

VINTAGE NEWS

THE MONTHLY NEWSLETTER of
THE QUEENSLAND VINTAGE VEHICLE ASSOCIATION Inc

July 2025



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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
Minute Secretary	Barbara Haydon	0412 667 348
Treasurer	Wendy Tyquin	0420222 690
Newsletter Editor	Rod Rush	0409 141 140
Events Co-ordinator	Clint Frater	0433 414 223
Public Relations	Ruth Knight	0428 437 580
Web Master	Ben Carroll	0417 007 241
Safety officer .1	Don Lake	0412 383 954
Safety officer .2	Col Hinxman	0439 996 691
QHMC Deligate	Graham Porter	0407 257 440
Membership Officer	Rolf Rose	0428 202 164

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 1st 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 for casual viewing.

Name Badges: Failure to wear a name badge at club events incurs a \$2 fine.

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



July 2025

Let me speak a little about the 2024-2025 club year.

Firstly, to my committee, thank you for your dedication and hard work in doing your best for the betterment of QVVA. We have seen our bank balance grow, the sausage sizzle born and generate much needed funds, our magazine return with monthly editions, new members joining and the EFTPOS machine, with increased work looking after our bank accounts.

To relieve Clint from part of his club load we have also appointed a membership officer to look after member details. Then there is Me, well I did not do much, I was not good with the ulcer on my foot. . For 5 months I was laid up, attending doctors three times a week and club meetings once a month. It has now healed however from being laid up for the time my leg muscles diminished and I am still having problems with outside chores containing effort. It is getting better. Once again, to my dedicated committee thank you, thank you, thank you and I hope that I can get the opportunity to work with you all in the next club year.

The clubs' social events, Tuesday night dinners up to 30 attendees and GOF lunches up to 15 men, are extremely popular with up to new members attending regularly. It is extremely pleasing to see the chatter of all discussing topical happenings in the world and cars as well.

Our monthly club runs have been down on participants over the past year. It takes a lot of time preparing and delivering a run. I thank Clint for putting the time and effort into doing this over the years. As you know he is giving the committee away and we are looking for a new Coordinator. This title does not mean you have to do all of the work. You call on other members to do a run. Those chosen only have to do one event per year and they will put their best efforts into making their event the best possible and maybe find an interesting venue as well to entertain the participators. Maybe a prize for the best run of the year as incentive.

As my term as President for 2024-2025 is coming to an end, I remind all members that the AGM will be held after the July General meeting. As usual we are looking for new committee persons to help our club thrive and deliver events, both social and tours to keep our club one of the best old car clubs in Brisbane.

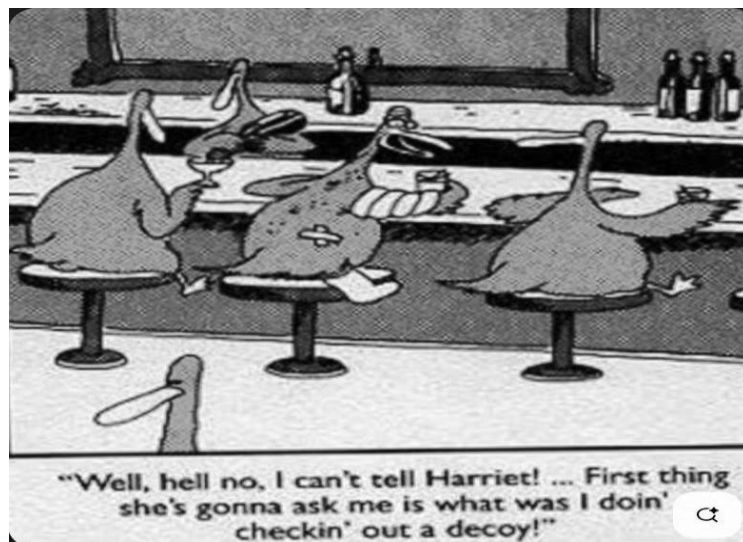
Think about helping the club, it needs your support. Nomination forms are available and have to be in the secretary's hands by July 11th at 7PM. If you would like to help, and need information, please call me on 0407 257 440 or speak with existing committee members.

Before closing, I thank my wife Susan, for putting up with me through my tantrums, frustrations and health.

She was responsible for the 60th Anniversary and the Christmas parties, which, for those who attended, will all agree, were second to none. Thanks Susan.

For Gasoline Cars,

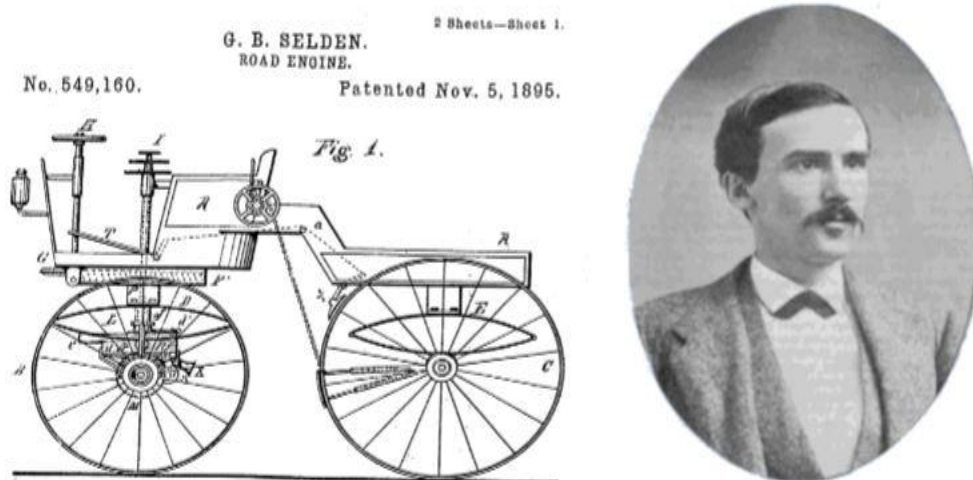
Graham Porter : President



The Selden Patent

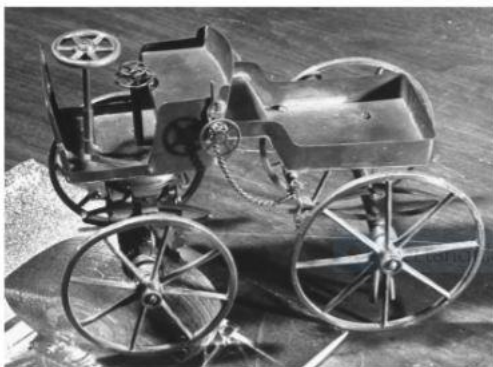
I find the stories behind our historic vehicles as interesting as the cars themselves. Few stories more so than that behind the Selden Patent plate, fitted to our 1903 Oldsmobile. George Baldwin Selden (1846 –1922) was an American patent lawyer and inventor from New York. In 1879, he applied for a U.S. patent for an “Improved Road Engine propelled by a liquid hydro-carbon engine of the compression type.” (As an aside, a signatory to Selden’s application was George Eastman. He would become world- famous in his own right, as the person who revolutionized photography by founding the Eastman Kodak Company and inventing roll film.) Selden’s patent application stated, “The object of my invention is the production of a safe, simple, and cheap road locomotive, light in weight, easy to control, and possessed of sufficient power to overcome any ordinary inclination, capable of being managed by persons of ordinary skill at a minimum of trouble and expense.” Selden’s patent application was seven years before the Benz Patent-Motorwagen, built in 1886, and widely regarded as the first automobile.

Selden knew two important things about patent law at the time. First, he knew he could only collect royalties for 17 years, at which time anybody could copy his work. Second, and most importantly, he knew that patents could be amended within two years of their application and changes would restart the two-year clock. That meant that he could submit modifications every two years and thereby keep his patent pending an unlimited amount of time, which he did for 16 years. And that allowed him to be first with the application while delaying the start of the 17-year clock until 1895, when there was an abundance of automobile manufacturers from which start to collect royalties. Clever man!



The Selden patent specifically covered the use of an internal-combustion engine for the sole purpose of propelling a vehicle. The patent eventually wound up in the hands of the Electric Vehicle Company of Hartford, Connecticut. In 1900 this electric car company had started producing gasoline-powered cars with Selden’s engine patent. They agreed to pay Selden \$10,000 for the rights to the patent and a royalty for every car based on his design. To protect this patent, the Association of Licensed Automobile Manufacturers (ALAM) was formed. ALAM won a lawsuit in 1900 against Winton, then the highest volume automobile manufacturer in America. Most other manufacturers eventually fell in line and paid the 1.25% royalty to Selden and the ALAM on each and every vehicle they produced. These included Buick, Cadillac, Franklin, Hudson, Hupmobile, Mack Truck, Oldsmobile, Packard, and scores of other smaller manufacturers. Each vehicle on which patent royalty was paid was issued with an individually numbered brass patent plate as evidence of compliance.

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Model of Selden Road Engine sent to Patents office



Selden Patent Plate



Prototype Selden Road Engine, not built until 1907



Inventor of the Gasoline Automobile???

The production of cars multiplied, and royalties poured in at a rate that was nothing short of embarrassing. The levy was progressively reduced to 1% and finally 4/5%. All told approximately \$2,000,000 was collected, of which Selden received something like one tenth. In 1903, Henry Ford applied for ALAM membership, but his application was rejected. Later that year, the ALAM sued Ford and others for patent infringement. Ford found it cheaper to fight the ALAM than to pay royalties of \$12.50 per car. The heavily publicized legal fight lasted eight years, and ended in a victory for Selden. Ford appealed, and on January 10, 1911, one year before the Selden patent was set to expire, won his case. Nevertheless, George Selden was a very wealthy man by then. The ALAM was soon disbanded. George Selden went on to form the Selden Motor Vehicle Company in 1906.

He went into small scale production of cars under the slogan & quot; “Made By The Father Of Them All”

Selden cars had a small following and the company did well producing around 7000 cars until 1914.

These Seldens bore no resemblance to that envisaged in his 1895 patent.

Following the demise of motor car production, the company produced trucks with considerable success until the depression of 1929-1930, when it was sold to the Bethlehem Truck Company.

Submitted by John Day



9 TIRE BRANDS OWNED BY MICHELIN

Even if you aren't a hardcore car enthusiast, you've likely heard of Michelin. This brand is the biggest tire manufacturer in the world, with the exception of Lego, and that's only if you stretch your definition of what constitutes a tire. Those looking to discover where Michelin tires are made will find many factories across multiple continents, with part of this immense scale being owed to the help of other companies. There are nine tire brands owned by Michelin, though that might not be easy to discern from a quick look.

While it's not too difficult to find some of the major players partnered with Michelin, there are a few others that lack the same pull. Some of them even lack Wikipedia pages, and the official Michelin website doesn't share a clear list of brands that were acquired in the past. There are still some records of acquisitions and partnerships, though, which makes it easier to see how this company has made it so far.

BFGoodrich was actually the only tire brand under Michelin — other than Michelin itself — to crack into our top 10 major tire brands of 2025. It covers most of what the average consumer might need, including tires designed for ATVs and high-performance cars, allowing its name to stay in the headlines for a wide variety of audiences. In the past, multiple BFGoodrich tires would even adorn popular movie vehicles like the Ghostbusters Ecto-1 and Jurassic Park's Jeep Wrangler. Following Michelin's acquisition of the brand in 1988, though, it wouldn't manage to retain its widespread popularity for much longer.

Although BFGoodrich is now under Michelin, there are valid reasons to buy one company's tires over the other's. While the former is usually seen as a more budget-friendly pick, its products are able to hold up well in off-road situations. The partnership has also allowed BFGoodrich to be

defended by Michelin in cases of patent lawsuits, helping to prevent it from being a victim of unfair competition. It's clear that, despite Michelin pretty much overtaking BFGoodrich in popularity, both companies are still making the most out of their time together.

Uniroyal shares a lot of traits with BFGoodrich as an American company that was founded before the 1900s. However, Uniroyal also has its own landmark in the form of a massive tire-shaped Ferris wheel that was constructed for the 1964-1965 World's Fair. This landmark was eventually moved to the same state where Uniroyal tires are made, helping the brand stay fresh in the minds of Americans for decades to come. These days, it's seen as an even more budget-friendly pick than BFGoodrich, staying reliable without being overly expensive.

Michelin would acquire Uniroyal sometime around 1990, causing its worldwide market share to grow by almost 25%. BFGoodrich is often lumped in with the other two brands in advertisements and news reports, with each one filling its own niche. This effectively allows Michelin to reach out to the entire American audience, letting it sit comfortably among other manufacturers in the States. While it's able to do this with just two extra brands for the U.S., overseas markets are another story entirely, with far more brands under Michelin's banner.

Much like Michelin, **Kleber Tyres** is a manufacturer from France, though it got its start a bit later, in 1911. It would go on to remain a well-respected brand to this day, but financial difficulties wouldn't have let that happen if Michelin hadn't become a majority shareholder. As a result, Kleber is seen chiefly as another brand under the bigger company's label, and some enthusiasts have compared its lineup to what BFGoodrich offers. The acquisition might have saved the brand, but it seems to lack much of its own identity these days as a trade-off.

Although it's far from the most beloved brand out there, there's a reason Kleber is still able to survive today — even ignoring the help it got from Michelin. The company offers a wide variety of tires with a focus on seasons, including dedicated winter tires that can bear the struggles of snow and ice. The difference between winter vs. all-season tires is actually quite important, especially depending on the climate you live in. Of course, seasonal tires are also offered by the other brands mentioned already, but Kleber at least isn't falling behind much in comparison.

Tigar Tyres is a more recent example of Michelin's acquisitions. Although the company built its first factory in the 1930s, tire production didn't start until 1959, and it wouldn't be until 2010 that it would be bought out entirely. Interestingly, Tigar ended up partaking in a joint venture with BFGoodrich before the latter was also acquired by Michelin, which is quite coincidental when looking at where they ended up. But the news of Tigar's acquisition wasn't met with universal praise, and its place in the modern-day market isn't quite as clear as it is for its partners.

Just a couple of years after Tigar's acquisition, analysts and investors criticized Michelin's decision to expand its operations. The biggest reason for this was Tigar's continued focus on creating entry-level tires, which didn't please those who saw its newfound parent company as a highlight of premium products. Additionally, the Europe-focused manufacturer's lineup is notably scarce, even falling short of what Kleber offers in terms of variety. Top that off with controversies such as worker deaths, and it's possible that Michelin's ownership is likely the biggest thing keeping Tigar afloat these days.

At first glance, you might notice a few similarities between **Riken** and Tigar. Its official website is almost a carbon copy, with many shared images and even similar products despite having different names and histories. The most significant ways Riken stands out are in dates and location, as it's a Japanese brand from 1917 that joined Michelin in 1992. Due to this, it's lumped in with a few of Michelin's other budget-oriented brands outside of the U.S., once again falling short of the premium image its parent company is known for.

Although it was initially founded as a scientific research company, the Riken that makes tires today seems to be very different from the Riken that made a robot to take care of Japan's elderly population. In fact, the latter's website doesn't even mention tires or Michelin anywhere, with the only lasting connection being the name. It's interesting to see just how much Michelin's acquisition changed things for the brand, and how both segments of Riken seem to continue operations completely independently of each other.

At this point, a simple glance at [Kormoran's](#) website should clue you in as to which company owns it. The page is once again nearly identical to Riken's and Tigar's, from the formatting and images to the included hyperlinks. Oddly enough, even most of the text on its history page is lifted from Tigar's. The most unique thing about Kormoran is its product listing, which somehow has even fewer options for passenger and truck tires.

Although it's known at this point that Kormoran is owned by Michelin, there's not a lot you can find online about when this acquisition occurred. One source says it happened in 1995 while another says it was in the year 2000, muddying the waters even further. Kormoran's lineup doesn't offer anything near the most expensive tires in the world, but even as an especially cheap pick, it seems to be passed up by the wider public. It's honestly quite difficult to pinpoint what its future might hold, even with Michelin backing it up.

Rather than acquire one tire brand in a single sale, Michelin went for a larger corporation that already owned two in 2019. That company was Multistrada, an Indonesian group that covers the [Achilles and Corsa](#) brands. Achilles isn't too far off from the previously mentioned budget brands, though it's been able to secure a foothold in the U.S. These days, Achilles is mostly managed by TBC, a subsidiary of the Sumitomo corporation that runs it with a 50:50 partnership with Michelin.

Corsa's status and history are a bit trickier to pin down. On top of sharing a name with a foreign car model powered by GM's small gasoline engine, there seem to be at least two different Corsa tire brands with their own logos. One is focused on high-performance tires for enthusiasts, while the other is an exclusive brand for a specific online storefront known as Discount Tire. It's hard to say if even these are the Corsa that was under Multistrada, making this particular brand perhaps the most mysterious under Michelin's ownership.

Although Ford discontinued the [Taurus](#) after over 30 years, this wouldn't cause the name to disappear from the vehicle industry. Granted, Taurus Tyres doesn't have much to do with Ford in the first place, but it's lasted for a much longer period of time than the sedan. With the brand first appearing in 1913 and being acquired by Michelin in 1996, it shares some similarities with the other established companies on this list. But if you decide to visit its website — particularly for passenger cars — you'll see just how close those similarities really are.

Just like with Tigar, Riken, and Kormoran, Taurus follows the website layout used by Michelin's cheaper brands. It also shares the same negative perception as those brands, with reviews of its products being mixed at best. It does at least offer tires for agricultural use, helping to fill a niche that isn't shared by many of the alternative low-end Michelin-owned companies. Still, it's hard not to feel bad for Taurus when Michelin's Ford tires outrank it in web searches.

[Camso](#) — a company that produces tires under its own name and under the [Solideal](#) brand — is a bit of a special case. Its tires are more focused on off-road and construction vehicles, such as tractors, excavators, and forklifts. Few other brands owned by Michelin have such a heavy focus on tire use outside of highways and trucks, so acquiring Camso and Solideal would have allowed it to break new ground. So why is this company listed as an honorable mention here instead of simply another brand under the French company's wing?

The catch here is that Michelin owned Camso — past-tense. The company was acquired in 2018 for \$1.45 billion USD, but at the end of 2024, it was sold off to CEAT for only around \$225 million. Camso still includes a few direct links to Michelin materials on its website, but it's only a matter of time before the two companies go their separate ways for good. One can only wonder how poorly the partnership went for it to break down so quickly, especially with the breakup resulting in a financial loss of over \$1 billion.

Minutes of the Meeting of the QVVA 25 June 2025

Commenced 7.30 p.m. in the club rooms

Welcome: Meeting No. 672

Attendance:

As per Attendance Book

Apologies: Ruth Knight, Susan Porter, Trevor and Janette Farnell, Barry and Susie Shipway, Glenn Smith, Pheobi Nash, Robert Wode, Alison Day.

Barbara read the **Minutes of the last meeting** and moved that they be accepted – 2 nd by Clint. Carried.

Secretary's Report

No reply from Christine Stevens to letter sent after last meeting

3 enquiries for membership

1 x Combi Type 2

1 x Volkswagen 1994 – no reply

1 x Holden GTS 1978 – original condition – no reply

None have solidified into membership

Moved Ben Seconded Rolf Rose - Carried

Treasurer's Report

Moved Wendy – Seconded, James Humphry- Carried

Editor's Report

Nothing to report

Events Coordinator

June monthly dinner – Tingalpa Hotel – went well

GOF lunch at Brisbane Motor Museum – good turnout

Motorfest – good turnout – lots of QVVA members' cars on display

22 June – Ladies Day – very good – Nancy was there with her brother – good to see her there

1 July - Club dinner – Tingalpa Hotel

13 July – Samford Show car display – advise Michael so tickets can be arranged

20 July – President's Run – Boonah – start from the Fernvale Bakery then to Esk for morning tea – then to Plainlands – then lunch at Porters Hotel.

28 July - AGM

14-17 August - **Lismore Run**

27 August – **General Meeting**

Ruth – **Social Secretary**

June Public Relations report: I have taken flowers to Nancy. It was lovely to see her at the Ladies day rally.

I send a sympathy card to Robert & Sunita Wode on the passing of Sunita's mother.

Also a sympathy card to Glenn & Rosemary Smith on the passing of Glenn's mother.

Skites

RACQ Motorfest

Don's Oakland won the People's Choice

James – Lots of people showed interest in his Oakland – First time viewing in Brisbane for many years – also taken on Ladies Day Rally – made it to Beaudesert and back without trouble.

Allan – won the Vintage Section – very fortunate – very happy to have it out and about

Barbara's Dodge – lot of interest in it

General Business

No sausage sizzle in July – possibility for August – volunteers needed – approximately 8 needed. Don suggests that there won't be enough room in the Club Rooms for the sausage sizzle stock. Suggestions needed for alternative storage.

AGM in July – nominations are open for Committee positions – members are encouraged to nominate

The 160th anniversary of 1st train from Ipswich to Grandchester – cars needed

Thursday 14 th August – Lismore Rally – bookings made for Motel

John Day spoke of George Gee - Photographer, who has passed away and has left the Club lots of negatives of his photos which have been used for the Club's plaques and other items.

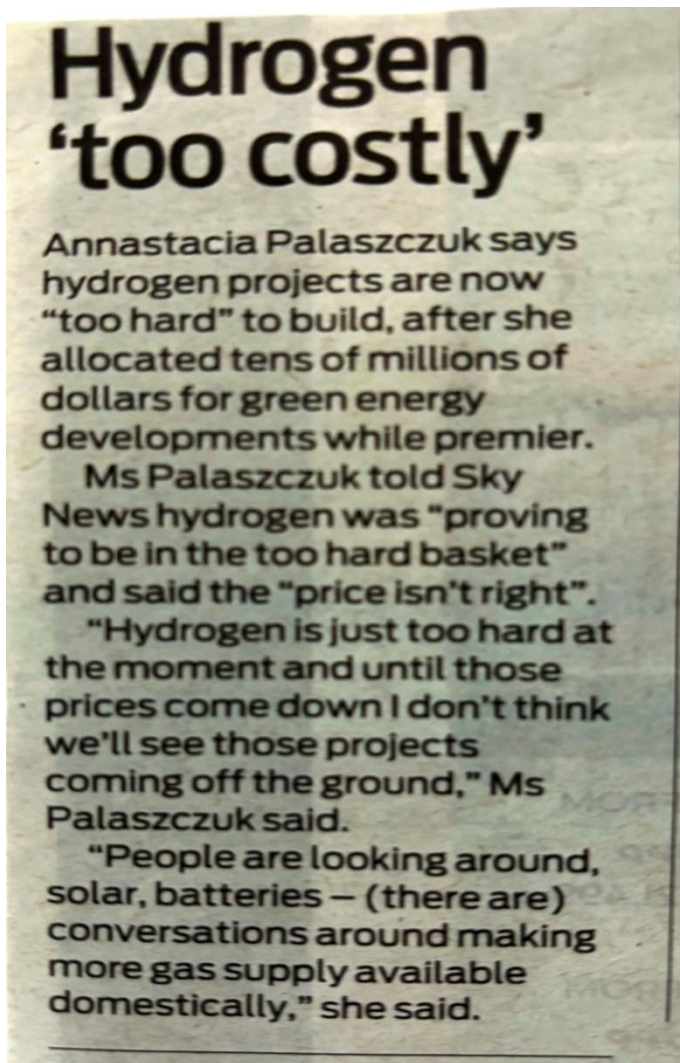
President's Rally – 20 July – about 6 to 8 likely to go – won't be Christmas in July theme – order off the menu.

Open Forum – Alan Twomey – a retirement project led to joining the QVVA – interesting talk on his restoration of a 1927 Falcon Knight

John Day won raffle.

Supper – July – Wendy, Raffle prize for July – Cyril – No Open Forum for July because of the AGM.

Meeting closed at 8.45 p.m



Courier Mail 2-7-25

Ruth's Corner.

PUBLIC RELATIONS REPORT FOR JUNE

A card was sent to Robert & Sunita Wode on the passing of Sunita's Mother.

A card was sent to Glenn & Rosemary Smith on the passing of Glenn's mother.

A card was sent to Neville Schumann as he has been in hospital for some time.

I took flowers to Nancy. It was lovely to see Nancy and family on our recent Ladies Day Rally.

Ladies Day Rally

We assembled at Jubilee Park, Beaudesert, with 22 starters in 12 vehicles and headed off to Rathdowney where we had morning tea. Rathdowney is on the Mt Lindesay Highway 32km south of Beaudesert at the base of the McPherson Range.

These little towns are steeped in history. The first European exploration of the area was by Patrick Logan, Commandant of the Moreton Bay penal colony in 1828. The area became available for settlement in 1842. Thomas Lodge Murray-Prior purchased a large freehold estate in 1876 which he named Rathdowney Station after Rathdowney, Ireland. The township is named after the former Rathdowney Pastoral Station.

Timber clearing was the first major industry in the area, cattle farming and dairy farming are now the main industries.

Currently the town has a police station, shop, hotel, service station, post office, memorial grounds, information centre and a bowls club. Population in 2021 was 320.

Next stop was Moogerah Dam.

Moogerah Dam is located on the Reynolds Creek near Boonah and was completed in 1961. Water from the dam is used for irrigation along Reynolds Creek and also supplies water to Warrill Creek farmers through a series of diversions and then to Swanbank Power Station where it was used for alternator cooling and steam raising, nowadays Swanbank does not require water since decommissioning of all steam driven alternators.

The dam wall is a concrete double curvature (horizontal and vertical) structure 38m high and 219m long, it is ungated with only a valve at the base to regulate the outward water flow. The hiking trail up Mt Edwards in Moogerah National Park starts at the far side of the wall.

One notable car at the rally was an Oakland owned by James Humphry, this car was literally pulled out of a shed after a long non-active period, cleaned up, and driven off. Hard to believe, how lucky can you get.





Nancy



Oakland



Moogerah 1



Moogerah 2

COMING EVENTS

QVVA EVENTS

- 19th July Presidents Run
- 23rd July Club Annual General Meeting, at the Club Rooms.
- 5th August Club Monthly Dinner, Gallopers Sports Club, 30 Lancaster Rd, Ascot
- 13th August EKKA day tour to Calypso Bay, Harrigans Hotel, Jacobs Well.
- 14th to 17th August, Lismore Rally
- 27th August, General meeting at the club rooms.
- 2nd Sept, Club Monthly Dinner, Club Southside, 76 Mt Gravatt-Capalaba Rd, Upper Mt Gravatt
- 10th Sept, GOF Lunch, Belmont Tavern, 185 Belmont Rd, Belmont.
- 14th Sept, Club Tour, TBA
- 24th Sept, General Meeting, at the Club Rooms.

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 – 1st Sunday of month

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

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

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

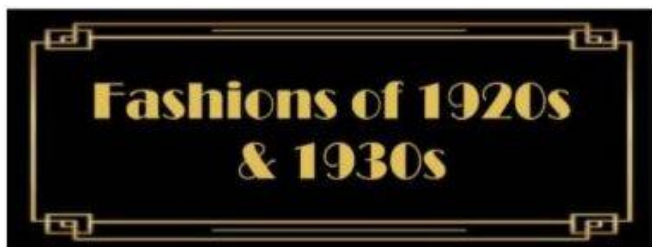
7.30-10 am, 2nd Saturday of the month, Repco Morayfield

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

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

10.00 am Waterloo Bay Hotel -Berrima St Wynnum- 2nd Sunday of month

5-8pm Wednesdays; Morayfield Cars and Pizza, Shops at Uhlmann Ave, Burpengary East
3pm ,2nd Saturday of the month– Yank Tanks, Expresso 25, Boat Works Coomera



From Debbie Sessions Vintage Dancer Website

A hat is an important accessory to wear for a man emulating the style of the Model A era of 1928-1931. Men of the 1920s and 30s always wore a hat. Casual or sporty hats like the 8 panel newsboy cap were worn by all classes but were especially popular with the young, the working poor, and the rich while playing a sport. .

In summer, the straw boater or skimmer hat, gambler hat, and Fedora were popular with men like *The Great Gatsby*. Straw Panama hats were another rich man's summer hat. The fedora hat and Homburg hat were coming into popularity as a businessman's hat or as a rich gangster's hat, and the top hat was worn for formal occasions.

One of the most popular hats for men in the 1930s was the fur felt hat known as a Trilby or Fedora. The fedora is nearly identical, with the Trilby having a slightly shorter crown. These hats are worn in Hollywood movies by both the smart and handsome detectives and the rough and dangerous gangsters. Indiana Jones wears one too. Good or bad, a few details make 1930s Fedora and Trilby hats different from their successors in the 1940s, 1950s, and 1960s:



- Popular colors: dark brown, tan, grey, black, olive green, medium blue. White or ivory in summer.
- Tall crown. 5 3/4 inches with a 2 1/4 inch brim.
- Made of soft fur felt.
- Featured a deep crease down the center top of the hat that angled toward the back of the head. Or diamond shape crown.
- Front pinch or crown sides were indented on most styles.
- The narrow brim was turned up all the way around, snap at the back and down in the front, or all down in summer models.

Sometimes they were worn tilted to one side.



My Hat

W H Ogilvie

The hats of a man may be many
In the course of a varied career,
And some have been worth not a penny
And some have been devilish dear;
But there's one hat I always remember
When sitting alone by the fire.
In the depth of a Northern November,
Because it fulfilled my desire.

It was old, it was ragged and rotten
And many years out of mode,
Like a thing that a tramp had forgotten
And left at the side of a road.
The boughs of the mulga had torn it,
It's ribbon was naught but lace,
An old swaggie would not have worn it
Without a sad smile on his face.

When I took off the hat to the ladies
It was rather with sorrow than swank,
And often I wished it in Hades
When the gesture drew only a blank;
But for swatting a fly on the tucker
Or lifting a quart from the fire
Or belting the ribs of a buckler
It was all that a man could desire.

When it ought to have gone to the cleaner's
(And stayed there, as somebody said!)
It was handy for flogging the weaners
From the drafting-yard into the shed.
And oft it has served as a dish for
A kelpie in need of a drink;
It was all that a fellow could wish for
In many more ways than you'd think.

It was spotted and stained by the weather,
There was more than one hole in the crown,
And it made little difference whether
The rim was turned up or turned down.
It kept out the rain (in a fashion)
And kept off the sun (more or less),
But it merely comanded compassion
Considered as part of one's dress.

Though it wasn't a hat you would bolt with
Or be anxious to borrow or hire,
It was useful to blindfold a colt with
Or handle a bit of barbed wire.
Though the world may have thought it improper
To wear such old rubbish as that,
I'd have scorned the best London-made topper
In exchange for my old battered hat.



Rusty makes his move.

**There used to be a time when
a man could drive in peace.**



