

# VINTAGE NEWS

THE MONTHLY NEWSLETTER of  
THE QUEENSLAND VINTAGE VEHICLE ASSOCIATION Inc  
August 2024



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## COMMITTEE FOR 2024 – 2025

President	Graham Porter	0407 257 440
Vice President	Rod Rush	0409 1411 40
Secretary	Ben Carroll	0417 007 241
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Web Master	Ben Carroll	0417 007 241
Safety Officer 1	Don Lake	0412 383 954
Safety Officer 2	Col Hinxman	0439 996 691
QHMC Delegate	TBA	

QVVA welcomes visitors who have an interest in the preservation and restoration of all types of vehicles to an original condition as far as practicable.

### Meetings:

General meetings are held at 7:30pm on the fourth Wednesday of each month at the Veteran Car Clubrooms, 1376 Old Cleveland Road, Carindale 4512 Ph: 07 3843 0010

### Subscriptions:

The annual subscription is currently \$60 and renewable on 1st July with a 50% pro-rata for applications after 1<sup>st</sup> January. A \$40 joining fee applies for new members. Membership will be considered to have lapsed after three months of non-payment. A person with three months arrears who wishes to join again will be treated as a new applicant.

EFT payment can be made to our bank: BSB: 124 – 078 a/c 90528779 Use your surname as a reference.

### Concessional Registration:

To qualify for the Special Interest Vehicle Scheme concessional registration you should be familiar with the Queensland Transport “Criteria for Eligibility” guide and observe the restrictions.

### Newsletter Distribution:

The newsletter is sent members by email only but is also posted on our website [www.qvva.org.au](http://www.qvva.org.au) for casual viewing.

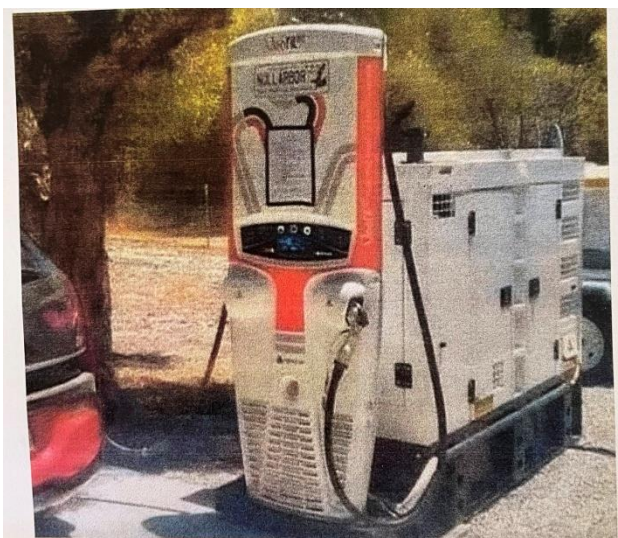
### Disclaimer:

The Queensland Vintage vehicle Association does not hold itself responsible for statements made or opinions expressed by contributors to the Vintage News.

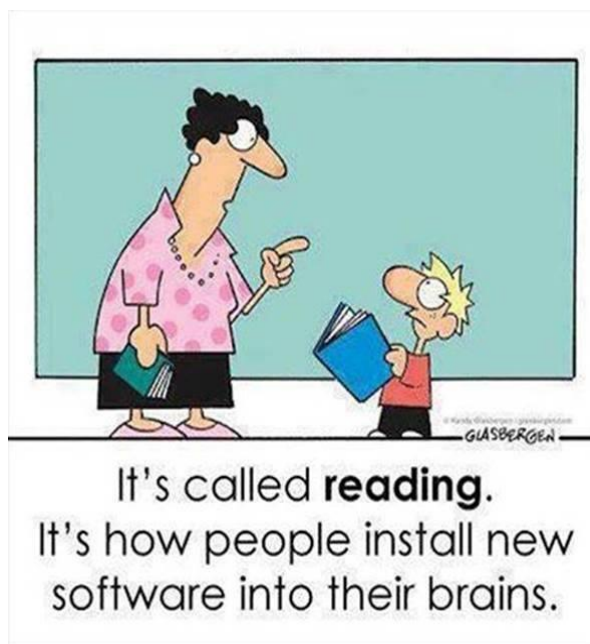
## . THE MEANINGS OF COMMON ACRONYMS

OTP One time password  
QR code Quick response code  
MMS Multimedia message service  
GIF Graphics interchange format  
KYC Know your customer  
PNG Portable network graphics  
URL Uniform resource locator  
PAN Permanent account number

PIN Personal identification number  
SMS Short message service  
WiFi Wireless fidelity  
GPS Global positioning system  
PDF Portable document format  
JPEG Joint photographic experts group  
WWW World wide web



*A diesel powered, electric car charger –helping the transition*



## PRESIDENTS REPORT

Welcome to the office bearers for 24/25, the AGM was lively with members volunteering and voting was fierce. However, there was no wrestling this year.

Graham and Susan are on an overseas holiday and it's my job to "fill in" so here goes.

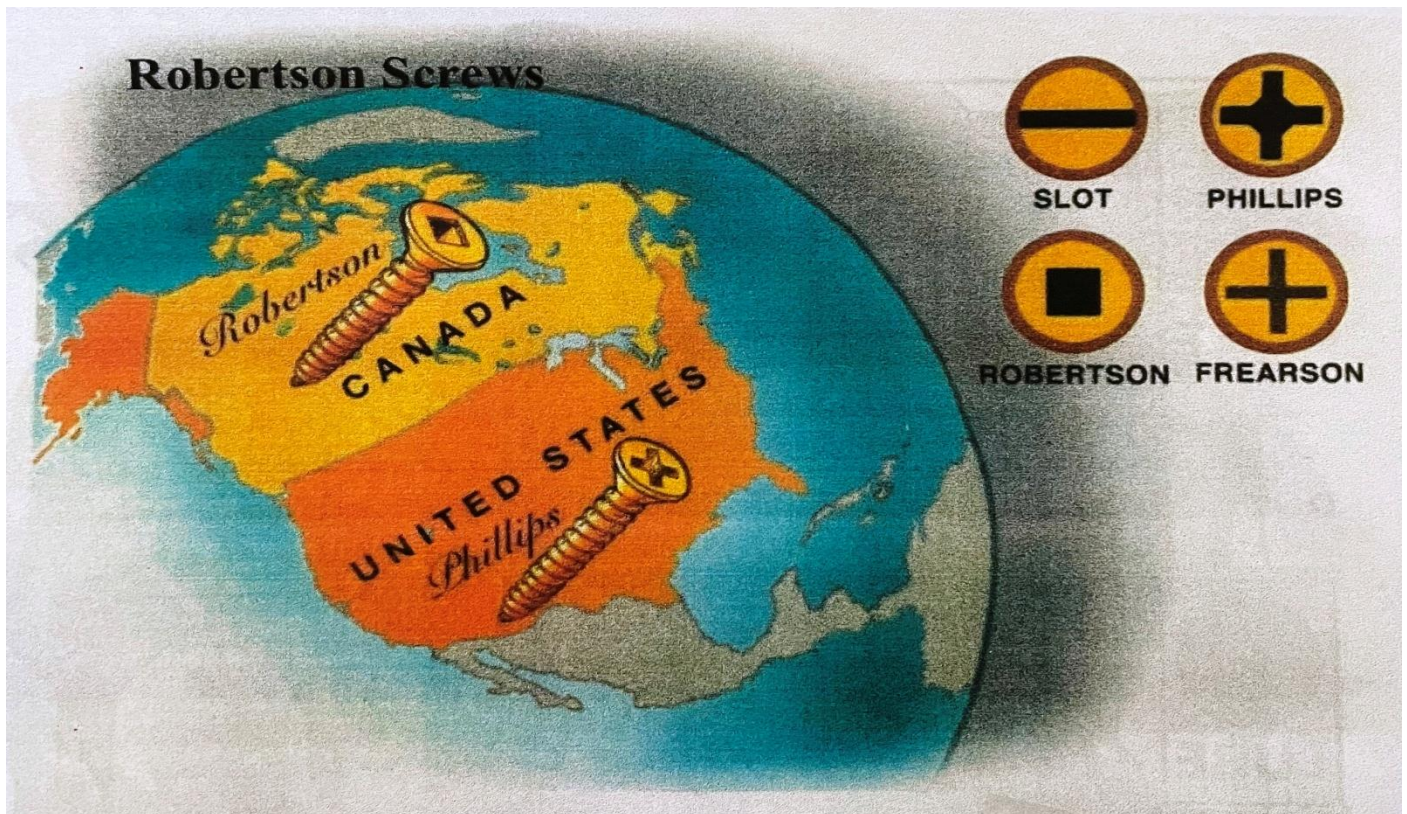
Anyone who knows Graham will attest that he doesn't do anything by halves, sometimes he has even been told to hold back. Both he and Susan organised the Hill Billy Rally in 2016, it was a huge success (and a huge job), I remember him remarking he would never do another one like that again.....we'll see.

For myself, I have not attended meetings for a couple of years, but times have changed and I can resume attending. I notice quite a number of new members in the ranks since my absence so please bear with me 'till I learn your names.

The editor is a new job for me and you will find the newsletter different, I don't have fancy software therefore the format will be as attractive as that used in the telephone book, also I don't have any modern pictures yet so I will put in some old ones and hope you like the trip down memory lane.

Thanks Clint F and John D for supplying material.

Hold on tight: Rod



There are hundreds of patents for the “improved” screw head. Perhaps the best was filed by a Canadian, Peter Lyburner Robertson, in 1907. In 1908 he improved his patented square drive screw head by calculating the precise angle of the inner slope that would allow the deep square depression to be cold formed and manufactured in millions, it was an enormous success, given a special boost by Henry Ford. The Robertson screw adapted well to power drives. Ford’s Fisher body plant in Walkerville, Ontario built the wooden cabins for the Model T. By using more than 700 Robertson screws in each Model T, Ford saved about \$3.70, not insignificant in a car that retailed for a little over \$400. Ford tried to buy Robertson out and produce the screws in the United States, but Robertson felt he could make his product an international staple. And he might have but for World War 1 and the Russian Revolution.

In 1933 John P Thompson invented a cruciform screw head and then a screwdriver for it, he sold the patent to Henry Frank Phillips, who introduced it to manufacturers as a modern alternative, easier to use and adaptable to power drivers. In 1936 General Motors Cadillac was produced with Phillips head screws, which became part of the automotive and aircraft industry to the point that most vehicles and aircraft in World War 2 were fastened by these screws.

Which is better? Probably the Robertson which stays on the driver more securely, responds more readily to unscrewing after being painted. The difficulty is the Canadian border. The majority of woodworking screws in Canada are Robertsons, but they are little known in the United States. This is changing as Robertsons are becoming available.

Are there even better driver patterns? A Phillips lookalike, the “Frearson” or “Reed & Prince” or “PoziDrive”

## COMMON MOTOR VEHICLE MYTHS

**1. Electric cars use less energy than petrol vehicles.** Electric cars use more energy than a comparable petrol vehicle because they are heavier. Many people believe that plugging in an electric car is like plugging in a trouble light. In fact they take hours of heavy charging current on 230 volts ac supply. Some sources say that, overall, they actually cause more pollution than a petrol vehicle.

**2. Increasing the compression ratio will always result in increased power.** Diminishing returns with ratios above 8:1. Timing adjustment required, overheating may result.

**3. An engine should be judged by its horsepower.** Torque is a more important figure than horsepower, also the RPM that the horsepower and torque occur.

**4. 12 volts is twice as good as 6 volts.** 6 volts is just as good as 12 volts but 6 volts requires thicker wiring, that's why 12 volts is most common.

**5. Dual exhaust gives superior performance over single exhaust.** Dual exhaust only helps at high RPM. A test done in the early 50s found there was very little difference in maximum hp or torque when cars like the 850 Mercury or the 850 Oldsmobile were tested first with single exhaust and then fitted with dual exhausts.

**6. Put the tailgate of a ute down for better petrol economy.** Tests found that turbulence (separation losses) occur behind the cab and not the tailgate, leave the tailgate up.

**7. Disc brakes perform better than drum brakes.** Factory drum brakes will stop a car just as quickly (or quicker) in a panic stop. However they tend to fade with severe use. Disc brakes are used exclusively today because they are inexpensive to make, install, service and are self adjusting. The coefficient of friction is typically bigger with drum brakes than with disc brakes.

**8. Radial tyres are always better than bias tyres.** Generally true but a car designed for bias tyres will steer better at low speeds. When a car designed for bias tyres has the front end properly aligned (no sagging springs etc) is equipped with quality new bias tyres they will satisfactory performance, Some old vehicles simply perform better with radial tyres.



4.



## THE OLDEST REGISTERED AND GOING FERRARI

The oldest road-going Ferrari in the world doesn't live quite where you'd expect. It's not in Italy, not in California, not in London or Miami or Hong Kong. Rather, 1948 Ferrari 166 Inter serial number 007 S belongs to a couple who reside – and drive their rare Prancing Horse — in the rural part of New Zealand.

The owners, Amanda and Philip, are the subject of a recent video created by Ferrari itself, after the company's representatives on a New Zealand Ferrari Tour with the new Purosangue in December 2023 came across the couple and their gorgeous old sports car. Technically, speaking, Ferrari 166 Inter serial number 005 S is older than this car— but since that example has been relegated to a museum, 007 S is the oldest that sees any road use. Many Ferrari owners have a reputation for not driving their cars, and keeping miles as low as possible is seen as a point of pride. Amanda believes the opposite is true.

“I think cars need to be driven. They’re rolling sculptures and it’s neat to be able to see them going down the road,” Amanda says in the video.

Amanda found the 166 Inter listed for sale in a magazine many years ago, and it wasn't exactly drive-able at the time; it arrived in crates and required plenty of restoration. But once that restoration was completed, its new owners began driving to car shows and other events, as Amanda says she feels that a car like this should be shared with the world and not hidden from sight.

Amanda and her Ferrari are nearly the same age, a fact that has her thinking about who will take care of this car when she no longer can, according to the video. She wants to make sure it goes to someone that will appreciate the car, drive the car, and show the car as much as she does. Finding such a custodian will take time — but we're sure someone out there will be willing to keep on putting miles on this beautiful old machine for years to come.

Link: <https://youtu.be/gRuMGKNcscE>



***The following Article is published with the per-mission of the Australian Motorlife Museum, and was first published in the Motorlife News—June Magazine 2024.***

The material was researched by Wendy Muddell OAM .

**Something to ponder** – During the 1980's the then Federal Government discussed the matter of retaining Australia's "moveable cultural heritage" in this country. In 1986 the "Protection of Moveable Cultural Heritage Act" came into law. Moveable items mentioned in the Act were agricultural machinery of which much was manufactured here. Aircraft get a mention, items with significant Aboriginal Heritage are naturally heavily protected as are many items of significance to Australia's past. Even meteorites get a mention.

The Cultural Property Section of the Department of the Arts is the relevant authority within the National Government. Motor vehicles are of course covered, which is the part of the legislation those reading this may be most interested in. **The process for someone selling a historic vehicle overseas** is that the owner should apply for a Permit to export such a vehicle. The application is then hand-ed on to one of the Federal Government appointed "Expert Examiners", each of whom has specified the area of their expertise with-in this group.

It would be unlikely that anyone would have expertise across the very broad range of motoring history. The assessment usually takes two to three days of work as a volunteer, plus any costs incurred. Some of the Expert Examiners found that in many cases getting the history of a vehicle from the Australian owner was difficult. Networks within the heritage vehicle movement are therefore an essential part of the scheme. The Examiners reports are then submitted to the Department. At that point the E.E. is no longer a part of the process, and receives no further information from the Department.

A review of the legislation was undertaken in 2015 as a consultative process by Mr. Shane Simpson with meetings in Melbourne, Sydney and Brisbane – there may have been others, these are the gatherings of which I am aware. The proposed changes to "the Act" heartened those "at the coal face", but they have not been enacted, to the disappointment of all involved.

A further review by a committee in Canberra was established in 2022 but has so far, to my knowledge, not produced a result. There is a suspicion at the moment that a request for an assessment prior to export of an item MAY be handed out ignoring the stated expertise of the various Expert Examiners. For example, an assessment for a veteran vehicle could be handed to someone whose stat-ed expertise is Formula 1.

Many motor vehicles (and other important items, e.g. tractors) have just disappeared, and then popped up in an overseas auction catalogue. There was on display at Alice Springs airport an intact and presentable, but "made into a ute" Silver Ghost of 1920 having belonged to the gentleman who founded Conellan Air. He had purchased it in 1939, the car having been in Australia since 1922. Cattle King Sir Sidney Kidman's first car was a 1909 Thornycroft and was somehow allowed to be exported to England in 2007.

This situation is constantly being agitated on by a few but successive Federal Governments give the appearance of them having other priorities. At one stage it seemed that clubs looking after traction engines and portables were having some success. Many significant items of farm machinery have just disappeared, then turned up in other countries, mostly UK and USA. As many have found, shipping containers are so convenient!

The entire historic vehicle movement should be aware of the problems inherent in this legislation and its management, and add their weight of numbers to support a major revision of the method of dealing with this historic and extensive problem.

Any Club reading this who might have a question on any of the foregoing can contact the writer, email [wendymuddell@outlook.com](mailto:wendymuddell@outlook.com), 0499 348 899. **Clubs are also invited to reprint this item, should they so wish, in their club newsletters or magazines.**

# **ARTIFICIAL INTELLIGENCE**

## **YES, THIS DOES AFFECT YOU!**

Story: Elwyn Jordan

**Artificial Intelligence** – usually abbreviated to **AI** – unless you’ve been living under a rock somewhere you will have heard the term. You might not know anything about it, but you will have heard the term. And **it does affect you!** And whether you know it or not, **you will already have encountered it.**

Artificial Intelligence is used for an incredibly wide range of things – from enabling students to cheat on assignments, to top surgeons performing intricate and complex operations.

You’re probably aware that it has something to do with computers; or machines operated by computers. “*Nothing to do with me!*” You might say. **Wrong!** As I said, **you might not be aware of it, but you will already have encountered it.** Medical procedures, medical analysis, news reports, videos and the narration that accompanies them; all these things can, and often do, involve Artificial Intelligence. But let’s just look at writing – what you encounter in magazines and newspaper articles and so on. **ChatGPT** is the branch of AI that is involved in creating text for stories, articles, song lyrics, poetry etc.

Basically, ChatGPT allows a computer to research and write about any subject you give it. Now, stick with me on this. It doesn’t matter if you’re not into computers, you might not even have a computer, but **if you read newspapers or magazines there’s a good chance that part of what you read has been written by a computer, rather than a real person. And you should be aware of that.** Used wisely it can be a good tool, but if too much is left to the computer, what you read can be factually incorrect. So it’s important to be aware of this.

To briefly explain how this works, most people would be familiar with Google: you type in a subject and it gives you a list of websites to get information from. ChatGPT goes a couple of steps further: give it a subject and it searches for websites that have the relevant information, then collates that information and presents it as a written article. And it literally does this in a matter of seconds!

You can imagine the potential this presents for lazy journalists (and lazy students)! The thing is, it doesn’t claim to be infallible (*and it certainly isn’t!*), so the information it presents **should** be checked for accuracy. As you can imagine, it is easy for a journalist to not check, and just publish the article with just a few changes to get around any copyright issues. (*Copyright with articles produced by ChatGPT is a complex issue*). But if articles are published without the information being checked, **you can very easily find yourself reading wrong information.** And, of course, the article won’t say it was written by a computer (*because the journalist wouldn’t get paid!*), so you don’t know. It is difficult to detect if an article has been written by a real person or a computer. And this is why you should be aware of AI and how it is being used, and mis-used.

Quite some time ago (I’ve had this article in the pipeline for several months) I decided to check it out. **I asked it to give me a description of several classic cars. Then I checked what it came up with for accuracy.** I used examples that were common, and well known, and others that were less known and more obscure. The results were both interesting and revealing. Some it got completely right; others less so. Here are **some of the cars I gave it where the results were not so correct.**



**Holden EK.** The article it produced started out being accurate, including the basic description of engine, but it said the EK was the third model that Holden produced, after the FJ, FB. (*Missed out on some important ones there!*).

**Holden FC.** Having omitted this model from its description of the EK, I thought I'd give it a shot at this. It claimed the FC was "part of the FJ series". (!!) It correctly stated it was a successor to the FE, and gave the correct engine size (2.2 litre, which is roughly accurate), but then said, "In 1959 Holden introduced a more powerful 2.6 litre". It also said the FC was available with an automatic transmission, (*which it wasn't of course*), and then claimed the FC was the first panelvan that Holden produced. (*Wrong again*).

**Jowett Javelin.** (I tried this because I was writing an article about it at the time). What it produced was pretty good, although it got some details wrong; such as saying that the Jupiter was a forerunner to the Javelin, (*it was the reverse of that*). It also got suspension details wrong; although a few articles I read while doing my own research got that wrong as well.

**Goggomobil Dart.** This was probably a curly one to give it. The basic description was fairly accurate, but it said it was made in Germany, by the same manufacturer of the original Goggomobil (*wrong!*); and didn't mention Bill Buckle (who was the one who designed and produced it) at all!

**Morris Major Elite.** This one stumped it. It couldn't find anything on that (*really?*) and suggested I'd got the name wrong.

**Austin Lancer.** It said it was made by the Austin company between 1958 and 1961. (*The years are correct*); but said it was part of the Austin A99 – A110 series. (*Wrong*). It (*correctly*) said it was basically a re-badged Morris Major, and went on to say that it had a spacious interior (*wrong – interior dimensions were about the same as Morris Minor*), and said it was powered by a 6-cylinder engine of 2.6 litre capacity. (*It used a 1.5 litre 4 cylinder*).

**Australian Six.** I was referring to that first car of the 1920s, but, despite giving it three goes at it, it thought I was referring to the 6-cylinder engines used in Holdens and Falcons. I tried "Australian Six Car", and "Australian Six Historic Car", but it didn't know about the early car.

This raises another point with ChatGPT. You can ask it the same question several times, and each time it produces a different response. The responses are not necessarily wrong, they're just different, assuming that you weren't happy with what it came up with the first time.

### **IMAGINE HOW THIS CAN AFFECT YOU!**

The problem here is obvious. If you are reading an article that is produced by an author who doesn't check the facts, that article can have serious flaws and inaccuracies! This is increasingly likely today where the number of journalists has been drastically cut. The journalists who remain are under pressure to produce content – so a few seconds on a computer can produce something to publish; including whatever mistakes the article came up with.

It's also a danger when reading content in, for example, club magazines, where a lazy editor can produce articles that contain the same inaccuracies. Just another reason to be aware of how AI can affect you, and what you read.

## **THE SIGNIFICANCE OF THE CLASSIC CAR SCENE.**

Now, to be fair, **AI can be extremely good, and produce truly startling results.** Here is an example. It is an excellent article!

I told ChatGPT to, "Write a short article on the significance of the classic car scene." This is what it came up with. And **it produced this article in a couple of seconds.** I didn't change a word; this is exactly what started appearing on my screen a couple of seconds after I typed in the question. The important thing to remember is that **this was written entirely by a computer; not a human!**

### **The Classic Car Scene: A Celebration of Automotive Heritage**

The classic car scene, an enduring and vibrant subculture within the automotive world, serves as both a tribute to the past and a dynamic community of enthusiasts dedicated to preserving and celebrating automotive history. This scene encompasses a diverse array of vintage vehicles, from early 20th-century classics to more recent models, all cherished for their historical significance, design, and engineering.

#### **Preserving Automotive Heritage**

At its core, the classic car scene is about preservation. Classic cars, which typically refer to vehicles over 20 years old, represent significant milestones in automotive history. Each car carries a story of technological innovation, design evolution, and cultural impact. By restoring and maintaining these vehicles, enthusiasts ensure that future generations can experience and appreciate the craftsmanship and historical context of these machines.

#### **Community and Connection**

The classic car scene is more than just a hobby; it's a community. Car clubs, events, and shows bring together enthusiasts who share a passion for vintage automobiles. These gatherings provide a platform for owners to showcase their meticulously restored vehicles, exchange restoration tips, and celebrate their shared interest. The camaraderie found in the classic car community fosters friendships and a sense of belonging, transcending geographical and generational boundaries.

#### **Economic and Cultural Impact**

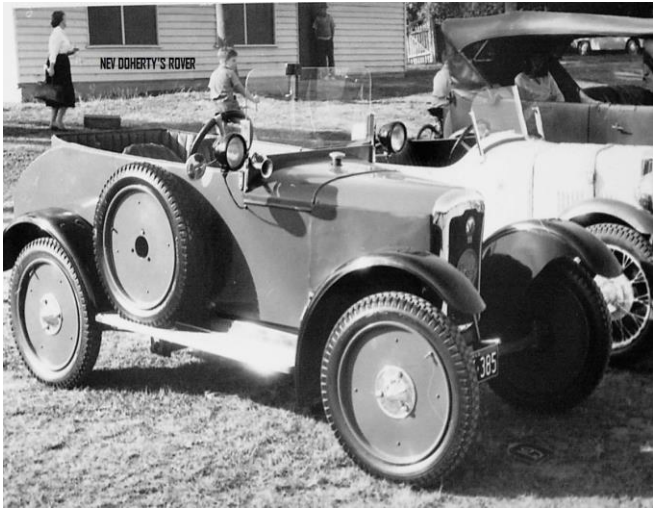
The classic car industry also has a notable economic impact. Restoration shops, parts suppliers, and auction houses thrive on the demand for classic car maintenance and restoration. High-profile auctions and car shows not only generate significant revenue but also attract tourism, contributing to local economies. Culturally, classic cars serve as tangible connections to past eras, reflecting the design aesthetics and technological advancements of their times.

#### **Educational Value**

Classic cars offer educational opportunities, providing insights into the evolution of automotive technology and design. For enthusiasts and students alike, these vehicles offer a hands-on way to learn about mechanical systems, manufacturing processes, and historical context. The preservation of these cars helps maintain a living record of automotive history, which can inspire future innovations and design philosophies.

#### **Conclusion**

The classic car scene is a celebration of automotive heritage, community, and culture. By preserving these iconic vehicles, enthusiasts honor the history and craftsmanship that have shaped the automotive industry. As the scene continues to thrive, it ensures that the legacy of classic cars endures, offering a glimpse into the past while fostering connections and inspiring future generations.



**Nev Doherty's Rover**



**Joan's Sulky**



**Cyril Conwell's T**



**Werner Kroll's DC 3**



**Rolly Clark's Talbot**  
**10.**



**Bryson Talamini's Chandler**



**Chris Stephen's Jeep**



**Nev Doherty's Trike**



**Peter Kent's Chrysler**



**Graham and Rosemary**



**John Knight's "woody"**



**Joe & Ileen Mathews' Chev**



**Peter Talty's Peugeot**



**Cyril Conwell's "A"**



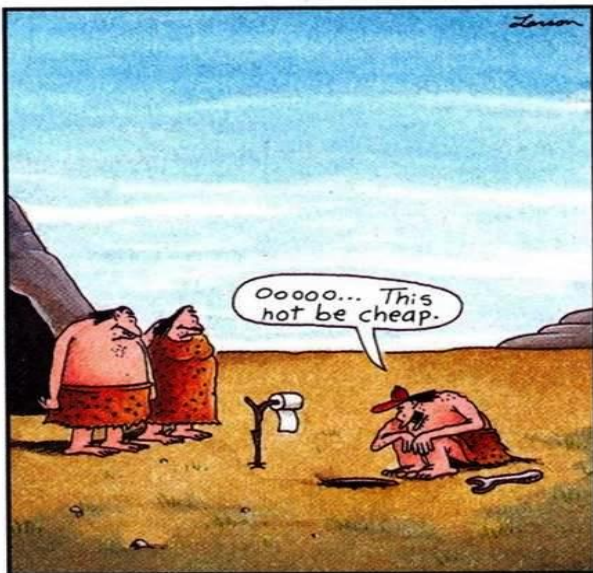
**Murray Clark's Humber Vogue**



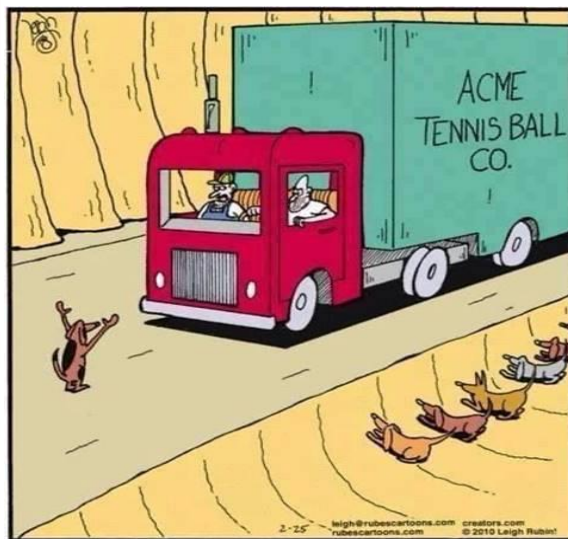
Pat , Mick & Mustard



Gatsby



Early plumbers



"Something about this just doesn't feel right."

**JUMBLE** 1395

Rearrange the letters in each row to form a word.

Write your answers into the blank grid.

The first letter from each word, reading down, will spell the mystery keyword.

1. L I L R K
2. P H A Y P
3. E A A G D
4. W O N N K
5. L O O G I

1.				
2.				
3.				
4.				
5.				

**JUMBLE** 1394

Rearrange the letters in each row to form a word.

Write your answers into the blank grid.

The first letter from each word, reading down, will spell the mystery keyword.

1. C Y S I P
2. I I M O D
3. X C A T E
4. E E N U V
5. Y E S A S

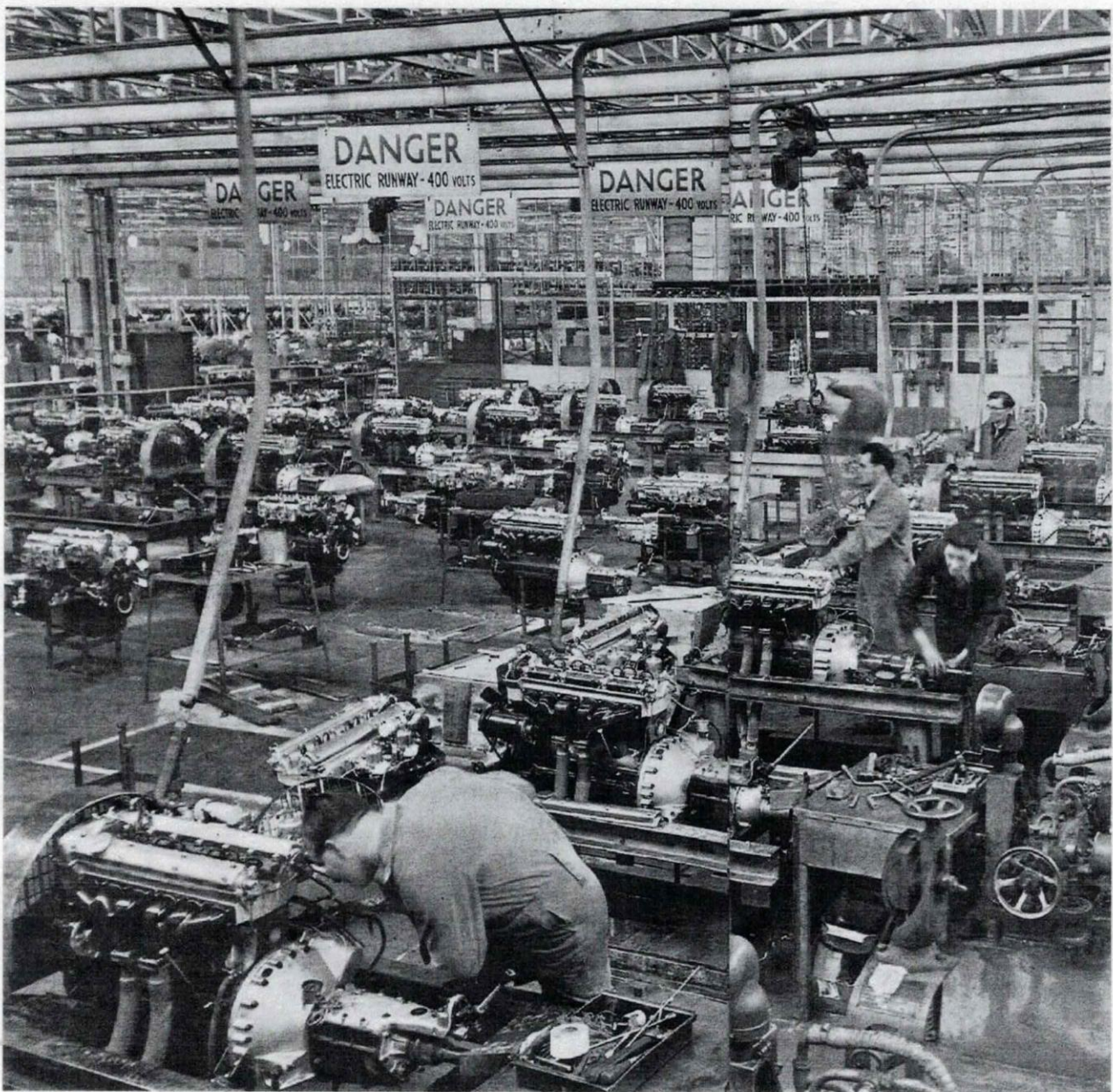
1.				
2.				
3.				
4.				
5.				

## BITS AND PIECES FROM BYGONE DAYS

### A Snapshot from Jaguar History

The photograph below shows Jaguar engines under test in 1956. At this time, engine production still took place at the Browns Lane site, although it would later be transferred to the former Daimler facility at Radford.

The engines in this photograph are XK units, each having been attached to its gearbox before being mounted on a Froude 'water brake' dynamometer. Here an exhaust extraction pipe was added as well as a fuel supply and an external oil pressure gauge, with the engine plumbed into an external radiator on the dynamometer, itself cooled by a fan shrouded in mesh. Curiously, some engines were run on petrol, but some were run on the town gas supply using a special carburettor.



Each engine was subject to a surprisingly rigorous test: having first set the idle speed and ignition timing, it was run for up to two hours at 2000rpm before having the sump removed and flushed out before refilling with fresh oil and checked again. The full test took some four hours and engines recording a maximum power output below specification were rejected.

After a successful test, the engines were sprayed with a lanolin wax to protect the decorative cam covers during their onward transit to the final car assembly and then their first owner.

The test would later be reduced to around 40 minutes in the 1970s, by which time engine production had moved to the former Daimler site at Radford.

*From 'Jaguar World' - January 2024 issue  
First published in the Coventry Telegraph*

#### How is this for a 'Safety' car?

The fellow on the roof looks 'really safe' - not even appearing to be strapped to his seat!  
- and looking at the left rear wheel the car isn't mucking around too much either!





# Calling all QVVA Members

"Please put this date on your list of must go to"

## QVVA 60<sup>TH</sup> ANNIVERSARY

**10<sup>th</sup> November**

Local tour followed by Lunch and Photo shoot

**Held at the Club grounds**

**1376 Old Cleveland Road**

**Carindale**

We want as many QVVA members to attend this event.

Updates with cost to be sent out nearer the date.

From your Events Team



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### COMING EVENTS

August 14<sup>th</sup> Bunnings Cannon Hill, four car display, 9am, see Don Lake---0412 383 954

August 18<sup>th</sup> Old Style Tour, with questions, in Beaudesert area. From the club rooms.

August 15-18<sup>th</sup> Lismore rally

August 28<sup>th</sup> General Meeting at club rooms.

September 3<sup>rd</sup> Dinner at Norths Devils Club, 5.45pm, Franklin St. Nundah. UBD 140 R3

September 11<sup>th</sup> GOF Lunch. 11.45pm at Belmont Tavern. 185 Belmont Rd. UBD 162 F17

September 15<sup>th</sup> Club tour to Bribie Island, lunch at the RSL

### REGULAR CAR MEETS AROUND BRISBANE

*This is NOT a complete list. If you know of one that you can recommend let us know so we can add it to our list.*

Old Petrie Town, Petrie-Fri nights, Sat and Sun morning, every week.

7.00 am Greg's Cars and Coffee-Victoria Point Shops – 1<sup>st</sup> Sunday of month

7.00 am Cars and Coffee- Spokes Café, Samford Village- 2<sup>nd</sup> Sunday of month

7.30 am -Cars and Coffee -Samios Foods Turbo Drive Coorparoo -1<sup>st</sup> Saturday of month

7.30 am- Coffee, Crunch and Chrome -Joes Diner- Kingsford Smith Dr. Eagle Farm -2<sup>nd</sup> Sat of month.

8.00 am Cars and Coffee- Ormeau, 270 Lars Rd. – last Saturday of month

7.30-10 am. 2<sup>nd</sup> Saturday of the month, Repco Morayfield

8.00 am Breakfast and Cars, Beenleigh Historic Village, -last Sunday of month

10.00 am Waterloo Bay Hotel -Berrima St Wynnum- 2<sup>nd</sup> Sunday of month

5-8pm Wednesdays; Morayfield Cars and Pizza, Shops at Uhlmann Ave, Burpengary East

## Fossil Fuel Survey

To: All CHMC Affiliated Clubs Date: Jun 19 2024 Subject: Fossil Fuels in Heritage: changing times, changing options Dear Secretary, We need your members' input, please distribute this message to them. The CHMC is collaborating with the University of Canberra, Engineers Australia and Operating Heritage Australia to gather data on oil-based fuel and lubricant consumption in Australia's historic vehicle, tractor and antique machinery communities. The goal is to have an informed analysis of fossil fuel usage in these sectors, along with that from the heritage steam, rail, aviation and maritime heritage groups, who are also participating. A survey has been launched, "Fossil Fuels in Heritage," aimed at collecting details on fuel types, quantities, and owners/operators views on how they would transition to possible reduction in or phasing out of fossil fuels. This data will inform efforts to balance historical preservation and operational longevity with environmental responsibility, and guide advocacy on behalf of all heritage sectors. Survey responses are anonymous, and it only takes about 10-20 minutes to complete. Responses for one or many operating historic vehicles etc. can be submitted. CHMC NSW encourages all club members to take the survey now, Help us prepare for the future of our operating heritage by participating in the survey here: <https://tinyurl.com/2vpz9a8w>, or scan the QR code off the flyer, or go to <https://m.facebook.com/p/Operating-Heritage-Australia-100057087444610/> A flyer is attached for your Editor and webpublisher/Facebook Admin to use. Chris Hillbrick-Boyd Secretary CHMC Address all correspondence to: The Secretary, CHMC PO Box 834 QUEANBEYAN NSW 2620 email [secretarychmc@gmail.com](mailto:secretarychmc@gmail.com)

**The survey link below does not collect any personal information.**



igloo essay  
venue known  
exact adage  
happy idiom  
kill spicy

Jumble solution

## IPSWICH VETERAN & VINTAGE VEHICLE CLUB

### 50<sup>th</sup> ANNIVERSARY RALLY

27<sup>th</sup> & 28<sup>th</sup> July 2024

John & I took our son's 1962 Sunbeam Rapier to Ipswich for this rally. Approximately 60 cars attended ranging from Veteran to 1980's models. It was good to see Leon Eustace there driving the LaSalle. His father, Hank, often drove the LaSalle on QVVA events.

After a delicious morning tea of home baked cakes etc. we drove to Milbong, passing through scenic countryside. There was a display of stationary engines and tractors at the Milbong property where more delicious food was consumed. After lunch we visited the Summerland Camel Farm where we were free to ride the camels, eat ice cream made with camel milk or visit the gift shop.

We headed back to Ipswich for a short rest before joining with the locals in some street lapping of Ipswich. This event is popular and brings out some interesting cars.

Then onto the Club's dinner at the very modern hall in the Showgrounds. A short speech by the president of the IVVVC, Rob Eggar, told us the history of the club and recognized the past presidents with certificates. Another delicious meal was enjoyed and then the raffle and lucky door prizes were drawn.

We all gathered Sunday morning at the showgrounds followed by an interesting tour of some of the historic areas of Ipswich, then onto Cooneana Heritage Centre. We were amazed at the quality and quantity of the exhibits. Especially of interest was the cottage and displays reporting on the Box Flat mine disaster on 31<sup>st</sup> July 1972 where 17 miners lost their lives. As well as the original homestead "Cooneana" built in 1868, the large property has many buildings containing the arts and crafts collections. The motor bike club meets in a cottage, the spinners and weavers also have a cottage full of craft and the Ipswich Genealogy society have rooms to research local history. There is a school house and a room full of dolls on display. A blacksmith was demonstrating his work and items made by the Metal Artisans Collective was on display. We had never visited the Centre before and thoroughly enjoyed the day.

A fabulous weekend with congratulations to all involved. John & Ruth



**La Salle**



**IVVVC 50th**



Scenic Rim



Scenic Rim



**MINUTES OF THE 662 nd GENERAL MEETING OF THE QVVA Inc.**

**HELD AT THE CLUB ROOMS ...WEDNESDAY 24<sup>th</sup> July 2024**

Meeting chaired by Don Lake

**MEETING OPENED:** 7.30pm.

**APOLOGIES:** As per attendance book

**VISITORS:** N/A

**PRESENTATION:** N/A

**MINUTES OF THE PREVIOUS MEETING:** Moved by Trevor Farnell, Seconded Clint Frater.

**TREASURERS REPORT:** Moved by Wendy Tyquin, Seconded by Robert Wode

**RALLY & EVENTS CO-ORDINATOR:**

Presidents rally to Stamford show.

First Tuesday Dinner – Broncos Club at Red Hill

Ekka Day – Venue to be determined. In addition Bunnings family fun day at Cannon Hill have requested cars for display.

GOF lunch – Considering a local run finishing at a pub.

60<sup>th</sup> Anniversary Lunch – 10<sup>th</sup> November at club rooms.

**PUBLIC RELATIONS:**

Ruth presented Nancy Condie with an orchid. Treatment continues.

Card sent to John Milne

**RAFFLE WINNER:** Raffle proceeds to John & Dorothy Milne Winner Ted Wojtasik  
.Proceeds \$567

Meeting closed at 8:20pm