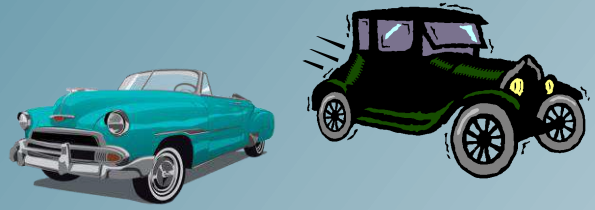


BRISBANE VINTAGE AUTO CLUB [Inc]



An inexpensive, friendly, family club, catering exclusively for Historic Vehicles (Veteran, Vintage, Post Vintage and Classic) built up to December 1978.

P.O. Box 443, Narangba, Qld, 4504.

Vintage Views – December 2024



“Woodford Parade – Nov 2024.”



BVAC OFFICE BEARERS - 2024



IMMEDIATE PAST PRESIDENT: - GLEN SORENSEN

BVAC Website: bvac.com.au

Facebook Page: [Brisbane Vintage Auto Club](https://www.facebook.com/BrisbaneVintageAutoClub)



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LIFE MEMBERS:

Rod Czislowski

Maureen Hicks

CLUB OBJECTIVES

- (A) To promote the restoration to original condition and also the use and exhibition of Veteran, Vintage, Post Vintage and Historic vehicles by members in competition and social activities.
- (B) To assist members to locate, restore, and maintain their vehicles
- (C) To form a library to assist members in obtaining information related to their vehicles.
- (D) To co-operate with other clubs and associations with similar aims.

Brisbane Vintage Auto Club Inc. hold their monthly meetings in the Wyanda Room, Main building, Pine Rivers Showgrounds, Gympie Road, Lawnton, on the first Wednesday of each month (except January & August) at **7.45pm**. **ALL CORRESPONDENCE TO BE ADDRESSED TO:**The Secretary, BVAC Inc. PO Box 443 Narangba, Qld. 4504



BVAC Presidents Report – December 2024



Well, the end of 2024 is nearly here, and of course that means the Annual General Meeting (AGM) following the monthly General Meeting. As in previous years there will be a Christmas themed supper after the AGM/ General Meeting. 2024 has gone by so quickly, it seems like the years go faster these days.

November was a busy month for the BVAC. Event reports are included in the Vintage Views.

The BVAC committee positions will be up for nomination at the AGM, so please consider applying for these. While the current committee has done well, introducing fresh perspectives and ideas from different members is essential. We value active participation and new ideas to keep the club energetic and dynamic. Full support will always be provided to any members willing to take on a committee position.

The BVAC General Meeting / AGM will be the prelude to three other events this week. The Bunnings Xmas Market Night on the 5th December has been added to the Events page with Bunnings asking the BVAC to attend this community spirited event.

The annual Sandgate “Jingle all the Bay” is on Saturday 7th December, once again on a Saturday evening. The parade has moved a little bit later this year to commence 7.30pm, it should be a beautiful twilight evening with one of the best community parades in Brisbane. The streets are normally lined with families bringing their children out to see Santa for the parade. A very festive experience with great community support.

The BVAC Christmas Party for 2024 will be at Club Pine Rivers. This is always a fun filled time with lots of great company and fantastic food. We have Christmas lunch booked for 12.30pm once again this year. Which costume will you wear to win the best dressed prize? The secret Santa (\$20 value – 1 per couple) once again will be held at the Xmas Party. See Xmas Flyer in the magazine.

The BVAC events page has also been updated with the other events planned for December. The regular coffee morning is on Thursday 12 December (not Tuesday). We are also planning to hold a Christmas lights run starting with Fish & Chips at Yabby Road, Redcliffe. See the Events page.

In addition, events for January 2025 have been included. These will be discussed at the BVAC General Meeting. A reminder also that you don't have to have your historic vehicle running to attend an event, you are welcome to use your modern vehicle to enjoy the social collaboration.

I would like to thank our Editor Peter Hibbert who has done a sterling job of providing a quality magazine for the BVAC during the year. I am certainly proud of our magazine which I believe would be wholeheartedly endorsed by the BVAC members. Thank you also to the members providing reports for the Vintage Views to assist Peter during this year.

Our thoughts and best wishes also go out to all BVAC members who are not well at the moment. We would like to let them know that they are being thought of and hopefully things will improve soon. Safe Motoring,



Glen





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Christmas Jokes.

1. Why was the snowman embarrassed when he was spotted rummaging through a bag of carrots? He was caught picking his nose.
2. How did Scrooge win the football game? The Ghost of Christmas passed.
3. Why are mummies such big fans of Christmas? Because they enjoy wrapping.
4. What is one of the best Christmas presents you can give or receive?
A broken drum.
Why? Because you can't beat it.
5. I have this incredible ability to predict what's inside a wrapped present. It's a gift.
6. Why did Santa go to the hospital? Because of his poor elf.
7. Why are Christmas trees so bad at sewing?
They are always dropping their needles.
8. What does Santa do when his elves misbehave? He gives them the sack.
1. What is Santas favourite kind of pizza? One that's deep-pan, crisp and even.
2. Why did the Red-nosed reindeer help the old lady across the road?
It would have been Rudolph him not to.

The Editor's Report: December 2024

by Peter Hibbert



Good Heavens- Christmas again! Can't believe it!

All-in-all I think 2024 has been quite a good year for the BVAC- plenty of runs and other activities to keep those interested in club activities occupied, and with every opportunity to drive those beloved vintage cars. Well for most anyway. There are always those who can't drive them due to mechanical, or other faults- the Flying

Standard being just one. Speaking of which, the latest is that due to

A. An incorrect request for parts by me, and

B. An incorrectly marked valve guide box in the Uk, the valves and guides I am needing to restore the car to 'going', has been delayed and I am now awaiting advice from England as to when the parts will be available. One thing you learn when owning a vintage car is patience! So, on sunny days you may see a vintage motorcycle turn up to club events.

With no January Vintage Views, you will all have plenty of time to come up with articles to make the job of putting the magazine together easier and more representative of our membership, so I thank you in anticipation of being swamped with articles to start 2025 off with. Let's hope so.

The good news is the fact that our application for a spot in the facility at Joseph Crescent in Deception Bay looks like being accepted. The President will elaborate on this at the December meeting I'm sure, so there may soon be activities there to show it off. I will finish with these Christmas jokes:

+++++

Last christmas I bought my friend a lie detector as a gift.

"Oh... I love it!" she said.

"We'll see." I said.

+++++

How did the bauble know she was addicted to Christmas?

She's been hooked on Christmas trees all her life,

+++++

What do you get if you eat Christmas decorationd?

Tinsilitis.

+++++

What do you call a blind reindeer?

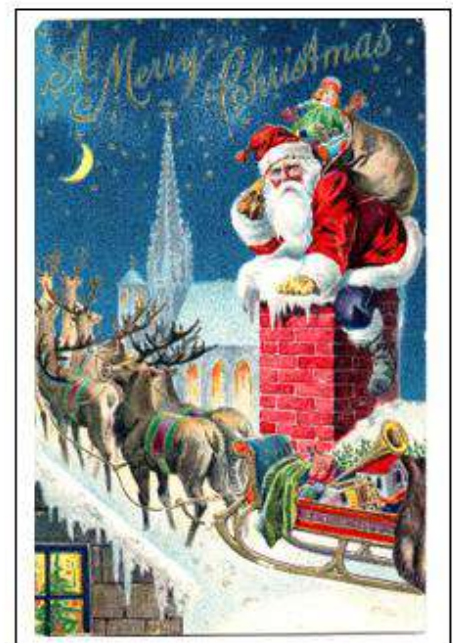
No-eye deer.

+++++

What do you call a blind treindeer with no legs?

Still no-eye deer.

+++++





B.V.A.C Inc. General Meeting No. 617

Date: 6th November 2024

Location: Pine Rivers Showground Hall, Lawnton

Meeting opened by President – Glen Sorensen at 7.50pm



Attendance: 23.

Apologies: 12 as per attendance book.

Welcome:

Minutes: The minutes of the previous meeting were circulated by e-mail & posted. Confirmed on motion of Glen Sorensen. Seconded by Phil Bell. Carried.

Business arising from the previous meeting: Nil

Car Badge: New badges ordered.

Name Badge: Nil

Secretary's Report: *Inward Correspondence:* *Club magazines *Pine Rivers AH&I invoice *Gallagher Public Liability Insurance policy

Outward Correspondence: PL insurance policy copy to MBCC & Bunnings *Members re membership renewal due

Inwards received & outward endorsed on motion of Mal Dale, seconded Peter Lockhart. Carried.

Treasurer's Report: Report received and accounts passed for payment on motion of a/g Treasurer Mal Dale, seconded George Schoenauer. Carried.

Q.H.M.C. Nil

Events Co-ordinator: As per Events Page in Vintage Views.

Spare Parts: Phil Bell reported on listings.

Dating Officer: Nil

Librarian: Nil

Editor: Thanks for articles for magazine.

Safety Officer: Nil

Web Master: Site updated.

General Business: Plea to members to consider Committee positions. Event calendar for 2025 to be compiled. Dayboro Progress Ass'n re Dayboro Day report by Sharon Bensted. Phil Bell extended thanks to volunteers for Sign-on breakfast.

Lucky door prize – Lawrie Godde.

Meeting closed at 8.30pm.

President..... Glen Sorensen Secretary Mal Dale

B.V.A.C. Inc. Annual General Meeting
Date 6th December 2023
Location Pine Rivers Showground Hall

Opening Meeting opened by President, Glen Sorensen at 9.10pm

Attendance 19 as per General Meeting No. 607 Visitors as per General Meeting No. 607

Apologies 10 as per General Meeting No. 607

President's Report No written report. Glen Sorensen gave his report on the past year. Carried by acclamation.

Minutes Minutes of previous AGM were published in Vintage Views for December. There was no business arising from the previous minutes.

The minutes printed in Vintage Views are a true and accurate record of the meeting.

Moved Glen Sorensen Seconded Greg Henderson Carried

Secretary's Report Inward Correspondence: Finance sub-Committee report.

Outward Correspondence: Nil

Received on motion of Mal Dale, seconded Peter Lockhart. Carried

Treasurer's Report Darryl Gomersall presented the Financial Statement.

Received and adopted on motion of Gary Willmot, seconded George Schoenauer. Carried.

Election of Office Bearers President thanked retiring Committee and declared all Committee positions vacant. Peter Hibbert was then asked to conduct the election, and proceeded to the election of office bearers.

President No written nominations were received. Glen Sorensen was nominated by George Schoenauer, seconded by Mal Dale. Glen Sorensen accepted the nomination and was duly elected.

Vice President No written nominations were received. Adrian Bensted was nominated by Glen Sorensen, seconded by Darryl Gomersall. Adrian Bensted accepted the nomination and was duly elected.

Secretary No written nominations were received. Mal Dale was nominated by Peter Lockhart, seconded by Darryl Gomersall. Mal Dale accepted the nomination and was duly elected.

Assistant Secretary No written nominations were received. No nominations from floor. Position vacant

Treasurer No written nominations were received. Darryl Gomersall was nominated by Mal Dale, seconded Glen Sorensen.

Darryl Gomersall accepted the nomination and was duly elected.

Dating Officer Written nomination received from Greg Henderson.
Greg Henderson was nominated by self, seconded by Mal Dale.
Greg Henderson was duly elected.

Safety Officer Written nomination received from Greg Henderson.
Greg Henderson was nominated by self, seconded by Mal Dale.
Greg Henderson was duly elected.

Librarian No written nominations were received
Rod Lang was nominated by Glen Sorensen, seconded by Darryl Gomersall.
Rod Lang accepted the nomination and was duly elected.

QHMC Representative No written nominations were received.
Adrian Bensted was nominated by self, seconded by John Martland.
Adrian Bensted was duly elected.

Public Relations Officer No written nominations were received.
Glen Sorensen was nominated by Mal Dale, seconded by Darryl Gomersall.
Glen Sorensen accepted the nomination and was duly elected.

Events Coordinator No written nominations were received.
Maureen Shiels was nominated by Darryl Gomersall, seconded by George Schoenauer.
Maureen Shiels accepted the nomination and was duly elected.

Spare Parts Officer No written nominations were received.
Phil Bell was nominated by Glen Sorensen, seconded by Darryl Gomersall.
Phil Bell accepted the nomination and was duly elected.

Webmaster This is an appointed position, no appointment made.

Editor This is an appointed position and Peter Hibbert was appointed.

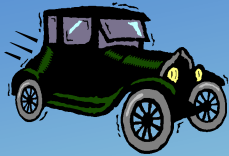
Glen Sorensen extended thanks to the new Committee for 2024.

Closing As there was no further business the meeting was closed at 9.50 pm.

President Glen Sorensen

Secretary Mal Dale

BRISBANE VINTAGE AUTO CLUB (Inc.)



EVENTS PAGE



Please confirm event details prior due to changes that can occur due to unforeseen circumstances. Event email normally sent out in the week prior to the event.

DEC 2024

Wed – 4th Dec

BVAC General Meeting & Annual General Meeting - 7.45pm Pine Rivers Showgrounds, Lawnton. Xmas themed Supper.

Contact: BVAC Committee

Thu – 5th Dec

“BVAC Xmas Market Night” – Brendale. 5pm to 7pm. Bunnings Activities Organiser has asked local community groups to attend this event. The BVAC will have a table and display our cars as part of the Xmas Market Night. Salvation Army Christmas Carols, Bunnings will provide popcorn, Fairyfloss, sausage sizzle and craft for the families who attend. Dress up your cars in Christmas decorations.

Ph: Mal Dale (0418) 733 575

Sat – 7th Dec

Jingle all the Bay - Sandgate - Sandgate Town Hall. Jingle All The Bay is proudly presented by the Sandgate & Bayside Chamber of Commerce in partnership with local businesses. The event transforms Sandgate Town Centre into a hype of free festive fun not to be missed. Once again this year it is being held on a Saturday. 3pm – 9pm. Twilight parade – 7.30pm. Arrive 6.30pm for parade. Details to follow for assembly instructions.

Ph: Glen Sorensen (0423) 885 055

Sun – 8th Dec

“BVAC Xmas Party” — Club Pine Rivers. Secret Santa to the value of \$20. See Flyer in the magazine. Arrive 12.15pm for 12.30pm. Prizes for best dressed - Christmas attire.

Ph: Glen Sorensen, (0423) 885 055

Thu – 12th Dec

“BVAC Coffee Morning” – Club Pine Rivers, Lawnton. Social outing 10am. BYO good stories and share memorable times.

Ph: Maureen (0447) 230 846

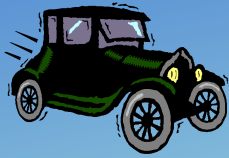
Mon – 23rd Dec

“BVAC Xmas Lights Run” – Placeholder – Starting at Redcliffe – Yabby Road Fish & Chips 5pm, then a local tour of Xmas lights.

Ph: Glen Sorensen, (0423) 885 055

***Reminder – 2024/2025 BVAC Membership Fees are now due –
Please submit membership fees if not already paid.***

BRISBANE VINTAGE AUTO CLUB (Inc.)



EVENTS PAGE



JAN 2025

Fri – 3rd Jan

“BVAC Coffee Morning” – Club Pine Rivers, Lawnton. Social outing 10am. BYO good stories and share memorable times.

Ph: Glen Sorensen, (0423) 885 055

Sat – 18th Jan

“BVAC Bunnings Community BBQ” – Brendale. 8am to 4pm. 2 (+1 lunch) shifts as per normal schedule. Volunteers required. Contact Mal Dale to nominate.

Ph: Mal Dale (0418) 733 575

Sun – 26th Jan

“BVAC – Australia Day BBQ” – PLACEHOLDER - Will discuss at the General Meeting. BBQ at park. Bring BBQ goodies to share.

Ph: Glen Sorensen, (0423) 885 055

IMPROMPTU EVENTS

Remember SIVS registration requires Club Membership.

The BVAC Committee has reviewed the SIV's registration in regards to “Impromptu Events” and established BVAC guidelines so our members can work within the SIVS scheme, BVAC constitution and our risk management procedures.

*The BVAC Committee requires BVAC financial members who wish to hold an “Impromptu Event” to provide **at least 24 hours**’ notice of the event, with notice provided to all BVAC committee members by post or email.*

IMPORTANT NOTE: The “impromptu event” details must include the event start location, “start time”, destination location and “destination time”.

BVAC members shall also include a statement that their SIV's registered vehicle will be operated in accordance with the DTMR - SIV's conditions and restrictions as legislated. Once endorsed by the BVAC committee, the member shall carry the “impromptu event” documentation at all times during the event.



Parts & Service Register:

It has been suggested by a member, and agreed to by the October members meeting, that the club re-instate what was once a very useful addition to the club's literary offerings, namely a list published monthly in the magazine, of the names and contact details of local or distant, even overseas, suppliers of parts or services which would be of benefit to members undergoing restorations or maintenance of their vehicles.

To this end the table below is provided for members to tear out or copy, then to detail such persons into the form as are known and acknowledged to the member to be of use. Your completed table should then be given to the editor at the next meeting or emailed to him (pthibb@hotmail.com.au) for inclusion in future magazines. This would be of vast interest and useful to all members, so go for it please!

BVAC - Vehicle Parts & Service Provider Register

NOTE: This list is for members to assist other members and no warranty as to the parts or service is provided by BVAC or its members

Service or parts Provided	Provider Details			Date Used	Rating 1 to 5	Member Name
	Name	Phone Number	Contact E-mail			
Old Motor Vehicle Wreckers	Horopito Motor Wreckers					
"	0011 64 6 385 4151	www.Horopitemotors.co.nz	Raeth. Nth. Island	10.5.23	2	Peter Hibbert
Shockie O/hauls, Gas struts etc, Power steer } Springs, Wheel alignments etc. }	WW Shock Absorbers	07 3265 2133	wwshockabsorbers@iinet.net.au	2004		Peter Hibbert
Engines, Parts, Head shaving	J.C. Autos	07 3883 1900	admin@jcautos.com.au	31/10/2023	5	John Coutts
/	/	/	28 Portwood St } Redcliffe }	30/10/2023	5	Darryl Gomersall
Bearings, Oil seals etc. Excellent Service	Queensland Bearings	32653622	@queenslandbearings.com.au	8/03/2023	5	Peter Hibbert
Vintage Tyres	Vintage Tyre Sales	418884883	P.O. Box 704 Bribie Island	17/07/2023	4	Lawrie Godde
Old Car Gearboxes/ other parts too.	Old Car Gearboxes	03 9553 3203	Moorabbin, Victoria	15/02/2022	5	Peter Hibbert



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BVAC Annual Christmas Luncheon

** Club Pine Rivers Bowls **

* Lawnton *



8th December 2024,

At 12.15pm for 12.30pm

Let's do something different this year, and send 2024 out with a bang. Get dressed up, and dust off your best Christmas clobber, tinsel, sparkles, stars, Christmas trees, your choice.



There will be a prize for the best dressed male & female and a runner up prize for the most creative dressed in theme.

If you would like to participate in the Secret Santa, please bring a non-perishable wrapped gift to the value of \$20 (either per couple or individual).



The Ford Mustang- History:

In the early 1960s, Ford, Plymouth, and AMC began noticing the rising interest in small, sporty cars, and the increasing importance of younger customers. In order to convince the management of Ford to approve a small, sporty car for production, the Budd Company, built a prototype two-seat roadster called the XT-Bird. The XT-Bird was built using the compact car chassis of the Ford Falcon with a modified 1957 Ford Thunderbird body. Ford rejected the proposal, preferring to design a four-seat sporty car instead which would expand its sales volume.



1964 Chevrolet Corvair Monza

The Budd Company was a 20th-century metal fabricator, a major supplier of body components to the automobile industry, and a manufacturer of stainless steel passenger rail cars,^[2] airframes, missile and space vehicles, and various defence products.^[3]

Budd was founded in 1912 in Philadelphia by Edward G. Budd, whose fame came from his development of the first all-steel automobile bodies in 1913, and his company's invention of the "shotweld" technique for joining pieces of stainless steel without damaging its anti-corrosion properties in the 1930s.

The Budd Company then approached American Motors Corporation (AMC) with the Budd XR-400 prototype, which was based on a 1962 AMC Ambassador two-door with a shortened chassis and the body moved 16 inches (406 mm) rearward to allow for a longer hood (bonnet). The automaker's "management expressed interest in a new car with a sports flair" and work on the AMC Rambler Tarpon, a 2+2 coupe with an elongated fastback roof, began in early 1963.

By standard definition, all cars in the 2+2 category have two front seats and two rear seats.

An example of production cars that included sporty and youthful appeal is the 1960 Chevrolet Corvair. Initially positioned as an economy car, the Corvair's plusher-trimmed and sportier Monza model sold around 144,000 units by 1961. The Corvair Monza's bucket seats and floor-mounted transmission shifter started a trend toward these features being offered in cars ranging from compacts to full-size cars. Competing models inspired by the Corvair Monza included the Ford Falcon Futura and Futura Sprint models and the Rambler American 440-H and Rogue models. Most sporty compacts were powered by the same economical six-cylinder engines as their more mundane platform counterparts, but in some cases, optional V8 engines were available along with four-speed manual transmissions.

1964–1966: Initial pony cars released

The term "pony car" was coined by *Car Life* magazine editor Dennis Shattuck.^[22] The characteristics of a pony car were defined as:

- A sporty compact car for the masses, that could carry four people
- Long hood, short deck profile, and "open mouth" styling (Grills that look like an open mouth)
- Affordable base price (under US\$2,500 – in 1965-dollar value)
- Wide range of options to individualize each car
- Manufactured using mass-produced parts shared with other models
- Youth-oriented marketing and advertising

Many pony cars were produced with economical six-cylinder or small V8 engines and although powerful engines and performance packages were offered, the majority were sold with six-

cylinder engines or relatively small V8 engines. The high-performance models saw limited sales and were largely limited to drag racing, road racing, or motorsport homologation purposes.



1966 Plymouth Barracuda



1963 Plymouth Valiant

The first pony car to be released was the Plymouth Barracuda, which went on sale on April 1, 1964 (two weeks before the Ford Mustang). The Barracuda was released as a fastback coupe, based on the platform of the Plymouth Valiant compact car. Chrysler's precarious financial situation meant that there was a limited development budget for the Barracuda, which led to a compromised design. The Barracuda was criticized for having insufficient distinction from the Valiant and the styling drew mixed reactions. As a result, Barracuda sales were a fraction of the Mustang's.

At the Ford Motor Company, executive Lee Iacocca had commissioned marketing studies that suggested that if a unique-looking sporty car could be offered at an affordable price, that the car would find many buyers.^[15] Therefore Ford continued development of a sporty 2+2 car based on the Ford Falcon platform, leading to the launch of the 1965 Ford Mustang on April 17, 1964. The Mustang was available as a two-door coupé and convertible, and had a unique "long hood, short deck" appearance. In its base specification, the drivetrain was typical of an economy car: a 170 cu in (2.8 L) six-cylinder engine with a three-speed manual transmission. The US\$2,368 base price included bucket seats, carpeting, floor shifter, sport steering wheel, and full-wheel covers. However, options such as V8 engines, a four-speed manual gearbox, air conditioning, and power steering could increase the price by up to 60%, which made such versions very profitable for Ford.



1965 Ford Mustang-launched on 17 April 1964

The Mustang was an enormous success, with first-year sales forecasts of 100,000 units being shattered on the first day, when Ford dealers took orders for 22,000 vehicles, forcing the company to shift production mid-year. The extended model year sales totaled 618,812 Mustangs.^[18] The Mustang broke all post-World War II automobile sales records, "creating the 'pony car' craze soon adopted by competitors."

The 1965 Mustang provided the template for the new class of automobiles.

Thus the **Ford Mustang** is a series of American automobiles manufactured by Ford. In continuous production since 1964, the Mustang is currently the longest-produced Ford car nameplate. Currently in its seventh generation, it is the fifth-best selling Ford car nameplate. The namesake of the "pony car" automobile segment, the Mustang was developed as a highly styled line of sporty coupes and convertibles derived from existing model lines, initially distinguished by "long hood, short deck" proportions.

Originally predicted to sell 100,000 vehicles yearly, the 1965 Mustang became the most successful vehicle launch since the 1927 Model A. Introduced on April 17, 1964 (16 days after the Plymouth Barracuda), over 400,000 units were sold in its first year; the one-millionth Mustang was sold within two years of its launch. In August 2018, Ford produced the 10-millionth Mustang; matching the first 1965 Mustang, the vehicle was a 2019 Wimbledon White convertible with a V8 engine.

The success of the Mustang launch led to multiple competitors from other American manufacturers, including the [Chevrolet Camaro](#) and [Pontiac Firebird](#) (1967), [AMC Javelin](#) (1968), and [Dodge Challenger](#) (1970). It also competed with the [Plymouth Barracuda](#), which was launched around the same time. The Mustang also had an effect on designs of coupes worldwide, leading to the marketing of the [Toyota Celica](#) and [Ford Capri](#) in the United States (the latter, by Lincoln-Mercury). The [Mercury Cougar](#) was launched in 1967 as a unique-bodied higher-trim alternative to the Mustang; during the 1970s, it included more features and was marketed as a [personal luxury car](#).

From 1965 until 2004, the Mustang shared chassis commonality with other Ford model lines, staying rear-wheel-drive throughout its production. From 1965 to 1973, the Mustang was derived from the 1960 Ford Falcon compact. From 1974 until 1978, the Mustang (denoted Mustang II) was a longer-wheelbase version of the Ford Pinto. From 1979 until 2004, the Mustang shared its Fox platform chassis with 14 other Ford vehicles (becoming the final one to use the Fox architecture). Since 2005, Ford has produced two generations of the Mustang, each using a distinct platform unique to the model line. The **Ford Fox platform** is an automobile platform that was used by Ford Motor Company for many of its vehicles, and was designed originally to cater for the vehicle design requirements of different countries, Europe, Asia, North America and others, with the thought that a 'world' car design would please everybody, but this was not to happen.

Through its production, multiple nameplates have been associated with the Ford Mustang series, including GT, Mach 1, Boss 302/429, Cobra (separate from Shelby Cobra), and Bullitt, along with "5.0" fender badging (denoting 4.9 L OHV or 5.0 L DOHC V8 engines).



A very nice 1965 Ford Mustang.

BVAC Car Display – Soul Cafe & Op Shop Morning

Saturday 9th November 2024

“Mostly by Peter Hibbert”

A day with a difference! We were to gather at the Soul Café & Op Shop, Bridgeman Downs Baptist Church at 294 Graham Road, Bridgeman Downs at 9:00am. The events page said 9:30am but later we learned that 9:00am was preferred. Sounds easy- but the church is so large it actually borders on three roads- Graham, Bridgeman and Albany Creek roads- so take your pick.



We did all pick Graham Road which was just as well, because we all ended up parking where we were supposed to, right outside the coffee shop. From the moment, the day was a resounding success. How could it not be, with all that coffee just waiting to be drunk? I have to admit though, I was a little disappointed as I know that this particular church has a fête, sort of semi-regularly, and I had half assumed that this would be one of those days- but it wasn't.



Not to worry- it was certainly a very pleasant, warm and restful day which we all enjoyed. There were around ten or so of our cars on display which encouraged an ever-changing few locals to check them out. I only photo'd one of them, the Citroën, but you can just see Mal's Wolseley behind it. Looks like Mal standing there too, and is that Ellen and Bryn.

I took a wander down to the other end of the grounds just to see what was there and got talking to a man who said he had a shed full of old cars, and that as he was now eighty-five, he thought he should start getting rid of them. I offered to advertise them in our magazine and gave him my email address, hoping that he might take up the offer- haven't heard back from him yet- but who knows?!

There was the Op Shop which is a house where each room is dedicated to different criteria, ladies clothing in one room, all kinds of kitchenware in another. Then there's a children's room, a cafe in the middle of the house, and outside in the garage bric a brack. As well as a community garden. So much to be scrutinised by all in the rooms of your



choice, or at least, by me anyhow. Lots of clothes, and DVD's. Nick-nacky stuff too. I found a GARMAN GPS for \$4, and a brand-new double-acting hand pump for removing engine oil for \$15. Oh No! Now I gotta do an oil change on the old car- big mistake Peter!

After 2½ to 3 hours of sitting and coffeeing we figured it was time to make tracks and head for lunch or home, and so we made our way to the parking lot and off we went, each going our separate ways. For me it was a very pleasant morning and a good way to relax.



Birth of Motive Power (cont'd)

Harking back to the October Vintage Views, this article from Mal Dale follows on from the article there called "Birth of Motive Power to Replace Animal Power". Previously, you read of the development in England and Europe. Here we see what was happening at the same time in USA. (Ed.).

Light and temperamental steam cars, like the Locomobile appeared, then the gas buggies. Oldsmobile, from 1896 to 1899, built few cars. Copper magnate, S.I. Smith bought the company in 1899 to give his 2 sons a lucrative hobby. They planned a luxury car with pneumatic clutch and electric starter to sell for \$1250. They failed to sell, and the founder, Ransom Olds, in 1901, then designed the single cylinder, tiller steered, Curved-dash Oldsmobile. By 1904, 5000 of what became known as the "Merry Oldsmobile" had been produced. Ransom Olds left the company in 1904 and founded Reo. By 1905 flat twin motors and steering wheel variants appeared. In 1906 the vertical-twin two stroke, the 20/24 hp Double Action Model L, and the company's first 4-cylinder 26/28 hp Model S were produced. A 7400cc. was introduced in 1908, the year the ailing company was acquired by General Motors. In 1910 along came the 11,499cc. six. It was so tall it needed two tier running boards.

The progress of the motor industry there was being hampered by the shadow of monopoly. A patent lawyer named George Baldwin Selden had drawn up a "master patent" for the motor vehicle in 1879, published it in 1895, and claimed that all gasoline driven vehicles were infringements of that patent. His claims were given commercial bite by the Association of Licenced Automobile Manufacturers, established to administer the Selden Patent in 1902, to which most American car firms were persuaded to belong.

However, Henry Ford had founded his Ford Motor Company in 1903 and decided to stand against the ALAM. They began litigation against him in 1904. After lengthy proceedings, ALAM began building a car to Selden's 1879 design, and Ford building a car with a motor based on the 1863 Lenoir. Ford won the day in 1911, not long before the Selden patent would have expired. Ford's great achievement, after 5 years work, was to introduce in October 1908, the Model T.

It became so popular that he had to introduce the first moving assembly line to build enough cars to satisfy the growing demand. 16.5 million were built before the Model T ceased production in 1927.

Henry Ford's victory over ALAM led to numerous now famous car makes becoming established, all trying to compete against Ford's popularity.

Mal Dale

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- Hard to believe I once had a phone attached to a wall, and when it rang, I picked it up without knowing who was calling.
- She says I keep pushing her buttons. If that were true, I would have found mute by now.
- I put my scale in the bathroom corner and that's where the little liar will stay until it apologizes. +++++

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The History of the Mustang Logo:

The Birth of the Mustang Logo (1960s)

Ford launched the Mustang in 1964. This new pony car featured a galloping horse logo. The Mustang logo had a muscular pony against a triangular background, which conveyed a sense of motion and energy. The rugged serif font spelled out “Mustang.” This evoked an idea of the old American West. The logo design aligned with Mustang’s positioning as an affordable, sporty car for younger buyers. It became iconic almost immediately, and represented freedom, youth culture, and the open road.



Changes and Adaptations (1970s–1980s)

In the 1970s, car logo design shifted towards more minimalist and modern looks. The Mustang logo was streamlined in line with these trends. The pony grew leaner, and the text became sans-serif. Additional changes came in the 80s and early 90s. The Mustang logo took on a more angular appearance with sharper edges. Its colour schemes also evolved over time. These updates kept Mustang’s identity contemporary. But the galloping pony remained the focal point.

Modernization and the Digital Age (1990s–2000s)

The 1990s brought computer-aided logo design tools. This allowed for precision and experimentation. Mustang logos from this era had a sleek and futuristic

vibe. By the 2000s, digital marketing had gained importance. The Mustang logo was adapted for online use. Simplified and flattened versions worked on websites and social media. The logo served as an icon representing the Mustang brand across platforms. Streaming videos and online configurators let customers interact with the logo.

Nostalgia and Reimagining (2010s)

In recent years, Mustang has tapped into nostalgia. The logo returned to the heritage design cues, and reintroduced classic fonts and the stark contrast pony. But modern sensibilities remained, with polished finishes and gradients. Also, the updated colour palettes tied to vehicle models gave it a current look. The balance of old and new aimed to appeal across generations. The logo sparked connections to Mustang’s cultural legacy.



The Contemporary Mustang Logo

Today’s Mustang logo features a forward-leaning, muscular pony. It strikes a balance between modern and retro. The angled stroke and sharpened edges provide a contemporary look. But the stark silhouette and original fonts create

continuity. This dynamic logo works in print and digital mediums. It adorns clothing, merchandise, and more. The Mustang logo ties together marketing across platforms. Yet it retains the free-spirited character of early Mustangs.



Cultural Impact and Recognition

The Mustang logo is embedded in popular culture. It represents excitement, performance, and Americana. The pony has appeared in songs, movies, and TV shows. Fans express their Mustang passion through logo

apparel and collectibles. The emblem even has its own appreciation day each year. For over 50 years, the Mustang logo has built an iconic brand image. It encapsulates core Mustang values that enthusiasts identify with.

The Elements of the Logo

Fonts and Colours

The image of the horse in the logo, which is used as an emblem, does not have any inscription. It was designed by Phil Clark in 1964 as a galloping one, as opposed to the running one of today. Over the years, it became more brutal and pronounced, with the silhouettes becoming stronger and more distinct. However, it has a wordmark in the form of a car series depicted in a custom bold sans-serif font. The badge has been stylized as a metal-built figurine to decorate the bumper. The emblem has a three-dimensional effect due to the silvery gradient and the uneven shadows and highlights.

The sleek silver colouring of the Mustang logo highlights the brand's dynamic and powerful essence. When emblazoned on the iconic candy apple red Mustang body, the metallic emblem pops with a modern, luxurious flair. The bold metallic silver represents professionalism and authority for the brand. Yet placed upon the evocative Mustang red, it celebrates a passion for speed and freedom.

Over the years, the Mustang logo has been embellished with various additions. These include pink ribbons or American flag motifs. But the strength of the emblem lies in its minimalist simplicity. Whether solo or adorned, this polished logo maintains an aura of timeless elegance. The Mustang crest continues to communicate core facets of the brand's identity. Its strategic use of colour and design has preserved equity and recognition across generations. Both dynamic and nostalgic, this iconic emblem retains a versatile resonance no matter its setting.

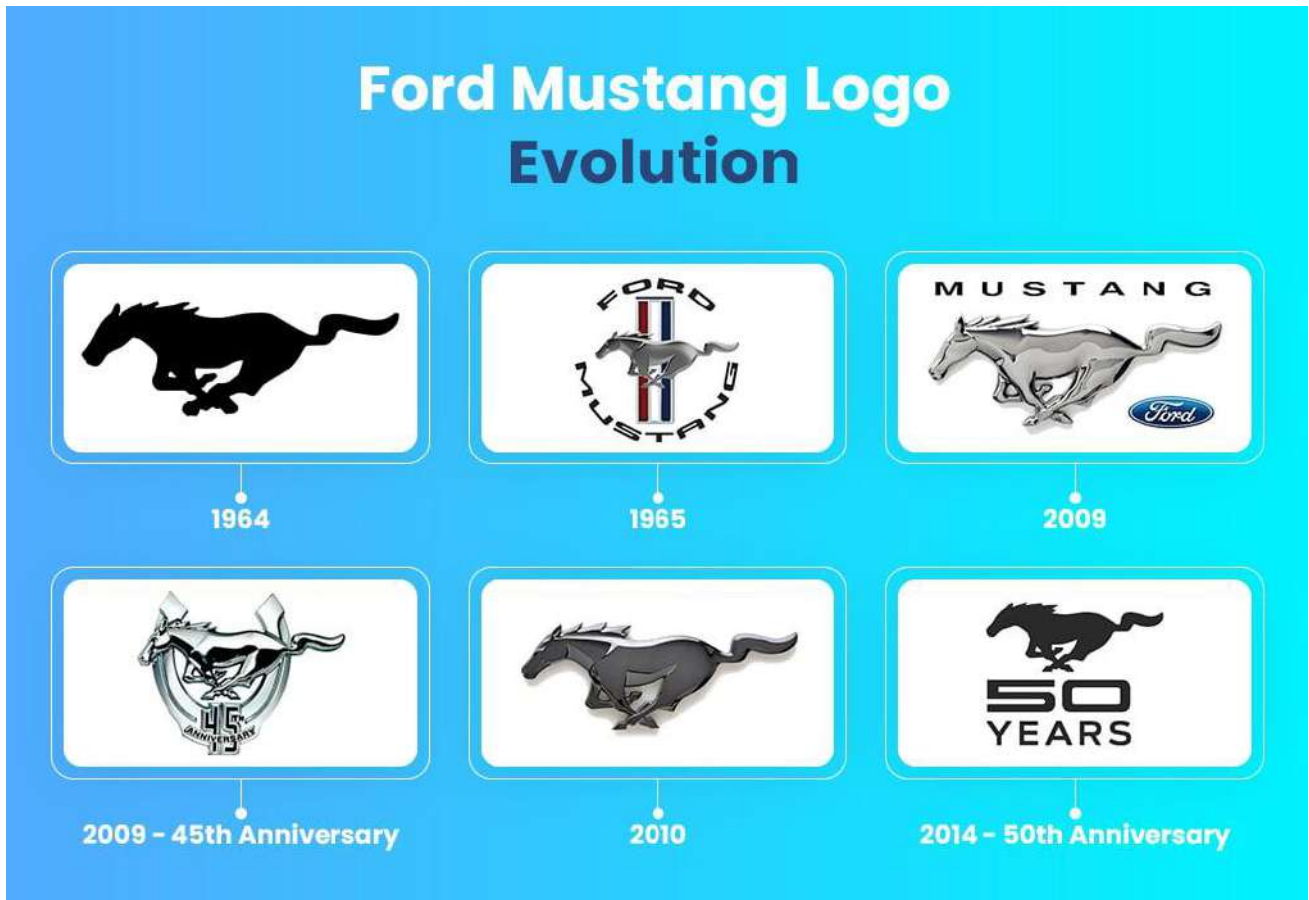
The History of Mustang

Since its debut in 1964, the Ford Mustang has enjoyed enormous popularity. It has become one of the best-selling cars in automotive history, with over 10 million units produced. The Mustang's origins date back to the early 1960s, when Ford sought to counter the success of sports coupes like the Chevrolet Camaro and Plymouth Barracuda. The first Mustang was unveiled on April 17, 1964, at the New York World's Fair and went on sale just two days later, on April 19.

Drawing inspiration from the P51 Mustang fighter plane of World War II, Ford managed to capture the free spirit of the 1960s with the Mustang's sporty styling and performance. The Mustang was an instant hit and has gone on to become an automotive icon, representing freedom, youth, and affordability for over 50 years.

Finally

The Mustang logo has come to represent independence, performance, and pride. Its design has evolved across decades but retains familiar visual cues. This emblem's cultural significance and nostalgic appeal contribute to Mustang's lasting legacy. The galloping pony remains a dynamic symbol of freedom on the open road. It will continue to shape Mustang's identity and connect with enthusiasts. The rich heritage of this logo is likely to endure for generations to come.



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Therapy

A husband and wife came for counselling after 15 years of marriage.

When asked what the problem was, the wife went into a passionate, painful tirade listing every problem they had ever had.

She went on and on: neglect, lack of intimacy, emptiness, loneliness, feeling unloved and unlovable, an entire laundry list of unmet needs she had endured over the course of their marriage.

Finally, after allowing this to continue for a length of time, the therapist got up, walked around the desk, asked the wife to stand, and embraced and kissed her passionately.

The woman quietly sat down as though in a daze. The therapist turned to the husband and said, "This is what your wife needs at least three times a week. Can you do this?"

The husband thought for a moment and replied,

"Well, I can drop her off here on Mondays and Fridays, but on Wednesdays, I go on the clubs Wrinkley's Runs.

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Sunday 17th November- Neurum Creek Run:

by Maureen Sheils

After the downpours we had experienced during the week, fortune was with us for the Sunday run with lovely weather and a cool breeze.

We met at Caboolture Lakes at 9 am and promptly left at 9:15 to head towards Woodford bakery for morning tea where Scott must have had the fullest pie we had ever seen, topped up sky high with mushy peas.

Grant Higgins came along on his first club run in his 1954 Standard Eight, and was worried about getting up the mountain, but all was well.



Mal as always, a regular in his lovely 1963 Wolseley.

The rest of us, Laurie and Suzanne, Rod, Scott and myself in our modern cars.

It was easy to see we were in the country as the poor old swaggy with his pet kangaroos and emus were all tucked out after walking miles for a meat pie. Must have been a good pie as he's been sleeping it off now for twenty years or more.

Rod and I ducked across the road to check out the monthly Sunday markets.



We then headed off towards our lunch stop at Neurum Bush Retreat where the management kindly waived any fees for us to set up for our picnic lunch under the huge fig tree.

It was a very pleasant area with plenty of tables and chairs. Scott set up his BBQ and we had to suffer the aroma coming from that as we munched away on our healthy salads or sandwiches.

He had the best equipped Ute for a picnic lunch, esky, BBQ, and even running water.





Good on you Scott! Nothing like being organised!
 Lunch over and the chatter slowing down we started to THINK about heading off and that thinking quickly turned to reality as a rather heavy branch broke off the magnificent fig tree that we were sitting under and landed not far from our table.



All in all we had a lovely day.

Maureen

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Christmas One Liners:

How much did Sants pay for his sleigh?
 Nothing.- it was on the house.

+++++

What do donkey’s send out for christmas?
 Mule-tide greetings.

+++++

What did the snowman say to the aggressive carrot?
 “Get out of my face.”

+++++

A gingerman went to the doctor complaining about a sore knee.
 “A sore knee?” the doctor replied. “Have you tried iceing it?”

+++++

Last christmas I bought my friend a lie detector as a gift.
 “Oh... I love it!” she said.

“We’ll see.” I said.

+++++

How did the bauble know she was addicted to Christmas?
 She’s been hooked on Christmas trees all her life,

+++++

I have this incrediblr ability to predict what is inside a wrapped present.
 It’s a gift. +++++



A few simple questions:

- Why is it that when archaeologists find human remains, they can determine whether they're male or female but none of the other dozen genders?
- Why are we told to lower Air Conditioner usage on hot days to prevent overwhelming the electric grid while simultaneously being told to trade in petrol cars for electric vehicles?
- Why is talking sexually in the workplace considered sexual harassment to adults...but talking about sexuality to children in Grade 3 at school considered education?
- If your electric car runs out of power on the motorway, do you walk to a charging station to get a bucket of electricity?

And finally:

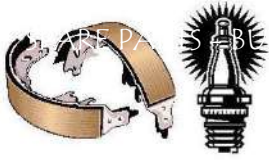
- If you don't want to stand for the National Anthem, perhaps you should give your legs to a veteran who lost his. That way a real man can stand in your place.

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And at last- this vital question has finally been solved:



...and that is WHY the chicken crossed the road.



CLASSIFIED

Vehicles For Sale



1928 Chevrolet Truck: In top condition but needs some work on the fuel tank. Not registered. RWC should be no problem.

Contact: Jamie Hazelden, (also known as The Australian Bushman).

Phone: 0407697874

Price: \$12500

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Parts for Sale:

Tyres: Two NANKING Cross ply tyres- 5.50.15 4PR

- They look unused with no treadwear.
- No cracking of sidewall.
 - \$50 for the pair.

Phone Peter Hibbert on 0416 328 929

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Parts Wanted:

For 1968 Daimler Sovereign (or Jaguar 420):

Control valve, controlling hot water supply to the heater unit.
Vacuum operated. Jaguar part No.: C.19704.

Fuel tank sender unit. L.H. tank. Jaguar Part No.: C.26212.

Phone Greg Henderson on 0428361 756.

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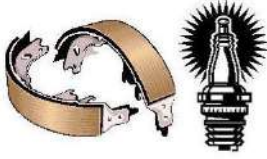
After visiting the Middle East...

I was telling my mates how I tried to walk like an Egyptian but now I need to see a Cairo practor.

Jack said: 'And now you probably feel like an old Giza.'

Then Mick said: 'I think you're in de-Nile....'

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CLASSIFIED



Vehicles For Sale

1963 Mark 1 Consul Cortina- Pre Aeroflow Model.

4 Door 440 sedan with a 1500 cc engine and column shift.

Very Original and in good condition. 2 tone paint- Pale Blue and Red.

Disc Brakes Installed. Original Number Plates.

PRICE: \$26,000 negotiable.

CONTACT: Scott: 0402 170 844



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