visited areas with everything so beautifully green and colorful, crossing canals looking at beautiful homes, before arriving back at Tugun Bowls Club for lunch.

The meals served were delicious and some kilos were added as the quantities were not small.

John & Ruth Knight were very lucky with 3 prizes. Jim & Cheryl had a lucky draw win

It was a great relaxing, friendly weekend in a colorful brilliant atmosphere in a new venue that brought life into this weekend rally.

Congratulations and many thanks to the Gold Coast Antique Auto Club for their wonderful, happy, bright hospitality over the whole weekend.

**Cheryl Nott**

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## MT GLORIOUS RUN 13<sup>TH</sup> NOV

Never let it be said that our Sunday runs are uneventful because this one was far from it.

We headed off from Cleveland at 8.30 and drove up through the city, over the Captain Cook Bridge and out along Waterworks Road where we had a scheduled pick-up point.

Ray and Lucy had gone ahead which left five ars heading up to the Maiala picnic grounds at Mt Glorious. Gary and I were in the lead and unfortunately we were stopped by the Emergency Response people because a car had gone over the side of the mountain and the road was going to be blocked for at least thirty minutes while the car and driver were pulled to safety. Ray and Lucy were already past the point where the rest of us were turned back so

they must have been wondering what had happened to us. We turned around to look for an alternative morning tea stop and let the others know as we saw them.

We met up at Camp Mountain picnic area where we were enjoying the peace and tranquillity until a strange fellow came along with a huge problem; ranting and raving about what he was going to do with us all. He was obviously a few sandwiches short of his picnic, but it was not very funny for us at the time.

Nobody said a word and we all just waited and hoped that he would keep walking. He got in a car and drove off, which in itself was a worry to know that people in that mental state are out there driving. After all the excitement we decided to keep going by the run sheet over Mt Glorious and on to Lake Somerset. We managed to meet up with Ray and Lucy in a park in the village of Somerset Dam.

Unfortunately we were now two cars down because Lachlan and Lawrie were having problems with Lachlan's Holden and Kevin and Beryl went back to help out.

Lachlan had battery problems and also a brake problem so Kevin and Beryl followed the Holden back to Brisbane.

It was a very hot day and it didn't seem to be any better in the mountains. After our lunch stop we headed on through Kilcoy and out to the M1 via Caboolture and on to Brisbane.

There was a fair bit of phoning around that night to make sure that we all made it home and to share the stories of the day's outing.

water lapping at the foreshore and a nice cool breeze.

Special welcome was made to Andrew Mathers with his blue MG on his maiden mid week run, as was Alan & Heather Edwards with their white Holden on their second mid week run. Laurie and Jean Bennett visited Ada Lee on their way and brought her to the morning tea.

The nosey locals were noted admiring the 25 or so cars parked for morning tea.

Club members were engaged in friendly chatter solving most of the world's problems, before leaving for lunch at Valley Way Mt Cotton Village Community Park. Many could be heard saying they didn't even know that the park was there. Once again it was relaxing under shady trees and the cool breeze kept things comfortable although the day was hot.

Soon all "good things must come to an end", and it was time to return home.

The adults had all been well fed and watered, and so had some of the cars!

At the Show grounds Mike Brazier's 1963 Studebaker wanted a drink. At morning tea, Harold Westbrook's 1928 Rugby wanted a drink, then on the way home Graham Hill's 1951 Sunbeam Talbot wanted a drink too!

Another great run to parks not often visited for many years.

Thanks to those who came.

**Cheryl Nott**

## **Pam Crooks CHRISTMAS PARTY 4<sup>TH</sup> DEC**

### **MID WEEK RUN 17 NOVEMBER**

A group of people in blue shirts met at the Cleveland Show grounds with a variety of vehicles ranging from 1928 to modern.

After customary greetings, the tour around the southern end of Redland Shire began. Morning tea was at Tom's Park in Redland Bay, where more people in blue shirts were waiting. The park was a perfect setting with shady trees, sea

Last year we had more water at the Christmas party than we needed. This year we needed a little more than we had because it was quite a warm day.

With the tables and decorations in place and the caterers preparing food, guests start arriving around 10am.

Our usual party games a led to an exhausted gathering of members who just wanted a cool drink or a nice cup of tea

Exhausted from the games 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.

A very special 'thank you' to the special events chair and his committee for the fine job they did.

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 who helped out in the lead-up and on the day including the members with utes and vans who moved chairs and tables.

*[Note: Neither of the editors was at the Christmas party because of prior commitments so this compilation has been composed from talking with various members and trusting to good luck. KE & TS Editors]*

**Editors**

## **EXTRA MID WEEK RUN 1<sup>ST</sup> DECEMBER**

This was the annual run to Yangan to purchase country killed meat, (but mainly lag ham) before Christmas. The weather for the last two years has been rather eventful on this event.

There were 3 modern and one classic cars when we met 8.00am at Neumann service station and caravan park Willowbank. One classic had already passed by, later to meet us at Aratula. However our leader Doug Clark was missing, so Trevor Moore ( Austin 7

friend) phoned him and within 5 minutes he arrived in his 4 wheel drive. Within five minutes we were off and decided to drive straight through to Yangan. I was driving my yellow Ford Escort.

We met Peter Sellars in his cream MG at Aratula. It was good traveling in overcast weather, unlike last year when we had pouring rain and large potholes! However we came to a stop two kilometers from the top of the Cunningham Gap due to road works and had a ten minute delay. Ken Stapleton was behind me in his 4WD. Peter was eight vehicles behind me but had problems. A road worker realized his predicament and told him to come up behind me. Ken Stapleton ended up being tail end Charlie all day behind two classic vehicles.

We found our way to Yangan and arrived 30 minutes after the first group, who had already been served. As a result we did not have to wait as long. Some received a conducted tour and explanation of Carey Brothers Butchery's ham cooking department. We later met at the town's park for morning tea. The locals enjoyed checking out our classic vehicles.

At 11.00am we all departed Yangan for the return route to Brisbane via Killarney & Boonah, except for Margaret Banner. Three vehicles had a look around Killarney. We all regrouped at Killarney Falls. Trevor and Elaine Moore with their friends Greg and Christeen decided to go for walk to the falls, catching us up later. That walk was very short and steep. Unfortunately due to low level cloud and mist at Carr's lookout there was nothing to be seen.

After traveling through some beautifully scenic countryside of yellow brown and green patchwork farmland, rain forest and very tall gum trees, we descended the steep 12 kms to the Boonah Valley. The mist lifted and on the flat heading into Boonah we had some rain. Fortunately there were no pot holes in the road.

Lunch was at the Boonah Tourist Information Park. The trees across the creek were full of flying foxes and they entertained us with their music during lunch!

Two of the group traveled home via Beaudesert and three others via Peak Crossing. The latter group experienced a cloud burst of heavy rain, with poor vision soon after Peak Crossing through to Ipswich motorway where the Warrigo Hwy came in, then light rain thereafter. Amberley and Ipswich received 50mm of rain in 30 minutes, whilst Brisbane received none. Similar heavy rain was experienced by our group on the Mt Lindsay Highway.

Despite the rain, it was a great run in the countryside with little traffic and beautiful scenery.

Doug Clark does this route regularly and had a lead foot and had to pause for others of us who drove in a more leisurely fashion. Many thanks to Doug and all for a great run and great company, not forgetting Ken Stapleton for being "Tail End Charlie!"

**Cheryl Nott**

## CHRISTMAS PARTY 15<sup>TH</sup> DEC

Yippee! Another Christmas party!

Spring out of bed – well....as best the stiff joints will allow – and open the curtains. Dam! Dam! Dam! It is raining.

So after morning ablutions and breakfast another look out to the east and the weather looks a little lighter and it wasn't raining in Carindale. Oh well lets give it a go. Besides, if the Christmas lunch is up to the usual standard I won't need to cook for myself tonight. Remember Leigh is in Ireland by this stage.

I was feeling quite smug and confident that it wouldn't rain as I headed east along Old Cleveland Road. It was a short lived confidence – by the time I had reached the Seafood House there was a few spots on the windscreen. You guessed it. The few spots became a light shower – the light shower became a heavy shower – the heavy shower just got heavier.

Arriving at Wellington Point I grabbed the brolly from the boot but still copped a bit of dampness.



**Harold enjoying the day**

Thanks to Margaret and Gordon Banner who gone to get a couple of decent tarps and then tied them on the windward side of the shelter shed. Now the rain and wind were blocked and we had a relatively dry venue for the party.



**I'll bet my VW is drier than your MGB**



**The Emperor's New Clothes**

Doug Clarke was sporting the latest in fashion socks – invisible white with dark flecks, topped by sun tanned upper shins. A little bit like the Emperor’s New Clothes.

Cheryl and Jim had arrived at 8 am to secure the shelter shed for us and apparently they had to drive through much heavier rain at that earlier hour.



**These darn quizzes are hard!**

Alex had been the Good Samaritan (again) and delivered the tables that were groaning under the weight of morning tea while the urn provided the hot water for a tea or coffee.



**Lorraine, Ruth and Michelle enjoying a cuppa**

The usual good cheer and chatter was getting noisier and the rain had eased a lot by the time lunch was being prepared. Watching Doug Clarke and Trevor Moore slicing up the ham was tantalising. Would they notice if I ‘nicked’ a slice? These two are pretty good at that carving task and we started rumours that they are ‘retired butchers’ but nobody believed it.



**Retired butchers – Trevor and Doug slicing the ham**

Very soon the queue for lunch started to form and the ladies serving lunch moved us all through quickly and there was still food left. Nobody seemed to lack for any thing and then it was another run for the pudding.....uummm!

President Peter thanked the members for their attendance; the organisers for their outstanding efforts before he and Michelle had to depart for another commitment.

All done and the packing up commenced. People began to drift off home with sated tummies and another notch loosened on the belt.

It was another fabulous Christmas Party and many thanks to all those who did the hard work and to those who braved the weather to make the day very successful.

**Kevin Eeles**

**LADIES MORNING TEA 22<sup>ND</sup> DEC**

Cathy had arranged for us to go to Sirromet for the last ladies morning tea for 2011. They have set up a very nice casual coffee shop at the entrance to the cellar door section of Sirromet and it was a perfect place to relax, have a few laughs and maybe just change a few things that are wrong with the world. Well we did relax and there were plenty of laughs but maybe we didn’t quite change the world – we will leave that for 2012. The outlook is very pleasant and the coffee and cakes good. I had Carol and Dawn with me and as we were a little early we decided to

drive around the different areas of the winery. It is quite impressive and it would be a nice place to take visitors from other States.



**Morning tea group at Sirromet – Photo courtesy Wilma Somerville**

If there are any ladies who have not yet joined us for our monthly morning tea, it would be a good New Year's resolution. It is a nice way to spend a couple of hours and there are so many coffee shops in the area that we could go to a different one each month for a few years before we need to go to one for a second time.

If anyone has a transport problem there is always somebody who will come to collect you.

We have had some very happy coffee mornings in 2011 and I am sure next year will be the same.

**Pam Crooks**

## **NUDGEE & TINCHI TAMPA WETLANDS**

Another one of my 'I'll cheat' outings so no trip to the showgrounds only to double back virtually past home to cross the Sir Leo Hielscher Bridge (*bet you thought I couldn't spell Hielscher*) on the way to Nudgee Beach.

I take the slip road into the Service Centre only to spot Lawrie and Jean Bennett's Triumph heading out the other slip road on towards Nudgee Beach.

Bugger! I'm sure I'm not late. Then the penny drops. Lawrie and Jean are also into 'cheating' when the runs come towards Carina and they had taken the short cut straight to the Nudgee Service Centre.

Then I spot another Citroën - one a lot more modern than a DS. It is Greg and Noela in their C4.

We wait....we wait... we wait. Then a red Mustang drives straight in and straight out the slip road. Umm! That was WOW 66. David James, our run co-ordinator,

Greg, Noela and I decide that it was time to head to Nudgee Beach for morning tea.

Arriving we spot the Bayside cars and the blue shirts in a shelter shed so out with the teas and coffees and the left over Christmas cake.

Soon the chatter started and 'inspections' commenced. President Peter's MG Magnette got the 'once over' from everyone and Lachlan's HR Holden with a now re-conditioned head, new battery, brakes and spanking new white wall tyres was also given the 'once over'.



**Inspection of the Magnette**



**The HR being inspected – Lachlan you need flat black paint on the bonnet to reduce the glare!**



And spanking brand new white walls



.....and when I'm a big boy I will do inspections!

Very shortly thereafter I had to return home to meet another commitment. So I asked a couple of blokes, one drives a Studebaker and the other a Ford, if they would write up the run for this magazine. Like instant twins they both turned to the blue sky and talked about aeroplanes that were not there.



Kevin Doyle and Lawrie Bennett discussing....????

Luckily Pam, my faithful friend and our regular contributor agreed to finish the story.

Pam continues:

Our Magazine Editor was only able to make it to the morning tea destination so I agreed to cover the lunch stop.

After the cooling breeze at Nudgee Beach we wondered if the lunch stop would be as good. We headed off to Titchi Tamba Wetlands by getting back on to the Gateway Arterial and heading towards Sandgate, before turning off at Brackenridge Road and following the signs to Titchi Tamba on the Pine River. The Club has not been to this park for several years to my knowledge, and although it was school holidays we still managed to find a big picnic shelter that was built out over the river. I think the three fishermen who were already there would have been happy if we had found another shelter. We didn't see them catch anything and they eventually gave up and left it to us. The only form of life we saw in the river was jellyfish which fascinated our little Grandson.

There are lots of walking tracks through the Wetlands and several intrepid Baysiders headed off for a walk while the rest of us were content to sit and talk. It was a good attendance for a weekday and it was pleasing to see so many come along. By 3.00pm we were all on our way back across the Gateway, heading home after a great day's outing. It was so nice to be out in the fresh air for the day with pleasant company.

**Kevin Eeles & Pam Crooks**

### LADIES MORNING TEA CUM PHOTO SHOOT 12<sup>TH</sup> JAN

Our Club's Publicity Officer, Richard Eggesfield, has earned his stripes (once again) this year. He organised photo shoot for the Bayside Bulletin.

The newspaper writes up an article for the *Redland City Australia Day Rally* and so provides some publicity for our Club rally.

The rally is also supported by **RACQ**.

It wasn't quite just a simple turn up: have a photo taken and go home.

First there was the Ladies Morning Tea at Redlands RSL Club. An event that had to be changed from the 26<sup>th</sup> January because all the ladies are needed to help make that day a success.

The tea and coffee at the RSL was very nice but the accompanying cakes, and everyone attending was guilty, could easily add that little extra to parts where it is not required.

Then it was down the road to Cleveland Point for the photo shoot. The nine cars were parked on the round cement pad where the boat in the film Narnia was located.

The eight club cars were gingerly driven up the concrete gutter to reach this salt soaked pad while the photographer set about his task.

When he was finished the cars were then just as gingerly driven down the gutter again and everyone headed for home.

Thanks Richard for an impromptu outing.



**The Publicity Officer – keep an eye on the fashion pages just in case he goes to the Melbourne Cup**



**Lorraine Westbrook, Beryl Doyle Carole Dinte and Pam Crooks**



**A couple of Toranas**



**Lancia, Hudson and Rugby**



**Some of the cars involved**

**JACOBS WELL RUN 15<sup>TH</sup> JAN**

As it was an overcast day with some showers forecast, it looked as if it may be an eventful day. Soon after leaving Cleveland Showgrounds heavy rain fell and two vehicles turned around and went home.

Fortunately rain had eased off considerably on reaching Logan Street traffic lights in Beenleigh when a 4wheel drive ute braked hard and spun out in front of Cheryl & Jim's

“old girl” FX Holden, just missing them and another vehicle in the lane beside them!!

Morning tea was at Larsen Park where we found good shelter and kept dry whilst light rain continued. We welcomed Doug and Margaret Murphy and also Mike, Linda and friends in their Studebaker, and John Lewis in his Ford Fairlane, all on their first Bayside club run. Unfortunately Trevor and Julie Harrold had to leave us here for family celebrations.

When the rain had almost stopped we decided to continue along the rest of the planned route. There were round-about exits, where we wondered if we had taken the right one, industrial and housing developments, all of which were very interesting. We ended up on the old Pacific Highway where we saw the filming site for the film “Great Raid”.

We proceeded past the Pimpama water recycling plant along some very twisty bits through sugar cane fields before arriving at Jacob's Well, where we had lunch in the park. This was most interesting as we could see people fishing and enjoying boating activities. Others were camping in this scenic area. Many people admired our 50's vehicles.

On the way home near the Woongoolba school there were several police with a speed camera and RBT testing. Who did they stop? They waved Jim and I through but stopped the modern car behind us. I since have heard a rumor that SOME Baysider's were stopped by police!!

There were eleven vehicles in today's run, including three moderns.

Many thanks to David for planning an interesting run and to all of those who came. We enjoyed their friendship and company.

**Cheryl Nott**

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## MIDWEEK OUTING 19<sup>TH</sup> JANUARY 2012

As we were venturing to the other side of the river today, the meeting place was the Nudgee Roadhouse Service Centre at 10.00am. It was quite a warm morning when we set out, but upon arrival at Frank Doyle Park, Shorncliffe

we realised that Cheryl had made a wise choice in coming to the seaside. There was a cool breeze blowing off the water which made for a pleasant morning tea. Nobody was in any hurry to proceed to the lunch stop and I am sure that we would not have needed too much convincing to stay put. There was a really good attendance for the day, with several grandchildren along to enjoy a day out. Lawrie and Jean had their two grandsons with them and we had our daughter and two small grandsons come along as well. It was nice to see Peter and Gail Cahalane out and about after Peter being on the casualty list for shoulder surgery. He is able to drive again which had Gail throwing her hat in the air!

After morning tea we followed the tourist drive along the Brighton waterfront. Some of the old homes situated along the front must have been spectacular in their day. They were probably built in the early 1900's when Sandgate was the place for people from Brisbane to spend their holidays. The lunch stop was at Decker Park which is just past the Eventide Complex and before you head over the bridge to Redcliffe. We managed to find a big picnic shed and plenty of shady trees to sit under for lunch. The breeze kept us all cool and there was plenty of chatting as is usual on Bayside outings. It was another good day out with friendly company. Thanks to Cheryl for organising the day.

**Pam Crooks**

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## CLUB RUN NORTHSIDE 19TH JAN

The weather was perfect for our first mid-week run of the New Year 2012. Even though the sunshine was a little warm, the sites chosen for our morning tea and lunch stops more than compensated with plenty of shade trees, a view across Moreton Bay to the giant giraffe-like cranes at Port of Brisbane, and a cool ocean breeze.

Frank **Doyle** Park at Shorncliffe (Kevin assures me that Frank was no relative of his), overlooking the mouth of Cabbage Tree Creek, was our picnic spot for Morning Tea. This brought back memories for Jos & Fae

Eyebrows who had sailed a yacht from here to Manly Boat Harbour some years ago.

Lunch was at Decker Park, adjacent to the new Ted Snout Bridge which replaces the old Hornibrook Highway over the Pine River Inlet. Here Laurie & Jean Bennett joined us with two of their grandchildren. Also joining us as visitors for this run were Gary & Pam Crooks daughter with her two little boys (how young can one be to join the Club?), Ron & Daphne Toy in their delightful little blue M.G. Midget (hardtop), and Ayla Relf (a friend of Lorraine's) who navigated the Corolla.

All in all, it was a very pleasant and relaxing day, with ample time for swapping ideas and anecdotes. A good day was had by all.



**Harold Westbrook.**

## AUSTRALIA DAY RALLY 26<sup>TH</sup> JAN.

The Bayside Vehicle Restorers Club Redlands City Australia Day rally has been deferred due to the heavy rain making the school ground unsuitable for use (School made the call to cancel). Please keep the 12/2/12 free for the rescheduled Australia Day Rally.

## SINGAPORE TO BEIJING

Our flight to Singapore on Singapore Air on the 22<sup>nd</sup> of October was good with just a few bumps on the way. We were well fed and looked after (or the entire flight). In Singapore we caught a cab to the Bayview Hotel on Bencoolan Rd; our home for the next four nights. A few days before our arrival the Government of Singapore decided to dig up Bencoolan Rd to build an underground railway

station closing off all traffic for one street block of Hotels. There is such a lot of digging going on in Singapore that in a year or two you will need a new map to find out where you are.

Sunday: we ventured out and investigated the MRT rail network. Boarded a train to the Singapore Port. From here we walked to the cable car station which is situated on the 15th floor of a nearby high-rise building tower. As we departed the building we passed over the Star Virgo Cruise Ship clearing it by about 100 metres.



**Passing over Star Virgo**

Yes it is high up but as it heads towards Sentosa it goes even higher. Not for the faint hearted. We spent several hours on Sentosa Island looking at gardens and views etc including having coffee then later a lunch meal before boarding the cable car back to the starting point. Back to the MRT - travelling back to Clarke Quay for some shopping, "A lot of window shopping". A lot of Boutique Shops along the river front at Clarke Quay. Another trip on the MRT then back to the Hotel to tidy up for dinner.

Monday: we ventured out and boarded the SIA Hop-on-Hop-off bus for a fare of \$36.00 for all day if you have a SIA ticket (Singapore Airline Ticket). We travelled to the Botanic Gardens to see the Orchids; had lunch and back on the bus to Orchard Ave for more retail shopping. On the bus again back to the Hotel.



**Singapore Lion**

Wednesday: we packed and taxied to the convention Centre for processing before boarding the Diamond Princess Cruise Ship for our cruise to Thailand. We were upgraded on the Diamond Princess from a Balcony Suite to a Premium Suite situated three floors below the bridge. We had a lounge-sitting room with a large glass door to our huge balcony - fifteen metres long around the front of the ship and also a large master bedroom with a window.



**Our balcony**

With this came complimentary drinks, choc coated strawberries, personalised stationary, fresh flowers, fresh fruit and best of all free internet which is usually 75 cents a minute. Even the laundry was free. The first port was Laem Chabang (Bangkok) Thailand. Our first view was the NYK line ship unloading cars buses and forklifts; thousands of them. We visited the Tiger Zoo then we were taken to the largest Jewellery warehouse we have ever seen and you had to walk through to the other side get out.



**Breakfast on the balcony**

Ho.Chi Minh City: Vietnam (Phu My). Bus to the City. We walked to the markets and could not bear the smell. We shopped at a department store then sat in the Rex Hotel till it was time to go. A very dirty city and suburbs.

Nha.Jrang Vietnam was my pick of Vietnam. This was the only Port that we were tendered into. Visited the Silk Embroidery factory, an old catholic church and the street markets. Took a nice photo of the fishing boats in the bay.

Hong Kong, China The tour took us to another Jewellery Factory. A Sam Pan cruise around the harbour. Stanley Markets and Victoria Peak for the tram rid down the mountain We shopped at Harbour Town Shopping Centre.

Shanghai. China. Has a city population equal to of all Australia's population.. Visited the sky needle and had a guided tour of the museum underneath.



**Shanghai Tower**

Japanese Gardens and the markets for more shopping.



Nagasaki, Japan, The Port Terminal is situated right in the town. It was a three minute walk to the tram which services all the City. Interestingly on the tram you pay your fare when you are

leaving, not when getting on.

Busan. South Korea. Our first stop was a lookout; great for photos and such wonderful views. The second stop was the Phoenix Hotel. From here you can go underground to the mile long markets under the main street. The only problem was they did not open until about 11am and we had to be back on board the ship by 12.00pm.

Xingang, (Beijing) China. Would you believe no smog and the second day a nice sunny day with blue sky however it was windy and only 3°. We had a great time in Beijing. We had a personal guide for two days through Wendy Wu Tours and I can thoroughly recommend this company. They do have an office in Sydney. We were accommodated at Days Inn Forbidden City; day one we were off to the Great Wall and, yes we did the climb. Lunch was provided. A walk through a huge Jade Factory where I purchased a jade rabbit for my birth year. Heather purchased a pair of jade ear-rings. In the afternoon we explored the Summer Palace which was a retreat for the Emperor during the Ming and Qing. Dynasties.

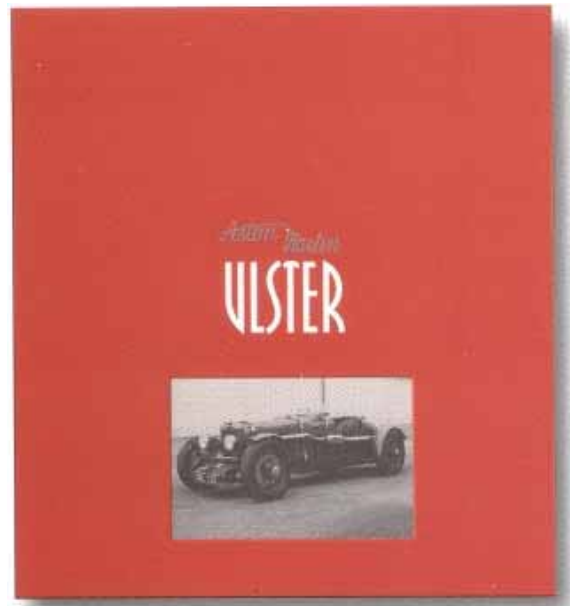


**Great Wall**

Day two, we visited Tiananmen Square and the Imperial Forbidden City. After a huge Chinese lunch we visited a silk factory where they farm their own silk; process it and then manufacture clothing, quilts and pillows etc. It was very interesting to see the whole process. The next attraction was the 15<sup>th</sup> century Temple of Heaven which is set in amongst a 267 hectare park. It is difficult to realise how huge all these places are. They are cities in themselves. After all the walking we finished up at a tea house where we were shown how to make a cup of tea and also sampled at least five varieties of tea.

**Kevin & Heather Haynes**

## BOOK REVIEW



Aston Martin Ulster: Survivors and the Fittest is an exceptional book comprising 460 pages, measuring 300mm x 270mm and containing over 530 photographs and illustrations.

Imagine my surprise when instead of posting the review copy of this book back to Palawan Press I decided to drop the book back into the publishers London office on my trip to the UK. In the small front office they had, in the flesh, this magnificent Austin Martin



**Not what you expect to see in a publisher's office**

The Ulster in the publishers was there to help get publicity for the book because it was released the day we arrived.

*But back to the book review*

The Ulster is arguably the ultimate pre-war Aston Martin just as the DB4GT Zagato was

the ultimate of its era. It came with an exceptional pedigree and was produced in very limited numbers. Most Aston Martin Ulsters have had a colourful and full life that has included a considerable amount of competition both before WWII and, in many cases, right up to today.

This beautifully illustrated book traces the history of the Aston Martin Company from its humble beginnings in 1914 up to the point when the Ulster was produced twenty years later. It describes the many successes, failures and perils of the Company and the characters who managed to ensure its sometimes improbable survival. At the same time it describes how the Ulster evolved from the earlier models and how the desire for competition success was both a driving force and a financial burden that nearly ruined the company.

Just thirty-one Ulsters were built during 1934 and 1935. Two of them lasted just months and were rebuilt and renumbered as fresh cars and one car disappeared without trace in 1939.

All twenty-eight remaining Ulsters have survived to this day and their whereabouts are well known. Over two-thirds of the book is dedicated to the histories of these survivors. One by one they are described in great detail, supported by comprehensive photographs, both old and recent, with the theme of motorsport ever present. The most significant sports car races of 1934 and 1935 (notably Le Mans 24 Hours and the Tourist Trophy) are also covered and illustrated by many fascinating and revealing images.



**18 of the 28 Ulsters on the track together**



**At Le Mans**

In total there are over 530 outstanding photographs and illustrations, a large number of which have not been published before, including remarkable photographs from the 1930s. Alan



Archer was a dedicated and renowned Aston Martin doyen from 1953 until the time of his death in 2009. He owned several Aston Martins, pre and post war, and served the Aston Martin Owners Club in many capacities, most notably as Chief Registrar and later, Archivist. He spent more than ten years on an exhaustive and exceptionally thorough research for this book. Following his death, his two sons, Jeffery (who sadly passed away during the production of this book) and Stephen, similarly gripped by the Aston Martin legend, picked up the Ulster book legacy.

They updated the text and spent nine months researching illustrations and preparing this definitive work for publication.



Even pages from Motor are included in the book

Their research uncovered some fascinating details about the cars and the book reveals the complete misrepresentation of which car did what at Le Mans 1934.

Aston Martin Ulster: Survivors and the Fittest is an exceptional book. Affixed to the front of each book is an aluminium plate etched with a photograph of that car. Included with the Owners' Edition is a copy of All the Ulsters, a unique limited however you may have to sell your Ulster to pay for the owner's edition.

A book to dream about: if I had the money I would buy this fine book, but alas I spent the money on a holiday to the UK & Egypt.

**Richard Eggesfield**

## CAR RADIO, AN INTERESTING STORY

Radios are so much a part of the driving experience, it seems like cars have always had one. But they didn't. Here's the story:

### SUNDOWN

One evening in 1929 two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios – Lear had served as a radio operator in the U. S. Navy during World War I – and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

### SIGNING ON

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he

had his men install a radio in the banker's Packard. Good idea, but it didn't work – half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked – he got enough orders to put the radio into production.

### WHAT'S IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names – Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

But even with the name change, the radio still had problems:

When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)

In 1930 it took two men several days to put in a car radio – the dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

### HIT THE ROAD

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression – Galvin

lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorolas pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B. F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed with the first handheld two-way radio – the Handie-Talkie – for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the second-largest cell phone manufacturer in the world. And it all started with the car radio.

### WHATEVER HAPPENED TO....

The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the

field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

***Richard Eggelsfield.***

## MEMBER PROFILE – HAROLD WESTBROOK



I recall my Dad saying to me, "If you were as good at remembering your lessons as you are at recalling details of cars, you would be top of your class".

Well, I never made it to the top of the class, but my interest in cars and mechanical things remained – no doubt encouraged by reading the 'AutoCar' and early motoring magazines.

My introduction to the motoring world was at age 15, driving my brother's T-Model Ford, and when I was old enough to get my Drivers' License, I purchased a Norman Auto-cycle, powered by pedals and a single speed 98cc Villiers engine. This was not very successful, as I lived in the hilly city of Gympie (it did go well downhill), so it was superseded by a 500cc ES2 Norton, which made easy work of the hills and was a great bike. (Later on, I briefly owned a water-cooled LE Velocette 150cc, C.Z. 125cc, and a 125cc Maico Scooter).

At this stage, Lorraine came on the scene, and two wheels were not much good for courting, so I purchased a 500c Fiat Topolina. This decision was influenced by the fact that some of the extended family in Nambour sold Fiat and Jowett cars. At that time, I was employed

as an electrician and it so happened that Lorraine found work with the same Company for four weeks after leaving school, and in that short time she worked her charm on me and four years later, we were married.



**My first car FIAT 500 C**



**1939 BSA Army Despatch bike – Rallying at Childers**

Our wheels had been upgraded to a 10 H.P. Hillman Minx, so with a small egg-shaped caravan in tow, our 4-week honeymoon was spent touring to Victoria and back to Kingaroy, where at this time, I was posted as a Manual Arts Teacher.

As the family increased, the Hillman was too small, so we purchased our only new car – a two-tone green 1959 Holden FC Station Wagon, identical to the car displayed in the Henry Ford Museum, Detroit. (It was still part of the family when, 12 years later, we moved to Bundaberg). Whilst still in Kingaroy, I built a 12 ft. marine-ply caravan, and painted it in colours to match the FC, and we spent many happy holidays touring the country with it in tow.

Around this time, I developed an interest in old cars, and on one holiday to Stanthorpe, I

decided to investigate a car I had ridden in as a youth – a straight-8 Auburn Tourer. It was residing peacefully in a barn with the chickens and rodents, and with straw spilling from its upholstery. However, not having the £1,000 required to purchase it, I reluctantly had to leave it there. In later years it was a pleasure to see it restored and on occasions, I parked my Rugby beside it on Club outings.

Yes, I did mention a Rugby. It was my first foray into old cars. My Dad had owned one many years before, and when I saw a 1928 Rugby Tourer advertised in the local Bundaberg paper, I had to check it out. It was in a sorry state, but complete, so, handing over the purchase price, it was towed home for a complete strip and rebuild. This was progressive over a few years, as it was more fun dismantling it than reassembling all the bits and pieces. I eventually got it rolling when, one day, a young man called at my door and said, “I hear you’ve got an old car, mate? Well, so have I – a 1924 Chrysler – so why don’t we start a Club!” We called a public meeting, and from this small beginning, the Bundaberg Vintage Vehicle Club Inc. was formed, which today has a membership of over 100, and Lorraine and I are proud to be Life Members of this Club. We have rallied the Rugby in countless Club outings, exploring the lesser-known roads in the Bundaberg district.



**Bundaberg -1934 Truimph Gloria – What do I do next?**

I’m sure that most old car enthusiasts suffer with the delusion that one car is never enough, and we are always on the lookout for something better – a bargain or a challenge that can’t be missed. Thus you can understand how I succumbed to the idea of a veteran car in the shape of a 1914 Talbot Tourer. However, this ‘vehicle’ arose from a Western-

Queensland Station dump, and I purchased multiple boxes of parts claiming to be Talbot, and I am still in the process of assembling the jigsaw. It was not complete so many items have had to be ‘manufactured’. One would think that this would be sufficient to satisfy the enthusiasm of a restorer, but another side-track presented itself in the form of a 1939 BSA Army Dispatch Bike. This has been restored and rallied, but is currently in ‘retirement’. I still have another project suspended from the rafters in my shed – a partly-restored 1934 Triumph Gloria sedan. May I live long enough to see this vehicle on the road!



**1914 Talbot Tourer – its all uphill from here**

Forty years on, the 1928 Rugby Tourer is still an integral part of the family, our three children having all learned to drive in it, along with a green 1973 Toyota Corolla Coupe, purchased new by my Mother-in-law. When she surrendered her Driver’s License at age 98 two years ago, we decided to retain the car in the family, so it has joined the ‘stable’. It is in original good condition.

I guess we have all had a wish list when it comes to our cars. For me, amongst the cars I have owned – FC, HR & HQ Holdens, Series III Land Rover, 1965 ‘S’ Type Jaguar, Skyline, BMW, 1964 Toyota Crown S-Wagon, etc., my fondest memories remain of the red 1971 Rover V8 P6B which travelled with us for many pleasurable miles.

May I here extol the patience and understanding of the wives of all old car enthusiasts, who have shared in the frustrations, costs, and pleasures of this hobby which keeps us “out in the shed”.

HAPPY MOTORING!

**Harold Westbrook**



**Harold hands over his profile at the January meeting**  
Thank you Harold. Ed.

**WHAT CAR?**

Last editions mystery car was a 1948 Ford Vedette, made in France. It featured the side valve V8, 2158cc. The Vedette was the first car to feature the new independent front suspension concept developed by Earle S. MacPherson, known today as “MacPherson Struts”



Can you identify this issues mystery car below?



**HUMOUR**

Visiting an orchard Paddy asked the farmer how much he charged for apples.

“All you can pick for five dollars.”

“Grand.” said Paddy. “I’ll take ten dollars worth.

\*\*\*\*\*

The barman called to Paddy. “What time is it?”

Paddy replied, “Don’t know but it is certainly not three o’clock.”

“What makes you so sure?”

“Because I told the wife I’d be home by three and I’m still here.”

\*\*\*\*\*

Flaherty says women only have themselves to blame for all the lying men do.

“They ask so many dammed questions.” he said.

\*\*\*\*\*

Mrs Murphy said: “Oi don’t t’hink my husband has been completely fait’ful t me.”

“Why, what makes you so suspicious.”

“My last child doesn’t resemble him in the least.”

\*\*\*\*\*

Paddy got into a fight at the pub and was knocked down five times.

“Well have you had enough?” said his much bigger opponent.

“Dpn’t know,” said Paddy. “This is my foirst foiht.”

\*\*\*\*\*

Letter to the Editor: If you don’t stop making jokes about the Irish I will stop Paddy from reading them to me!

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## HISTORY FROM FEB 1995

### RESTORATION OF MY 1926 BUICK MASTER TOURER

It was three Strawberry Festivals ago when we were sitting around having morning tea when Trevor Anderson said he had a Buick for sale. I had just finished a car and was getting bored, so when Joy said buy it, what could I do.

The car was a Tourer and had been used. Trevor stripped the car down to the chassis which was sand blasted and powder coated. Springs were replaced and reset and having a lathe Trevor turned up bushes for the shackles and king pins. New wooden spokes were fitted to powder coated rims.

No mechanical work had been started but the rocker cover, side plates and fan blades had been chrome plated.

A price was agreed upon and some Club members gave me a hand to load it on a ute ; had hired. After loading up the ute, I found it had very light steering; this may have been because the chassis was hanging six feet over the tail gate.

Finally home and unloaded into my shed I should have said squeezed into the shed as with my Morris Oxford and my 1925 Chev Tourer there wasn't much room.

Something had to go and Kevin McGrath was very interested in the Chev and it was a sorry day when I saw Kevin driving it home, at least it's still in our Club and Kevin looks after it a lot better than I use to.

With room in the shed I could now lay the chassis down and start the project. It was at this time I saw an 'add' in the Gold Coast Club Book: 'will give away' parts for 1926 Buick Master. I rang the chap who advised me to bring down my trailer. I came home with a motor, diff, front suspension and wheels. The diff was a complete housing with axles and tail shaft. I was now ready to start.

The first job was to strip down the diff. I have no doubt the Buicks were built to last.. I was used to working on T Model, A Model and Chev diffs but this diff made them look like toys. The diff and bearings were in

beautiful condition and the diff was reassembled.

The gear box and multi clutch was the same as the diff - cleaned and reassembled.

Both engines were stripped and one engine made from two, the only new parts used were a set of Ford Falcon piston rings. The piston grooves were machined to take the rings, with the compression ring groove widened to take two compression rings.

The engine comes in five sections; the sump, crankcase, block, cylinder head and rocker cover

Because of the size and weight of the motor, the crank case complete with crank shaft: was fitted to the chassis when the block, now the pistons and rods and then the head. The gear box and clutch was now fitted to tail shaft and motor.

The mechanical part was no problem to me but now came the hard part - the timber. So the chassis was loaded up and taken to John Renn's place. It is great having a Son-in-Law like John as without his skill in timber work it would have cost me a fortune. I had purchased a tub so the tub and all doors plus the chassis timbers had to be replaced as the timber was cut off when the car was 'uted'. All new flooring was added - a big job. Whenever John does anything for me he always works by himself as I have a habit of saying "that's close enough", but when John does anything close enough it's not good enough.

Thanks John for all the hard work you put into the timber restoration of the car.

It was now time to start panel beating some of the panels. The front mud guards were damaged so much I think the car must have been driven into every tree on the property where the car came from. Joy held the guards on a bag of sand and no lies I used a sledge hammer to try and get some shape into them. After a lot of panel beating, new valances, rust removed, I started to paint. Hood bows were ordered, wiring looms ordered, and the car started to take shape. It was to the stage of upholstery so I took it to a friend who I assured there was no hurry - a big mistake as it

took five and a half months I got the car back on Christmas Eve so it was a top Christmas present -

I removed the updraft. hot box carburetor and fitted a Stromberg off a Holden. I felt it was running lean so I fitted an adjustable main jet which really improved the performance of the car.

I am, more than happy with the outcome of the restoration. There are a few jobs I may do differently

restoration. There are a few jobs I may do differently if I had my time over again but as I don't intend to attend concours days I am more than pleased with the restoration

I should have the car on the road in a couple of months. See you then.

*Terry O'Connor*



## CARS FOR SALE

**Note for intending advertisers: Cars for Sale must include Registration number or VIN number**

Club Members, Ron & Jillaine Sherman are offering for sale their magnificent 1981 Mercedes Benz 380 SEL Sedan. The vehicle is very original throughout. It is in excellent condition, has been fully maintained by the only 2 owners it has had. The car is currently fully registered. The body, paint, engine & leather interior are all in excellent condition. Woollen seat covers.

Reg 281 EGY

The price for this vehicle is negotiable around \$7800. Contact Jillaine 0412729729

Also

For Sale 1925 Chev Ute complete just requires some TLC and painting & upholstery. Comes with a spare motor and chassis. The vehicle is in Townsville, however assistance with transport to Brisbane can be arranged. Offers are sought between \$5,000 and \$7,000 if you are interested, please phone Ron on 07 47739877

## RANDOM PHOTOS



Ex-Bayside member Brian Wade's Tractions at CCCQ Champagne Breakfast 22 Jan 2012



**MG TD**



**Still earning its keep in Bundaberg**



**Radiator at the back, a la Jowett?**



**Two Jowett Jupiters!!**



**Eight Seater**



**Riley Falcon**



**MG A Coupe**



**Rover P3**



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**PROPOSAL: BAYSIDE 10 DAYS RUN - MAY 2012**

| Day      | Where to.  | Section Ks | Agg Ks         |
|----------|--|------------|----------------|
| Friday   | Meet-up Mobi Vic's Mobil Service Stn. <u>Beerburrum</u> . 10am.<br>Morning Tea (UBD 004 99E / 29N)   |            | 90<br>Reset 00 |
| 1st Day  | Depart via Roy's Rd, Landsborough, Mary Valley to Gympie<br>– lunch<br>Via Gunalda, Theebine, Miva (Bypass Brooyar) Boompa to<br><u>Biggenden. o/night Friday.</u>   | 245        | 245            |
| 2nd day  | Depart via Chowey Bridge (Paradise Dam - morning tea)<br>Boolboonda Tunnel, Gin Gin. (Red Hill Farms Rd. – \$<br>Lunch & Shed Time)<br>Depart Gin Gin via "A1" North and Dawson Hwy to <u>Calliope</u><br><u>o/night Saturday &amp; Sunday</u>   | 270        | 515            |
| 3rd day  | Run to Kroombit Tops - 4 x 4 car pool to Liberator site.<br>Bring M/tea.<br>Alternate run to Gladstone or Many Peaks. Regroup at<br>Barmundu. Shed time at Mal & Jan Eggins.<br><u>Calliope – Lunch &amp; o/night Sunday</u>   | 100        | 615            |
| 4th day  | Depart via Dawson Hwy, Callide Power Museum - m/tea.<br>To Dululu –lunch. Then via Leichardt & Capricorn or via<br>Burnett Hwy to <u>Rockhampton o/night</u> or Yeppoon.   | 260        | 875            |
| 5th day  | Depart via Emu Pk. via "A1", Port Curtis Way, Yarwun,<br>(Calliope Heritage Village –Morning Tea). Ring ahead<br>arrange Steam or Diesel (Toy) \$. Lunch also?<br>Depart via Miriam Vale, Fingerboard Rd to " <u>Town of 1770</u> "<br><u>Tuesday and Wednesday nights at Captain Cook Tourist</u><br><u>Park</u>            | 285        | 1160           |
| 6th day  | \$\$\$ L.A.R.C. to Bustard Head and return. (All day)  |            |                |
| 7th day  | Early Depart via Agnes Water, Fingerboard Junction,<br>Berajondo, Moore Park– M/tea, Kolan, South Kolan<br>(Mystery Craters), Bundaberg - lunch, <u>Bargara. (O/night</u><br><u>Thursday)</u>  | 195        | 1355           |
| 8th day  | Depart Bargara via Alloway, Farnesfield, Apple Tree Ck.,<br>Childers, and Maryborough. (Lunch – Lamington Hotel).<br>Depart via Granville, Camp Kerr to <u>Tin Can Bay - o/night</u><br><u>Friday.</u>   | 195        | 1550           |
| 9th day  | Depart via Cooloola Way or Goomboorian, Veteran, Wolvi<br>(Kin Kin Rd), to Harry's Hut – bring Morning Tea.<br>Depart via Wahpunga, Cootharaba Rd, Ringtail Ck. Rd. (or<br>Louis Bazzo Rd) to Tewantin – Lunch. Via Cooroy,<br>Pomona, Cooran, (or "A1" from Pomona) to <u>Gympie</u><br><u>o/night Saturday and Sunday.</u> | 186        | 1736           |
| 10th day | \$\$ Valley Rattler to Imbil & return to Gympie.<br>Farewell Dinner.<br>O/night Sunday<br>End of Tour. Home tomorrow by route of choice.   | 200        | 1936           |