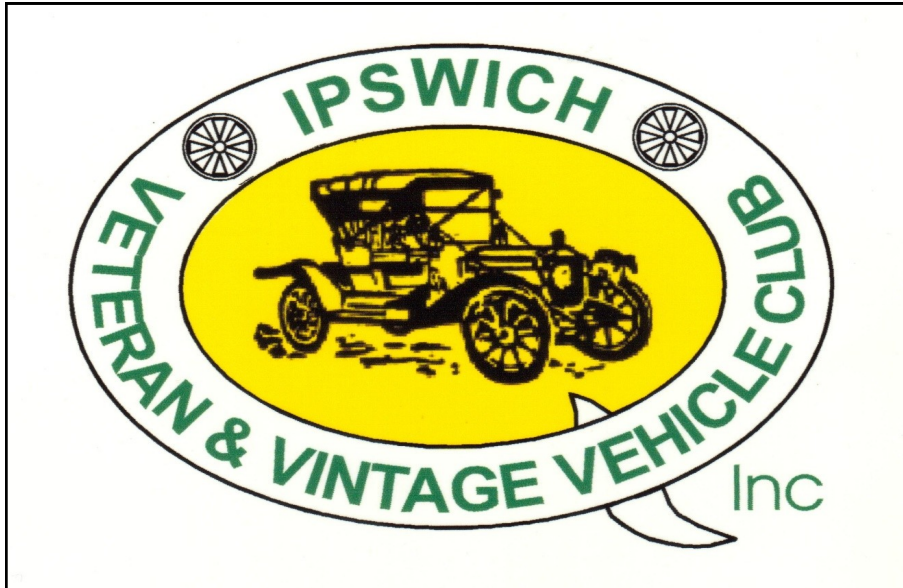


Registered by Australia Post
Print Post No 10002569

April - May 2019

The Good Oil

Official journal of the Ipswich veteran and vintage vehicle club Inc



**DON'T FORGET THE MIDWEEK RUN ON
WEDNESDAY THE 3RD APRIL AND 1ST MAY
ASSEMBLE AT CAMERON PARK, 9AM. ALL WELCOME**



M A N A G E M E N T C O M M I T T E E

Position	Name	Phone	Email
Executive Management			
President	Rob Eggar	3202 6228	
Vice President	Mick Black	3288 1387	
Secretary	Carol Bridges	0402 154 943	
Treasurer	Barry Blair	0408 723 800	
Committee Members & Office Bearers			
Events Coordinators	Hazel Dawes	3282 5105 0432 618 710	
Mid Week Events Coordinator	Rod Palmer	3201 8352	
Magazine Editor	Vacant		
Assistant Editor	Bruce Prasser	3389 9397	
Librarian	Lyn Stanners	3202 7024	
Web Master	Barry Blair	0408 723 800	
Property Officer	Graham Bridges	3389 9399	
Dating Officer	Grahame Kerr	0477 033 100 0407 031 775	
Liaison Officer	Grahame Kerr	0477 033 100 0407 031 775	
(QHMC) QLD Rep	Grahame Kerr	0477 033 100 0407 031 775	
IVVVC Life Members	Joyce Hoffman, Noel Keidge, Peter Sampson, Kay Trevis, Mick Black, Barry Blair, Ivan Brass.		
All Correspondence to:	The Secretary, IVVVC Inc, PO Box 112, Booval, QLD. 4304		
Email:	ivvvc@hotmail.com		
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.

INSIDE THIS ISSUE

Management Committee	2
New Members / Dating	
President's Report	3
Coming Events	4
Out and About February	5-6
Cars from 007 Movies	7
British by the Bay	8
1950 Chevrolet	9
Smile	10
Three Way Meet	11
1928 Ipswich Show Cars	12
Sunday Run	13
Morris Minors	14-15
Flynn's Wrecking Yard	16
SIV Scheme	17-18
Chinchilla Melon Festival	19
1954 Buick Wildcat	20
Delahaye	21
Fish and Chip Run	22
Out and About March	23-24
Common Sense - For Sale	25
Milbong Heritage Day	26
Snippets	27
Advertising	28-29

New Members

**Shawn Smith - returning
 John and Kathryn Lane
 John & Lynette Hill
 Reg & Janice Tomkinson
 Owen & Susan Swan**

Vehicle Dating

**Jaguar XJ6 - Mick Black
 BMW Cabriolet - Geoff Dickenson
 1977 HX Holden - John Hill
 Austin Healy Sprite - John Lane
 Ford Fairlane LTD - Jamie Salomon**

Presidents Report for The Good Oil April – May 2019.

At our February meeting our members voted to use the Impromptu Events policy as approved by the Transport and Main Roads in consultation with the Queensland Historic Motoring Council Inc. We are currently looking into incorporating this into our web site and will advise when we have it organised. If you need more information please contact the IVVVC or the QHMC. You could also refer to the QHMC web site bulletin dated November 2018. Do not contact the TMR.

We have enjoyed two mid-week runs. Our February run was to Beaudesert for morning tea and then to Boonah for lunch. In March we travelled to Warrill View and finished at Roadvale for a tasty meal. It was a shame to see these usually scenic regions so dry. Our recent rain will no doubt improve the views. We had thought our February Sunday run was going to be washed out by Cyclone Oma, but we were able to have a pleasant drive to Wivenhoe Dam for a cuppa and then the Tarampa Hotel provided lunch. Some of our members also joined into a three club event on the 10th March. (IVVVC, Bayside Vehicle Restorers Club & Qld Vintage Vehicle Club). We had a morning tea at the Carindale Club house. We then enjoyed a drive around the bayside and finished at historic Fort Lytton for a picnic lunch. Thank you to everyone involved in planning these outings. I'm sure our co-ordinator Hazel would love some offers to organise a Sunday run. These don't have to end at a pub. Our members also enjoy taking a picnic lunch or we can use the club BBQ trailer.

We are also still looking for an editor for The Good Oil. Please see the committee if you can help.

The annual Honk Festival in Ipswich is on the 13th April. Please note it is now held in Ellenborough Street between the times of 11.30am to 3.30pm. It's always good to have a number of club cars in this event.

We now have a small hat/lapel badge available for sale. Please see Graham Bridges at our meetings or club runs. The price is \$5.50.

Our weekend at Esk was from the 29th-31st of March, and there will no doubt be a report in our next edition. Bookings have closed for our 5 day run to Iluka on 27th-31st May. Please take the time to look at all the events listed in our calendar on Page 4.

There continues to be many active organisations and activities on our region. I have recently been to the Allora Heritage Day, The Chinchilla Watermelon Festival and the Milbong Heritage Day. It is great to see our historic cars, tractors and machinery be so lovingly cared for and displayed. There must be a lot of back yard sheds full of treasures out there!

Jenny and I would like to thank everyone for your expressions of sympathy and support following the sudden passing of her Dad, Ken Gold. Ken occasionally attended IVVVC events in his 1927 Chev truck. He was a talented restorer of cars and tractors (and just about anything) and did all the work on Jenny's MG. He accompanied Jenny on some IVVVC runs in her MG. He will be sadly missed.

Cheers

Rob Eggar



Rob, Jenny and Ken Gold with Ken's beloved 1927 Chev Truck





ALL IVVVC CLUB EVENTS LEAVE FROM CAMERON PARK UNLESS OTHERWISE STATED

HONK – Saturday 13 April – 11.30 am-3.30 pm

<p>APRIL</p> <p>3rd IVVVC Midweek Run</p> <p>5th Yamanto Café Car Display</p> <p>7th LAMA Sunday Run</p> <p>12th Karalee Car Display</p> <p>14th Cars & Coffee Colleges Crossing</p> <p>17th LAMA Midweek Run</p> <p>19th Meet & Greet Plainlands</p> <p>27th Redbank Plains Car Display</p> <p>28th IVVVC Sunday Run</p> <p>JUNE</p> <p>5th IVVVC Midweek Run</p> <p>2nd LAMA Sunday Run</p> <p>7th Yamanto Café Car Display</p> <p>9th Cars & Coffee Colleges Crossing</p> <p>14th Karalee Car Display</p> <p>19th LAMA Midweek Run</p> <p>21st Meet & Greet Plainlands</p> <p>23rd IVVVC Sunday Run</p> <p>29th Redbank Plain Car Display</p>	<p>MAY</p> <p>1st IVVVC Midweek Run</p> <p>3rd Yamanto Café Car Display</p> <p>10th Karalee Car Display</p> <p>12th Cars & Coffee Colleges Crossing</p> <p>15th LAMA Midweek RUN</p> <p>17th Meet & Greet Plainlands</p> <p>19th National Motor Heritage Day</p> <p>25th Redbank Plains Car Display</p> <p>27th-31st IVVVC Five Day Event – Iluka</p> <p>JULY</p> <p>3rd IVVVC Midweek Run</p> <p>5th Yamanto Café car Display</p> <p>7th LAMA Sunday Run</p> <p>12th Karalee Car Display</p> <p>14th Cars & Coffee Colleges Crossing</p> <p>17th LAMA Midweek Run</p> <p>19th Meet & Greet Plainlands</p> <p>27th Redbank Plains Car Display</p>
--	---

Chevrolet National Rally 28th April-Gatton
Brisbane Swap 26th May-Carina State School
30th Chrysler Expo 1st September-Rocklea Showgrounds

Redcliffe Swap 5th May - Redcliffe Showgrounds
Caboolture Swap 15th June - Caboolture Showgrounds
IVVVC SWAP – Sunday 8th September





Out and About - February 2019

Would you believe it? No rain for weeks! Yes, Bev handed out the instructions and Rod took the lunch orders in the untimely drizzle before we took off on another midweek adventure. He weather didn't dampen the enthusiasm of very good numbers of club members who travelled to Beaudesert for morning tea and Boonah for lunch. We drove along the Centenary Highway to Springfield and ventured through Greenbank and Jimboomba to Jubilee Park where there was plenty of shelter, plenty of morning tea and plenty of chitchat.



Marie and Lester and their 1970 XY Fairmont



John and Val Milford's 1967 ZA Fairlane



Carol signs up a new member before we left Cameron Park



Jenny's 1967 MGB



A great line up of IVVVC classic cars at Beaudesert



Nev, Peter, Peter and Don chatting



Geoff and Barbara’s 1985 BMW, Peter’s 1960 Chrysler Royal and Don’s Austin 1800

There was no rain on the journey to Boonah and the road was excellent for our event. We did a loop around the outskirts of the town and arrived at the Indulgent Café where we were met by Julie and Dot and their staff for lunch. The chocolate coated strawberries followed by steaks, fish and lasagne proved popular and the free coffee and tea were welcomed by everyone. The fruit salad and ice cream was devoured with pleasure.



An old milking shed?



The cows always look for a shady tree



At the Indulgent Café

Thanks to Rod and Bev for their excellent organisation and to Daryl for the fabulous photos

THE JAMES BOND CAR COLLECTION

007™



CITROËN TRACTION AVANT

FROM RUSSIA WITH LOVE

SUNBEAM ALPINE

DR NO



FORD FAIRLANE

THUNDERBALL

ASTON MARTIN DB5

GOLDFINGER



MINI MOKE

LIVE AND LET DIE



MGB

THE MAN WITH THE GOLDEN GUN



MERCEDES 250SE

OCTOPUSSY

TOYOTA CROWN

YOU ONLY LIVE TWICE



CHEVROLET CORVETTE

A VIEW TO A KILL



LOTUS ESPRIT

THE SPY WHO LOVED ME





Rootes Group cars at **BRITISH** by the **BAY** at Wynnum



Top – Sunbeam Alpine and Humber Super Snipe
Middle- Hillman Minx, Commer ute and Sunbeam Rapier
Bottom – Sunbeam Tiger, Sunbeam Fastback and Singer

1950 Chevrolet Club Coupe with 437 miles and Only Three Owners

It was purchased new by Mr and Mrs Jessie Trueblood of Modesto, California. Shortly after purchasing this car, Mr Trueblood took a day off to go fishing. While waiting for the 'big one' to bite he witnessed a woman fall out of her boat. Mr Trueblood jumped in to help, only to fall victim of a heart attack. Mrs Trueblood returned the car home and placed it in the garage for the next twelve years. The odometer reading at that time (1962) was 413 miles.



Mrs Trueblood lived next door to a used car dealer, Mr William Wilson who spoke with her frequently and often told her he would like to buy the car for himself to keep. In 1962 the time had come. Mrs Trueblood told Mr Wilson she needed the car for her bookkeeper who didn't really care for the old Chevy and would prefer a Rambler. No Problem. Mr Wilson went down to the local Rambler Dealer and bought a brand new one for \$1650 and made the swap.

He then took the Chevy home and parked it with 433 actual miles. There it sat for the next 45 years, occasionally being started and moved in and out of the garage. In 2007, Mr Wilson decided to sell the car and started spreading the word around Modesto that the old Chevy was for sale. Many had heard about the car but hardly anyone had ever laid eyes on it. In fact, Mr Wilson had only showed the car to about five people in 45 years.

Word spread quickly about the car and soon a buyer arrived ready and willing to pay the \$60000 asking price. When Mr Wilson told the story of this car he complained heavily of the 'capital gains' tax he was required to pay and wished he had never sold it.

As of this writing, Mr Wilson is still alive and well in Modesto and can verify the miles and originality of this car. Simply put this is a true 100% factory original survivor (that includes the air in the tyres). This old Chevy now has 437 original miles.



SMILE

5 OLDER LADIES

Sitting on the side of the highway waiting to catch speeding drivers, a Police Officer sees a car puttering along at 22 KPH.

Says he to himself: "This driver is just as dangerous as a speeder!"

So he turns on his lights and pulls the driver over. Approaching the car, he notices that there are five old ladies, two in the front seat and three in the back...wide eyed and white as ghosts.

The driver, obviously confused, says to him "Officer, I don't understand, I was doing exactly the speed limit! What seems to be the problem?"

"Ma'am," the officer replies, "you weren't speeding,

but you should know that driving slower than the speed limit can also be a danger to other drivers."

"Slower than the speed limit? No sir, I was doing the speed limit exactly...Twenty-two kilometers an hour!" ..the old woman says a bit proudly.

The Police officer, trying to contain a chuckle explains to her that 22 is the highway number, not the speed limit.

A bit embarrassed, the woman grins and thanks the officer for pointing out her error.

"But before I let you go, Ma'am, I have to ask...Is everyone in this car OK? These women seem awfully shaken, and they haven't made a peep this whole time," the officer asks.

"Oh, they'll be all right in a minute officer. We just got off Highway 189.."

Courtesy of Cec Heit



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

FOR SALE – Large IVVVC Hat/Lapel Badges - \$5.50

Three Way Meet – March 2019

Eight IVVVC cars were at the Carindale Clubhouse for the annual three club event for morning tea on Sunday, 10 March with the Bayside Vehicle Restorers Club and the Queensland Vintage Vehicle Club. We enjoyed tasty scones before our drive through the bayside suburbs to Fort Lytton.



Cars parked at Fort Lytton



A pleasant picnic at the Fort



Mines from the Brisbane River in WWII



An old cannon for our protection from the enemy



Fort Lytton hidden from the river behind earth walls



Bruce Stokan on guard duty

Thanks to Hazel and Jenny for the report and photos

QUEENSLAND TIMES – 17 May 1928 (courtesy of Trove)

Cars at the Ipswich Show – May 1928 Thanks to Noel Keidge

BROUGHTON BROS – Rugby, Crossley, Rover, Bean & Rugby 1 Ton Truck



1928 Rugby



1928 Rover



1928 Chrysler

MARSH MOTORS – Chrysler

F.W. JOHNSON & SONS – Vauxhall, Buick, Oakland, Chevrolet, Pontiac and Chev 1 Ton Milk Truck



1928 Chevrolet



1928 Buick



1928 Oakland



1928 Pontiac



1928 Morris

QUEENSLAND MOTORS – Morris cars & Trucks



1928 Nash

PEEL'S – Nash



1928 Ford

CRIBB & FOOTE – Ford



1928 Dodge

MORETON MOTORS – Dodge and Graham Bros Trucks



1928 Studebaker Commander

McCARTHY'S – Erskine, Studebaker Commander



PACIFIC MOTORS – LaSalle and Oldsmobile



1928 LaSalle

Sunday Run - February 2019

We had a very enjoyable Sunday run to Wivenhoe Dam for morning tea. We passed through Coominya and skirted Atkinsons Dam and headed to the Tarampa Hotel for lunch. One can see by the photos that the drought has hit the Brisbane and Lockyer Valleys. When are we going to get some welcome rain?



A very dry affair at Cormorant Bay – Wivenhoe Dam



Mick Black drove his yellow Jaguar



Arriving at the Tarampa Pub for lunch – Thanks to Hazel and Trevor for organising the outing.

Photos courtesy of Jenny Eggar

MINOR DIGNITARIES

1962 Morris Minor Utility

Some time back I received an email message suggesting I should talk to the Boyle family, in Sunbury, who were "all nuts about Morris Minors". Terri Boyle is one of them and, yes, you could say she's "nuts" about Arty, her 1962 Morris Minor utility: full name Moriarty, "Arty for short," says Terri with an impish grin. "All our cars have names." Her older sister, Vicki, has Gladys. She's also got Wee Jock, a sidevalve sedan that belonged to their late uncle. His name was Jock, and given that it's a wee car, they called him Wee Jock. Her father, Doug, has "Mighty Murph" and her mum has Granville, a Morris Minor 1000 sedan.

This story is really about one family's fascination with the little British-built icon that they tend to treat as one of the family and after a few minutes with Terri Boyle you come to the conclusion that maybe there is some truth in that email. From what she says, Dad's car (at least one of

them) was called Murph until he went on a trip to Darwin with a bunch of like-minded Morris tragics, who dubbed the car "Mighty Murph" – "Because he didn't break down," Terri says proudly. "He just kept going." A human resources officer with the Victoria Police, Terri bought the ute from her sister in 2003. "She'd had Arty for five years before I bought him," she says. "She [Vicki] named him Arty (after Moriarty, Sherlock Holmes's arch enemy) and Gladys after Nurse Gladys Emanuel, a character in Ronnie Barker's TV series, *Open All Hours*. She had Gladys first, then when her Corolla died she bought Arty."

Doug Boyle seems to get the blame for all this Morris madness, while he, in turn, blames "the girls" for all those silly names. "But they're like that," he says wryly. As Terri tells it, Dad already had a bunch of Morris Minors – at last count he had seven, plus wrecks – when Vicki decided to buy a Morris 1000 sedan as her first car in the



Terri Boyle gives her ute some shine ahead of Deniliquin's Great Ute Muster.

early 1980s and the Morris thing started spreading from there. Now nephews and nieces have them as well, apparently. "I mean, they're very cute," says Terri, whose first car was a Morris 1100, which she drove to university in Ballarat. But she found its front-mounted distributor "not conducive" to driving in Ballarat's wet weather, and its electric fuel pump was temperamental. "Every now and again it would stop working so I'd have to get out, take my shoe off and whack the hell out of it in the boot to get it going again."

She got rid of that and bought a 1971 Ford Escort but wrote that off in a smash ten years later. That's when Arty entered

her life. She didn't have a car for a time, she says, "and borrowed him [Arty] for a couple of months". Then Vicki "started a family" and felt the ute was "just not practical". So Terri said she'd buy him: "He was far too cute to let go out of the family." Oh yes, the ute is definitely a him. "Cars are generally a girl but Moriarty is a man's name so he's a him. My Escort was a girl. She was Esme – Esme the Escort. All our cars tend to have names. Makes us very sad people," she says with a laugh. "But we've got character."

The day I met Terri early in October 2005 she was preparing Arty for the formidable ute muster at Deniliquin, New South Wales, which was being held the following weekend. She'd never been to the muster before but as she had a ute, small as it may be, she was going. And why not? She got there to find "a sea of utes", and more utes coming, utes of all sizes. Then there was little Arty. But she didn't feel he was insignificant among all the big bangers. "People would walk past and say, 'Oh, a Morris'. So he didn't get overlooked at all," she says. "If anything, he was sort of a novelty."

Arty is cream-coloured with a black tonneau (an addition), which replaced a wagon-like canopy on the back. Ford Ghost Gum is the nearest colour Terri can get to match the paintwork. The ute originally had a bench seat, "but my sister didn't find it practical and put in two [Ford] Escort bucket seats". Terri has replaced those with

AUTO-BIOGRAPHY

The first Morris Minor sedans, the Series MM, were built in Cowley, in England, in 1948 and came with a 900 cc sidevalve four-cylinder engine. The Series II, in 1952, had 850 cc overhead valve engines. The first utes, along with panel vans, were the Series II Morris built in 1953. A total of 838 utes and vans rolled off the production line that year and all were powered by the same 850 cc engine as the sedans. For the 1962 model year, 3057 utes and vans were built. While the little utes were popular in Australia, not many of them are left. There are many more Morris Minor sedans still on the road. When Morris stopped building utes and vans in 1971 – a production run of 18 years – 326,627 had rolled off the production line. The Morris Minor was built for 22 years but such is the car's popularity among enthusiasts that every panel for it can still be bought new, handmade in Sri Lanka.

a Datsun 120Y motor in him and that's the way he was when Vicki bought him. That's why I didn't worry about putting the six-stacker in him because he's not original anyway," she says. Well, that's her excuse. Besides, she says, when she takes Arty to a Morris rally he's always put in a different class to other Morrises. "Some people turn their noses up because he doesn't have a Morris engine but he's reliable. He runs well," she says, defending her little ute.



Boydle's ute sizes up the competition at the muster.

She might put a Morris engine in him one day but her priority when this interview took place was to have him repainted. He was originally grey, she thinks, because the dashboard is grey. "With the help of my father I'm going to rub him down and paint him red. Similar to this," she says, taking a toy Morris Minor ute firetruck, complete with ladder and blue light, from a cupboard. "The Morris factory in England had its own little fire brigade, so Dad tells me." In any event, Arty is going to be red. "He's got a little bit of rust in his wheel arches so he needs to be rubbed back," she explains. But why red? Does the fact that she's a volunteer firefighter with the Country Fire Authority in the Victorian town of Riddells Creek have anything to do with it? Apparently not. "I just want a nice red," she says.

other bucket seats. "They're Morris seats, more in keeping with the car," she says.

She has done very little else – apart from putting in a sound system. "Well, I've put a six-stacker CD player in him," she laughs. "It's not the original motor. He's got

Morris Minors belonging to IVVC members



Keith and Barbara Harding's 1961 Morris 1000



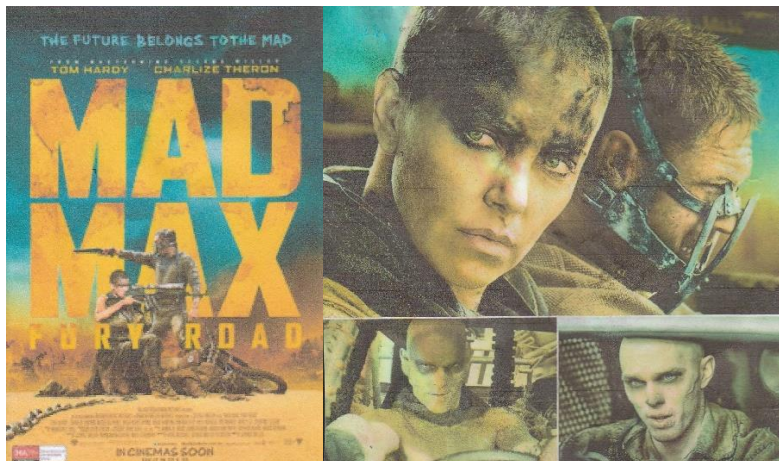
Len and Alison Yarrow's 1957 Morris 1000

Flynn's Car Yard at Cooma is up For Sale

Grahame and Carolyn Kerr visited Flynn's Car Yard and wrote an article in *The Good Oil* about their visit last year. In the mid-1950's hundreds of migrants from all over the world descended on the NSW Snowy Mountains to work on the hydro-electric project. Many brought their cars with them and many of those ended up at Flynn's Car Yard in Cooma. One night in the early 1950's Jim Flynn broke his collarbone when his Dodge skidded off the road on an ice-covered wooden bridge and fell into the Snowy River below. He dismantled his damaged car to get money from some of the parts and began accruing more wrecks. The yard has endured because of Wayne Flynn's resilience, its proximity to Melbourne, Sydney and Canberra and because Cooma has a cool moderately dry climate. The old cars don't rust like they do on the coast. Mr Flynn's passion is beginning to wane and hopes to sell the place in 12 months. He says, 'I like me cars but I'm not a car nut!'



Before its release, the producers of Australian Director, George Miller's critically acclaimed film *MAD MAX:FURY ROAD* visited Mr Flynn's site which contains 4000 cars and bought four, an FJ Holden, a Chevrolet Fleetmaster, a Buick Straight Eight and a Dodge. (George Miller attended Ipswich Grammar School in the early 1960's). There are still hundreds of De Sotos, Dodges, Vanguards and Simcas in the yard.



14/02/2019

SPECIAL INTEREST VEHICLE SCHEME

It appears that the Queensland Department of Transport & Main Roads have approved a new usage scheme for vehicles registered on the SIV scheme.

Doug Young & Trevor Beutel from the Queensland Historic Motoring Council meet with the TMR twice a year and at their October meeting it was agreed to adopt an "Impromptu Event" scheme currently being used in Western Australia.

An email from Daniel Kaden from TMR states.

"The restricted vehicle use in WA includes impromptu events, which allows vehicles participating in an impromptu event involving one or more vehicles may be accepted providing the event is recorded in the clubs official run log. While the conditions and restrictions that apply in Queensland do not specially mention "Impromptu Events". The Department of Transport and Main Roads is happy for Queensland incorporated car clubs to manage impromptu events on a case by case basis, as long as the event is added to the incorporated clubs newsletter, website or social media page."

From QHMC Bulletin November 2018

This will give many the benefits of a Log Book scheme without the restrictions and administrative burdens Log Books create for the member, club officials and the Government.

This is a great privilege – let's not abuse it.

An email from Doug Young (QHMC)

This scheme was sold to the TMR on the basis that ever since listing on social media was made an acceptable way of establishing a club run, many clubs had been allowing members to do this anyway. Allowing them to be called Impromptu Runs was therefore simply putting a structure around an already existing practice.

The QHMC act on behalf of QLD car clubs and have advised it is unlikely the TMR will publish details on their web site, and would discourage members making enquires directly to the TMR. Please contact the IVVVC or the QHMC.

Carol and Barry have an option where we could manage this through our IVVVC web page under the tab of Events. You would list your event here and it is recorded as an event with the club, and a reply is sent to you to acknowledge your event.

You should then keep a copy of that reply in your car. Perhaps it is also a good idea to keep a copy of The Good Oil in your car as well.

Other clubs are only using this form of registration. (Vintage Car Club Qld, Veteran & Vintage Chev Association Australia QLD) So members without internet access would need to find another club member or family member to register their event. These are personal events, and the club is providing you with the ability to use your vehicle. **The current committee members already have a long list of responsibilities, so were not interested in taking on any further tasks. (120 members X 20 events = 2400 phone calls per year)**

Events

- What qualifies as an impromptu event? An example was given by VCCQ that a member could list an event such as – The member has friends arriving from overseas and they would like pick them up from the airport in their old club car.
- A trip to the shops is probably not in the spirit of the idea of the SIVS recreational use. It is not intended for normal every-day car use.
- A visit to another club member is the type of use envisaged.
- It is stressed that SIVS registered vehicles are not to be used for commuting to and from work, as a work vehicle, or for hire or reward.
- How many per year? QHMC suggests some clubs are limiting it to 60 – 90 days so it is like the Log Book scheme. Obviously TMR will be watching this carefully so the clubs don't want to give them reason to change their attitude.
- **QHMC see no issues with insurance companies, provided your event is properly listed with the club.**

Club events are not included in this usage and will operate as per usual.

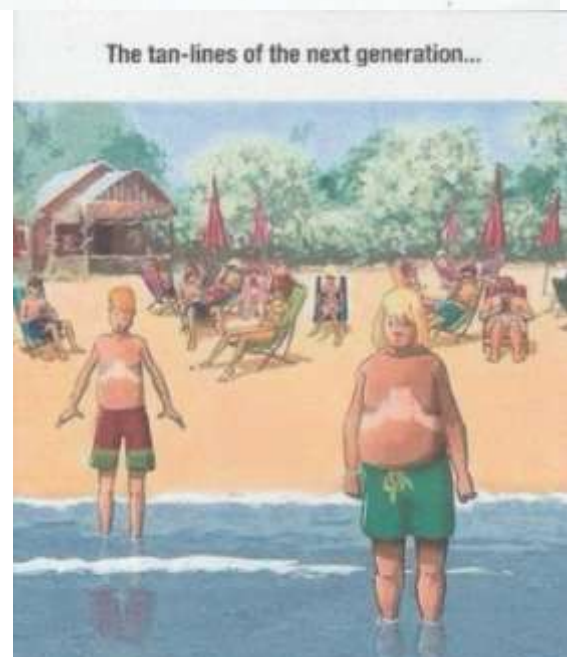
If you want to use your car ALL the time, use FULL registration.

The IVVVC thanked the QHMC for their work in making this scheme available for Queensland Incorporated car clubs.

The QHMC responded to the Townsville club that had initiated the survey regarding interest in using log books in Qld. Their summary stated that it is unnecessary, unlikely to be achieved and would result in a scheme that would be an administrative burden for clubs and increase the cost for clubs and members.

As we have the above approved scheme, is everyone of in favour of using this scheme?

**Rob Eggar
President IVVVC**



Chinchilla Watermelon Festival courtesy of Jenny Eggar

Members of IVVVC recently attended the Chinchilla Watermelon Festival. Events included melon skiing, pip spitting, melon iron man/woman races, melon big bash cricket and the mighty melon tug of war.



Welcome to Chinchilla



The street parade was enjoyed by all



Fun for the kids



The biggest melon weighed in at 100kg

1954 Buick Wildcat II Recreation

Bruce Price

There are only two 1954 Buick Wildcat II's. The original is in the Sloan Museum and this remarkable recreation.



This replica of the original represents an eight-year labour of love by owner, Ken Mitson. Ken was hooked on Buicks when in 1966 he bought a new Riviera. He then restored a 1953 Skylark and was wondering what would be his next project. He had fallen in love with Sloan's Wildcat II due to its beautiful flowing lines and befriended Jeff Taylor, the Curator. He was allowed to take photos and digitized drawings which were loaded into a computer, blown up to actual size and big cut-outs were made to guide the fabrication of fibreglass panels which make up the car.

After months and years of whittling, cutting, gluing and building molds of the panels, Ken's objective was to reproduce the car's original appearance but to make it more drivable and handle like a sports car. The original Wildcat II has a 322 Buick V8, Dynoflow transmission, torque tube and lever type shockies. As the Wildcat's design is based on an early Chev Corvette, Ken found a 1956 frame and a 1954 body as well as a 425 Buick nailhead V8. It has the latest fuel injection system, computer driven controls, electronic timing, oxygen sensor, hardened valve seats etc. The car's suspension has also been updated by using a 1980s' Corvette four-wheel independent unit. The transmission is an aluminium, T10, Borg-Warner four-speed.





Courtesy of Bruce Price

Delahaye was an automotive manufacturing company founded by Emile Delahaye in Tours, France in 1894. His first cars were belt-driven with single or twin-cylinder engines mounted at the rear. Luxury cars were popular but after World War 11 there were few customers and the company folded in 1954.



1948 Delahaye 135 M Figoni et Falaschi Cabriolet



1949 Delahaye 175 Soautchik Roadster



1939 Delahaye 165 Figoni et Falaschi Cabriolet



1937 Delahaye 135 Figoni et Falaschi Torpedo Cabriolet



1936 Delahaye 135 Competition Court Figoni et Falaschi Coupe



1936 Delahaye 135 Figoni et Falaschi Torpedo Cabriolet

Fish and Chip Run - January 2019

Trevor and Hazel journeyed down to Horizon Shores before Christmas to check out a suitable place for the January Fish and Chip Run. The Anchorage Café proved to be a very good location as umbrellas, tables and chairs were placed under the shade of leafy trees. The fare was excellent and inexpensive and everyone really enjoyed the outing. Thanks Trevor and Hazel and to Barry and Jenny for his photos.



Feeding the fish

Out and About - March 2019 Photos from Daryl Neumann

Another great turnout for the IVVVC midweek run in March with nearly eighty members and visitors enjoying a day out in the Fassifern Valley. After leaving Cameron Park we drove through Ripley on to the Centenary and Cunningham Highways and passed through Harrisville to Warrill View where we enjoyed coffee, cordial, cakes and a chat. Mick Black paraded his Triumph Stag while Julie Dale decided that her buzz-box needed a run in the country.



Julie just loves her Datsun 120 Y



Mick parades his Triumph Stag



John Hill's HX Holden

Back to 1957. Michael Hanrahan with Terry Keene in tow set off in a 1957 100E Ford Escort Estate while Vic and Marie Pires drove their 1957 Ford Prefect Squire Super Deluxe. What a pair of cars to be seen on our highways!

1957 was a very significant year as Elvis Presley had the hits, 'All Shook Up' and 'Jailhouse Rock' while Buddy Holly sang 'That'll Be the Day' and Jerry Lee Lewis blasted out 'Great Balls of Fire'. Any connections to 1957 Ford Prefects?



Michael and Terry in the Escort



Vic and Marie's Squire



On the highway

After morning tea we travelled through Rosevale, Moorang, Tarome, Aratula and Boonah to the Roadvale Hotel where Lloyd and his helpers served lunch. John Hill and Lyn embarked on their first midweek run in their HX Holden. John's father bought the car from Irving Motors in 1977 but it was deregistered about ten years ago. It's now back on the road and we welcome John and Lyn to the club. Thanks Rod and Bev once again.



A Princess



The Harding's Morrie



The Whyte's Austin of England



Morning tea at Warrill View



This country shed has seen better days



A very good country road



This old church is now someone's home



Rod makes sure everyone has a seat



A great lineup of classics at Roadvale

May Common Sense Rest in Peace

Reg Tomkinson

It is with heavy heart that I inform you of the death of a beloved friend. COMMON SENSE has recently passed.

Known affectionately to friends as Horse Sense and Sound Thinking. COMMON SENSE selflessly devoted himself to a life of service in homes, schools, hospitals and offices.

He was once reported to have been seen in the halls of parliament but alas, he hasn't shown up there in years.

An Obituary in the Courier Mail reported the untimely death of Common Sense. He will be long remembered for the valuable lessons he taught us.

Among them:

'Don't touch that. It's hot.' ; 'Come in out of the rain.' ; 'Don't run with scissors.' ; 'Life isn't always fair.'

OBITUARY:

Today we mourn the passing of a beloved old friend, COMMON SENSE who has been with us for many years. No one knows for sure how old he was, since birth records were long ago lost in bureaucratic red tape.

He will be remembered as having cultivated such valuable lessons as knowing when to come in and out of the rain, why the early bird gets the worm, life isn't always fair, and maybe it was my fault. COMMON SENSE lived by simple, sound financial policies (don't spend more than you earn) and reliable parenting (adults, not children are in charge). His health began to deteriorate rapidly when well-intentioned, but overbearing regulations were set in place.

Reports of a six-year old boy was charged with sexual harassment for kissing a classmate, teenagers suspended from school for using mouthwash after lunch and a teacher fired for reprimanding an unruly student, only worsened his condition. COMMON SENSE lost ground when parents attacked teachers for doing the job they had themselves failed to do, disciplining their unruly children. It declined even further when schools were required to get parental consent to administer paracetamol, sun lotion or a plaster to a pupil.

COMMON SENSE lost the will to live as the Ten Commandments became contraband, churches became businesses and criminals received better treatment than their victims. COMMON SENSE took a beating when you couldn't defend yourself from a burglar in your own home, but the burglar could sue you for assault because you protected yourself and your own.

COMMON SENSE finally gave up the will to live after a woman failed to realise that a steaming cup of coffee as hot. She spilled a little on her lap and was promptly awarded a huge settlement.

COMMON SENSE was preceded in death by his father, TRUTH and TRUST, his wife, DISCRETION, his daughter, RESPONSIBILITY and his son, REASON. He is survived by three stepbrothers, I KNOW MY RIGHTS, SOMEONE ELSE is to BLAME and I'm a VICTIM. Not many attended the funeral because so few realised that he was gone.

FOR SALE 1929 Model A Tourer \$10900

A restoration project. Fully reconditioned motor and running gear. Runs well. Many spare parts included.

To watch a video clip of the car running go to – <https://youtube/fl-hhK62wk8>

Contact: David Heuschele 0408755348 after 5 pm – Toowoomba



Milbong Heritage Day

The Milbong and District Classic Tractor Club held their annual Heritage Day on 2/3/19. There were tractor, truck, car and stationery engines displays, along with helicopter rides, a cent auction and various food stalls and displays. Watching the tractor parade was a highlight.



Getting ready to rumble



The boys take a break



Part of the tractor display.



Bill Seng driving his Fergie tractor.



The very popular Chamberlains in the parade.



Bill Seng with two of his engines.

Courtesy of Jenny Eggar

Snippets

After driving to Charlotte Pass in the Snowy Mountains we walked to the summit of Mt Kosciusko which was a 21 km return trip. The last 3 km were pretty steep and it was cool and windy at the top.



Peter and Pam Duncan on top of Mt Kosciusko



Jim and Kay Whyte at Colleges Crossing for the March - Cars, Bikes and Coffee

Contact Us
 Phone: 3288 8399
 perry@jacvans.com.au

- ❖ Full Car Sandblasting
- ❖ Car Rotisserie Hire Available
- ❖ Many other industrial services are available, give us a call!

* Full down draft spray booth hire

JA Evans & Co
 Restoration Services

Our Services

- ❖ All Blasting
 - Car bodies, panels, diffs etc
- ❖ Hydroblasting
 - Rubber - Aluminum - Copper
 - Brass - Steel - Plastic

Hydroblasting Services




Before After



G.M. STEHR
Classic Car Restorer

ABN 83 509 096 755

Gary Stehr
 0410 146 198

64 Elm Road,
 Walloon, Qld 4306

Mob: 0410 146 198
 gary.panelpaint@hotmail.com



Ph: 5464 5670

JOHN WELLINGS
Auto Electrical

ABN 59 196 757 452 ABE7 AUR6646

2/4 Sonia Court
 Raceview

3288 9868




ADVERTISING

Daniel Graham

and

Peter Culey

MOBILE

SAFETY CERTIFICATES

Light Vehicles up to 4.5 tonnes R.G.V.M.
 Light Trailers (including caravans) 0.75 – 3.5 A.T.M.
 Heavy Vehicles 4.5 to 16 tonne R.G.V.M.
 Medium Trailers 3.5 to 10 tonne A.T.M.

Peter ph 0408 700 624

DO YOU NEED THIS SPACE?

PLEASE NOTIFY THE EDITOR
IF YOU WISH TO ADVERTISE
YOUR BUSINESS.

**ADVERTISING RATES
AVAILABLE UPON**



*"Good Prices
Great Work"*

16 Mining Street
Bardonba Q 4304
P.O. Box 395
Beeval Q 4304

Ph: (07) 3282 3055
Fax: (07) 3282 1605
W/Shop: (07) 3282 5510
Email: sales@baileys.net.au

IEW

**IPSWICH
EMBROIDERY
and
WORKWEAR**

81 Cemetery Road
RACEVIEW
(Opposite Eastern Suburbs Hardware)

Ph: 3281 7551

Fax: 3281 7661

Email: glenda@ipswichembroidery.com.au
Web: ipswichembroidery.com.au

Allwel

AUTO ELECTRICS PTY LTD

Wayne Lowe

0419 659 282

"We Come to You"

*For all your mobile automotive electrical
and auto air conditioning services and repairs*



**Print Post No 10002569
Registered by Australia Post**

**Postage
Paid
Booval
4304**

**If undelivered please return to:
IVVC PO Box 112 Booval 4304**