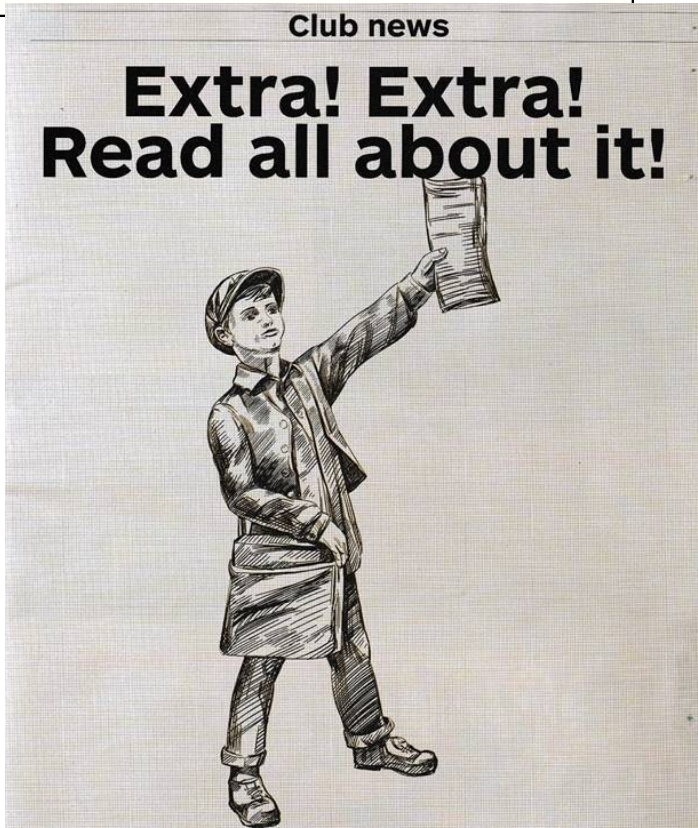
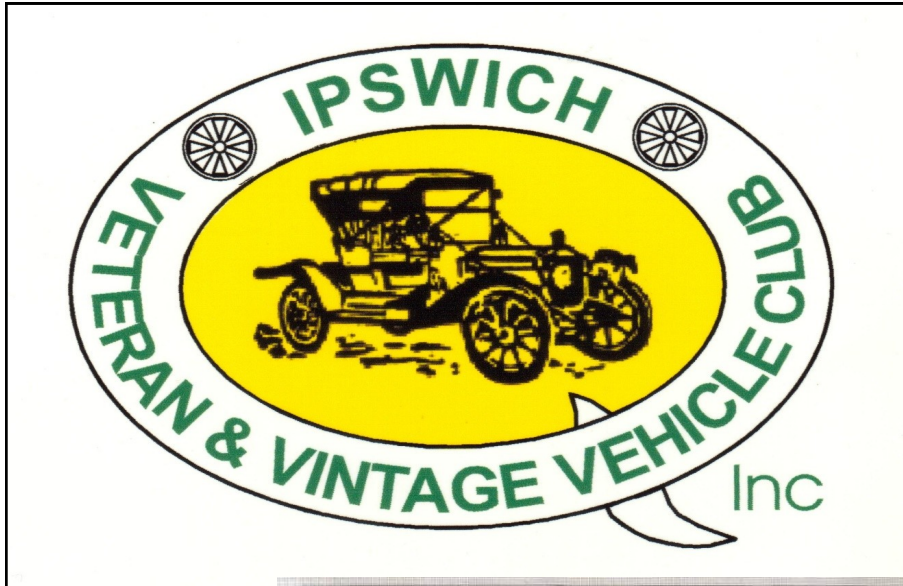


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February - March 2019

The Good Oil

Official journal of the Ipswich veteran and vintage vehicle club Inc



**DON'T FORGET THE MIDWEEK RUN ON
WEDNESDAY THE 6TH FEBRUARY AND 6TH MARCH
ASSEMBLE AT CAMERON PARK, 9AM. ALL WELCOME**



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Magazine Contributions:	All articles contributed for publication in "The Good Oil" should be with the Editor by the 19th of each month.		
Mail:	ivvvcinceditor@outlook.com		
Email:			
CLUB MEETINGS	Club Meetings are held at 7.30pm on the 2nd Thursday of each month except January, at our club rooms at St Thomas Anglican Church, 15 Lawrence St, Nth Ipswich. All Members are urged to attend and visitors are welcome.		
COMMITTEE MEETINGS	Unless otherwise advised, Committee Meetings are held at 10am on 2nd Monday prior to the club meeting. Location as per email.		
Disclaimer	The opinions, views and technical information expressed in this magazine are not necessarily that of the committee and office bearers. All care is undertaken to ensure that all information is correct but the IVVVC committee and office bearers cannot be held responsible for any problems arising from		

C L U B ' S O B J E C T I V E S
The IVVVC was formed in 1974 and incorporated in 1985

- (A) To assist in the location, restoration and maintenance of their vehicles by acting as a medium of exchange for parts, ideas and information.
- (B) To build up a library of information related to vehicles.
- (C) To encourage and sponsor social activities for the members and their families.
- (D) To maintain a liaison with the people of Ipswich and so become part of the historical value of Ipswich.

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New Members

Geoffrey and Barbara Dickenson

Vehicle Dating

Nil



President's Report for February - March 2019

I trust you all had a relaxing and happy time during the Christmas and New Year celebrations.

Our December midweek run to Mulgowie was enjoyed by the members. Our annual Christmas run organised by Maurie and Wendy Currey was also well supported. After morning tea at Moogerah Dam we visited a private car collection and then it was on to the Boonah Golf Club for a pleasant lunch. Thank you again to Maurie and Wendy for organising this run.

Our deep sympathy is extended to Roy Aulfrey's family following his sad passing in December. Over a dozen club cars were displayed as a tribute at his funeral.

Our January events included a mid-week run to Billies Bay for morning tea and Lowood for lunch, and the Fish and Chip Run to Woongoolba on the 20th January. Thanks to Rod for his time in organising the mid-week runs and Hazel & Trevor for the Fish and Chip run.

It appears there are changes being made to the Special Interest Vehicle Scheme, we will address these issues at the 14th February Meeting.

Please refer to our Calendar of Events for all the fantastic activities planned by our hard working committee in 2019. Especially the 3 day Esk run on 29-31 March and the 5 day event at Iluka on 27-31 May, along with our regular Wednesday and Sunday runs.

I'm looking forward to a great 2019 for the IVVVC.

Happy Motoring

Rob

IVVVC 5 DAY RUN TO ILUKA NSW **MONDAY 27 – FRIDAY 31 MAY 2019**



This year we will be spending **4 nights** on the beautiful Northern NSW coast at **ILUKA CLARENCE HEAD CARAVAN PARK**

<http://ilukacaravanpark.com.au>

Various types of accommodation available - cabins, 2 bed units, motel rooms and powered caravan/camping sites. Bookings are essential. To avoid disappointment phone the caravan park asap on **02 6646 6163** to reserve your accommodation. **You must mention you are part of the IVVVC group to receive the generous discount on offer to stay 4 nights pay for 3.** After booking advise Hazel Dawes ph: 3282 5105; email: hazel55@iprimus.com.au that you are attending.

Check out the park website for a look at what's on offer.



COMING EVENTS

ALL IVVVC CLUB EVENTS LEAVE FROM CAMERON PARK UNLESS OTHERWISE STATED

FEBRUARY 1st Yamanto Café Car Display
2nd/3rd Toowoomba Swap
3rd LAMA Sunday Run
6th IVVVC Midweek Run

14th-17th Chinchilla Melon Festival
20th LAMA Midweek Run
23rd Redbank Plains Car Display
24th IVVVC Sunday Run

APRIL 3rd IVVVC Midweek Run
5th Yamanto Café Car Display
7th LAMA Sunday Run
17th LAMA Midweek Run
27th Redbank Plains Car Display
28th IVVVC Sunday Run

MARCH 1st Yamanto Café Car Display
3rd LAMA Sunday Run
6th IVVVC Midweek Run
10th Three Way Tour, Fort Lytton

IVVVC, QVVA, Bayside – Check email/web for details

20th LAMA Midweek Run
24th IVVVC Sunday Run
29th/31st Weekend at Esk
30th Redbank Plains Car Display

MAY 1st IVVVC Midweek Run
3rd Yamanto Café Car Display
15th LAMA Midweek RUN
19th National Motor Heritage Day
25th Redbank Plains Car Display
27th-31st IVVVC Five Day Event – Iluka

Lockyer Antique Motor Association

2019 Lockyer Swap

& Vintage Car Display

Laidley Showgrounds

Sunday 5th. May

Gates Open :

For Swappers (**Hayes St.**) Sat Arvo & 5.30am Sun.

For the public (**Cooper St**) : 6.30am Sunday

Costs :- \$3.00 Entry per Adult / \$2.00 per Site

Anything Pertaining to Cars, Trucks, Bikes, Tractors, Engines.

We Now Accept Collectibles & Bric-a Brac

More Info Gordon 0427 004 249 David 0417 616 041

Visit our Web Site : www.lama.org

On Facebook Search for : Lockyer Swap Meet

sec.lama@hotmail.com PO Box 512 Galton Qld 4343



SUN, MAY 5, 2019 AT 6:30 AM

LOCKYER SWAP MEET

L A I D L E Y S H O W G R O U N D S

Interested



Photos – Courtesy of Daryl Neumann

Out and About – December 2018

Another good turnout for the December midweek run when members gave their lunch orders to Rod and Bev and proceeded through East Ipswich, Woodend and Brassall on their way to Bigges Camp Park at Grandchester via Walloon and Rosewood for morning tea. This is always a pleasant spot for a cuppa and a chat. It was a pleasure to catch up with Fred van Tuinnen, Peter Duncan's brother in law who enjoyed the journey in his Ford Escort Twin Cam.



Fred's 'TWINK' Ford Escort Twin Cam



Stan and Robyn Lawrance's Mk II Jaguar



Bigges Camp Park is always a pleasant spot for a cuppa.

After the break we drove through Summerholm and over the hills to Laidley. Good views here. We passed Lake Dyer and Forrest Hill and ventured towards Blenheim. We eventually arrived at the Mulgowie Pub where orders were taken for lunch. Crumbed whiting, chips and salad were very popular.



A very old servo in the country



Abandoned a long time ago



Approaching Laidley from the hills



Farming sculpture in the bush



At the Mulga Pub – enjoyable meals



THE COURIER MAIL MOTOR ROAD GUIDE DECEMBER 1934



Courtesy of Noel Keidge

TRAFFIC REGULATIONS.

EVERY MOTORIST SHOULD KNOW THEM

The following regulations apply generally upon all roads throughout the State.

TRAFFIC RULES.

The Operator of a Vehicle shall—

- (a) Keep such vehicle as near as practicable to the left side of such road at all times.
- (b) Pass on his left side of any vehicle or horse which is proceeding in an opposite direction.
- (c) Pass on the right side of any other vehicle or horse which he is overtaking; provided that this shall not apply upon any "one way traffic" road.
- (d) Before stopping drive such vehicle close to the left side of the road and parallel thereto.
- (e) Before turning to the right from one road into another road drive parallel to the left side of the road he is about to leave until he is as near as practicable to the left side of the road he is about to enter.
- (f) When about to stop or slow down extend the right arm with the upper arm horizontal and the hand pointing upwards from the elbow so as to be clearly visible to any person immediately following.
- (g) When about to turn to the right in or into any road, or when about to drive on after the vehicle has been stationary at the left side of the road, extend his right arm horizontally palm facing forward so that such arm and hand may be clearly visible to any person immediately following.
- (h) At all times observe and comply with any reasonable direction of any member of the Police Force as to the manner of approaching or departing from any place or as to the manner of taking up or setting down passengers, or loading or unloading goods at any place or as to the regulation of traffic or as to the removal of a vehicle from one position to another.
- (i) When a member of the Police Force holds up his hand, or otherwise gives an order or direction stop so long or proceed in such a manner and direction as such member of the Police Force shall deem necessary for the effective regulation of traffic.
- (j) Upon arrival at any ferry, bridge, or crossing at which he is required to wait, place his vehicle at the end of any line of vehicles already waiting there; provided that the driver of any omnibus on its regular route or the rider of any motor cycle or bicycle with or without a side car attached may, if he desires to cross such ferry, bridge, or crossing, pro-

ceed to the head of any line of vehicles already waiting there, but such person shall not by so doing impede or restrict the free passage of vehicles coming from such ferry, bridge or crossing.

The operator of a vehicle upon any road shall not stop any such vehicle at a nearer distance than 30 feet from any public crossing or road intersection unless he shall be directed so to do by a member of the police force or unless such action is deemed necessary for the prevention of accident.

When two vehicles are approaching each other at an intersection so that if both continued they would be likely to arrive at the same point together and collide, the operator of the vehicle which has the other vehicle upon his right side shall slow up and allow such other vehicle to pass in front of his vehicle.

It shall be an offence for the operator of any motor vehicle upon any road to overtake or attempt to overtake any other vehicle proceeding in the same direction unless the road in front of such vehicles is clearly visible to the operator of such motor vehicle for a distance of not less than one thousand (1000) feet, and unless such road is clear of traffic in front of such vehicles for a sufficient distance to enable such motor vehicle to overtake and completely pass such other vehicle without impeding the free passage or endangering the safety of traffic upon such road.

LIGHTS.

Head lamps on motor cars must be so constructed that the main beam of light is not more than 3ft. 6in. from the ground at a distance of 75 feet from the car; or the front glasses may be so prepared that the light shall not dazzle or affect the vision of any approaching driver.

A tail lamp must be fixed above the centre of the number plate so that the rays of light are thrown in a downward direction across the face of the plate to enable the number to be easily read at a distance of 100 feet. The switch must be so fixed that the light cannot be extinguished by any person while in the car.

Trailers must also be provided with a tail lamp.

Motor cycles must carry a tail lamp so that the number can be read at a distance of 45 feet; cycles must carry at the rear a red reflector of not less than 2in. diameter.

Lamps must be kept alight while the car is stationary or being driven upon any road during the period between sunset and sunrise.

TRAFFIC REGULATIONS.

(Continued.)

The use of a spot-light is prohibited except when it is necessary for making repairs or adjustments or when used for reading sign-posts or notice boards.

The use of a lamp on the front or sides of a car which projects any green or red reflection of light towards the front of the car is prohibited.

A stop light operating in conjunction with the foot brake must be fitted to the rear of every vehicle, the construction of which would prevent manual signals from being seen by following vehicles.

SPEED LIMITS.

The speed limit is four miles per hour in the following specified instances—

Whilst turning from one road into another road.

Whilst crossing an intersection or junction of roads; whilst turning in any road or crossing any road; whilst passing a "safety zone"; whilst passing the entrance to any railway station, ferry, or place of public gathering from which persons are issuing; whilst passing any school at a time when the children are coming out.

Twelve miles per hour is the limit within the area of any city or town, and 15 miles per hour within the area of any shire or other local authority.

Under the Main Roads regulations the speed limit for vehicles shod with pneumatic tyres on a main or developmental road is 30 miles per hour on roads straight and with unrestricted view for 1000 feet, and 12 miles per hour on curves, through townships, or over bridges, or where the view is restricted.

Where the local authority speed limit is less than the above, however, such lower rate of speed must not be exceeded in that area.

CUT-OUTS PROHIBITED.

An efficient silencer must be fitted to the exhaust pipe of cars and motor cycles, and the use of a cut-out is prohibited. It is an offence to drive a car or motor cycle having a cut-out (or any similar device for cutting out the silencer) attached, even though such cut-out may not be operated by the driver.

STATE OF CAR.

Any car driven on the road must have efficient brakes and steering gear, and must be generally in such a condition as not to be likely to cause any accident or injury to any person or property on or adjacent to the roadway.

AGE LIMIT.

No person under the age of 17 years shall drive a motor car or ride a motor cycle.

CHAINS.

The Main Roads Regulation relating to the use of chains, &c., reads:—

"No person shall use chains, metal studs, or other metal projections inserted in the tread of the rubber on any vehicle shod with rubber tyres upon a main or developmental road having a metalled, gravelled, tarred, or other prepared surface other than earth; but this shall not prevent any person using chains on any slippery or boggy section of the road."

PILLION RIDING.

The rider of a motor cycle must not permit any other person to ride thereon except on a secure seat at the rear of the rider.

Broken Down – or?

While travelling in convoy during a recent midweek classic car rally, a voice on the two-way radio advised following drivers and passengers that a 'broken down' vehicle was to be seen within the confines of a semi-rural property.

Upon passing the nominated location and viewing the said vehicle I immediately determined that the notifier had only been partially correct with his description. In fact without glassware and wheels, the vehicle in its 'as viewed' state could only be described as being partially 'broken down'. The term 'broken down' within politically or legally correct vocabulary would most definitely refer to a vehicle whose parts were to be seen as being not in a fully assembled or conjoined state.

'Broken down' is also the term most commonly used when a vehicle on the roadside is seen, bonnet up and hazard lights flashing. This writer however prefers the description applied to such vehicle as being '**Mechanically or Electrically in-operative**'. The analogy being because without a great number disjointed or independent parts to be seen, the only conclusion to be made would be that the vehicle is temporarily unfit for the purpose being undertaken ie completing the intended journey from location A to location B.



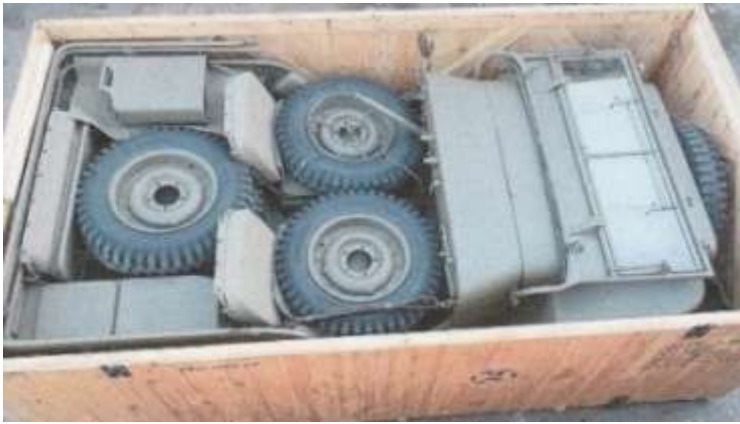
from an anonymous member

The Versatile Willys Jeep Thanks to Bruce Price

Jeeps are light, off-road, military utility vehicles that were manufactured during WW11 to help mobilise Allied forces. It was the world's first mass-produced four-wheel drive car with approx. 640000 built. It proved itself exceptionally capable, tough, durable and versatile and literally replaced the use of horses. General Eisenhower regarded it as one of the most vital US vehicles to win the war. After the war the Jeep received a complete redesign by Ford and manufacturers around the world began building Jeeps and similar designs either under licence or not for military purposes but later also for the civilian market. The success of the Jeep inspired both an entire category of recreational 4WDs and SUVs making 'four-wheel drive' a household term.



Long Range Desert Group which carried out raids and recons deep behind enemy lines in North Africa between 1940 – 1943



At the end of WW11, there were huge numbers of closely parked jeeps in Britain. Since they would depress the auto industry if sold, they were all bulldozed into the sea.



IVVVC Military Vehicles belonging to Maurie, Peter, Grahame and Ken

Classic Car Ownership



Len and Alison Yarrow - North Ipswich

What did you drive in your early years as a motoring enthusiast? My first motor car was a 1928-96A Whippet. I bought this car from my oldest brother, John. At the time I was 16 and didn't have much money. John wanted 30 pounds and as I only had 20 pounds I had to borrow 10 pounds from my younger brother. It wasn't running as it had done a head gasket and the head was off. My dad filled the top of the four cylinders with Red X as according to my father it would cure anything. I procured a gasket and when we returned with a piece of timber shaped to fit the bore we gently tapped each piston with a hammer. We managed to get all the pistons moving in the cylinders, put the head gasket on, tightened down the head, connected a battery and away it went. I drove it home without a licence of course. When I turned 17, I drove the car to Rosewood where Sergt Harrold Morris, standing on the Police Station veranda watched me drive down to the railway line, stop, do a U turn and drive back to receive my licence. At last I was a lawful driver. When I arrived at my girlfriend's, Alison's house, it turned out that her dad had bought the car, new in 1928. He still had the original handbook in mint condition.



A young Len with his little brother, Graham and the Whippet

My next car was a 1957 Morris Minor 1000 Panel Van, hence my interest in Morris Minors. My son bought me a 4 door Morris 850 and I was given a 2 door. The 4 door was too difficult to get into and the 2 door was badly rusted so they were sold off.



You enjoyed doing up farm machinery. In the 1960's I became the owner of a Bolens Husky, Ridemaster Garden Tractor from Coominya. Later a mate and I decided to see if we could get the 5 hp BSA Industrial motor to go. We had the magneto repaired and with a big effort it fired and that was the start of looking for a Morris. I have also loved working on a Fordson Super Dexta tractor.



Where did you find your Morris 1000? We were visiting friends at Tenterfield and there they were – a grey Fergie tractor and a 2 door Morris. I made an offer on the Morris. It was rejected. I doubled the offer. Not enough! Later I received a call that I had hoped for. On the way to Sydney we called in to see if my long legs would fit. A little tight but with the doors 4 inches longer than a 4 door it was purchased and brought home.



What have you done to bring your Morrie up to your liking? I had a lot of work to do including removing the fuel tank for cleaning. It was ready for a roadworthy but a paint job was needed before it was to be registered. I did all the prep work and my son in law painted it with 2 pack which came up a treat. My first Morris's rego no was NEO067 and as these plates were available I purchased them to suit the era of the car. I have just fitted seatbelts to the front and there is nothing else to do.

Do you enjoy being members of the IVVVC? Both Alison and I have thoroughly enjoyed being members of the club and going on club runs. We didn't know too many people in the club but members like Ken Gehrke and a few others have made us feel very welcome. Alison makes scrumptious cakes for morning tea.



Where have you taken your classic car? We have been to Allora a couple of times to the Heritage Festival.

What has been your association with motor bikes? Over thirty years was spent in the Queensland Police Service and for thirteen of those years I was on duty as a motor cycle traffic officer. That gave me the love of motor bikes and we have owned quite a few beauties. Alison and I travelled around Australia on a Honda towing a trailer with all our camping gear. The photo below was taken at Bunbury, West Australia. A Great Adventure!.



CLUB MERCHANDISE

Available from Graham Bridges at meetings and on car runs:

IVVVC Metal Grill Badges \$15 each

IVVVC Logo Sticker \$1.50 each

IVVVC Hat/Lapel Pin \$2 each

IVVVC Shirt with Embroidered Badge available from IEW (see business card on page 27 for contact details)

Bisley Oxford Shirt CODE BS1030 /Colour Green CODE BLWR

IVVVC BANK DEPOSIT DETAILS

BSB: 064-444

Account No.: 00901852

Account Name:

Ipswich Veteran & Vintage Vehicle Club

Reference: SURNAME or Deposit details



ON THE ROAD AGAIN – Kevin Norbury

A Bathurst Monaro Dream Come True

1968 Holden GTS 327 Monaro

Keith Riddell is a Holden man. As he sees it, being loyal to one badge is no different to barracking for a football team. "You pick a team and follow it for life," he says wryly. He was brought up on Holdens. His uncle worked in the experimental sheet metal section at GM-H, so as a boy he would often ask him about the models about to be released. "He used to tell me what the shapes were going to be – secretly, of course." Riddell remembers asking his uncle just before the EH came out (he was then 13) what it was going to look like; he was told the tail lights were "a long shape" and the car had "a new type" six-cylinder 179 red engine.

"As a result I've always had a fascination with Holdens. My father had Holdens." Hardly surprising, then, that Riddell's first car was a second-hand 1961 Holden FB. And in 1971 he bought a glacier-white HG series sedan, fitted with a four-speed gearbox and a 253 cubic inch

(4.2 litre) V8. And he did what most young men of his age did: he slapped wide wheels on it. He's still got the car. "I bought it new and I've never wanted to part with it," he says.

But his real pride and joy sits right behind the HG in his Essendon garage: Holden's first "muscle car", a 1968 GTS "Bathurst" Monaro, fitted with a 327 cubic inch (5.4 litre) V8 and chrome-tipped four-exhaust system. It's Warwick yellow, of course, with those familiar black racing stripes running over the bonnet and boot and down each side. "That's why I've always liked them. If you mention you've got a Warwick yellow Monaro, people always relate it to Bathurst. The whole drivetrain is Chevrolet, which made this Monaro very unique. I think they lost that uniqueness in later years."

Riddell turned 18 a couple of months before the first Monaro rolled down the Holden assembly line. But he could only

dream, like hundreds of other full-blooded, car-mad young Australian men of his age, of ever owning one. "I couldn't afford it when I was 18. Thirty-four hundred dollars [the cost of the GTS new] is a lot of money when you are earning \$24 a week as an apprentice," Riddell says. But dreams can come true; it just takes time. In Riddell's case, almost 25 years. And it happened this way: in about 1993 a friend of his was at the Street Machine Nationals when he heard about this "Bathurst" Monaro sitting on blocks in a garage in suburban Canberra. It had been there for more than 13 years. His friend bought it, trucked it back to Melbourne and it sat on blocks again for another two years. "He was going to do it up

but never got around to it," says Riddell, who admits "pestering" his friend about the car. "Every time I saw him I'd say, 'Have you got that car for sale yet?' Then in about 1996 he rang me and said, 'Guess what! Would you like to buy the car?' I couldn't get down there [to Moorabbin, where he lived] quickly enough."

Lifting the bonnet to show the build plate, Riddell explains: "There are a lot of fakes around, but I knew this one was genuine. This [the plate] was the only way of identifying it as a genuine GTS." The plate shows that the car came off Holden's Sydney assembly line and was the 333rd GTS to be built. Riddell stripped the car to its shell and spent two years restoring it.



Keith Riddell and his 'Bathurst' Monaro. 'There are a lot of fakes around, but this one is genuine,' he says.

Apart from the two front seats that have sagged a bit, the black interior is almost like new, including its console-mounted tacho ("a Holden afterthought"), Air Chief radio, and passenger-bus-size, narrow-rimmed steering wheel. "The interior is pretty much original, apart from a new dash pad," says Riddell. The back seat looks as if it has never been sat on. "Even the carpets are original. I think for the first ten years of its life it got a bit of a hiding, like all these cars did, but what preserved it was the 13 years it spent sitting in a shed."

Riddell paid \$6000 for the Monaro and spent another \$8000 doing it up. It had 98,500 miles (158,000 kilometres) on the clock when he bought it, but the engine was missing. "That's all that was missing from the car." The 327 V8 he put in the car,



Black racing stripes dominate the boot of Riddell's Monaro

AUTO-BIOGRAPHY

The first Monaro, the HK series came off the Holden production line in July 1968. There were four variants, two six-cylinder models and two V8's. The base model (basically a two-door Kingswood) came with a 186 cubic inch (3.0 litre) six-cylinder engine, with a duel-throat carburettor and exhaust headers. In the other two there was a choice of a 307 cubic inch (5.0 litre) V8 or the American built Chevrolet Corvette 327 (5.4 litre) V8, fitted to the top of the range racing model. The same year the 327 Monaro GTS (number 13) won Bathurst with Bruce McPhee at the wheel. In the HT series in 1969, Holden phased in the 308 (5.0 litre) V8 engine and in the range topping GTS replaced the 327 with the bigger 350 (5.7 litre) Corvette V8 and the Monaro won Bathurst again, this time with Colin Bond at the wheel. In 1970-71 came the HG series, again offering four variants, a 186S and a 253 cubic inch (4.2 litre) engine in either standard or GTS and the GTS 308 and 350 models. The Monaro didn't compete at Bathurst again and was replaced by the smaller Torana XU1.

complete with four barrel Rochester carbide, is the same as the one in it originally, although this one came out of a Pontiac Parisienne, which used the same engine. "I've scrounged around for the correct engine and all the components so it's as is (or as it was originally)." Riddell, a fitter and turner, stripped the engine down and did it up himself, putting in new pistons, a new camshaft, added extractors and a high-performance manifold. He repainted it Chevy orange, as it was. An automotive mechanic friend gave the engine a 30-thou rebores, pushing its capacity up from 327 to an estimated 333-334 cubic inches (almost 5.5 litres), and modified the cylinder heads.

"I wanted it perfect. The motor's basically brand spanking new. It's only done 2000 miles [3200 kilometres]." Riddell has since had the car tested on a dynamometer – "and it puts out 201 kW at the rear wheels". His only departure from the authentic GTS – apart from the high-performance manifold and extractors – are wider, black-spoked alloys and 225x14 Yokohama high-speed tyres. The original car had rather conservative-looking full-wheel hubcaps. "I've put those on [the alloys] to make it look like a racing performance car, because that's what they basically were."

While the car must look a million dollars to any Monaro fan, Riddell quietly apologises for the job he has done restoring it. "It's not perfect. There are a lot of things I could have done, but unfortunately it

becomes a bottomless pit of money – and time, of course. I could have spent a lot more on the body," he says. "But I like to get in it and make it stretch its legs. It's not really a showpiece. It's to be used and enjoyed."

The Monaro is fully registered. In fact, Riddell managed to pick up a genuine 1969-issue black-and-white Victorian registration plate with the number KGR-327 – his initials and the engine capacity. Not a bad get. Not only that, now that he owned this Bathurst Beast, he decided to do "a spot of racing" – club events, that sort of thing. It goes like shot out of a shanghai, apparently, although stopping it is another matter. "I had it up to 120 miles per hour [about 193 km/h] at Calder the other week and there was still plenty left. I dare say she'd do 130 [about 210 km/h]. I just ran out of road. Once you get the hang of it, it's good, but they are very under-braked for their power."

The pièce de résistance for Riddell, however, was a chance meeting, at the Monaro's 30th anniversary bash at Wangaratta in July 1998, with Bruce McPhee, the man who took Monaro No 13 to victory at Bathurst in 1968. In fact, when McPhee saw Riddell's car, he wanted to take a closer look at it just in case it was his old car. It wasn't. But Riddell didn't miss the opportunity to ask McPhee to autograph it. He signed it under the bonnet. It reads: "Bruce McPhee, Holden 13, 327".



This 1969 HT GTS Monaro 350 Coupe has had two owners and is expected to sell in the \$160000-\$180000 range at the Shannons Melbourne Summer Auction on 18 February .

RETROAUTOS – January 2019

Cloncurry – The Early Days Grahame Kerr

The Macquarie Dictionary describes the word, 'Frontier' as an area which is new and undeveloped. Cloncurry was not a new area in the 1930's but certainly lacked amenities which by today's standards are normal expectations. It was the end of the railway line from Townsville and although the Qld Govt had built additional branches to the north and the south to service mining activities, not a real lot was successful in terms of productivity and population growth. The town was very limited in the way of shops and services. It did have a base hospital which served the needs of the people living in small mining towns to the west, Mt Isa and the north-west. The main street, Ramsey Street had the only bitumen surface and it ran for about a kilometre from the railway crossing, did a right-angle turn and ran for about another half kilometre to where the state school is. All other streets were just gravel and at worst plain red dirt. The railway was the biggest single employer of manpower followed by the shire council which was rather stretched to provide services both in the Curry and other small settlements. I was born there in 1942 and I believe not a lot had had changed from the 1930's to when we left in 1952.



Cloncurry about 1930

Historians would argue that the entire area was mineral-rich, copper, lead, zinc, wolfram and others. However due to the effects of two world wars and the depression of the 1930's, Cloncurry never reached its true potential. One mining company built a large smelter to reclaim copper at Kuridala. All that remains is abandoned machinery and large slag heaps. This site also had a branch off the southern railway extension. Later the line was extended from Duchess to Mt Isa. Nobody lives at these former mining towns now. When the decline came, buildings were disassembled and transported by rail to Cloncurry, Mt Isa and beyond. One example was the Selwyn Hotel which was relocated to Cloncurry and re-erected. Cloncurry was well provided with hotels in those days, somewhat disproportional to the actual population of the town. The old Selwyn has now gone and the site is occupied by an office for the DMTR.

It was to this background that my father, Vernon went to Cloncurry from Winton where he had served an electrical apprenticeship to team up with the original two radio operators who had conducted the experiments to establish the feasibilities of the now famous pedal radio sets which became the cornerstone of the operation of the Royal Flying Doctor Service (RFDS). He was twenty years old and also held an amateur radio operator's call sign of VK4LK which later proved to be a great help to the RFDS. The original operators were Maurie Anderson and Harry Kinzbrunner. By 1937, Maurie had moved to Alice Springs to set up a similar operation to that which was in Cloncurry. Kinzbrunner had relocated to Atherton to establish an electrical retail business. Maurie enlisted into the RAAF during WW 2 but he later died from a disease contracted during his service. I used to call on the Kinzbrunner Electrical Shop in Atherton in the mid 60's in connection with my role as a commercial traveller for the Engineering Supply Company of Australia, ESCA. With the departure of these original guys, my father became the sole radio operator in Cloncurry.



Ethel Hooker, Vernon Kerr and Maurie Anderson kept the station open. The old school house was set up on the Cloncurry Road.

By 1935 the radio operation of the RFDS had outgrown the small room at the back of the Presbyterian Church where it all began. The organisation had obtained a small one room former school building from a defunct mining town and had it re-erected out on the road to the hospital which was some distance from the Cloncurry town centre. About 1942 my father had an awning attached to the southern and western sides so as to reduce the effects of the intense summer heat.

By now the effects of WW2 were apparent and Dad no longer had a vehicle to go about the business of the Royal Flying Doctor Service. The vehicle provided was a 1936 International utility which the Rev John Flynn had been using for his outback patrol work. Petrol rationing was in place and the use of the Inter was deemed to be a 'non-essential service'. For Dad it was a case of 'on ya bike mate'. The Inter was put up on blocks beside the RFDS building for the duration of the war. It was a big ask for my father to ride the bike in the heat of the day plus wearing long trousers, a shirt and tie.

Maurie Anderson, chief radio operator at Cloncurry, in 1937 and Fred McKay leaving Brisbane in their "twin" trucks.



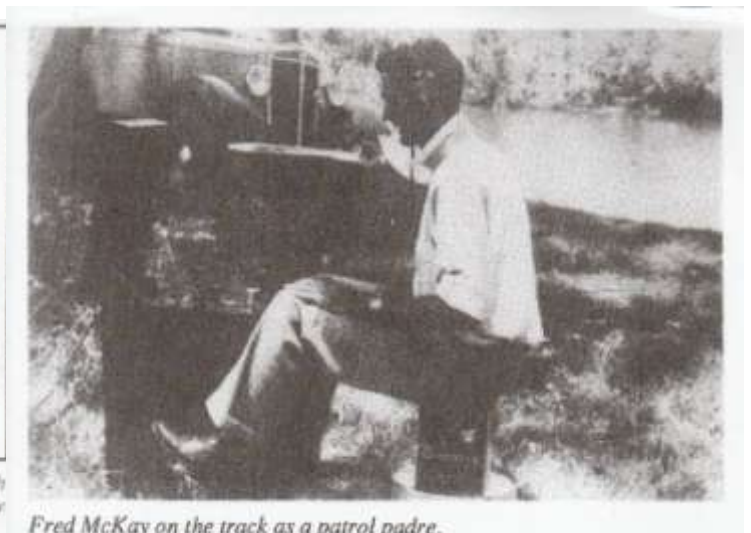
'On ya bike, Vern'

WW2 caused the radio service to be manned 24/7. The intent was that if the Japanese came ashore, the station people dotted around the Gulf region would be able to call Cloncurry base to raise the alarm. Historically this did not happen. The USA Airforce provided operators to man the radio setup. To do this they had tents erected at the base and manning was on a rotational basis which was enabled by a Jeep which allowed their personal to come and go to their major facility located at the airfield. Power was provided by a portable electrical generator at night as the town supply was not 24 hour. I was a bit too young to remember this bit but Dad continued to ride his bike up to about 1948.

Riding the bike had its own particular problem. Cloncurry had many, many goats and somehow they deposited thorns of different description onto the tracks where the bike had to run. The worst was a three-pronged thing which always had a spike sticking up and this would go through the tyre very easily. They were called 'goat head burrs'. Another type had a long spike which formed on a small branch and they were easier to see but very quick to deflate the tyres. Dad was always fixing flat tyres. About August 1949, Dad relocated the radio station into town opposite the Post Office. It was a lot more convenient for him. However disaster struck one Saturday afternoon not long after the move when the block of shops in which the radio section was moved into, burnt down. There was no water to put the fire out! My father ran into the burning building and dragged out some equipment but most of the vital radio sets were lost. At the end of that day all that was saved fitted into the back of a Morris Z utility. Next day Dad altered some radio aerials which he had erected at our rented house in connection with his hobby, which was amateur radio. On the Monday he was back in business using loaned equipment on the front veranda of our house. The people of the outback were not deprived of their vital communications.



The popular war and post-war Træger vibrator set with power provided by a six-cell high-tension battery. By the mid-war years (c. 1943) the historic pedal generators were replaced by vibrator supplies and Morse code was no longer a necessary provision.



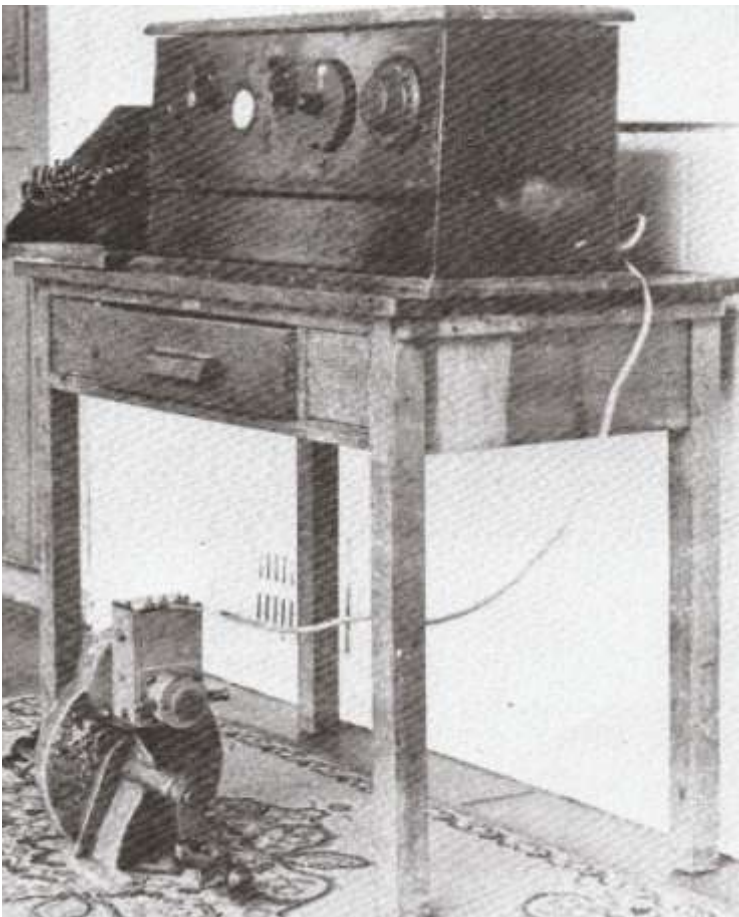
Fred McKay on the track as a patrol padre.

By 1952 the number of outpost radios on station properties had increased and they were displaced some distance from Cloncurry. Reception was not good both ends. The sets had a limited power output by Commonwealth Govt regulation, so the only way to improve this was to move the base operation nearer to the stations. Charters Towers was chosen as the site for another base in Queensland. We as a family moved to the Towers in April 1952 and dad set up the radio base there. The call sign was VKQ whereas Cloncurry was VJI. VJI is now located at Mt Isa and has been since the mid 1960's. Charters Towers closed in 1972 and the entire operation moved to Cairns. Regrettably the radio side of the now Royal Flying Doctor Service has become all but extinct due to the convenience of satellite phones. The overall operation of the RFDS is huge now as we are all aware but we cannot forget the efforts of the early pioneers in aviation, medical and radio operations.

Following the closure of the Charters Towers base my parents moved to Charleville where another RFDS was established. It was not long for Dad to reach retiring age in 1977. They returned to live in the Towers but my father died in 1979 from the effects of smoking. My mother lived on for another 28 years.



The Flying Doctor's house at Cloncurry in the 1930's - the house is still standing - I can always pick it by the roof



A pedal Radio



Portrait of John Flynn in bush garb



IVVVC CHRISTMAS RUN 2018

A festive looking group of 83 members met at Cameron Park for our Christmas run organised by Maurie and Wendy Currey. We travelled through the Roadvale and Fassifern areas to Lake Moogerah for morning tea.



Trevor & Hazel Dawes' car decorated with Santas



Peter Baxter drove his red Ford.

After morning tea we were fortunate to be invited by Robert and Joy Titmarsh to view their amazing collection of restored cars and ski boats. What an achievement to personally restore and maintain such a diverse display of hot rods, muscle cars, modern cars and ski racing boats.

It was then on through Mt Alford to the Boonah Golf Club for a tasty lunch, some lucky door prizes and Christmas cheer.



Christmas Lunch at the Boonah Golf Club



Vale Roy Aulfrey

Roy Aulfrey passed away in December and his funeral was held at the Centenary Memorial Gardens at Wacol on Friday, 28th December. Members of IVVVC and the Ford Side Valve Car Club attended in support of Roy's family and paraded their cars outside the chapel.

Roy loved his early Ford vehicles, especially his 1960 Consul Ute which he bought new, sold about 1972 and purchased it again in 1980. He really enjoyed starting up the motor that he installed in the back. He restored all of his cars with his mates whose company he treasured. His latest restoration was a Ford Cortina which he did up with the help of Vic Pires, another Ford enthusiast and his great mate.



Roy enjoyed being a member of IVVVC and was a regular on midweek runs, five day events and being in attendance at monthly meetings.

Roy was a talented country and western singer and loved to travel with his guitar to faraway destinations to join the bands of the west. On the club's visits to retirement villages, Roy loved entertaining the elderly. At his funeral a couple of his favourites were played to his friends and family. Everyone enjoyed '*Hand Me Down My Walking Cane*'. Our thoughts are with his family.



Roy, we will miss you



Out and About - January 2019



A few showers were not going to dampen our first run for 2019. Rod and Bev handed out the run sheet and took lunch orders. 'Where is Billies Bay?' several members asked. After leaving Cameron Park we drove through North Ipswich and Brassall on to the Warrego Highway and ventured up the Brisbane Valley Highway through Fernvale. We crossed the Brisbane River and took the Wivenhoe-Somerset Road and after a drive along the shore of Wivenhoe Dam we found Billies Bay for morning tea. Most members hadn't been there before but overlooking the dam was a pleasant experience. Several grand children tried to fly away with umbrellas. They must have seen the new Mary Poppins movie.



Everyone enjoyed a cuppa at Wivenhoe Dam

The Bridges, Vidlers and the Brasses enjoyed the drive

After lots of Christmas stories which included talks about the behaviour of the grandkids, we headed north towards Somerset Dam and turned west and drove through Esk, Coominya and on to the Club Hotel at Lowood. Members like going to the Club as the workers there are very efficient and we really enjoy the well-prepared meals available. It was good to see John and Laurene Forster with their Buick Riviera on a midweek run.



John and Laurene's beautiful Buick



Abandoned farmhouse near Esk



Some green shoots near Wivenhoe Dam



This old house could tell a few stories



The roads on this adventure were very good for a country run



Where are the cows?



Welcome to Geoff and Barbara at the Club Hotel



MARCH EVENT – WEEKEND AWAY

DRIVE ESK and SOMERSET COUNTRY

FRIDAY 29 to SUNDAY 31 MARCH

You may wish to go on Thursday and stay until Monday

Please note – Members attending should book their accommodation directly with the Caravan Park as early as possible quoting the IVVC. (Advise Bruce if attending)

Accommodation: ESK CARAVAN PARK (Seniors Rates Apply) **PHONE 0754241466**

Power Van Sites: (check-in after 11am) Cabins: (min 2 nights / check-in after 2 pm)

Other Options: Brisbane Valley Rail Trail Motel Phone 0754241466

Itinerary – Friday: Check-in

Evening meal at the Esk Grand Hotel

Itinerary – Saturday: (suggested only)

Esk Markets from 7.00 am – only a short stroll away

Drive to another country town leaving approx 10.00am

Lunch at a country town

Evening meal at the Camp Kitchen which has PIZZA OVENS & BBQ's

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