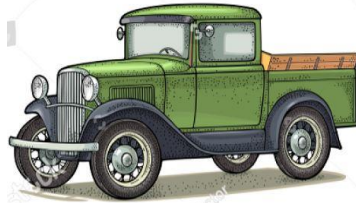


VINTAGE NEWS

THE MONTHLY NEWSLETTER of
THE QUEENSLAND VINTAGE VEHICLE ASSOCIATION Inc
December 2025 January 2026



Web: www.qvva.org

Facebook: QVVA Inc

eMail: info@qvva.org.au

COMMITTEE FOR 2025 – 2026

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Vice President	Barry Shipway	0412 778 225
Secretary	Ben Carroll	0417 007 241
Minute Secretary	Barbara Haydon	0412 667 348
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Safety officer .1	Don Lake	0412 383 954
Safety officer .2	Col Hinxman	0439 996 691
Safety Officer .3	Allan Twomey	0428 102 921
QHMC Delligate	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.



PRESIDENTS REPORT DECEMBER 2025

My November report was supposed to be my last for 2025 but due to a large number of articles received, our editor Rod, has decided to produce a December edition. Well done to those who wrote stories and forwarded photos.

December started with around 20 people attending our Tuesday night dinner at the Capalaba Sports Club. The venue was noisy and crowded with school kids attend dinners marking their end to their primary school years. The feeding of them meant that some of our group waited over an hour for their meals to arrive at the table, it was not a good outcome for the Capalaba Club.

The second event for the month was the Christmas Party held at the clubrooms on the thirteenth. Numbers were down with 42 attending. Susan and I along with Gary Day and Wendy and Ross Tyquin, met at the club rooms on Friday evening to do the setup, and almost had the tables, decorations and lights in place when the Austin 7 club arrived for a meeting. I had rung the secretary of the Veteran club to see if the rooms were being used on Friday evening and the answer was "Not being Used". It turned out not being a major problem, but we had to move tables to one side and put some chairs for their members to use for their meeting. The benefit for us was that we did not have to put the tables and chairs away after our party because the Austin & club were using the rooms for lunch on Sunday. ALLS WELL THAT ENDS WELL.

Sunday was a perfect day and we repositioned the tables and finished off the setup. Members started arriving from 11.30 am and by 12.15 everyone was seated waiting for lunch to be served. While waiting we were entertained by James Humphrey with trivia and quizzes which were very taxing on the brain for some. James had prizes which were distributed to those know Alls in the club. Our standard Christmas lunch served by Steven and Graham us per previous years, but with a twist, as they advised this was the last event for us, as they are retiring after around 20 years catering for QVVA. After lunch we had a visit from Santa and an Elf, who presented all couples with a present. After Santa left we chatted and de constructed the tables, vacuumed the room and put it all away for another time. Another successful Christmas party. Thank you, Susan for coming up with the theme ang making the venue feel it was Christmas for all.

Before closing and on a sad note on the Sunday after the party I had a call from Col Hinxman, telling me that Martin Jansen had passed away. It shocked me as on the Wednesday I had a call from Martin advising that he may not be at the Christmas party as he was in hospital with a lung infection, and it was not responding to treatment. He was in good spirits but was disappointed that he might miss our Christmas celebration. I told him they would do what they could to help but if he did not make it we would be thinking of him and would see him at the Lota gathering on the 31 st . RIP, Martin, we will all miss you and your funnies at meetings.

Happy new year

Graham Porter
President

MINUTES OF THE PREVIOUS MEETING

Minutes of the Meeting of the QVVA 26 November 2025

Commenced 7.30 p.m. in the club rooms

Welcome: 677 Meeting

61st birthday of the Club

Attendance:

As per Attendance Book

Apologies: Allan Twomey, Kate Twomey, John Knight, Alison Day, Janette Farrell, Susan Porter, Kathy Day, Adrian Dearling

Visitors: Nil

Secretary's Report:

New member. Errol Best (past member) has digitised old movies and has found some QVVA footage from the 1960s. He is sending those two movies on a stick to Ben.

Gentlemen from Melbourne whose grandfather imported Adlers from America. Has matched up some current members to this information.

Moved Ben, 2 nd Trevor. Carried.

Treasurer's Report

Moved Wendy, 2 nd Col Hinxman - Carried

Editor's Report

Rod – Newsletter going well

Events Coordinator

James – list of events to the end of the year

November

26 November – General/Birthday meeting

December

2 Dec – Club Dinner 6.30 p.m. – Capalaba

13 December – Christmas Party

31 December – picnic at Lota

Call for volunteers to organise events for next year. Contact James

Membership

Rolf – 3 new members – deleted 10 because no longer financial – 3 SIVS letters sent

Sausage Sizzle

Don – 6 assisted at Halloween night – Bunnings keen to have us there again – car displays – paid in a \$250 voucher.

Bunnings wants 4 cars for Christmas party next Thursday – 2 cars locked in need 2 more at least.

Gary and Robert volunteered

Ruth – Social Secretary

Grahame Amy – not well.

Skites

No skites –

John Day – Oldsmobile engine blown up – has found someone to do amazing things with old engines very quickly. \$137/hour.

Rod – mishap in Chrysler – ran up the back of a Honda Jazz. – Broke a headlight – rang Graham who found one in Brazil – arrived today!

General Business

James and Pheobi have decorated the club window – looks very good.

Christmas party – numbers needed – prizes and presents available

Club uniform – Graham with Trevor researched new T-shirt – maroon for the men, white for ladies – trim colours the same as currently – waiting for prices. Two companies approached.

Looking at a spray jacket too – waiting for information from manufacturers

Don Lake - Rod and Cameron Clark – their dad, Ron Clark – wanting to sell vintage 1927 Willys Tourer. Is on blocks and has been there for 15 years. Chocolate and green

Rolf – open forum – spoke about a run and showed a video from 1979 from Cairns to the tip of Cape York, North Queensland. Intrepid adventurers tackled appalling conditions – river crossings, bull dust and almost unpassable roads. The old cars and the participants took a hammering.

Raffle winner – John Buchanan

Longest current member present, John Day, cut the birthday cake – member since about 1967.

Next meeting – 28 January 2026

Meeting closed at 8.35 p.m

THREE CLUBS COMBINED RUN TO DAYBORO

It was a miserable, wet day on Sunday, 16 November 2025. Not a day to take our pride and joys (old cars) out in. Nevertheless, quite a good number of enthusiastic members made the trip to Dayboro in their modern cars. From my point of view, I was pleased I was in my modern car as I made a few wrong turnings on the journey and having to turn the manual, no power steering, no power brakes 1930 Dodge Roadster around in the traffic and the rain would not have been fun. I arrived at the appointed meeting spot on time but couldn't find the other members as they were not obvious, all being in their modern cars. Oh well, off to the next point of interest, The Mathema Gallery.

What an eye-opener this was! I had heard our members 'rave' about a previous visit to this Gallery so I was very interested to visit it myself. The Gallery traces the history of mathematics and how it has developed from the earliest of times. How various civilizations used the same mathematical facts but had developed them individually while being completely separated, i.e. Egypt, China, Aztecs and Mesopotamia. Fascinating to realise that some of the facts we use today have been used for over 3 000 years. There was so much of interest it was very easy to spend a couple of hours there. The Gallery is positioned overlooking a spectacular view and the grounds have a range of mathematics activities. Luckily the rain had eased as we completed our visit. Several votes of thanks by members of the different clubs were given to the proprietors, Calvin and Rosemary Irons.

The next stop on the run was the Sugar Mill Café in Dayboro for lunch. We all squeezed into their upstairs dining room and gave the staff a very busy time as they served us all their prized burgers and salads.

The three clubs who participated in the run were the Brisbane Vintage Auto Club (BVAC) (6 cars), the Vintage Chevrolet Association of Queensland (VCAQ) (5 cars) and of course the QVVA (6 cars and then 1 arrived for lunch, so a total of 7). The run was the BVAC's monthly event and we thank them for the invitation to join them. It was a very successful run and judging by the volume of the chatter and the length of time spent over lunch, it was thoroughly enjoyed by everyone who attended.

Barbara Haydon

THE GATEWAY DODGE

Some of the children of the older QVVA members arranged a get together recently as they have all grown up and many have children of their own. Some have not seen one another for about thirty years. I took the opportunity to get a photo of our son Tim and Graham's son Philip (Gateway) with our Dodge. In the old photo, Tim is driving and Phil is sitting on the running board. Phil was born the day that many of us (including Graham) were participating in the opening procession of the Gateway Bridge. Hence the nick name Gateway. We couldn't help commenting on the difference that 35 years had made with some jokingly saying "the car has lasted well" The Dodge had just been rolled out from under an old Queenslander at Camp Hill after about 25 years of sitting still. This was after 21 years of attempts to buy the car. Graham and Kathy's Dad, Jeff Shapcott, assisted us to get the car on to a tilt tray truck and on its way to a new phase of its life. Gary Day



1927 WILLYS OVERLAND WHIPPET FOR SALE



Dad (Ron Clark) was a member of the QVVA for many years. We are looking at selling dad's car a 1927 Willys Overland Whippet 6. We are reaching out to your club because you can probably give us an appraisal on the car and have contacts as to who might be interested in purchasing. And this way dad can have the pleasure of meeting the next owner. Please direct enquiries to Don Lake 0412 383 95

HOW TO FREE A STUCK EXHAUST VALVE

One of the banes of a Flat Headers' existence is stuck exhaust valves. When it happens, you will know right away -- it sounds like a sharp wrapping noise within the engine that is loudest at idle and diminishes with increased RPM. It most commonly occurs after a period of engine no use, most frequently under humid conditions. I have had it happen on the road a time or two while stopped for a light. This I attribute to a combustion chamber cornflake that fell and got caught under the edge of a valve. After half a minute or so the piece was digested and quietness returned.

The 1949 through 1951 Ford Flathead V8 engine has a valve lift of about 0.29 inches, with the lift accomplished by a short, solid lifter driven directly by a camshaft lobe. Thus, if anything were to hold the valve open, the lifter would find itself in a loose space and be bounced up and down by the Cam lobe, causing the noise heard.

It is believed that when the engine is unused for a length of time, a ring of corrosion forms around the stem of a valve held in the open position. When the engine is turned over to start, the corrosion on the valve stem jams in the .001-.002-inch valve stem valve guide clearance and the valve is held in the open position. Intake valves fortunately, seem to never be affected due to their better lubrication characteristics in the engine. Now, how do you free up stuck exhaust valves?

The best remedy I have found for stuck valves is Marvel Mystery oil or other similar thin upper lubes. I start up the engine, rev it up a bit and slowly pour about an ounce or two of Marvel directly into the carburetor. Repeat several times if necessary. The Marvel Mystery oil apparently lubes up the valve stems and lets the 40 lb. valve springs do their job. For real stubborn cases, pull the spark plugs and locate the affected cylinder. (by low compression) Looking down the spark plug hole, you will get a direct view of the offending valve with its edge near the side of the hole. Squirt marvel under the valve edge the best you can. Resist the impulse to pound the valve down as this could bend the valve stem. Over the years, I can remember hauling my show 1950 Ford out of winter storage and suffering stuck valves. One day I got an idea; why not make with the Marvel Mystery oil just before storing the car? Now, after my last trip of the season, I guzzle a little Marvel down the carb while revving the engine. When I see a little white smoke coming out of the tailpipe, I run it a little bit more and then cut the ignition. I haven't had a stuck valve since.

Editor: Marvel Mystery Oil by Wikipedia.

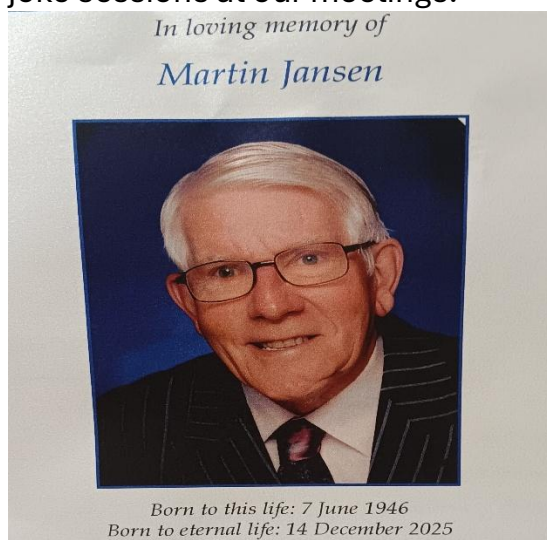
The Marvel Oil Company (also known as Marvel Carburetor Company; Marvel-Schebler Carburetors since 1928) was founded by Burt Pierce in 1923. Before [World War I](#), the company produced [carburetors](#) for automobiles and aircraft. Some of these encountered problems with clogged jets, prompting Pierce to formulate a blend of chemicals and petroleum to clean and maintain them. Marvel claims the oil creates a top ring seal producing higher compression, preventing blow-by on power strokes, resulting in more power. Supporting evidence is not provided.

The Marvel Oil Company, initially based in Chicago, moved to New York in 1941; it was purchased by [Turtle Wax](#) Inc. in 1999, returning to Chicago.

Marvel Mystery Oil is available in Australia: 473mL / \$25

VALE MARTIN JANSEN

Martin's Buick headed the cars at his funeral today. Quite a few QVVA members and some cars were there to celebrate Martin's life. He was only five years old when his parents left Holland to start a new life in Australia. They set up a BP servo and mechanical business in Brunswick Heads. Years later, Martin and a friend then set up Byron Bay wrecking yard. His Buick was testament to his mechanical skills. I'm sure we will all miss Martin's humour and joke sessions at our meetings.
Picture taken Xmas 2024.



A HISTORY OF THE MODEL T FORD

During WW1. The Joan of Arc Machine. By Bob Trevan.

The advertisement — nicknamed the “Joan of Arc Machine” — is a perfect example of how Ford capitalised on the Model T’s wartime reputation after WWI.

To give you a fuller understanding, here is the historical context and the Model T’s role in the war effort:

1. How the Model T was used in WWI

When the First World War broke out in 1914, the Ford Model T was already in mass production and widely available in the British Empire, Europe, and North America. Because it was cheap, reliable, and simple to maintain, it became an obvious choice for military adaptation.

Roles

- **Staff Cars:** Used to transport officers, dispatch riders, and small groups of soldiers quickly over poor roads.
- **Ambulances:** The Model T chassis was adapted into field ambulances, particularly by the American Red Cross and British and Canadian forces. The lightweight chassis could traverse rough terrain more easily than larger, heavier vehicles.
- **Light Utility Vehicles (“Tenders”):** With the rear body converted to a flatbed or cargo box, Model Ts carried supplies, ammunition, and even small field guns.
- **Mobile Communications Units:** Outfitted with radio equipment, the Model T became a mobile signals vehicle.
- **Armoured Conversions:** Some were fitted with makeshift armour plating and light weapons for patrol or escort duties (more common in home-front or colonial service than on the Western Front).

2. Why the Model T excelled in war conditions

- **Simplicity:** Any soldier with basic mechanical skill could repair it in the field with minimal tools.
- **Parts Availability:** Because of Ford’s global supply chain (including Canadian production in Ford, Ontario), parts could be shipped or sourced almost anywhere.
- **Lightweight & Flexible:** The narrow tires and high ground clearance allowed it to negotiate muddy tracks, shell-torn roads, and desert terrain where heavier vehicles bogged down.
- **Fuel Efficiency:** Consumed less petrol than most military trucks, an advantage in areas where fuel was scarce.

3. Ford of Canada's unique role.

Ford of Canada, based in Ford, Ontario, was responsible for supplying much of the British Empire during WWI, because U.S.-made vehicles were initially tied up by neutrality restrictions before America entered the war in 1917.

Canadian-built Fords:

- Were shipped to Britain, France, Egypt, Mesopotamia (Iraq), and other fronts.
- Used the “Empire Preference” trade system, avoiding some of the tariffs that applied to U.S. vehicles.
- Were often sent as crated knock-down kits, assembled in field workshops or local depots.

4. **The meaning of the "Joan of Arc Machine" nickname:** The ad cites a British soldier’s letter saying the Ford was: “...the last and only car to survive until the cessation of hostilities.” Comparing it to Joan of Arc — a French heroine known for resilience and inspiration in

war — positioned the Model T as a heroic survivor, enduring the worst conditions of the Great War and “leading the charge” just as Joan of Arc had led armies.

5. Post-war marketing impact

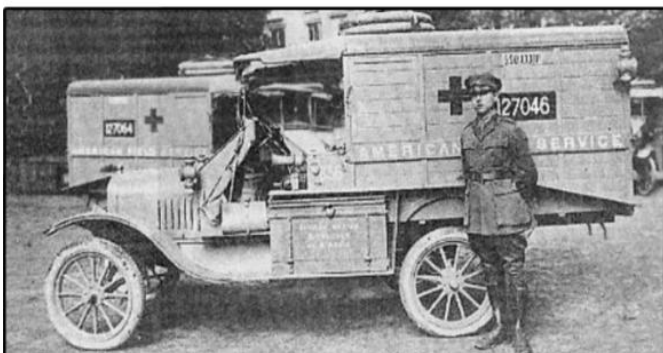
Ford capitalised on wartime service to build its civilian sales pitch:

- The ad lists statistics (e.g., 700 out of 1,000 cars in France were Fords) to prove dominance in military use.
- It suggests that the ruggedness proven on the battlefield would transfer to civilian reliability.
- The wartime reputation helped cement the Model T’s global image as tough, dependable, and economical.

The last word!

I’ve abused you and I’ve flayed you,
But by Henry Ford who made you,
You are better than a Packard, Hunka Tin.

An unabashed take off of Rudyard Kipling’s Gunga Din, this Hunka Tin version eloquently describes the feelings of soldiers toward the Ford Model T, a vitally important component of World War I.





EXERCISE FOR PEOPLE OVER 60

Begin by standing on a comfortable surface, where you have plenty of room at each side.

With a 5-lb potato bag in each hand, extend your arms straight out from your sides and hold them there as long as you can. Try to reach a full minute, and then relax.

Each day you'll find that you can hold this position for just a bit longer.

After a couple of weeks, move up to 10-lb potato bags. Then try 50-lb potato bags and eventually try to get to where you can lift a 100-lb potato bag in each hand and hold your arms straight for more than a full minute. (I'm at this level).

After you feel confident at that level, put a potato in each bag.



TRUTHS YOU NEED TO KNOW

1. Butter doesn't clog your arteries
2. Eggs don't rise your cholesterol
3. Fat doesn't make you fat
4. Food dyes are harmful
5. Seed oils are not healthy
6. Red meat doesn't cause heart disease
7. Real salt is good for you
8. Sunshine improves your health

THE FESTIVAL OF SLOWTH

As it's formally known: the *Festival International de la Lenteur*. An event not easily defined. It is not a rally. It is not a concours. It is certainly not your typical driving tour. It is... something else entirely. Something better.

The festival is not just about speed — or rather, the absence of it — but about celebrating the glorious absurdity of early motoring. The sluggish, the inefficient, the endearingly unreliable. Within the first five kilometres alone, seven cars had broken down. A mechanic's paradise, or perhaps their personal purgatory.

The day's only serious climb proved a true test. This reporter extends heartfelt thanks to the two brothers who heroically pushed our car uphill — and seemingly left their lung capacity somewhere halfway.

The stops along the route were exactly what one hopes for at such a gathering. Coffee from enormous pots, served on a makeshift table by the roadside. No fuss, no frills — just good company, mechanical tinkering, and old-fashioned camaraderie.

Lunch was served at the idyllic Château de Romenay, a beautifully restored estate surrounded by ancient barns and stables — the perfect setting for our collection of improbable vehicles. And indeed, we were invited to park them in the stables themselves, a scene that felt both surreal and entirely fitting.

After lunch, the entertainment began. A troupe of troubadours filled the courtyard with music, and the time had come for the “race of races” — a playful dash around the grounds. Your correspondent was narrowly defeated by his six-year-old daughter in her proud 1907 electric Lugano. A humbling loss, sweetened only by the grin on her face (and mine).

The vehicles on display over the weekend were utterly unique. Where else does one see a propeller-driven Helica parked beside a belt-driven Premier? Nowhere.

Our personal favourite? A Cyklon 10HP Limousine. A German marvel that perfectly embodies the spirit of the Festival of Slowth: a steering arrangement that only allows one person to sit up front, a cylinder-head cooling system that seems more sculpture than science, and a surface carburettor so ineffective you'd think it was a parody. Yet its bodywork — bold, imposing — suggests grandeur befitting a luxury marque. It wouldn't look out of place in the PreWarCar.com collection.

The afternoon ended in thunder and rain — as if nature wanted to put an exclamation mark on a day that had started with blazing heat. The clever drivers were already back on the covered terrace, sipping well-earned glasses of Pastis. The rest arrived soaked, but beaming. What remains is a sense of shared passion — for cars, for engineering, and ultimately, for inefficiency. This isn't an event for speed or precision.

Click onto this YouTube link for a little laughter;

https://youtu.be/paX_KHKwadw?si=kyUGxdOHXysYCJUI

WHATS ON

January					
Jan	Sat	24/01/2026		Allora Heritage Day	Allora Showgrounds New England Highway Allora
Jan	Sun	25/01/2026		Allora Heritage Day	Allora Showgrounds
February					
Feb	Sat	7/02/2026	06:00	Toowoomba Swap	Toowoomba Showgrounds
Feb	Sun	8/02/2026	06:00	Toowoomba Swap	Toowoomba Showgrounds
Feb	Sun	22/02/2026	07:00	Ballina Swap and North Coast Show and Shine	Ballina Jockey Club Racecourse Rd Ballina
Mar	Fri	6/03/2026	11:00	Dalby Swap	Dalby Showgrounds Nicholson St, Dalby, Queensland 4405
Mar	Sat	7/03/2026		Dalby Swap	Dalby Showgrounds Nicholson St, Dalby, Queensland 4405
Mar	Sun	22/03/2026	07:00	Rusty and Dusty Swap	Yatala Drive In 100 Stapylton-Jacobs Well Rd, Stapylton
Mar	Sun	29/03/2026	06:00	Ormiston Swap	Ormiston State School Wellington Rd Ormiston
April					

OTHER EVENTS

January					
Jan	Sat	24/01/2026		Allora Heritage Day	Allora Showgrounds New England Highway Allora
Jan	Sun	25/01/2026		Allora Heritage Day	Allora Showgrounds
Jan	Sun	25/01/2026	08:00	Surf Show and Shine VW Show	Mooloolaba State School
Jan	Mon	26/01/2026	07:30	Australia Day Rally	Ormiston State School
Jan	Mon	26/01/2026	08:00	Australia Day Show and Shine	Glasshouse Mountains Sorts Club Steve Irwin Way, Glasshouse Mountains
February					
Feb	Sun	8/02/2026	06:00	Bayers Breaky Bash	Cairns St. Loganholme
Feb	Fri	13/02/2026		Moonshine Run	
Feb	Sat	14/02/2026		Moonshine Run	Cottonvale
Feb	Sun	15/02/2026		Moonshine Run	Applethorpe State School
Feb	Sun	22/02/2026	07:00	Ballina Swap and North Coast Show and Shine	Ballina Jockey Club Racecourse Rd Ballina
Feb	Sun	22/02/2026	07:30	Nambour Sign-on Day Show	Nambour Showground, Coronation Ave, Nambour, Qld
Feb	Sun	22/02/2026	09:00	Motors n Mocha	Kingaroy Machinery Club Grounds
Feb	Sun	22/02/2026	07:30	All Japanese Classic Day	Earnshaw State College Banyo
March					
Mar	Fri	6/03/2026	09:00	Dubs on the Hill	Crows Nest Tourist Park 7558 New England highway Crows Nest
Mar	Sun	8/03/2026	09:00	Dubs on the Hill	Crows Nest Tourist Park 7558 New England highway Crows Nest
Mar	Fri	13/03/2026	08:00	High Altitude Rod Run	Toowoomba
Mar	Sat	14/03/2026	08:00	High Altitude Rod Run	Toowoomba
Mar	Sat	15/03/2025	07:30	High Altitude Rod Run - Show	TAFE Oval Campbell Street, Toowoomba
Mar	Sat	21/03/2026	08:00	Welcamp Motorfest	Welcamp
Mar	Sun	22/03/2026		All Aussie Day	Lakeside Raceway

QVVA EVENTS

26th January Ormiston State School

Time: 6am Meet at Alexandra Hills Hotel Carpark - 332 Finucane Road - Alexandra Hills.

We will leave the carpark at 6.10am (Sharp) and will travel in convoy down to Ormiston State School entering Via Wellington Road.

This way we can all enter together as a group and can be placed in the same spot. When we arrive you will be given a ticket which will allow you to get breakfast. If you are only coming as a spectator the gates open at 7am and you will be asked to make a donation which goes to Sailability. There is plenty of street parking and is just a quick walk to the school grounds. If you have any questions please give me a call or email me
0412 117 655

28th Jan General Meeting at the clubrooms.
3rd Feb Club monthly dinner at Club Southside Sports Club, 76 Mt Gravatt- Capalaba Rd
11th Feb GOF Bi monthly lunch, Brisbane Motor Museum, 959 Nudgee Rd, Banyo.
15th Feb Club tourto be organised.
25th Feb General Meeting at the clubrooms.
3rd Mar Club monthly dinner at Easts Leagues Sports Club, 40 Main Avenue, Coorparoo.
15th Mar Club tour.....to be organised.
25th Mar General Meeting at the club rooms.

BIG LOVE IN

I have been sent an invite for a community event called Big Love which is on Valentines Day. It sounds like it is going to be quite an exciting community event set at the WWII Witton Barracks and is celebrating the 90th Anniversary of the Walter Taylor Bridge. There is going to be a swing band and swing dancing throughout the night. There will also be food trucks and stalls selling vintage and other items.

The theme is Gatsby through to the 50's and they are looking for about 10 - 12 cars - Vintage - 50's

Date - Saturday February 14th

Venue - Witton Barracks at Indooroopilly

Times - 2pm bring and park vehicles as the road is going to be closed off from 4pm - 8pm - Street Festival running time.

Theme - Gatsby/1920's - 50's - they are asking to come along dressed for the event and to really get into the spirit of the event!

If you are interested please email, text or call me.

This is a great event for the club as we can get out together for a rally and we can advertise the club too!

Kind regards: James Humphry, 0412 117 655

How Come "VISION" Is Suddenly the Car Industry's Favorite Concept Name?

By: Elena Luchian

Mercedes-Maybach Vision 6. Hyundai N Vision 74. Kia Vision Meta Turismo. Mazda Vision X-Coupe. Nope, we're not playing some sort of game calling a zillion concept cars by the same name. Automakers made the first move. So, why in the world are so many of them using the same exact word to name totally different cars and totally different visions of the future?

Dream, illusion, delusion, hallucination. What's wrong with these? Why don't carmakers use synonyms of "vision" to name the concept cars that roll out with all the bells and whistles of a production model, only to decide, months or even years later, if they send them into production or not?

Is it a lack of inspiration, as the era of AI has written off creativity, or should we suspect the automotive industry of an agreement that cancels model naming rivalry? From where we're standing, it sounds like the automakers really had no vision at all.

We turned the modern automotive history upside down and shook it a bit, so that it would drop the first concept car that bore the name "Vision," and we got as far as January 2008, when Mercedes-Benz unveiled the [Vision GLK Freeside](#) at the Detroit Auto Show, previewing the GLK crossover.

So we can credit Mercedes not only with the invention of the automobile, but also with the invention of a designation for concept cars. We all thought it would come and go, but it has been sticking with us for almost two decades, and it seems that it is not going anywhere anytime soon.

Here's the full list of "visions".

- Mercedes-Maybach Vision 6
- Mercedes-Benz Vision V
- Hyundai N Vision 74
- Kia Vision Meta Turismo
- Mazda Vision X-Coupe
- Mazda Vision X-Compact
- Skoda Vision O
- BMW Vision Neue Klasse



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Trade enquiries invited

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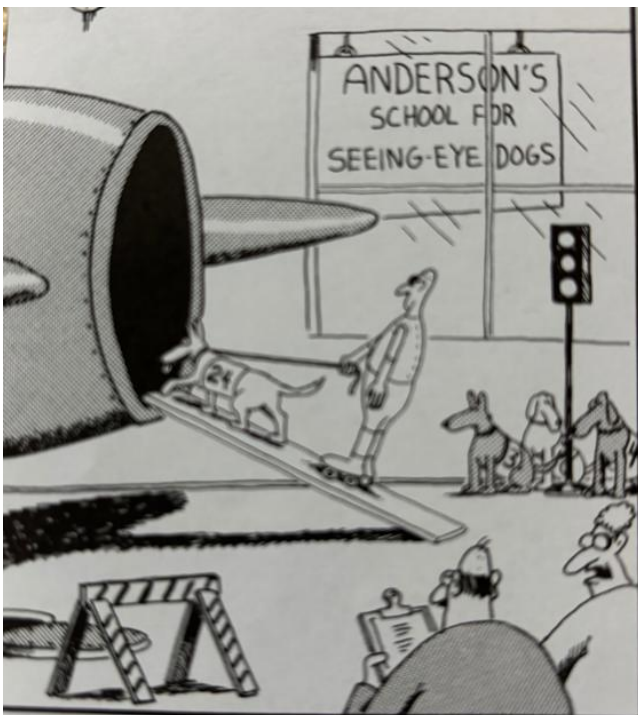




"Whoa! Another bad one! ... I see your severed head lying quietly in the red-stained dirt, a surprised expression still frozen in your lifeless eyes. ... Next!"



"Hey! I can hear the traffic!"



"Well, scratch number 24. He did pretty good, though—right up to the jet engine test."



