



September / October 2019 Edition

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# VINTAGE NEWS



Brian & Kimberly Goodall's Rolls Royce waiting to enter Motor Fest

# President's Report September 2019

Well I'm back for another year so lets hope the club keeps going forward as it has done over the past 12 months. I would like to thanks all who have put their hand up for a position and for those who have kept going in their current positions, which is most of us.

As always the NRVVCC annual Rally in and around Lismore was a great weekend away. Next year they are celebrating their 60th Anniversary with an extended rally 12-16th August, which I'm sure will be bigger and better and worth book marking on your calendar which I already have done.

Welcome back to the Ladies on the Auxiliary Committee, who had their AGM last month. Thank you for organising the Raffles and Supper each month great job ladies

Bonnets up day this year was well attended, thanks to all involved no major issues where found by all reports. The easy subway lunch was enjoyed by all with something for all tastes and a lovely fresh fruit platter to finish off the day.

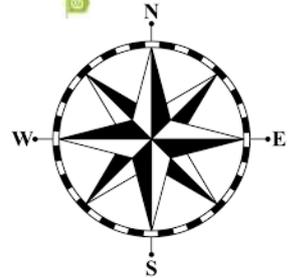
And last but not least Welcome home to Wendy and Ross we look forward to hearing all about Russia.

We will have a guest speaker at our October meeting  
See you all at the General meeting on 25th.

**YOURS IN AGED & CLASSIC MOTORING**

Barry Shipway

President & Magazine Editor  
Queensland Vintage Vehicle Association



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# QUEENSLAND VINTAGE VEHICLE ASSOCIATION INC

## COMMITTEE FOR 2019 – 2020

President	Barry Shipway	3357 7801	0412 778 225	bazue@optusnet.com.au
Vice President	Robert Wode	3260 6343	0409 621 202	rwode@getinge.com.au
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Treasurer	Wendy Tyquin	3343 9712	0420 222 690	rtyquin@bigpond.net.au
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Minute Secretary	Ben Carrol		0417 007 241	ben@carrolfamily.com.au
Editor	Barry Shipway	3357 7801	0412 778 225	bazue@optusnet.com.au
Tour Co-ordinator	Ruth Knight	3207 1261	0428 437 580	knight37@bigpond.net.au
Public Relations	Ruth Knight	3207 1261	0428 437 580	knight37@bigpond.net.au
QHMC Representative	Chris Pike	3821 1631		christopher_pike@bigpond.com
	David Barnett	3398 1174		No Email Address
Events Co-ordinator	Simon Flitcroft		0417 012 182	simonflitcroft@gmail.com
Ladies Auxiliary	TBA			
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	Peter Hall		0427 001 875	anita062@bigpond.com
Swap Co-ordinators	Peter Hall		0427 001 875	anita062@bigpond.com
	Ben Carrol		0417 007 241	ben@carrolfamily.com.au
	Brian Simpson	3843 1860	0405 655 864	buddy.the.bird@hotmail.com
Property Officer	Brian Simpson	3843 1860	0405 655 864	buddy.the.bird@hotmail.com

# “QVVA WELCOMES ALL VISITORS TO OUR CLUB”

**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.**

**GENERAL MEETING: 8PM fourth Wednesday of each month**

**ADDRESS: Veteran Car Clubrooms, 1376 Old Cleveland Road,**

**Carindale 4152 Club Room 07 3843 0010**

**MEMBERSHIP \$30.00 Joining fee plus \$40.00 Annual fee**

### **QVVA – DISCLAIMER**

**The Queensland Vintage Vehicle Association does not hold itself responsible for Statements made or opinions expressed by contribution to the monthly Vintage News**

**MINUTES OF THE 615th GENERAL MEETING OF THE QVVA Inc.  
HELD AT THE CLUB ROOMS ....WEDNESDAY 24 JULY 2019**

Meeting chaired by Barry Shipway

**MEETING OPENED:** 8.05pm.

**APOLOGIES:** No apologies from the floor, as per the Attendance Book.

**VISITORS:** Stewart Talbot

**MINUTES OF THE PREVIOUS MEETING:**

It was moved by Clint Frater and seconded by Trevor Farnell. The minutes as published in the Vintage News be taken as read.

**Secretary Report:**

Invoices sent to all members for subscriptions via email and post. Around 25 outstanding which is normal. One resignation from the club. New club website including impromptu events. First user of impromptu event was Don Lake. Discussion on numbers at Motorfest. Two QVVA members received President's awards at Motorfest. Approx. 570 cars attended with numbers up on last year. Cars needed on 24 August for Eight Mile Plains school 150 year celebration. Discussion on Ekka day tour starting at Beaudesert.

American Car day at Southbank – 6 QVVA and 4 from VCCCQ. Discussion that VCCCQ will be changing their constitution to accept all vintage cars.

Secretary Report - Moved by Clint Frater– Seconded Don Lake.

**TREASURERS REPORT:**

Clint Frater read written reports from Wendy Tyquin as Wendy was absent due to illness.

Treasurers report – Moved by Clint Frater and seconded by Trevor Farnell

**Rally & EVENTS CO-ORDINATOR:**

Events are as listed in the Vintage News.

Discussion on Ekka Day rally. Meeting at 10am at Information Centre but full details will be emailed to members.

Next Friday run is 9<sup>th</sup> August at Mansfield.

First Tuesday Night dinner will be at Southside Club.

Expressions of interest for Darling Downs club rally in Toowoomba next year.

**MEMBERSHIP SECRETARY REPORT**

One new application for membership – Ashley Knight.

**SKITES:**

Barry Shipway discussed winning the meat tray at the Landsborough Pub and cooking it up for breakfast. Discussion on the drive on the Obi Obi road.

Discussion on Jumpers and Jazz festival in Warwick.

**GENERAL BUSINESS:**

Discussion on WOW / Wearable arts prompted by the report Clint Frater wrote in QVVA news.

**RAFFLE:** Won by Paul Caro. Vegetable Tray

Meeting closed at 8:30pm

**MINUTES OF THE 54th ANNUAL GENERAL MEETING OF THE QVVA Inc.  
HELD AT THE CLUB ROOMS .....WEDNESDAY 24th July 2019**

**MEETING OPENED:** 8.45pm

**APOLOGIES:** As per the attendance book for the 615th General Meeting

**TREASURER'S REPORT:** In Wendy Tyquin's absence Clint Frater delivered the financial reports and advised the totals from the previous year compared to the same period this year. Clint moved that these reports be accepted, Seconded by Robert Wode. Hard copies of the comprehensive report were available on the table for members to peruse. [No further Discussion]

**SECRETARY'S REPORT:** Clint Frater read the minutes of the previous AGM and advised that he would give replies to the previous year's questions in the general business section of this meeting. Clint moved the minutes of the previous AGM be accepted, seconded by Robert Wode. [No Discussion]

**PRESIDENT'S REPORT:** Barry Shipway thanked the office bearers and the members for their support and wished the club continued success in the future. Barry advised that the club needed some new faces on the committee especially as most of the management have been doing their roles for a fair time. Barry then declared all office bearer positions vacant and called on Clint Frater to act as interim chairman to conduct the nominations for the new committee.

#### **ELECTION OF OFFICE BEARERS**

**President:** Barry Shipway. (Written nomination received). Nominated by Wendy Tyquin seconded by Ross Tyquin....Barry accepted.

**Vice President:** Robert Wode. Nominated by Peter Hall, seconded by Barry Shipway....Robert accepted.

**Secretary:** Clint Frater. Nominated by Lynda Frater seconded by Peter Hall....Clint accepted.

**Treasurer:** Wendy Tyquin. In her absence and having been advised by email from her that she would accept the same position she was then Nominated by Trevor Farnell, seconded by Robert Wode....Wendy accepted as per email.

**Assistant Treasurer:** Susie Shipway. Nominated by Clint Frater, seconded by Lynda Frater...Susie accepted.

**Minute Secretary:** Ben Carroll. Nominated by Trevor Farnell, seconded by Lynda Frater...Ben accepted.

**Editor:** Barry Shipway: Nominated by Peter Hall seconded by Ben Carroll....Barry accepted.

**Events Co-ordinator:** Simon Flitcroft in conjunction with the Tour Coordinator

**Tour Co-ordinator/Events Co-ordinator:** Ruth Knight. Nominated by Clint Frater, seconded by Peter Hall, Simon Flitcroft nominated by Clint Frater seconded by Trevor Farnell. ....Ruth and Simon accepted.

**Public Relations:** Ruth Knight. Nominated by Lynda Frater, seconded by Barry Shipway....Ruth accepted.

**Membership Secretary:** Clint Frater. Nominated by Robert Wode, seconded by Peter Hall...Clint accepted. [Joint position with the Treasurer].

**QHMC Representatives:** Chris Pike. Nominated by Clint Frater, seconded by Peter Hall....David Barnett nominated by Barry Shipway, seconded by Peter Hall. Both Chris and David accepted.

**Ladies Auxiliary:** No nominations until their AGM.

**Webmaster:** Ben Carroll. Nominated by Barry Shipway, seconded by Peter Hall...Ben accepted.

**Safety Officers:** Col Hinxman, Don Lake, Peter Hall. Nominated by Robert Wode, seconded by Barry Shipway....all three accepted.

**Swap Co-ordinators:** Peter Hall, Ben Carroll, Brian Simpson. Nominated by Barry Shipway, seconded by Robert Wode....all three accepted.

**Property Officer:** Brian Simpson. Nominated by Peter Hall, seconded by Clint Frater....Brian accepted.

**General Business:** From the report Clint sent out advising the agenda of the AGM, the following issues were discussed and resolved. They were as follow:

**1] Bi Monthly meetings.** Currently we have 11 meetings per year. The amount of members now attending these meetings is disappointing. Should we change to bi-monthly meetings?

**[Response]** It was agreed that the club continue with monthly meetings and continue to make them social with pre meeting BYO meals and try to arrange guest speakers.

**2] Club Magazine.** Last year we agreed to try out a bi monthly magazine. Should we continue with the Bi-monthly magazine or revert back to monthly [11 per year] [WHO?]

**[Response]** Barry explained that doing the magazine was a very rewarding job and gave much enjoyment, Getting content from members was the hardest part, Clint asked all the members present if they could please send in items for the magazine etc. A motion was moved by Trevor Farnell that we stay with a bi-monthly magazine. Seconded by Barry Shipway, All in Favour

**3] Anniversary Day morning tea and lunch.** We did this and it was very good, Should we continue with this as a yearly event? Like the Presidents tour and Ladies day tour [WHO?] November 9<sup>th</sup> 2019. [Grounds pre booked for 9<sup>th</sup> November]

**[Response]** Clint advised that this event was very well attended last year. Clint had pre booked the club rooms for the 9<sup>th</sup> 2019 but this date showed that many club members would be absent. A new date will be decided on and all advised. It was suggested that invitations be sent to as many past members and their families and the morning tea/lunch to remain as a yearly club event.

**4] Club Accounts** Last year it was suggested that we adopt a self-audit system for the finances on a trial basis. Shall we continue with this system?

**[Response]** Clint advised that Ian McLucas along with the treasurer had done an audit on the clubs accounts. Due to the clubs income being well under the legal limit to have audits done by an auditor. It was agreed that we continue with a club member along with the treasurer to self-audit the club accounts. All in favour.

**5] QHMC Membership.** Review QVVAs position regarding membership of the QHMC.

**[Response]** Clint advised that it appears the QHMC issues are behind them and that they have been progressive in the last year especially with the introduction of the Impromptu events listing with the TMR. It was agreed that QVVA continue being a member of the QHMC. It was also suggested that we invite a QHMC representative to be a guest speaker at a general meeting. All in Favour.

**6] QVVA Banking.** Currently we bank with the BOQ. We have now set up internet banking with them for payment of accounts. Currently the club requires 2 to authorise any payment from either the Main account or the Social account. Cheque Book is still available if required.

**[Response]** Banking. The club has now set up BOQ on-line internet banking which requires dual approvals 2 of 3 from either the Treasurer, Secretary or the President. It was agreed to continue with the BOQ for all banking of club funds. Cheque book will stay for both accounts for non on line payments when required. These also require 2 of 3 signatures. All in Favour.

**7] Swap Meet.** Should we continue with the Swap Meet? This year it went very well and made reasonable \$\$\$.

**[Response]** It was agreed that we continue with the Brisbane Swap. However the new committee need to address the issue of better promotion for the event. It was suggested that some new larger banners be made up and then approach the council in regard to putting them on an overhead bridge in the area.

**8] JOINING FEE and subscription fees.** The subscription fees are currently \$40 per year and Joining fees for new members are \$30. These have remained at this level now for several years. Should these be increased? If so Why?

**[Response]** Quite a discussion was held and members were asked what other clubs charge. It

**9] Events.** The last year we have tried to vary the type of events held by the club to include more social outings like dinners on the first Tuesday of the month and lunch time meet in a local park. What do the club members want? Suggestions please. [Are you prepared to organise?]

**[Response]** Clint asked the members if the current style of events were OK. This being gatherings in Parks once a month for lunch and the monthly Tuesday night club dinner at a sports club or hotel. It appears to be working well with a mixed amount of members attending these social events. Clint suggested that we need to have some more distant tours out into the country and he asked members to consider organising such events. Help will be given if needed

**10] Committee positions.** All clubs need committees to oversee the activities of the club. Every year getting committee members is harder as no one wants to help out. What do we need to change to get members to take on positions?

**[Response]** There were no suggestion on how to get members to take on committee rolls. Barry suggested that some of the current committee roles will need to be looked at and part of what they do now be delegated to members to help out.

There was no further business discussed.

Barry thanked all those that have taken on committee positions and then closed the meeting at 9-50 pm.



# MINUTES OF THE 616th GENERAL MEETING OF THE QVVA Inc.

## HELD AT THE CLUB ROOMS ...WEDNESDAY 28 AUGUST 2019

Meeting chaired by Barry Shipway

**MEETING OPENED:** 8.05pm.

**APOLOGIES:** Alison Day, Adrian Dealing and Martin Jansen and as per the Attendance Book.

**VISITORS:** Nil

### **MINUTES OF THE PREVIOUS MEETING:**

It was moved by Clint Frater and seconded by Trevor Farnell. The minutes as published in the Vintage News be taken as read.

### **Secretary Report:**

AGM went well. Most existing members back on committee again. Wendy is still away in Russia. Reduction in membership of 5. Most members were not active in the club. Discussion on usage of website. Low usage of impromptu event function.

Secretary Report - Moved by Clint Frater– Seconded Trevor Farnell.

### **TREASURERS REPORT:**

Clint Frater read reports as Wendy was absent due to leave.

Treasurers report – Moved by Clint Frater and seconded by Ian McLucas.

### **Rally & EVENTS CO-ORDINATOR:**

Events are as listed in the Vintage News.

Discussion on anniversary day on 17 November. Decision to be made on Christmas party. Simon Flitcroft to organise.

### **MEMBERSHIP SECRETARY REPORT**

No new members or enquiries.

### **SKITES:**

Paul Caro discussed repairs to Armstrong Siddley including new pistons.

John Day talked about hood replacement on Model T and Trevor Farnell discussed radiator repairs.

### **GENERAL BUSINESS:**

Discussion of OK/Help wanted signs available.

**RAFFLE:** Won by Paul Caro. Meat Tray

Meeting closed at 8:30pm

## ZERO FUTURE FOR CLASSIC MOTORING?

Climate Change Minister James Shaw dreams that within half a lifetime 95 per cent of our vehicle fleet will be electric powered. If his vision is to be achieved Kiwi vehicle enthusiasts would become as rare as the Kakapo. So with our species so seriously threatened the FOMC joined the more than 14,000 organisations and individuals who responded to the Minister's call for advice on how New Zealand might reduce its carbon emissions. While acknowledging many of our members may welcome the benefits of a lowemissions economy we also don't want any strategies implemented to have a needlessly negative impact on a large and valuable constituent of the existing economy. New Zealand's heritage transport fleet comprises a multibillion dollar asset. The total value of the accumulated heritage collections of just the FOMC's membership can be conservatively estimated at somewhere in excess of \$5 billion. And there are hundreds of other recreational motoring clubs not yet members of the FOMC, as well as thousands of individual enthusiasts and collectors. Unlike New Zealand's historic buildings, films, art, technology etc. much of our largely irreplaceable transport heritage is being stored and preserved almost entirely by private owners at no cost to the State or impost on the community. If all those cherished vehicles effectively became obsolete, unusable and perhaps largely valueless as a result of any legislated curtailment of our current access to fossil fuels or viable alternatives the FOMC would want provision made in the proposed legislation to compensate the owners for the losses suffered.

A comprehensive survey by the Federation of British Historic Vehicle Clubs found the contribution heritage motoring makes to their economy exceeds \$10 billion annually and had grown almost 28 per cent in the previous five years. It provides jobs for 35,000 people and generates more than NZ\$1 billion in overseas revenue. While similar data is not available here many successful firms rely on the repair or restoration of New Zealand's fleet of heritage vehicles to provide jobs for thousands of skilled and valued workers. And beyond the bounds of the restoration industry there are also a vast number of other commercial operators such as magazine publishers, holiday resort owners and restaurateurs who depend on the steady flow of business from motoring enthusiasts to maintain their viability. How all those hundreds of firms and thousands of workers directly dependent on the heritage motoring industry will be compensated for the loss of their previously active role in the economy would need to be addressed in any proposed legislation. To achieve net zero carbon emissions converting New Zealand's vehicle fleet to 95 per cent electric is the proposed goal in the discussion documents.

**But various research studies have shown lithium ion batteries are also a major source of CO2. Just the manufacturing of the 100kWh battery for a Tesla creates 17.5 tonnes of CO2 or more than would be produced by an average New Zealand petrol-fuelled vehicle being driven for nearly 100,000kms or approximately eight years.** If the useful life of lithium ion batteries continues to be only two to three years, requiring private vehicle owners to replace their Suzuki Swifts or Toyota Corollas or cherished classics with Nissan Leafs or Teslas could effectively more than double the actual CO2 emissions generated by many of those vehicle users. Electric vehicle manufacturing technology still requires significant further development before affordable batteries of adequate capacity for longer distances are widely available. Until then, in many instances, any legislated form of enforced conversion to electric vehicles could have the unintended effect of significantly increasing worldwide CO2 emissions. Despite the determination of our Climate Change Minister the apparent impracticality of replacing the nearly four million internal combustion vehicles in the New Zealand fleet with electric-powered alternatives by 2050 would seem to be insurmountable. With around 12,000 electric vehicles on the road to date and new or used fossil-fuelled imports being introduced at around 300,000 a year it would take a much greater economic upheaval than has even been outlined in the discussion documents to achieve anywhere near the net zero carbon target by 2050.

**By Roy Hughes, FOMC Submissions Secretary**  
(WHEEL TORQUE – FEBRUARY—MARCH 2019)

## WATER

How many folks do you know who say they don't want to drink anything before going to bed because they'll have to get up during the night!!

Something else I didn't know ... I asked my Doctor why do people need to urinate so much at night time.

Answers from my Cardiac Doctor:

Gravity holds water in the lower part of your body when you are upright (legs swell).

When you lie down and the lower body (legs, etc.) is level with the kidneys, it is then that the kidneys remove the water because it is easier.

This then ties in with the last statement!

I knew you need your minimum water to help flush the toxins out of your body, but this was news to me.

Correct time to drink water... Very Important.

From A Cardiac Specialist!

Drinking water at a certain time maximizes its effectiveness on the body:

2 glasses of water after waking up - helps activate internal organs

1 glass of water 30 minutes before a meal - helps digestion

1 glass of water before taking a bath - helps lower blood pressure (who knew???)

1 glass of water before going to bed - avoids stroke or heart attack (good to know!)

I can also add to this... My Physician told me that water at bed time will also help prevent night time leg cramps.

Your leg muscles are seeking hydration when they cramp and wake you up with a Charlie Horse. (this I know for sure!)

A Cardiologist has stated that if each person after receiving this e-mail, sends it to 10 people, probably one life could be saved!

I have already shared this information. What about you?

"Life is a onetime gift."

# QVVA RUNS 2019

In the event of bad weather consult QVVA website – [www.qvva.org](http://www.qvva.org) or phone

John & Ruth Knight – 07 3207 1261 or

0428 437 580 or 0412 124 980 or [knight37@bigpond.net.au](mailto:knight37@bigpond.net.au)

Please sign the attendance book at all outings

If driving a Special Interest vehicle to and from an outing, please take the Club Magazine or print this page.

If any members would like to ride in another club members car for an outing please contact John or Ruth and we'll try to find a suitable seat for you. The more the merrier!

## SEPTEMBER

25<sup>th</sup> **General Meeting** – Club Rooms 8pm

## OCTOBER

1<sup>st</sup> **First Tuesday Dinner** – Sunnybank Community Sports Club, 470 Mc Cullough Street, Sunnybank. Come and enjoy a meal and a chat. 6pm

11<sup>th</sup> **FRIDAY RUN** – Karawatha Forest, Acacia Road, Karawatha. UBD 221, J 20  
BYO lunch, meet around 11ish and enjoy the great outdoors.

20<sup>th</sup> **SUNDAY RUN** – A volunteer to arrange this one please!

23<sup>rd</sup> **Wednesday, General Meeting** – Club Rooms 8pm  
Note five Wednesdays this month

## NOVEMBER

6<sup>th</sup> \*\*\*\*\***WEDNESDAY** – NOTE – DUE TO MELBOURNE CUP BEING ON THE FIRST TUESDAY, DINNER THIS MONTH IS ON THE FIRST WEDNESDAY  
Tingalpa Hotel, 1563 Wynnum Road, Tingalpa from 6pm

17<sup>th</sup> **SUNDAY – 55<sup>th</sup> ANNIVERSARY GATHERING** at the Club Rooms  
Come along to greet old friends and meet new ones. Morning tea and lunch supplied. More details to come.

22<sup>nd</sup> **FRIDAY RUN** – Queensland Cruising Yacht Club, Sinbad Street, Shorncliffe. UBD This time we will enjoy lunch in their restaurant with views over the water. Arrive about 11.30am. Numbers are required for this outing – please let Ruth know by phone 0428 437 580 or email [knight37@bigpond.net.au](mailto:knight37@bigpond.net.au) if you are coming.

27<sup>th</sup> **Wednesday, GENERAL MEETING** – Club Rooms 8pm

## DECEMBER

14<sup>th</sup> **Saturday - Christmas Party**

27<sup>th</sup> **Friday outing – Lota Beach UBD 163 R10** Come along for the last outing for the year and enjoy the cool breeze of Moreton Bay. Bring a picnic or purchase fish & chips from across the road. BYO chairs just in case there is a big crowd.

**HAPPY NEW YEAR TO ALL – 2020 WILL START WITH OUR ANNUAL FISH AND CHIP NIGHT ON 15<sup>TH</sup> JANUARY AT MANLY – UBD 163 P3– NEAR THE TRAILER BOAT CLUB ENTRANCE, Fairlead Crescent, Manly.**

## CLUBS ANNIVERSARY 17<sup>TH</sup> NOV



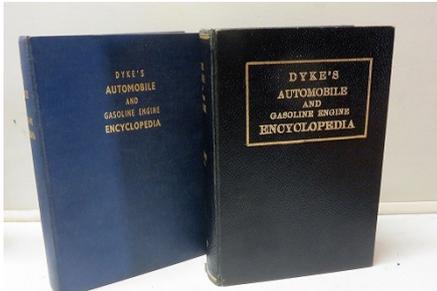
***AND THEN IT IS XMAS PARTY TIME***

***Saturday 14th***



# 1926 Nash Light 6 Tourer

Rodney Rush has had a fascination with old cars since he was a kid due to his father having a Dykes Encyclopaedia that Rodney used to look at.



As time went on and the kids came and went Rodney realised that he had some spare spending money so he started to look for an unusual vintage car that fitted into the pre 1930 vintage car fraternity.

After several months he noticed a 1926 Nash Tourer being advertised in a magazine. Rodney contacted the seller in Melbourne and the seller gave a glowing report about the car. From this Rodney purchased the car sight unseen.

Organising a freight company to shift the car to Brisbane was soon done and in no time at all the car arrived and unloaded.

No water in the radiator was a concern as the car was driven onto the truck in Melbourne.



Upon hitting the starter button on the floor the pinion on the starter motor fell out. Getting the car to start was a

and a half as the carburettor was flooding.

A local auto electrician suggested that a new starter pinion from a Farm-all tractor looked the same so the starter was then rebuilt.

The water pump was found to be the fault with the engine having no water in it. Luckily Rodney found a Ford Cortina water pump he could adapt to fit.



Before going much further Rodney decided to have a real good inspection of the car from front to rear.

Over a period of time most of the ancillary equipment was overhauled and upon changing the oil in the gear box a surprise was found as a large nut fell out. It had many crunch marks on it but lucky no damage was detected.

Rodney took the car to a professional body restorer who did the woodwork frame and repaired any of the body panels



A new paint job made the car look great and new upholstery including a roof was made and fitted.

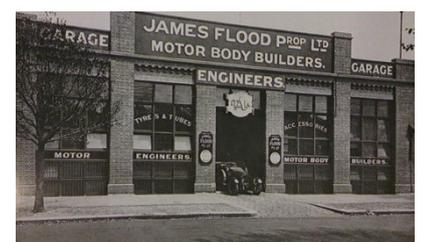
On one of the first club rallies the car started backfiring terribly. Inspection showed up the one of the valves had jammed in the engine, the pin holding the collet at the bottom of the spring had sheared off after which a new set of Toyota Valves with new tapered collets were fitted.

The car has been going since 2000 without any problems.



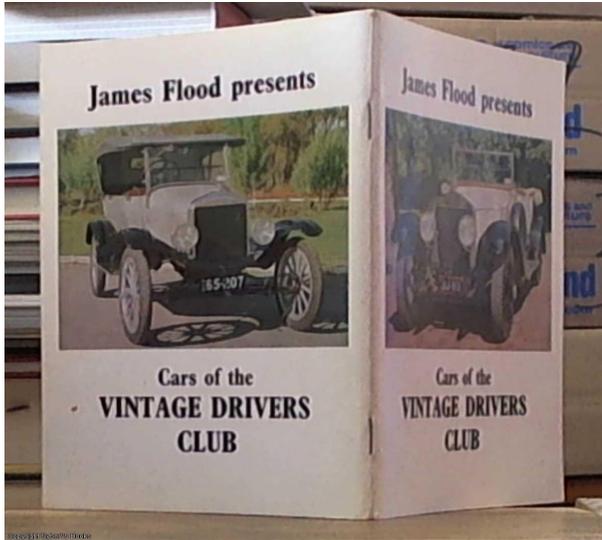
This Nash was originally ordered by a Mr Bandrup in December 1925 from a company called Rickard Brothers, who at the time had the Nash agencies. The car was brought as a rolling stock chassis which includes all the running equipment.

The car was sent to a company called Flood Pressings in Melbourne to have the tourer body built and fitted.



The Nash was completed, registered and delivered to Bandrup's in January 1926. 13

The car remained with the Banrup's until 1965 when it was sold back to the Flood Group of Companies. Floods restored the car again for their private museum and documentation in some of their famous books.



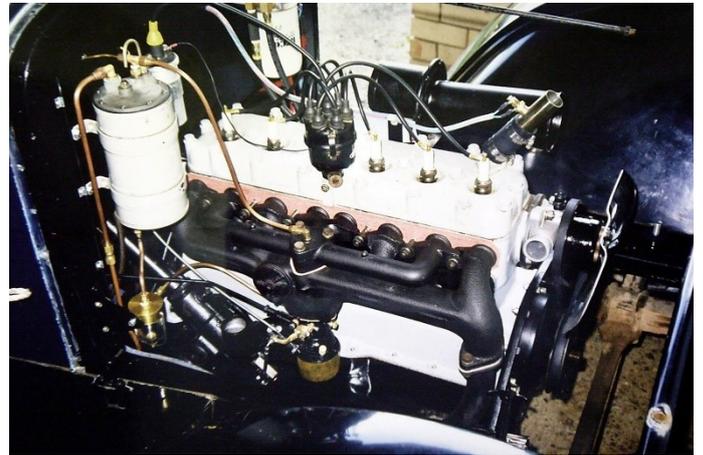
The car was later sold in the 1980s to a car enthusiast at Nunawading. Rodney purchased the car in 1999.

The Nash light 6 started out as an AJAX. Charles C Nash decided due to poor sales he would re-brand to Nash [221 series light six]. This was one of the first cars with two identities 'Ajax or Nash'



Nash sales increased by 60% for this model that year. They sold for around \$865. The chassis weighed 1789 lb. Wheelbase of 108 inches

The engine is a side valve 6 cylinder 170 cubic inches rated @ 21.6 Horsepower developing 40 HP. It has a 7 main bearing crankshaft with 3" Bore and 4" stroke. Full oil pressure feed.



Brakes are contracting rear and expanding front

Electrical system was by Autolite

21" all pressed steel wheels



Fitted with a 4 door Tourer body.

This is a great vintage car and it gets a lot of attention at shows. Only a few are known to still exist in Australia today.

This vehicle has been featured on a video which can be viewed from the club website at

<https://www.qvva.org.au/videos.html>

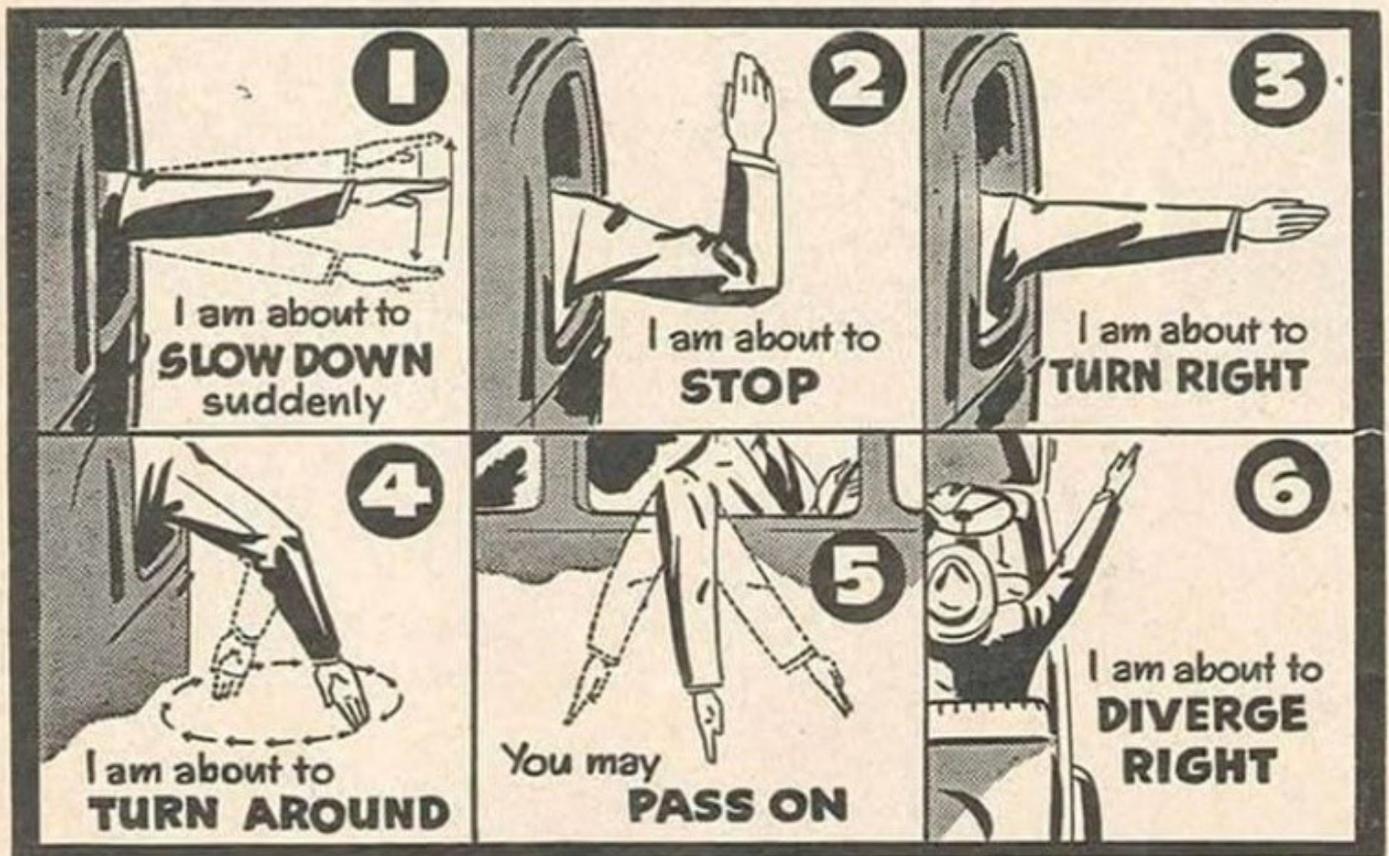
— Clint Frater

## MESSAGE FROM THE PUBLIC RELATIONS OFFICER

Best wishes to Ted Wojtasik for a full recovery.

After knocking his head a couple of times, he needed surgery to repair the damage. Val's idea of a hard hat may be necessary.

Club Member Craig Marshall father [Norm] passed away last Monday  
Funeral will be on Tuesday 20th August at 10:00am, Pinaroo Cemetery.



**These are the LAW!**  
**SIX** hand signals you should always use...

Road users! It is your responsibility — to use these hand signals! Failure to do so in an appropriate case is an offence punishable by fine. Your neglect may also affect your liability in the event of an accident.

Make your intentions clear, early . . . give the **CORRECT HAND SIGNALS** . . . **BEFORE** you act!

Issued by the  
**QUEENSLAND ROAD SAFETY COUNCIL**

*Observe  
Road Safety Laws*  
**FOR YOUR OWN SAFETY**  
**AND FOR OTHERS**

# Queensland Vintage Vehicle Association Inc

Invites all past and current  
QVVA Members

To a special social get together  
Morning tea and lunch supplied

**On 9<sup>th</sup> November 2019**

Starting at 9-45am through to 2-30pm.

1376 Old Cleveland Road, Carindale

**November is our Birthday Month**

This event is for all members to get  
together and catch up

Please make this your special event with QVVA.

**Bring your club car or come modern**

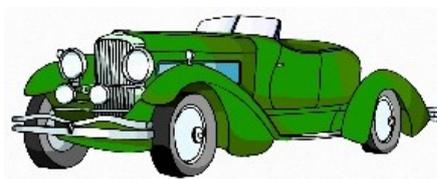
'We just want to catch up'

RSVP by 4<sup>th</sup> Nov

Simon Flitcroft

Ph 3348 7332 or 0417 012 182

Email: [qvva.inc@gmail.com](mailto:qvva.inc@gmail.com)



# INTERESTING NOTES FOR PAST AND PRESENT TEACHERS IN THE FAMILY RULES FOR TEACHERS – (1872)

1. Teachers each day will fill lamps, clean windows
2. Each Teacher will bring a bucket of water and a scuttle of coal for the day's session.
3. Make your pens carefully. You may whittle nibs to the individual taste of the pupil.
4. Men Teachers may take one evening a week for courting purposes or two evenings a week if they go to Church regularly.
5. After ten hours in School the Teachers may spend the remaining time reading the Bible or other good books.
6. Women Teachers who marry or engage in unseemly conduct will be dismissed.
7. Every Teacher should lay aside from each pay a goodly sum of his earnings for his benefit during his declining years so that he will not become a burden on society.
8. Any Teacher who smokes, uses liquor in any form, frequents Poll or Public Halls or gets shaved in a Barber's Shop will give good reason to suspect his worth, intention, integrity and honesty.
9. The Teacher who performs his labour faithfully and without fault for five years will be given an increase of twenty five cents a week in his pay, providing the Board of Education approves.

## RULES FOR TEACHERS – (1915)

1. You will not marry during the term of your contract.
2. You are not to keep company with men.
3. You must be home between the hours of 8pm and 6am unless attending a school function.
4. You may not leave the city limits without the permission of the Chairman of the Board.
5. You may not loiter downtown in Icecream Stores.
6. You may not ride in a carriage or automobile with any man unless he is your father or brother.
7. You may not smoke cigarettes.
8. You may not dress in bright colours.
9. You may not under any circumstances dye your hair.
10. You must wear at least two petticoats and your dresses must not be any shorter than two inches above the ankle.
11. To keep the School Room clean you must:
  - Sweep the floor at least once daily.
  - Scrub the floor with water at least once a week.
  - Clean the Blackbord at least once a day.
  - And start a fire at 7am so the room will be warm by 8am.

**INVITATION OUTINGS & SWAP MEETS**  
**FOR QVVA MEMBERS TO CONSIDER ATTENDING**  
Please take a copy of this page with you if you are travelling in a  
**Vehicle on SIV Registration**

Every **Friday** you are welcome to cruise to **Old Petrie Town Historic Village** between 5pm and 9pm. Join in the fun, food and movies – often there will be 100 cars & motorcycles on show.  
Free Entry

The **First Saturday** of each month Cars and Coffee gathering is held at Turbo Street, Coorparoo from 6am. Usually a very interesting and varied display of cars.

**SEPTEMBER**

**28<sup>th</sup>**      **Saturday – Historic Truck & Tractor Show** – Gatton Showgrounds  
8am – 4pm \$10 entry, children under 14 free.

**29<sup>th</sup>**      **Sunday – Bay to Birdwood** for vehicles 1956 to 1986

**OCTOBER**

**6<sup>th</sup>**      **Sunday Noosa Classic Car Show** – Car entry 6am – 8.30am

**12<sup>th</sup> & 13<sup>th</sup>**      **Lockyer Antique Motor Club (LAMA) weekend rally.**  
[sec.lama@hotmail.com](mailto:sec.lama@hotmail.com) or Mary-Ann 07 5462 3136

**19<sup>th</sup>**      **Saturday** – St Francis de Sales School, Clifton - enter via Tooth Street. All vehicle car show \$10 entry

**20<sup>th</sup>**      **Sunday – Brisbane Southside Morris Minor Car Club –**  
26<sup>th</sup> Display Day – Ormiston State School, Wellington Street, from 9am. 0418 984 996, 3807 1438

**NOVEMBER**

**10<sup>TH</sup>**      **SUNDAY – Classic & Muscle Car Club of Qld Swap & Car Display.**  
Northern Suburbs Leagues Club, Pelican Street, North Ipswich

**25<sup>th</sup>**      **JIMBOOMBA AUTO EXTRAVANGZA & SWAP** – Hills College Oval,  
Johanna Street, Jimboomba

**2020**

**28<sup>th</sup> March to 4<sup>th</sup> April 2020 AHMF NATIONAL TOUR – ALBURY N.S.W.**

All Historic Vehicles are welcome (more than 25 years old)

Enquiries: - Christine Stevens 0419 789 151 a/ hours, Neil Athorn 0408033839, John Kennett 0419 599 066, Steve Henderson 0408 494 864

Start your saving plan – this should be a great tour

Bayside Vehicle Restorers Club have a group (limited to 40) travelling to the rally, mostly on secondary roads, leaving Gatton Culture Transport Centre at 9.30 am on 24<sup>th</sup> March and returning on 8<sup>th</sup> April.

Contact Albert Budworth 3398 8526 if interested in joining them.

Email: [albertdianebudworth@outlook.com](mailto:albertdianebudworth@outlook.com)

**APRIL**

**10<sup>th</sup> - 12<sup>th</sup>**      **Roma Historical Motor Club** – Easter in the Country  
Ken Dawes 0429 452 286 or 0746 222 286

## MAY

2<sup>nd</sup> – 6<sup>th</sup>

**Darling Downs Veteran & Vintage Motor Club** will celebrate 50 years. Join them for 5 days of rallying including the first 3 days of the QHMC 2020 Southern rally.

**Expression of Interest in Attending forms are available.** Please help with their organising and send one back if you are interested.

**Geoff Kapernick 0427 026 464, 50rally@ddvvmc.com.au**

## NOTE

The Annual Dalby Weekend Rally has been cancelled in 2020 due to the close proximity of the Darling Downs 5 day rally the week before. The Restored Vehicle Associations of Dalby invites everyone back to the district in 2021 for the annual rally on 8<sup>th</sup> and 9<sup>th</sup> May.

## AUGUST

12<sup>th</sup> -16<sup>th</sup>

**Lismore 60<sup>th</sup> Anniversary Rally** – how many QVVA members can attend – should be a great 5 days

## 2021 JANUARY

17-23

Vero International Festival of Historical Motoring

*Is this what we have ahead????*

This is what all of you 70+ year-olds,  
and those yet-to-be..... have to look forward to!!  
This is something that happened at an assisted living centre.

*The people who lived there have small apartments  
but they all eat at a central cafeteria.  
One morning one of the residents didn't show up for breakfast  
so my wife went upstairs and knocked on his door  
to see if everything was OK.  
She could hear him through the door  
and he said that he was running late and  
would be down shortly  
so she went back to the dining area.*

*An hour later he still hadn't arrived so she went back up  
towards his room and she found him on the stairs.  
He was coming down the stairs but was having a hell of time.  
He had a death grip on the hand rail and seemed to have trouble  
getting his legs to work right.  
She told him she was going to call an ambulance but he told her no,  
he wasn't in any pain and just wanted to have his breakfast.  
So she helped him the rest of the way down the stairs  
and he had his breakfast.*

*When he tried to return to his room he was completely unable  
to get up even the first step so they called an ambulance for him.  
A couple hours later she called the hospital to see how he was doing.  
The receptionist there said he was fine,  
he just had both of his legs in one leg of his underpants.*

*I am sending this to my children*

*so that they don't sell the house before they know the facts.*

## ***The First Car Around Australia* by Paul Blank**



**This is the story of a remarkable little car's great adventure.**

Around the time of the dawn of motoring and new kind of adventure developed. Exploration of new lands was still one of the greatest challenges for mankind, and motorcars added an extra dimension to the possibilities.

By the 1920s car manufacturers also realized the publicity benefits of their cars conquering exotic lands, and the company founder Andre Citroen was probably the most adept at this. The crossings of the Sahara and into China by Citroens became renowned world-wide, with news-reels and magazine stories showing these great escapades.

Australia was one of the great unconquered challenges. In 1925, a 22-year old Western Australian evangelist, Nevill Westwood set off for a trip to the North-west of Western Australia in his 1922 model Citroen 5CV. Not long before, he had bought the second hand Baby Citroen, which had already covered 40,000 miles.

Taking his friend, student Greg Davies in the passenger seat, the journey would eventually take on incredible proportions. With no intention to gain notoriety or fame, ultimately their trip would take them right around Australia – and into the history books as the first ever to achieve this.

If you thought that a tiny 2-seater car with an 856cc 4-cylinder engine would be the best suited car for such an adventure, you'd be right. Considering Nevill was six-foot-three and Greg measured an inch taller, they would have been a very tight fit in the cockpit of the car they dubbed 'Bussy'. In spite of its diminutive size, lack of power and simple specification, Bussy proved well and truly up to the gargantuan task, but it wasn't all smooth sailing.

Andre Citroen had been among the pioneers in car mass-production and his small 5CV, introduced in 1922, proved to be an exceptionally popular model, with over 80,000 made. The 5CV sold well in Australia too, as a competitor to the Austin 7 – with over two thousand 5CVs being sold in Australia in the 1920s.

Bussy wore the stylish French boat-tail body, with seating for two and a little space behind the seats with an external lid for access.

Luckily for future generations, Nevill Westwood photographed and



wrote letters about his driving adventure. Reading through letters written to “My own dear Mother”, and his sister Ethel (Nevill nicknamed her 'Etheline' after the fuel...) provides a fascinating insight into the journey.

The journey began in Perth on August 4th, 1925, with northern WA in mind as the destination, and missionary work the aim.

With the charming style of a well brought up young lad, Westwood wrote to his mother on August 13th: “Thursday we travelled to Three Rivers Station and had the pleasure of crossing the Murchison, Gascoyne and Roebourne Rivers all in the space of a few miles”.

They faced extremes in temperature - from as low as minus 5 degrees C to the greatest heat Australia can dish out, all in an open car with no heater or side windows.



In some places the locals came to the aid of the intrepid adventurers – many of them never having seen a motorcar before. One evocative photo taken en route shows a team of aboriginal women on a tow-rope hauling the car over a creek-bed at Fitzroy Crossing.

The further the adventurers went, the rougher and less populated areas became. Sometimes there would be 1500 kilometres between homesteads or towns.

The bush tracks were little used, and in many places had disappeared altogether. The letters describe progress often at walking

pace for days, with scrub, ant hills, fallen trees, rocks and other impediments needing to be dealt with. Their pick and shovel were worked hard, and the little car was used to move some objects beyond the powers of the two men. September 22nd 1925, at 1.30pm saw the lads cross into the Northern Territory.

The route took them through places such as Marble Bar – the hottest place in Australia and on the Madman's Track – where many a gold prospector had perished, reputedly having lost their minds.

While tackling the Madman's Track the fuel tank of the Citroen sprang a leak. A rubber hose was joined between an extra fuel can and the carburettor, but after a while, the rubber perished. The solution was that Westwood kept his finger on the hole in the fuel tank and operated the controls with help from Davies who was calling directions – because Westwood's view was obscured in his contorted position plugging the hole...

On entering the Northern Territory, Westwood was advised that theirs was the first motorcar to have travelled from WA to the Territory.



Clearly their journey was very different to the many factory-backed motoring expeditions which took place around the world. These lads had no spares and no support - relying on their ingenuity and faith. And a great deal of both were needed to ensure they could get through some areas.

Tyres were problem enough in cities in the 1920s and proved a challenge more than once for Westwood and Davies. From a letter dated October 11, 1925: “Next morning we started on the remaining 125 miles (to the next station) but more tube trouble developed. Next day we used up the remainder of our patches. We then ran for over 30 miles

on one flat tyre filled up with grass and leaves, until we punctured another tyre, so we left the car and walked six miles to the Station. Mr Egan, the manager was just retiring but he soon made us welcome... Unfortunately they were just out of patch outfit (glue) or almost so. I put in part of a cow hide (killed that morning) on two wheels, but the tyres kept coming off. In this way we did 60 miles in two days.”

The car was left at The Pigeon Hole. On arrival at Victoria Station the boys discovered that the owners had no patch outfit as it was in their car, away at Katherine. There was however a vulcanizing machine, which Westwood spent two days

“experimenting with” eventually learning to repair the tyres before a 40-mile horse ride back to the Citroen.

## Lost

When the crew reached Emungalan, where the railway went to Darwin, Westwood took the train to Darwin, returning with a selection of new rubber. The rains had begun and the bush tracks became impassable, so ten days later, after the tracks had dried, they set off again, only to become lost a few days later. They continued, eventually stumbling upon the burnt out wreck of a car, which Francis Birtles had abandoned after one of his exploratory drives. Its location was known and thus helped get Westwood and Davies back on course. Later, the Overland Telegraph line helped keep the adventurers on track.

Further across the Northern Territory the dark soil, wet by the rains, was then baked by the sun into a rock hard ridged surface, which limited the car to slower than walking pace.

In some areas which horse-drawn vehicles, and the odd Model-T Ford frequented, the tracks were too wide for the Baby Citroen. Some of the photos that the clever solution was to remove the slightly dished, disc wheels and re-mount them backwards, thus increasing the width of the stance of the car. The rear mudguards had been touching the tyres at times, and were discarded. “It has in some ways improved the look of the car.” Westwood reckoned.

The intrepid adventurers crossed into Queensland on October 29th at the rabbit-proof fence. Soft sand in creek beds were a problem noted, but luckily the Citroen was quite light and could be dug out and pushed, or pulled.



At one point when the little car ran out of fuel, a herd of cattle converged on it. Davies readied his revolver while Westwood filled the tank from a fuel can. They moved on without the need to use the gun.

Another time; “We drove until the petrol ran out... and I then footed it in to Anna Plains, 20 miles”, Westwood reported to his mother, who was no doubt a little concerned at the adventure her young son had undertaken. Still, there were crazier exploits under way. In the same letter Westwood gleefully announced he had met a pair of men who were walking around Australia!



The only serious mechanical trouble was when the gearbox suffered a stripped gear – a tow by horse and some work by a blacksmith and Bubsy was back on the road. But after one mile the repair failed and had to be redone. Later in the trip the rear axle had to be removed and straightened – the job done on a railway line.

As the journey progressed some publicity started to appear about the trip. Sponsorship in the form of six Rapson tyres and tubes at a heavily discounted price, and a gift of

a tyre pressure gauge were arranged.

The journey to Brisbane and then on to Sydney and Melbourne was far easier than the earlier part of the drive, as the areas were more inhabited and a better road system existed.

At Albury, Greg Davies stayed behind, leaving Westwood to do the rest of the journey home solo.

By mid-December the car was in Melbourne and word had been spreading of the marvellous adventure in the Baby Citroen. Westwood took the car to the Melbourne Citroen agent but found nobody there. Eventually finding a salesman he said: “after hearing my name he asked if I was the Overlander. On being answered in the affirmative he told me that all the

men in the garage, the manager of the café and a number of others had driven out on the road to meet me.”

The drive onwards, via Adelaide was uneventful, but one letter mentions the loneliness of driving by himself.

The final drive into Perth, from Coolgardie was a 23-hour marathon. On December 30th, after 10,700 miles (17,200km) over 148 days, Bussy and Nevill arrived home.

Some silent movie footage still exists of the car being welcomed back into Perth at the end of the journey, surrounded by other Citroens, driving through roads leading to the centre of the city.

In a letter written late in the journey Westwood makes mention of another Citroen which Gilberts (the Perth Citroen agent) had subsequently sent around Australia, “but nothing appeals to the public more than a private car performance.” Several others also began a similar journey at much the same time, however it was Westwood who was the first to complete the circumnavigation of Australia.

In 1929 Bussy and crew participated in the “Western Australian Centenary Procession” with recognition as the first car to travel around Australia.



While at the time Westwood's adventure was acclaimed with newspaper and magazine stories hailing him a hero, little credit has been given since about this incredible journey for three quarters of a century.

The car was put aside and Westwood later used another, larger car for another similar journey, and also motorcycled across the country.

It was in the 1960s when Westwood's son Ron took over the now derelict but fairly complete Citroen, after Nevill had died. Ron had spent some years collecting spare parts from remains of other 5CVs as he travelled the countryside with his work, so he was well stocked for when the restoration would take place.

Well known Brisbane Citroen importer, dealer and rally driver Jim Reddiex decided to do a recreation of the Westwood drive in 1975, in a Citroen 5CV of his own. Ron Westwood decided that this would be the target for his restoration, however Bussy was not yet finished when Reddiex got to Perth, though his crew enthusiastically took up the offer to visit the historic car. Greg Davies also came to see the car, which he'd last seen at Albury fifty years before. It brought many a tear to his eyes seeing Bussy again, and helpfully, he was able to explain what the various non-original holes in the dashboard had been made for.

Ron eventually finished the restoration of Bussy, which had retained many of its original components and fittings. The car sat rarely used under his house in the Perth hills.

This writer tracked the car down in 1985 and Westwood was pleased that someone cared enough about his Dad's old car. As a result, the car was shown to the public at the Classic Car Show at Lilac Hill near Perth in 1986. A photo of the car, publicizing the car show appeared in the newspaper, and again, Greg Davies, by then in his mid-eighties, went out to see Bussy – a car which had been a part of such a significant event in his life. I had the pleasure of meeting the frail Davies and showing him the car.

Ron had always dreamt of taking the car out again on a trip circumnavigating Australia, which almost happened in 2000 as a 75th anniversary run. The car was re-restored, but with Ron's advancing age and financial support for the trip hard to find, the idea was called off at the last minute.



**Bussy today, resident in Canberra.**

Looking at the tiny car today, it is hard to imagine it would be easy driving it a few kilometers on a sealed road - let alone 17,000 kilometers over impassable ground that a modern four-wheel-drive would struggle with.

Ron was getting too old to use the car and wanted it to be looked after appropriately. Recently, with some help from this writer, the car was purchased by the Museum of Australia and it travelled to Canberra, had further restoration work conducted and is now a prized exhibit – daily getting the recognition it well deserves.

In 1925, one of the last great motoring challenges was taken on, in perhaps the least likely car. Today Bussy remains an incredible testament to the sheer bravery of those pioneering motorists.



**Specifications:**

**Citroen 5CV 1923-1926**

Engine: 856cc in-line 4-cylinder, detachable head. Side valves. 2-bearing crankshaft. Bore & stroke 55mm x 90mm. Ther-mosyphon cooling (no fan). Battery ignition with Delco distributor. Solex carburettor and magneto from 1924.

Transmission: 3-speed gearbox, floor mounted gear-change, rear wheel drive

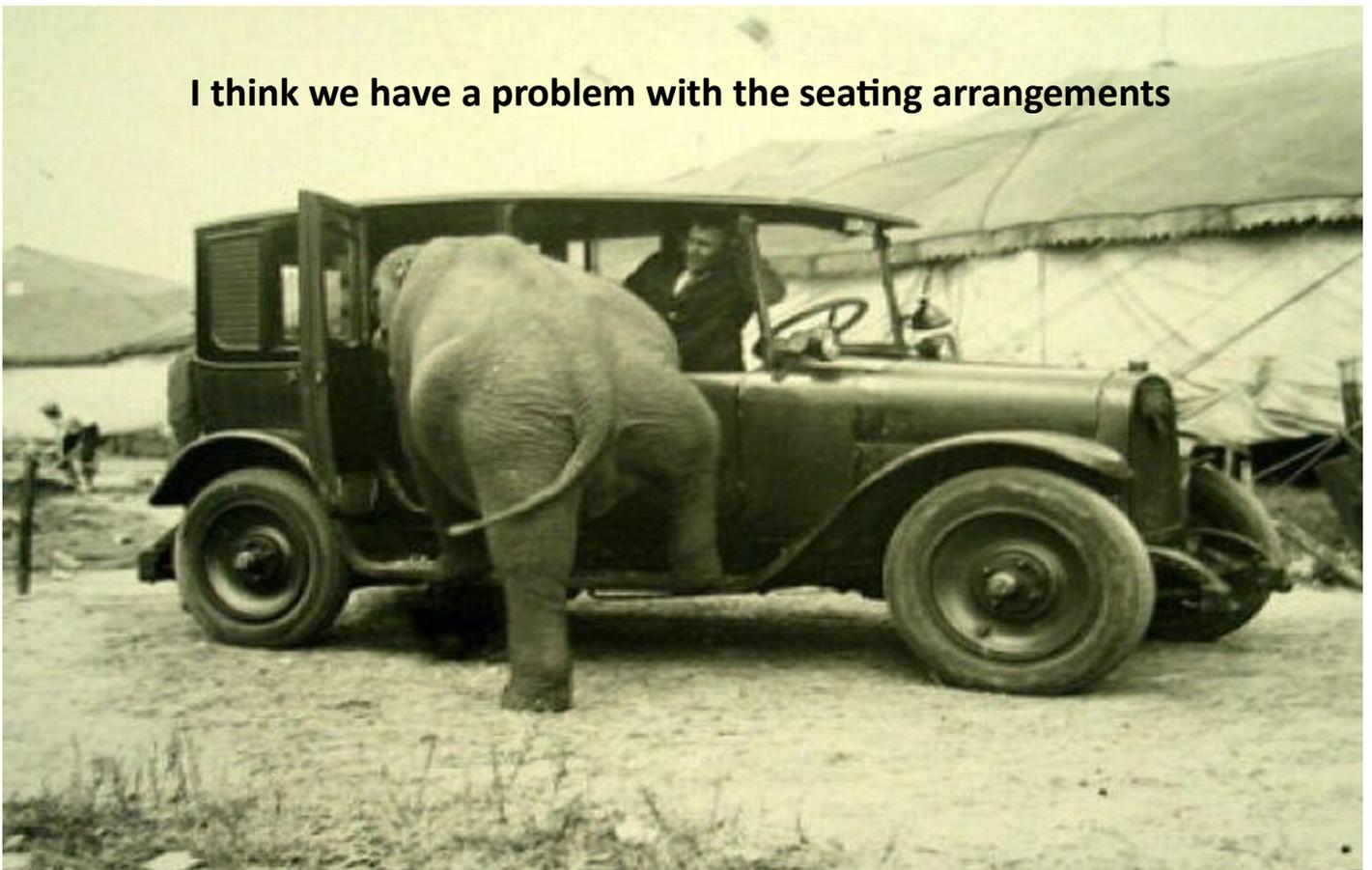
Power: 11bhp @2600rpm

Suspension: Quarter elliptic leaf springs all round

Dimensions: Wheelbase 7'4 1/2", lengthened to 7' 9" in 1924

Tyres: 700 x 80, increased to 715 x 115 in 1925

**I think we have a problem with the seating arrangements**



## Good Irish Story

Two IRISH women were sitting next to each other at a bar. After a while one looks at the other and says, 'I can't help but think, from listening to you, that you're from Ireland.'

The other woman responds proudly, 'Yes, I sure am!'

The first one says, 'So am I! And where about in Ireland are ya from?'

The other woman answers, 'I'm from St. John's, I am.'

The first one responds, 'So, am I!! And what street did you live on?'

The other woman says, 'A lovely little area it was in the west end. I lived on Warbury Street in the old central part of town.'

The first one says, 'Faith and it's a small world. So did I! So did I! And what school did ya go to?'

The other woman answers, 'Well now, I went to Holy Heart of Mary, of course.'

The first one gets really excited and says, 'And so did I. Tell me, what year did you graduate?'

The other woman answers, 'Well, now, let's see. I graduated in 1964.'

The first woman exclaims, 'The Good Lord must be smiling down upon us ! I can hardly believe our good luck at winding up in the same pub tonight. Can you believe it, I graduated from Holy Heart of Mary in 1964 me self.'

About this time, Michael walks into the bar, sits down and orders a beer.

Brian, the bartender, walks over to Michael, shaking his head and mutters, 'It's going to be a long night to-night.'

Michael asks, 'Why do you say that, Brian?'

Brian answers, 'The Murphy twins are drunk again.'

## A wee story .....

**An elderly, but hardy, cattleman from Texas once told a young female neighbor that if she wanted to live a long life, the secret was to sprinkle a pinch of gunpowder on her oatmeal each morning. She did this religiously and lived to the ripe old age of 103. She left behind 11 children, 30 grandchildren, 41 great-grandchildren, five great-great-grandchildren..... and a 40-foot hole where the crematorium used to be..**

Seriously, you just couldn't make this up. A diesel generator for a car charging point.

### **Diesel generator driving a generator to charge an electric car.**



## **Psychiatrists vs. Bartenders**

**EVER SINCE I WAS A CHILD, I'VE ALWAYS HAD A FEAR OF SOMEONE UNDER MY BED AT NIGHT. SO I WENT TO A SHRINK AND TOLD HIM:**

**'I've got problems. Every time I go to bed I think there's somebody under it. I'm scared. I think I'm going crazy.'**

**'Just put yourself in my hands for one year,' said the shrink. 'Come talk to me three times a week and we should be able to get rid of those fears.'**

**'How much do you charge?'**

**'Eighty dollars per visit,' replied the doctor.**

**'I'll sleep on it,' I said.**

**Six months later the doctor met me on the street. 'Why didn't you come to see me about those fears you were having?' he asked.**

**'Well, Eighty bucks a visit three times a week for a year is an awful lot of money! A bartender cured me for \$10. I was so happy to have saved all that money that I went and bought me a new pickup!'**

**'Is that so!' With a bit of an attitude he said, 'and how, may I ask, did a bartender cure you?'**

**'He told me to cut the legs off the bed! Ain't nobody under there now!'**

**FORGET THE SHRINKS..  
HAVE A DRINK & TALK TO A BARTENDER!**

**May your troubles be less, Your blessings be more,  
And nothing but happiness come through your door!**



**It was a very popular auto then, but I don't think these signs would pass muster today.**

**They were metal with an enamel finish, and on display at garages.**

**We reckon we are liberated today, but this just shows that freedom of speech and humour have been replaced by litigation from princesses both male and female:**



If undeliverable please return to:  
Queensland Vintage Vehicle Association  
1376 Old Cleveland Road  
Carindale Qld 4152

