



BLACKALL RANGE  
HORSELESS CARRIAGE CLUB

Jan / Feb 2025 GAZZETTE

**NEXT MEETING:** Wed 12 Feb 2025, 9am,  
at BRHCC clubrooms  
at 7 Bryce Lane, off McCarthys Rd Maleny  
and then Wed 12 March 2025

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*Sun 26 Jan 2025: Australia Day display  
at Maleny Showgrounds*

Registered Office and clubhouse:  
7 Bryce Lane MALENY Q 4552

Website: [www.brhcclub.com](http://www.brhcclub.com) Email: [brhccinc@gmail.com](mailto:brhccinc@gmail.com)

Facebook: [www.facebook.com/ groups/112210960416519](https://www.facebook.com/groups/112210960416519)

Happy New Year



My younger brother and my Grandfather at the Ringling Brothers Museum in Florida.

We have had an interest in old cars for a long time.

Grandpa was an Engineer for the New York Central Railway.

He drove the Mountaineer steam trains with loads of coal out of the Appalachian Mountains in West Virginia for the steel mills of Detroit to build the cars.

*John King, Editor*



# Xmas Party, 2024

Once again the ladies (and the odd gent) did a wonderful job of putting on the Christmas luncheon. I raced around taking some photos as usual for the newsletter but was more interested in the food, and talking to people. I think that the talking is more important than the food and the awards. The food that we prepare is always great and our club house fulfils its purpose extremely well. And the food does bring the crowd in. The donations of the prepared dishes and desserts show our overall talent as a club. So, an extra Thank You to those that set up, put everything back, cleaned up, washed up, and enjoyed the feed. We are all looking forward to next Christmas, even if it was a lot of work and planning for the food preparers.





## to Rainforest Liqueurs

The Rootes Group Club and the Austin Club asked if a run to our place was possible. So after much discussion a three Club run was planned. The Rootes group meeting at White Horse Mountain Servo on the highway and the Austins leaving from the Caboolture Historical Village, meeting up and traveling to the BRHCC Club House for morning tea.

All up there were around 60 people for lunch, with very much food being brought, and we put on coffee and tea. Everyone seemed to enjoy the multiple clubs joining up for a combined run and the glorious Hinterland views and our little patch of forest



Morning tea at our Club House was as good as it always is with club members providing a wonderful morning tea.

The three clubs then travelled down to Conondale for a shed tour and a shared lunch on our veranda.



I was way too busy talking to get more photos, racing from one person to the next and answering questions about my extensive junk collection. With around 60 people from the two clubs on our veranda sharing lunch it finished off as a wonderful three club meet and greet. I would have liked to have talked more Sunbeam but did not have time. As to Buick, International, and Hudson, that will have to wait until the Hudson Club comes for a visit.





27 October 2024: morning cuppa at BRHCC Clubhouse, then the run to Rainforest Liqueurs



# White Elephanitis

by Tony Donnan, via Des Donnan

*Preface:* Bob King recently gave me (Tony) an exercise book with an essay written by my grandfather, Doc Donnan on his finding a 1925 3C Voisin in 1960. I suspect that he thought the car would not be saved and wanted to record some of the details for posterity. In his doctor's scrawl, he recorded many of the dimensions of the chassis and body, all of which have very little meaning to today's audience. It was typed out on quarto paper, either by my grandmother, Dorothy or my mother, Edna, with only a few corrections, which is amazing to me as I can hardly read the original. In this article, I have truncated the writing to exclude most of the inch and feet measurements, to save space and for readability.

## **White Elephanitis:** (*or* The Story of a Car Which Will Probably Never Run Again) by Doc Donnan, 1/7/1960

Some 2 years ago I thought to augment my modest stable of a 1936 Speed Twenty Alvis and a 1926 DI Delage. The Alvis had topped 100,000 miles, and was in need of a third rebore (and relining) as well as showing signs of increasing structural unhappiness as a result of being rushed over potholed dirt roads.

The Delage had been fitted with an overhauled engine, after two 'runnings' of No 1 big end in the engine originally in situ, but this had entailed relining of cylinder bores and a fitting of light-weight cast iron pistons.

Her performance had never been spectacular, especially as regards acceleration, but with the cast iron pistons the only word applicable to this last attribute was sluggish. In addition, starting in cold weather, with a very slow turning dynamotor, was painful and difficult.

When in Melbourne one weekend I happened to notice an advertisement in the Vintage Section of *The Age*: second hand car part for a Voisin. The address was only a few hundred yards off my route home, so I made my way there and then to it.

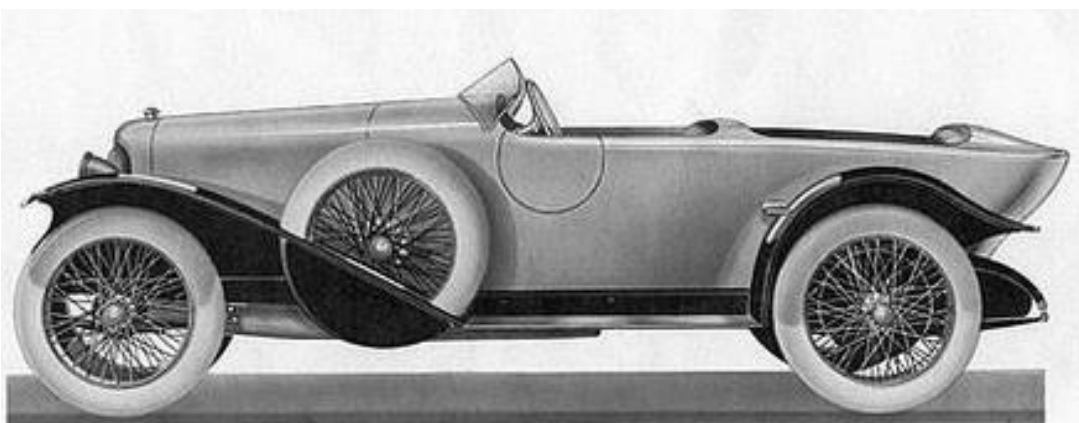
The owner had a number of segmented vehicles in what might otherwise have been his back garden

and declared he was a professional welder, who broke up crashed cars as a sort of second job. He said he had obtained the Voisin to break up, but had never got round to it.

He further stated his landlord had come down on him, and had forced him into the position of either buying his house or getting out. To obtain the wherewithall to buy the house he was having to sell off his assortment of de-capitated or de-ended cars, and his back garden certainly seemed to bear this out.

At the bottom of the garden, under a tarpaulin was the massive body, less engine, of the touring Voisin, its rotting loose sticks barely holding the tarpaulin up. Near it was a heavily covered mass, which, when uncovered proved to be the engine, standing upside down on its cylinder block.

The sump was freely detachable, and on being lifted, showed a gleaming and enormous crankshaft which turned smoothly in its great bearings. Alongside was another shaft, about the size and appearance of a Holden shaft, which actuated the double sleeves of the mechanism. The owner assured me all the 'bits' were present and in a large shed nearby, which contained enough bits to engine about 6 or 8 cars.



Pl. 198. — TORPEDO SPORT  
sur chassis VOISIN, type court.  
A C3 C with a quite reasonable body (BEAC)



The price asked for this monument to smooth motoring was only £25, and so I fell for a White Elephant.

Having agreed to purchase, the next point was the car's transport to Beechworth. The ex-owner declared he had a friend who owned a semitrailer, which sometimes went empty interstate, and who would take the Voisin up to Beechworth for about £20.

*I agreed to this very convenient arrangement and wrote out another cheque, departed up the Hume Highway in a pleasant haze of dreams of opulent and completely quiet motoring in a car which, in its heyday, rivalled the Rolls for luxury.*

I had arranged for the Voisin to be off loaded at the One Mile Garage at Wangaratta. Some weeks later this garage notified me that the monster had arrived, with its dissembled engine in the very capacious rear seat. With beating heart, I hurried down. With the garage men I began to go over the assorted 'bits'. Some of them were indeed mysterious, especially the separate cylinder heads which appeared like inverted pistons, with a skirt turning out at a right angle, and a hole in the middle of the outside for the plug.

Alas, when everything was totted up, two of these precious and irreplaceable heads were missing – and have been irreplaceable ever since.

As for the car itself, it is, or was a thing of beauty, with lines obviously inspired by aircraft streamlining. The car is 16 feet 2 inches long, and 5' 10" wide, the top of each rear mudguard projecting beyond the body for 8 ½".



The car begins, as every car should, at the radiator, a thing of beauty in itself. It slopes appreciably inwards as it rises, being 2 inches wide at the supports, and 16 ½ inches where it begins to round in, 19 inches higher. It is vee shaped, coming forward at an angle of about 20°, the core being 3 ½ inches thick uniformly.

The top is round shouldered and rounded as it faces forward, with the beetle with widely outstretched wings emblazoned beneath the 3 ¾ inch wide and slightly protuberant filler cap, and encompassing it while the **Roman nose** above the junction of the car vee is 7 ½ inches from the back of the radiator.



Whatever the original finish, mine is painted smoothly in aluminium, the bonnet is 36 ½ inches long, 25 ½ inches across at the radiator, some 33 inches at the firewall. The two halves of the top shoulder over, while the side panels are, of course, angled upward at the front but not quite so at the rear. The bonnet is of aluminium. Etc.

(My grandfather included a sketch of the Maker's plate from the firewall, but I have included a photo from the web)



Type C3, Seine, No Serie 2147,  
5 seater Tourer,  
coachwork by Vale and Petty, of 36-40 Toorak Rd S Yarra,  
4 cyl, 4 litre, double sleeve valve engine,  
wheelbase 11' 10",  
track 4' 11"

*Postscript:* My grandfather must have sold the car to Bob King in the late 1960s (I am not sure why anyone would have bought such a white elephant with not a complete engine).



The family story goes, that when Bob was looking at the car, he found the lost “two of these precious and irreplaceable heads” under the back seat.

Therefore my grandfather kept his ‘white elephant’ for some years, in the lean-to garage of the Beechworth Mental Hospital when he could have enjoyed the “departing up the Hume Highway in a pleasant haze of dreams of opulent and completely quiet motoring in a car which, in its heyday, rivalled the Rolls for luxury” if he just looked harder.

Bob undertook the restoration and made a skiff body unlike what was offered at the time.

The only photo I have of the restored Voisin in Australia is at right, being well used by Bob on 4 Aug 1974 VSCC Day Trial.

Bob told me that he sold the car to a Voisin enthusiast in Coffs Harbour who already had two of them. After his death they were all sold overseas to France.



*from the web a few months ago:* the car is still the same and is for sale in France, for an undisclosed amount;





*Clarification by Bob King:*

Tony, It was Graeme Steinfort and Bruce Smeaton who bought the car from the Doctor. I was the next muggings in line. Not only was one junk head missing, but also the sump. Neville Roberts and I fashioned a replacement. It was Gerard Cassegrain who added the car to his collection of three other C3 Voisins. He had found a sump for me, but I never got around to fitting it. If you look closely at the photo of Peter Makeham and me in the snow, you will see that it is your parents in the Speed 20 in the next car.

*Photos: old photos via Des Donnan's son Tony; others from internet.  
Story via Vintage Sports Club Victoria newsletter December 2024*

## 'No Thanks Mate'

by Reg Bolton

Before the M4 was built it was the A38 that took the traveller westward to Wales. From Ramsgate, on the eastern tip of Kent, to Swansea, in the south of Wales, is a long way, whichever route you take. Back in the mid-sixties, when bikes were slow and cars slower, it seemed even further. It was a journey that could easily take over 12 hour and usually did.

However, when your girlfriend is in Wales and you are in Ramsgate – you go! You don't have a vehicle you can trust for such a long trip? No problem – put your thumb out. Hitch-hiking was quite popular in those more innocent days. Even single girls would trust their luck, so I felt quite safe.

Actually, at first I did brave the journey just once using my car, a **1955 Ford Popular**. For those of you not familiar with this particular travesty, it was a car with a pathetic side-valve engine, only 3 gears and the worst steering and suspension of the post-war era. I'm quite certain that an example in perfect condition would fail the current MOT safety check.



Of course cars at that time were sold without a heater. "That's an extra, Mate." My efforts at pulling heat in from around the exhaust pipe had most passengers gasping for air and scrabbling to open the window, which sort of defeated the object really. One Swansea marathon in that torture chamber made it abundantly clear that alternative transport should be sought. A borrowed Lambretta was little better. 14 hours, at night, on a scooter, twice on one weekend is enough to try even the strongest love!

So, I became a 'Hitch Hiker'. I soon realised that they were thought of as a breed apart. 'You Hitch Hikers always ...', 'Hitch Hikers must expect a certain amount of ...', 'Today a Hitch Hiker was...'. There was even a pop song and a dance to with it – remember? (No, well it was rubbish anyway).

Of course this sort of labelling was nonsense. Like classing people as 'motorists'. It never failed to amaze me during the first reading of 'The Budget' when they said 'The Motorist must pay sixpence more for his petroleum.' I always had an image of some poor chap in a leather helmet and goggles – 'The Motorist' - out in all weathers without a roof, let alone a heater, following the chap with a red flag. It was as if he never did anything else. He was 'The Motorist' so he 'Motored'.

At a time when words like 'unemployment' and 'The Unemployed' were becoming household words, another expression grew with them: 'Get up and get yourself a job.' Ironically, with the poor state of public transport, it was often necessary to use a car to get to that job. Would such a need have qualified him as a 'Motorist'? As likely as not he had to Hitch Hike!

I met all sorts of people when I was hitching – students, actors, commercial drivers, the 'unemployed', the only thing we had in common was a decided lack of funds. Everyone who has hitched a lift has a story. Those for whom it is a regular form of transport have many. Here are some of mine:

As taking time off work was a crime worse than burglary, I only had from 5pm on Friday to 8am on Monday to make any journey, whether by thumb, or more conventional means. To make maximum use of the limited 'window of opportunity' I would get everything ready on Thursday night, taking a small holdall to work with me on Friday morning. Usually a friend could be persuaded to give me a ride out of town to a suitable hitching point.



The selection of such spots is a key factor in securing a free ride. It's clearly no use standing at the side of a fast stretch of road with your thumb out. Even those precious few who might give a lift aren't going to have enough time to check you over, check the traffic behind and screech to a halt.

No, the ideal spot is fairly open, to give the right sort of atmosphere and put the driver in a relaxed 'safe' frame of mind.

You should stand so that you will be easily visible for at least 10 seconds, the approach speed mustn't be too high and it should be safe and easy to stop.

So if you stand about 20 yards from the exit of a large roundabout, one with a downhill approach would be best, that way the driver might see you before he enters the junction, giving a lot more time for him to consider giving you a lift. The perfect spot should have a lay-by just behind the Hitch Hiker for easy and safe stopping.

Given that ideal situation I guarantee you won't wait more than a few minutes in daylight - not in the early 1960s anyway!



I wasn't in quite that ideal situation as I waited for my first ever lift, but pretty near. A **Triumph TR4** open sports car pulled up smartly: "London?" He drove it as a sports car should be driven and it seemed no time at all before we were rounding **The Marble Arch** in the centre of London.



A short bus ride took me to White City Stadium, on the western side town. Here, at the beginning of the A4, was a wide expanse of dual carriageway

and a 'T' junction to give that so-important slow approach. In no time at all I was in the back of a luxurious **Ford Granada**, bound for Cardiff, the Welsh city close to Swansea. If this was hitch-hiking, I was all for it.



My generous hosts woke me as we were entering Cardiff. "We'll drop you here, Swansea is that way."

I found myself in the centre of a large city that was totally unknown to me – at 1am. I walked through the town, following the road signs to Swansea. I tried 'the thumb', but it wasn't a suitable situation. Of the few cars around, the vast majority would have been locals, going home after a Friday night on the booze.

It was a long and dreary trudge, but finally the shops and offices petered out and the houses dwindled. At the last of the streetlights I stopped – they have to be able to see you. By now it must have been 3am and I was very tired. But I wasn't fretting about the loss of time. In those stricter days it wouldn't have been possible, (let alone kind) to get Brenda, my girlfriend, out of bed in the 'small hours'.

There was almost no traffic. When a car did pass I thumbed long, sweeping, pleading gestures using the whole of my left arm to lend emphasis to my supplication. Finally, a small van came trundling slowly towards me and pulled up.

"Goin' to Swansea, Boyo? Hop in, I need someone to keep me awake. The Saturday run is always a trial, after a night out on the beer."

"I bet it is ... what on earth is that smell?!"

"Oh that. Fish. I deliver to the market 6 days a week."

The back of the tiny van was stuffed full of wooden boxes, the smell emanating from them left no doubt as to their contents. My host chatted nonchalantly on, seemingly oblivious to the overpowering stench, while I tried various tactics to reduce the nausea rising slowly from my stomach.

I tried breathing through my mouth to lessen the smell, but my stomach threatened immediate action if I didn't cut that out. I pulled my jumper over my mouth to act as a filter, but that made conversation difficult, and conversation was my half of the bargain – to keep him awake while he drove us both to Swansea.

Of course, the first thing I tried was opening the window.

“Shut the window will you Boyo? It's cold. You'll soon get used to it, I don't notice it any more.”

But I thought that time had stood still. We seemed to take several stinking centuries to reach Swansea. Every second I expected to be retching for my stomach lining. Slowly, inevitably, that little van ground its reeking way into Swansea market.

Swaying like an old drunkard I staggered out of the van, hardly able to catch my balance. However, I wasn't so bad that I forgot to thank my host driver. I was full of gratitude, a) for being in the centre of Swansea at only 5am, and b) for at last getting out of that stench!

That first trip took only 13 hours, door-to-door, for at 6am there I was outside the house where Bren shared a flat with 2 other girls, looking for 'the wire'. This was a little 'gizmo' that I had made and it consisted of a buzzer in a box with a long flex to dangle out of the window on those nights when I would make the journey.

Apart from the fish, the trip had been quite pleasant, as well as fast. Little did I realise that this would be the best ever and from here on it could only get worse! *... to be continued*

## Wanted

plastic and glass bottles suitable for recycling, those marked with 10c return, lids removed, rinsed clean and drained dry. Leave in the appropriate large bags at clubhouse. All monies go direct to BRHCC, thanks.

## BRHCC Merchandise

Polo shirt	45.00	Bucket hat	25.00
Stencil shirt	55.00	Cap	20.00
Ice-cool shirt	60.00	Car badge (metal)	25.00
Chambray shirt	55.00	Stickers, large	5.00
Name badge	15.00	Stickers, small	3.00
Key fob	10.00	Rego plate stickers, pr	3.00

orders via Bernice Matthews,  
ph 07 5499 9295

All merchandise available for purchase are stored in the Clubrooms, and you can purchase via the President, Secretary or Treasurer.

## For Sale

**tandem trailer**, 12 ft x 6 ft ( 4m x 2m, approx ), registered, galvanised steel construction; front and rear flaps fold down; new winch and ramps. \$3,500.  
Des Donnan, phone 0429 722 938

## For Sale

**1962 Willys Jeep** – rolling chassis with the diffs, gearbox, transfer box, front and rear shafts, springs and shackles, steering box and steering rods, brakes, 2 new tyres and 2 low mileage tyres fitted with new tubes and sleeves, chassis ends and bumper bars and chassis all completely overhauled.

Every bearing seal and gasket replaced throughout, every component of the brakes replaced including brake lines and the hand brake assembly.

All components have been taken back to bare metal, crack tested and repaired if necessary, chassis aligned, then everything primed and painted.

Engine not restored but it is dis-assembled and looks in good condition.

Body work not restored but it is all complete and in good condition with only light surface rust.

Vehicle last driven about 10 years ago, and is now in Beerwah and can be inspected.

Sale Price is \$16,000 (costs so far)

Rick Williams, ph 0406 781 138



NOTE: All events on the Club calendar are listed on **Facebook** and the **Website**, these are all sanctioned Club events as far as the SIV registration is concerned.

## Events

*Run Volunteers:* For 2025 we will usually have club car runs every first Wednesday and third or fourth Sunday of each month.

If you would like to lead a listed run, please let us know.

There are still dates that would value your input. As well, we are constantly looking for new roads and destinations, so any suggestions will be received with open arms!

**Events Director:** Verona Larkin 0427 479 043 brhcc.events@gmail.com

### BRHCC EVENTS:

\*\* BRHCC meetings held at the clubhouse, every second Wednesday of each month, 9am;  
(no official meetings in Jan and Dec) \*\*

\*\* Friendly breakfasts for club members and friends each 1<sup>st</sup> Sunday of the month, \*\*

\*\* Cuppa and Chat Wednesday and Sunday mornings from 9am at our Clubhouse,  
except on the monthly Run mornings. \*\*

\*\**All car Runs and to and from our BRHCC clubhouse will be considered 'sanctioned events'*\*\*

All BRHCC club runs leave from our clubhouse at 7 Bryce Lane at 9.00am, except when advised otherwise. **Events may be changed at late notice. Events at venues must be rsvp to Verona**

26 Jan 2025: ~~1. Australia Day at Montville Village Hall~~ car display cancelled

2. Aussie Hinterland Expo Australia Day, Maleny Showgrounds, *volunteers contact Verona*

2 Feb 2025, Sun: brekkie at Flaxton Barn, *rsvp to Verona*

5 Feb 2025, Wed: mid-week run for morning tea

12 Feb 2025, Wed, 9am: meeting at clubhouse

23 Feb 2025, Sun: cuppa at clubhouse, then short run, bbq lunch at clubhouse

2 Mar 2025, Sun: brekkie at Mountain View Café at Mary Cairncross Park Maleny, *rsvp to Verona*

12 Mar 2025, Wed, 9am: meeting at clubhouse

19 Mar 2025, Wed: run to Ewan Maddock Dam, then lunch at Flaxton Barn, *rsvp to Verona*

2 Apr 2025, Wed: car run

6 Apr 2025, Sun: brekkie

9 Apr 2025, Wed: meeting

*18-21 Apr 2025: Easter*

*25 April 2025, Fri: ANZAC Day*

27 Apr 2025, Sun: car run

4 May 2025, Sun: brekkie

7 May 2025, Wed: car run

*11 May 2025, Sun: Mother's Day*

14 May 2025, Wed: meeting

25 May 2025, Sun: car run

1 June 2025, Sun: brekkie

11 June, 2025, Wed: meeting

18 June 2025, Wed: car run

**29 June 2025, Sun: Sign on Day**

+ Show'n'Shine

6 July 2025, Sun: brekkie

9 July 2025, Wed: meeting

23 July 2025, Wed: car run

3 Aug 2025, Sun: brekkie

**10 Aug 2025, Sun 9am: meeting + AGM**

20 Aug 2025, Wed: car run

*7 Sept 2025, Sun: father's day*

10 Sept 2025, Wed: meeting

14 Sept, Sun: brekkie

5 Oct 2025, Sun: brekkie

8 Oct 2025, Wed: meeting

2 Nov 2025, Sun: brekkie

*11 Nov 2025, Tues: Remembrance Day*

12 Nov 2025, Wed: meeting

**30 Nov 2025, Sun: BRHCC xmas party**

**OTHER EVENTS:** [all care taken for info, your responsibility to check]

1<sup>st</sup> Sat each month, 7-10am: Cars & Coffee at German Bakehouse 54 Junction Dve Coolool Beach

1<sup>st</sup> Sun each month, 7.30am: Landsborough Bakery and Cars; display at train station parking lot

2<sup>nd</sup> Sun each month, 8-10am: Coolool Cove Cars and Coffee; Coolool shopping centre carpark

3<sup>rd</sup> Sat each month, 4pm-sunset: Puma/Matilda Service Centre Kybong (the new servo)

3<sup>rd</sup> Sun each month: cars and coffee at Ricks Garage/Bakery, Palmwoods

[www.cardigras.com.au](http://www.cardigras.com.au) events. Cost to display vehicle is \$5; register at website; events all year

Third Sunday each month is a car display, with hot coffee and fresh cakes,  
at the **Witta Recreation Oval**; arrive about 7.30am. Free entry.  
Turn off Maleny-Kenilworth Rd into Witta Rd and enter oval for parking via Cooke Rd  
or sometimes at The Nest Café at Witta

25, 26 Jan 2025: Allora Heritage Week End at Allora Showgrounds

26 Jan 2025, Sun: Bayside Vehicle Restorers' Club Australia Day Show and Shine Ormiston State School

1-2 Feb 2025: Toowoomba Swap, Show Grounds

30 Mar 2025, Sun, from 6.30am: BVRC Swap Meet, Ormiston, Dundas St + Wellington St entries;  
site bookings Steve ph 0411 516 122 or secretary@baysideclub.org.au

4 May 2025, Sun: Lockyer Antique Motoring Association Swap Meet, Laidley Show Grounds

17, 18 May 2025, Sat: QHMC Heritage Day Automobiles, Planes and Trains, Event presentation at  
Ormiston State School

18 May 2025, Sun: Australian Historical Motoring Federation National Motoring Heritage Day. All  
QHMC Affiliated clubs are asked to participate with a car run.

6 July 2025, Sun: Macs Bridge Triumph Sport's Owners' Club Classic Cars and Aircraft Festival at  
Caboolture Airfield

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Blackall Range Horseless Carriage Club Inc.

In order to promote harmony and fellowship the Club objectives are:

1. To encourage the preservation, restoration and operation of motor vehicles in the categories of:  
*Veteran (up to 31st December 1919); Vintage (up to 31st December 1930); Historic (up to 31st  
December 1939); Classic (all vehicles of special interest, no age specified); Contemporary*
2. to encourage interchange of technical knowledge between members;
3. to foster expertise and skills required for the restoration of vehicles;
4. to display and endeavour to create interest in our vehicles;
- 5 to conduct social activities towards the furtherance of the objectives of the Club;
6. to participate in special events and social activities on an inter-club level;
5. to cooperate with various charitable and civic organizations in fund-raising activities;
6. to publish a newsletter on Club activities, items of interest, technical information etc as it becomes available

#### **BRHCC Committee**

*President:* Doug Moore 0457659048 [doug.virginia@bigpond.com](mailto:doug.virginia@bigpond.com)

*Vice President:* Rod Richards 0409 158 330 [pacebrook@bigpond.com](mailto:pacebrook@bigpond.com)

*Secretary:* John Gildea [brhccinc@gmail.com](mailto:brhccinc@gmail.com)

*Acting Secretary:* Geoff Milner 0401 999 492 [brhccinc@gmail.com](mailto:brhccinc@gmail.com)

*Treasurer:* Denis Hickey

*Events Co-ordinator:* Verona Larkin 0427 479 043 [brhcc.events@gmail.com](mailto:brhcc.events@gmail.com)  
and Gary Hawkins

*Membership secretary:* Graeme Laurie 0419 207 098 [graemelaurie@bigpond.com](mailto:graemelaurie@bigpond.com)

*Merchandise officer:* Bernice Matthews, ph 07 5499 9295.

*Technical/Dating Officer:* Ben Munneke, ph 0408 102 601 [benmariee@bigpond.com](mailto:benmariee@bigpond.com)

*Library monitor:* John King ph 07 5435 0074 [jrmrk@bytesite.com.au](mailto:jrmrk@bytesite.com.au)

*Club house and Grounds:* Denis Hickey and other volunteers

*Facebook Administrator:* Geoff Milner 0401 999 492 [geoff\\_milner@hotmail.com](mailto:geoff_milner@hotmail.com)

*Web Editor:* Geoff Milner 0401 999 492 [geoff\\_milner@hotmail.com](mailto:geoff_milner@hotmail.com)

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expressed in  
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are those of  
each author.*