



August/October 2024

Published Quarterly

*The Bayside  
Vehicle Restorers Club Inc.  
Magazine*



[www.baysideclub.org.au](http://www.baysideclub.org.au)





# August/October 2024

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## President’s Report

The Three Club Get Together on 21 April at the Veteran Car Club rooms was hampered by wet weather, but all who attended from IVVVC, QVVA and our Club had a good time. Four cars did the run to the Port of Brisbane set by Cheryl Nott.

The Biggest Morning Tea on 4 May was held in the hall at Ormiston State School, and thank goodness this decision had been made by the management committee, as it rained most of the day. The event was a success, with \$1,000 being donated to the Cancer Council.

I would like to convey my thanks to the Club members who volunteered at these events. Club membership is growing, and we now have 210 members.

A few of our members are having health problems, and I wish them a speedy recovery to good health.

Peter Sellars is resigning as Vice President, so we are seeking nominations for this position at the AGM in September. Don’t be shy: it is not a difficult job and if you need more information do not hesitate to talk to me or to Peter. We need members to step up for committee positions to keep the Club active and functioning efficiently.

I did five days as a volunteer during RACQ MotorFest in June, which some of our members attended with their pride and joys.

Because I was visiting Thursday and Horn Islands for the RACQ Foundation I missed the July meeting. Vice President Peter Sellars as usual did a sterling job running the meeting in my absence.

Signing off,  
Albert



# Bayside Vehicle Restorers Club

## Committee and Office Bearers



**All correspondence to:** The Secretary, BVRC, PO Box 59, Cleveland, Queensland 4163  
Website: [www.baysideclub.org.au](http://www.baysideclub.org.au)  
Email: [secretary@baysideclub.org.au](mailto:secretary@baysideclub.org.au)

Meetings are held on the second Friday of each month at the Ormiston State School, cnr Gordon and Dundas Streets, Ormiston at 7.30pm. Parking in Dundas Street.

Membership renewals of \$30 (due 1 July) can be paid to BVRC at Bank of Queensland, BSB 124 025, account number 10404880. Please include your name or club membership number as reference when renewing membership online.

Disclaimer: Any views expressed in this magazine are not necessarily those of Bayside Vehicle Restorers Club Inc or its Committee. BVRC committee, editors and members decline to accept any responsibility for mechanical advice contained in or adopted herefrom.

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## The Editor's Desk

This magazine has had a cover car in each issue since November 2015, with the first being Wayne Lait's Falcon. But this issue is different, with two similar cars on the cover.



Gary Crooks and Will Moses acquired their Mitsubishi Sigmas at about the same time. They often attend the same Club events, so this is a great opportunity to present both Sigmas at the same time.

The Sigma was a key part of Mitsubishi's most successful years in Australia, but two decades after its takeover of Chrysler's local facilities Mitsubishi became the canary in the coalmine for the Australian automobile industry. It closed its South Australian plant in 2008 because it could no longer compete, and the rest of the local car industry had suffered the same fate by the end of 2017.

Mitsubishis, Toyotas, Bentleys and Jaguars are still sold in Australia. But the brands of many past cover cars have disappeared, and their manufacturers have moved back where they came from or have been swallowed by conglomerates. Falcons, Holdens, Austins, Rileys, Sunbeams, Triumphs and others are no longer made here or anywhere else.

But some cover cars have retained their names and are still made by their original manufacturer. The Ford Mustang, November 2021's cover car, is celebrating its sixtieth anniversary, and more than ten million have been built since its launch in 1964.

I've hence included on page 27 a 1964 *Autocar* road test of an early Mustang, which I hope will entertain even those who've never had the joy of owning one.

**Geoff Moran**

## New Members

Mark & Tracey Armatys	Ford Cortina coupe & Ford Granada sedan
Geoff Hodge	Austin Healey Sprite
Glen & Carlie Thistlewaite	Ford Mustang
Brad & Tania Evans	Chrysler Valiant Charger coupe, Ford Falcon sedan, Ford Mustang coupe
Len & Nina Davey	Ferguson TEA20 tractor
Robert & Therese Cornacchia	Ford sedan

## Thank you from Dawn Wright

I would like to thank the Club for the help and friendship that has been shown to me while I have been on my own with John in hospital.

John is still in hospital and will not be coming home. We are waiting for a suitable Aged Care facility that will accept John.

Thanks for preparing John's tools and selling them at the Swap Meet, and for all that the Club has done that has been very helpful to me.



*Dawn with Gary Crooks, who delivered the proceeds of the sale of John's tools to Dawn.*

Thanks so much.

**Dawn Wright**

## Midweek Club Run 14 March

This Thursday's trek was a little unusual, passing through the inner southern suburbs of Brisbane before heading out to Yeronga. I must admit that my memories of this area were limited to the dog pound and the paint factory. The day proved that I had much to learn.

Only a few vehicles, including Alan Dorber in his MGB, headed off after Cheryl which, fortunately, allowed us to keep on her tail on our zigzag course which ran through Greenslopes where, with one wrong turn, we could have finished up in hospital.

After a dive under the M3 we crossed Ipswich Road and soon all was revealed. The Brisbane Corso is a beautiful long park by the river opposite Queensland University.



Here the locals (and not so local in the case of Bruce and Kathy) joined us as expected, bringing our complement to thirteen. During morning tea a surprising number of members (all ex local) confessed, or was it boasted, that in the swinging sixties this stretch of riverbank was a hotbed of passion, the effects of which can be felt to this very day.



It seems unreal that the quiet river there rose as far as the height of the 1974 flood marker. Then it was off down Fairfield Road to Simpson Playground, where Oxley Creek joins the river at Graceville. Driving through Tennyson I noticed that the Powerhouse was missing, and the whine of steam turbines has now been replaced by the “tick tock” of tennis balls.



Before we left the Corso Mike Brazier mentioned that he would swap vehicles, so we all expected him to turn up in his Humber. It turned out that his new vehicle is a classic Schwinn, which has three wheels and no engine. Although his courage is impressive, I doubt if this will catch on at BVRC.



After lunch I found that the bronze mud crab in the bronze canoe was firmly fastened, as it was unfortunately all cast in one piece.

This was an interesting journey back in time, thanks to Cheryl Nott.

*John Gross*

### Ormiston Swap Meet 24 March

An overcast morning greeted us as we made our way to the Swap, held once again at the Ormiston State School, with the BOM radar showing a wide swathe of showers coming from the west and the southeast.





Twenty-five of our members worked on Saturday setting up the sites and twelve on Sunday afternoon cleaning up the hall, toilets, kitchen and ovals in readiness for school on Monday morning.



Visitors and stall holders this year came from as far afield as Gatton, Beaudesert, the Gold Coast and Caboolture.



This was the Club's 37<sup>th</sup> Swap, and is BVRC's only fundraiser. It's always encouraging to see the support of Club members, car enthusiasts and the public every time the Swap comes around. The entry and site fees are some of the cheapest in the southeast, and comments from attendees were positive throughout the morning.



The Ormiston State School P&C provided catering with drinks and food, and many visitors took the opportunity to take a break in the undercover area of the tuckshop.



The grounds were already packed when we arrived with workers at the school before 5am. Stallholders entered when the gates opened at 5.30am. Both ovals were covered with 170 sites, with 64 classic vehicles displayed on the smaller oval. The hall housing the antiques and collectibles had a further 20 stalls. Attendance was approximately 1,200 walk-ins.



How lucky are we to be members of a Club which has the wellbeing of its members at its core? The Club never fails to look after the workers and volunteers, with cold drinks and food delivered throughout the morning to gate and oval workers who were unable to leave their posts. A tent was also set up for the workers, with chairs, hot food and drinks available.





The morning was pleasantly cool in the overcast conditions, despite a light drizzle from 8.30am. Visitors were still coming through the gates, but by midmorning heavier showers began to roll in and some of the vendors began packing up and heading home.

Many thanks to the incredible contingent of 50 Club members, including some new ones, who volunteered their time to work throughout the day for another successful Ormiston Swap Meet.



*Sharon Auld*

*John and Jude Gross*

### Midweek Club Run 18 April

On this pleasant outing the group had morning tea at Ken May Memorial Park at Slacks Creek, then enjoyed lunch at Barbaralla Drive at Springwood.



### Three Club Get Together 21 April

On Sunday 21 April BVRC hosted the annual Three Club rally at the VCCAQ clubrooms at Carindale. The event is held on the Sunday before Anzac Day, with responsibility for organizing the rally rotated between Ipswich Veteran and Vintage Vehicle Club, the Queensland Vintage Vehicle Association and BVRC.

Rain tumbled down over the weekend and Sunday morning dawned cloudy and bleak, with up to 50mm of rain forecast. However on the bright side this meant that John and Judy could take the black Jaguar unwashed and dirty, so after loading heaps of baked goods in the boot and back seat they were disappointed to complete the trip to Carindale and arrive dry among those other shining cars. Sharon and Graham had planned to take the Vauxhall Caleche, but the weather was too forbidding.





The venue was the large and impressive clubrooms of the Veteran Car Club of Australia (Queensland), tucked behind a giant church at 1376 Old Cleveland Road. The clubrooms include a well-equipped kitchen, meeting rooms and library, and were opened in March 1994. Around 20 resident car clubs call the clubhouse home, and it is hired by a number of clubs for meetings and to use the storage facilities. The Chevrolet Club had assembled and was about to depart on a run when we arrived.



Eighteen vintage and classic vehicles were already parked on the tarmac when we arrived, and four moderns completed the line-up. Ipswich Club members encountered showers on the drive down, but all took it in their stride and gathered to chat before morning tea was served.



The large covered veranda at the rear provided a convenient place to spread out the feast on the tables, as it did rain eventually. Judy Gross took charge of morning tea arrangements and provided a feast of homemade goodies including savoury muffins, biscuits and several different and delicious cakes with gluten-free choices, and Ruth and Michelle brought along sandwiches and cakes.

Morning tea was so popular that an Ipswich Club member suggested making Judy an honorary member of their club.

Despite the intermittent downpours it was good to sit and relax with some familiar faces from QVVA, whom we'd first met fifty years ago. Their interest in the old car movement like ours has never waned, and while vehicles change over the years the comradery in the movement remains.

A scenic drive had been prepared by Cheryl through the rural estates of Gumdale, along the Bayside Esplanade and on to the Port of Brisbane and returning to the clubrooms. Just as the run sheets were handed out rain started to bucket down, so only four brave and foolish souls set out and, to their credit, completed the run to the Port of Brisbane. The rest of us involved ourselves in games of skill, as Cheryl and Lawrie had brought car-themed games for the entertainment of those who chose to stay under cover at the clubhouse. With further rain forecast for the afternoon we all headed home before midday.



Altogether it was an enjoyable morning with good company and good food. It was pleasing to join members of other clubs who share the same passion. Thank you to all who organized and helped during the day, including Albert and Cheryl, Judy and the ladies and gents who hopped in and helped clean up in the kitchen following morning tea.

Let's hope for better weather next year!

*Sharon Auld and John Gross;  
photos Ruth Knight*

# Australia's Biggest Morning Tea

## 4 May

Following days of rain and cloudy skies we were hoping for finer conditions for this year's Biggest Morning Tea at Ormiston State School. Sadly the gloomy weather continued, and just 14 cars were displayed on the oval.



Cheryl welcomed visitors as they entered, and Tony and Jean again did a grand job selling raffle tickets.



Gate marshals Will and James were stationed at the gate as we arrived, directing vehicles and assisting members entering the hall. Albert and his team had been at the school from 8am, opening the grounds and hall and setting up tables and chairs and raffle prizes.



The amazing group of Bayside ladies was busy working in the kitchen when we arrived, greeting members, making and serving tea and coffee and placing food on tables in the hall. The team hardly had time to relax, working throughout the morning and fronting up to clean everything away afterwards.



The concept behind the Bayside Club's Biggest Morning Tea is for members to bring along a plate of food to share with fellow members and visitors along with a \$5 entry fee. Proceeds from the day are donated to the Cancer Council Queensland. In past years morning tea was served in the covered quadrangle, however this year the decision was made to hold the event in the hall. As it turned out this was a wise decision, with heavy downpours during the morning.



And the food! The saying "better a feast than a famine" comes to mind. Every year the sheer volume of food increases and the choices grow. The tables groaned with food including scones, sandwiches, tarts, cakes, muffins, biscuits, slices and savoury items, along with numerous selections of gluten-free offerings displayed on a separate table.





Throughout the morning Gary Tesch entertained us with music from the keyboard and piano accordion he'd brought along. Thank you, Gary!



We are lucky to be members of an amazing Club, where the kindness and support given to Club members is always on display. As we made our way to the car rain continued to fall. Stewart and Will stepped in and carried our boxes and containers back to our car for us.



This year 88 members and friends attended, while several were absent due to illness. Margaret Banner made the beautiful floral arrangements on each table and wrapped and set up raffle prizes with Albert, despite being unwell and unable to attend.



From the funds raised on the day the Club donated \$1,000 to the Cancer Council. We look forward to another happy and successful Biggest Morning Tea next year.



A wide variety of 16 raffle prizes was drawn following morning tea. Vouchers were kindly donated by BCF and Supercheap, while Club members donated further prizes.

A group of ladies from Redlands Volunteer Branch of Cancer Council Queensland had a stall in the hall with a variety of goods for sale. Their representative thanked us all for our efforts and expressed appreciation for our long-standing support.



*Sharon Auld; photos Annetta Moses*

## Cover cars: Mitsubishi Sigmas

Gary Crooks and Will Moses acquired their Mitsubishi Sigmas for different reasons and by different routes.



When Gary was seeking a special interest vehicle around 2½ years ago he had particularly wanted an Australian-made one, and a 1984 SE Sigma sedan he saw advertised on Carsales.com.au sounded tempting.



The car had only two owners and had been purchased new from the Mitsubishi dealership in Batemans Bay. It had dealer-fitted air conditioning, power steering and alloy wheels and featured unusual and attractive velour trim. Gary thought that it had been the dealership's showroom car, fitted with the full range of options to upsell customers.

As offered on Carsales the Sigma's air conditioning wasn't working and it needed new tyres. However the body and paintwork were impressive, the velour trim was in exceptionally good condition and the car was competitively priced. Furthermore Sigmas are rarely seen today. This exclusivity appealed to Gary, and he negotiated a satisfactory deal.



Will had owned Sigmas before and had always liked them. His 1983 Sigma is a Super Saloon, of which only 500 were made. As a top of the range vehicle it came with electric windows, central locking, velour upholstery, four headrests and rear armrest. It was from a deceased estate in Melbourne: the owner left it to a neighbour who did not want it, so it sat under the house for several years until Will purchased it.



Both Gary's and Will's cars have the 2.6 litre Astron engine, three-speed automatic and, being premium vehicles, are fitted with four-wheel disc brakes.

Chrysler Australia first sold small cars in 1959 when it began assembling Simca Arondes, followed by the Hillman Hunter and then the second-generation Mitsubishi Galant. In 1975 Chrysler introduced the mid-sized Centura, which was a short-lived failure. When the Galant was succeeded by the third-generation version in 1977 Chrysler began building it as the Chrysler Sigma. It competed with cars like the Datsun 200B and Bluebird, Toyota Corona, Ford Cortina, Holden Sunbird and Torana and Mazda 626, but quickly became very popular, selling an estimated 300,000 units between 1977 and 1987.

When launched the base model, badged Sigma Galant, had a 1.6 litre engine, but the 1.85 and two litre Astron engines were more popular. The Astron had a hemispherical cylinder head, single overhead camshaft and twin balance shafts, which Chrysler advertised as "Silent Shaft". Astron engines were imported until the Adelaide factory began production in 1979.



Standard transmission was four-speed manual, with optional five-speed manual or three-speed automatic.



From the Sigma's launch the range included premium models with attractive and innovative features. The SE had reclining seats, roof console, radial ply tyres and laminated windscreen, while the Sportspack included go-faster stripes, quartz halogen headlights, tachometer and sporty steering wheel. In 1979 the 1.85 engine was dropped and a 2.6 litre Astron added. A station wagon version and a Japanese-built Scorpion two door coupe were also added to the range.



The Sigma quickly gained a reputation for its high quality, comfort, spritely performance and good handling and braking. However the drive chains for the Astron engine's silent shafts were noisy when started from cold. They quietened as the engine warmed up, but the noise never completely disappeared, becoming more apparent as the shaft bearings wore. The Sigma's long and successful history suggests that owners soon came to accept its characteristic engine noises.

In the late 1970s Chrysler USA faced bankruptcy and Mitsubishi acquired Chrysler Australia in 1980, re-badging the car as the Mitsubishi Sigma. Under Mitsubishi the Sigma was given several body restyles, engine performance improvements and numerous special trim and equipment upgrades. Notable limited-run versions were the Peter Wherrett, which addressed handling deficiencies, and the Sigma Turbo, which almost doubled the two litre engine's power.

In 1985 Mitsubishi released Sigma's planned replacement, the front wheel drive Magna. The Sigma range was progressively rationalized thereafter to make way for the Magna, and the last Sigma was built in 1987.



Many car fleets operated entry-level Sigmas, though they were not always popular with those who drove them. Throughout the 1980s Sigmas seemed ubiquitous yet today are rarely seen: the only Sigma currently listed on Carsales is a Scorpion. Fine examples such as those of Gary and Will are a link with a long-gone chapter in Australian motoring history.



Will's car has a role in *Spit*, a sequel to the 2003 comedy crime thriller *Gettin' Square*. *Spit* is currently being shot on the Gold Coast, and the cast includes David Wenham and Gary Sweet, who both starred in the original film. *Gettin' Square* was a box office bomb, but perhaps *Spit* will succeed, if Will's attractive SE Sigma can fill the audience with Club members.



Gary Crooks, Will Moses & Geoff Moran

Bayside Vehicle Restorers Club Inc presents



# Redlands Coast Australia Day Event



## Sunday 26 January 2025

### Ormiston State School

Car Club entry for display from 6am via Wellington Street

Gates open for public at 7am - **Bring Your Own chairs & cups**

Complimentary Breakfast, Tea & Coffee from 7am to 9am

Buy a raffle ticket and support Sailability: raffle drawn at 10am



Enjoy the vehicle display until 10.30am - school gates close at 12 noon

At 10.30am start one of the optional navigation runs through the Redlands Coast

BYO lunch to have in park at completion of your chosen run

Contact: Steve 0411 516 122



**Drones & Social Media not permitted unless permission given by BVRC Committee**

**NO Dogs, Smoking or Vaping allowed on school grounds**



Proudly supported by



# BVRC Calendar of Events - August 2024

Carry this calendar in your club vehicle

Date	Event (BYO unless otherwise stated)	Time, Location etc
<b>Events organized by BVRC</b>		
<b>Wednesday 7 Aug</b>	<b>Club Run</b> Visit BlueCare Sunnybank Hills Respite Centre. 10am morning tea and vehicle display	By invitation Cheryl Nott 3341 5619
<b>Friday 9 Aug</b>	<b>Club Meeting</b> Ormiston State School Hall	Dundas Street East 7.30pm
<b>Saturday 10 Aug</b>	<b>Club Noggin and Natter</b> Monthly 'show 'n' tell' get-together. Bonnets up. BYO chair and snacks. Fish 'n' chips if you like.	Beth Boyd Park, Thorneside 2 to 4pm
<b>Tuesday 13 Aug</b>	<b>Club Social Evening</b> Tingalpa Hotel, 1563 Wynnum Road, Tingalpa	Meet at the venue 6.15pm
<b>Thursday 15 Aug</b>	<b>Midweek Club Run</b> M/T O'Gorman Park, Alexandra Hills UBD 184Q18 Lunch Three Paddock Park, Wellington Point UBD 164Q19	Depart Cleveland Showgrounds 9.30am
<b>Tuesday 20 Aug</b>	<b>Men's Morning Tea</b> 10am TBA	Ray Burrows 0409 640 600 Will Moses 0412 194 560
<b>Wednesday 21 Aug</b>	<b>Ladies' Morning Tea</b> 10am Capalaba Produce Cafe, 3247 Old Cleveland Road, Chandler	Ruth Knight 0428 437 580 Pam Crooks 0418 767 833
<b>Monday 26 Aug</b>	<b>Club Run</b> Visit Nandeebie Respite Centre, Alexandra Hills. 10.15am morning tea and vehicle display	By invitation Cheryl Nott 3341 5619
<b>Thursday 29 Aug</b>	<b>Midweek Club Run</b> M/T Alexandra Clark Park, Loganholme UBD 263Q14 Lunch Daisy Hill Park, Daisy Hill UBD 223D18	Depart Cleveland Showgrounds 9.30am
<b>Saturday 31 Aug</b>	<b>Local Short Run</b> Meet 7.30am at Cleveland Lighthouse Recreation Reserve UBD 186F9. Depart 8am.	Mick Gibson 0431 136 932
<b>Other events</b>		
Fri 16/Sat 17/Sun 18 Aug	NRVVCC Lismore Invitational Event	Narelle 0412 299 393
Fri 23/Sat 24/Sun 25 Aug	Roma Historical Motor Club: "The Last Run" Rally 2024	
First Sat each month 4pm - 8pm	Joe's Diner, 1084 Kingsford Smith Drive, Eagle Farm Car Meet	3877 2222
First Sun each month 7am - 10am	Greg's Coffee Mornings at Victoria Point Shopping Centre, Lakeside, 2/34 Bunker Road, Victoria Point	Ray Burrows 0409 640 600
Last Sun each month 7am - 10am	Cars and Coffee at Superformance P/L, 539 Redland Bay Road Capalaba carpark	Russell 0466 746 246
Second Sun each month 7am - 10am	All Classic Cars and Coffee at Victoria Point Shopping Centre, Lakeside, 2/34 Bunker Road, Victoria Point	Tony Dale 0412 821 158
<b>Coming events</b>		
Sun 8 Sep - Chrysler Expo, Rocklea Showgrounds. Contact David 0434 887 495		
Sat 14 Sep - BVRC: lunch at noon followed by General Meeting at 1pm & AGM at 1.40pm		
Sat 14 Sep - Gympie Historic Auto Club Swap Meet & Car Show, Gympie Showgrounds		
Sun 15 Sep - All British Day, St Joseph's College, Tennyson		
Sat 28 Sep - Club Run to visit collections in Dayboro		
Sat 12/Sun 13 Oct - LAMA Invitational Event, Gatton		
Sun 20 Oct - Car Show, Johnson Park, Cooroy. Contact 0409 760 502		

**Drive your SIVS Registered vehicle according to the rules. You can attend any event organized by an incorporated vehicle club, school, church or charity.**

# **BVRC Calendar of Events - September 2024**

Carry this calendar in your club vehicle

Date	Event (BYO unless otherwise stated)	Time, Location etc
<b>Events organized by BVRC</b>		
<b>Thursday 5 Sep</b>	<b>Club Run</b> Visit Blue Care Yurana Aged Care facility, Springwood. Morning tea 10am. Vehicle display.	By invitation Cheryl Nott 3341 5619
<b>Saturday 14 Sep</b>	<b>Club Meeting</b> Lunch at noon followed by General Meeting at 1pm & AGM at 1.40pm Ormiston State School Hall	Dundas Street East
<b>Tuesday 17 Sep</b>	<b>Club Social Evening</b> Capalaba Sports Club, 113 Ney Road, Capalaba	Meet at the venue 6.15pm
<b>Thursday 19 Sep</b>	<b>Midweek Club Run</b> M/T William Taylor Memorial Sportsfield, Thorneside UBD 164E18. Visit gardens. Lunch Apex Park, Wellington Point UBD 185E9	Depart Cleveland Showgrounds 9.30am
<b>Saturday 21 Sep</b>	<b>Club Noggin and Natter</b> Monthly 'show 'n' tell' get-together. Bonnets up. BYO chair and snacks. Fish 'n' chips if you like.	Beth Boyd Park, Thorneside 2 to 4pm
<b>Tuesday 24 Sep</b>	<b>Men's Morning Tea</b> 10am TBA	Ray Burrows 0409 640 600 Will Moses 0412 194 560
<b>Wednesday 25 Sep</b>	<b>Ladies' Morning Tea</b> 10am Leona Tesch's home, Sheldon	Ruth Knight 0428 437 580 Pam Crooks 0418 767 833
<b>Saturday 28 Sep</b>	<b>Weekend Club Run</b> Visit Chev collection at Dayboro. Meet 8.45am to depart 9am from Nudgee Shell servo on Gateway Motorway	Cheryl Nott 3341 5619
<b>Other events</b>		
Sun 8 Sep	Chrysler Expo, Rocklea Showgrounds.	Contact David 0434 887 495
Sat 14 Sep	Gympie Historic Auto Club Swap Meet & Car Show, Gympie Showgrounds	
Sun 15 Sep	All British Day, St Joseph's College, Tennyson	
First Sat each month 4pm - 8pm	Joe's Diner, 1084 Kingsford Smith Drive, Eagle Farm Car Meet	3877 2222
First Sun each month 7am - 10am	Greg's Coffee Mornings at Victoria Point Shopping Centre, Lakeside, 2/34 Bunker Road, Victoria Point	Ray Burrows 0409 640 600
Last Sun each month 7am - 10am	Cars and Coffee at Superformance P/L, 539 Redland Bay Road Capalaba carpark	Russell 0466 746 246
Second Sun each month 7am - 10am	All Classic Cars and Coffee at Victoria Point Shopping Centre, Lakeside, 2/34 Bunker Road, Victoria Point	Tony Dale 0412 821 158
<b>Coming events</b>		
Sat 12/Sun 13 Oct - LAMA Invitational Event, Gatton		
Sun 20 Oct - Car Show, Johnson Park, Cooroy. Contact 0409 760 502		
Sat 16 Nov - Working bee at Dundas Street gate to check BBQs, signs & container. Arrive 8am.		
<b>Sun 8 Dec - BVRC Christmas Party, Redlands Sporting Club, Anson Road, Wellington Point. Members \$20, non-members \$31. Money to Treasurer by 8 Nov.</b>		
Thu 19 Dec - Midweek Christmas Celebrations, W H Yeo Park, Thompson's Beach, Victoria Point. Bring a platter for morning tea.		
Wed 1 Jan 2025 - Club get-together at Figtree Point Park, Lota at 2pm.		
Sat 25 Jan - Working Bee for Australia Day setup. Ormiston State School Dundas Street gate at 7am.		
Sun 26 Jan - Australia Day Event, Ormiston State School. Workers Dundas St gate 5 to 5.30am; Wellington St gate opens 6am for display vehicles; gates open to public 7am.		
<b>Drive your SIVS Registered vehicle according to the rules. You can attend any event organized by an incorporated vehicle club, school, church or charity.</b>		



# **BVRC Calendar of Events - October 2024**

Carry this calendar in your club vehicle

Date	Event (BYO unless otherwise stated)	Time, Location etc
<b>Events organized by BVRC</b>		
<b>Friday 11 Oct</b>	<b>Club Meeting</b> Ormiston State School Hall	Dundas Street East 7.30pm
<b>Saturday 12 Oct</b>	<b>Club Noggin and Natter</b> Monthly 'show 'n' tell' get-together. Bonnets up. BYO chair and snacks. Fish 'n' chips if you like.	Beth Boyd Park, Thorneside 2 to 4pm
<b>Tuesday 15 Oct</b>	<b>Club Social Evening</b> Sands Hotel, cnr Middle & Bloomfield Streets, Cleveland	Meet at the venue 6.15pm
<b>Thursday 17 Oct</b>	<b>Midweek Club Run</b> M/T Bayview Conservation Area, Mt Cotton UBD 245N14. Lunch Skinners Park, Carbrook UBD 264N14	Depart Cleveland Showgrounds 9.30am
<b>Tuesday 22 Oct</b>	<b>Men's Morning Tea</b> 10am TBA	Ray Burrows 0409 640 600 Will Moses 0412 194 560
<b>Wednesday 23 Oct</b>	<b>Ladies' Morning Tea</b> 10am The Bush Pantry, MyHorizon, 1-15A Runnymede Road, Capalaba	Ruth Knight 0428 437 580 Pam Crooks 0418 767 833
<b>Saturday 26 Oct</b>	<b>Local Short Run</b> Meet 7.30am at Cleveland Lighthouse Recreation Reserve UBD 186F9. Depart 8am.	Mick Gibson 0431 136 932
<b>Thursday 31 Oct</b>	<b>Midweek Club Run</b> M/T Charlie Hammel Park, Cabbage Tree Point UBD 288A9 Lunch Jacobs Well Park, Jacobs Well UBD 307D9	Depart Cleveland Showgrounds 9.30am
<b>Other events</b>		
Sat 12/Sun 13 Oct	LAMA Invitational Event, Gatton	
Sun 20 Oct	Car Show, Johnson Park, Cooroy.	Contact 0409 760 502
First Sat each month 4pm - 8pm	Joe's Diner, 1084 Kingsford Smith Drive, Eagle Farm Car Meet	3877 2222
First Sun each month 7am - 10am	Greg's Coffee Mornings at Victoria Point Shopping Centre, Lakeside, 2/34 Bunker Road, Victoria Point	Ray Burrows 0409 640 600
Last Sun each month 7am - 10am	Cars and Coffee at Superformance P/L, 539 Redland Bay Road Capalaba carpark	Russell 0466 746 246
Second Sun each month 7am - 10am	All Classic Cars and Coffee at Victoria Point Shopping Centre, Lakeside, 2/34 Bunker Road, Victoria Point	Tony Dale 0412 821 158
<b>Coming events</b>		
Sat 16 Nov - Working bee at Dundas Street gate to check BBQs, signs & container. Arrive 8am.		
Sun 8 Dec - BVRC Christmas Party, Redlands Sporting Club, Anson Road, Wellington Point. Members \$20, non-members \$31. Money to Treasurer by 8 Nov.		
Thu 19 Dec - Midweek Christmas Celebrations, W H Yeo Park, Thompson's Beach, Victoria Point. Bring a platter for morning tea.		
Wed 1 Jan 2025 - Club get-together at Figtree Point Park, Lota at 2pm.		
Sat 25 Jan - Working Bee for Australia Day setup. Ormiston State School Dundas Street gate at 7am.		
Sun 26 Jan - Australia Day Event, Ormiston State School. Workers Dundas St gate 5 to 5.30am; Wellington St gate opens 6am for display vehicles; gates open to public 7am.		
<b>Drive your SIVS Registered vehicle according to the rules. You can attend any event organized by an incorporated vehicle club, school, church or charity.</b>		

# **BVRC Calendar of Events - November 2024**

Carry this calendar in your club vehicle

Date	Event (BYO unless otherwise stated)	Time, Location etc
<b>Events organized by BVRC</b>		
<b>Friday 8 Nov</b>	<b>Club Meeting</b> Ormiston State School Hall <b>Payment for Christmas Party due.</b>	Dundas Street East 7.30pm
<b>Saturday 9 Nov</b>	<b>Club Noggin and Natter</b> Monthly 'show 'n' tell' get-together. Bonnets up. BYO chair and snacks. Fish 'n' chips if you like.	Beth Boyd Park, Thorneside 2 to 4pm
<b>Tuesday 12 Nov</b>	<b>Club Social Evening</b> Koala Tavern, 36-40 Moreton Bay Road, Capalaba	Meet at the venue 6.15pm
<b>Thursday 14 Nov</b>	<b>Midweek Club Run</b> M/T Pandanus Beach, Wynnum UBD 143K18 Lunch Raby Bay Foreshore Park, Cleveland UBD 185P12	Depart Cleveland Showgrounds 9.30am
<b>Saturday 16 Nov</b>	<b>Working bee</b> Arrive 8am at Dundas Street gate to check BBQs, signs & container.	
<b>Tuesday 19 Nov</b>	<b>Men's Morning Tea</b> 10am TBA	Ray Burrows 0409 640 600 Will Moses 0412 194 560
<b>Wednesday 20 Nov</b>	<b>Ladies' Morning Tea</b> 10am Capalaba Sports Club, 113 Ney Road, Capalaba	Ruth Knight 0428 437 580 Pam Crooks 0418 767 833
<b>Thursday 28 Nov</b>	<b>Annual Ham Run to Warwick</b> Depart Willowbank Servo 7am. M/T Warwick	Advise Cheryl Nott 3341 5619 if attending

## Other events

First Sat each month 4pm - 8pm	Joe's Diner, 1084 Kingsford Smith Drive, Eagle Farm Car Meet	3877 2222
First Sun each month 7am - 10am	Greg's Coffee Mornings at Victoria Point Shopping Centre, Lakeside, 2/34 Bunker Road, Victoria Point	Ray Burrows 0409 640 600
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## Coming events

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***Drive your SIVS Registered vehicle according to the rules. You can attend any event organized by an incorporated vehicle club, school, church or charity.***



# BVRC Christmas Party

## Sunday 8 December 2024

**Lunch at Redlands Sporting Club**

**Anson Road, Wellington Point**

**Members & Partner: \$22 each**

**Non Members: \$32 each**

**Children up to 14: choice from \$12 kids' meal menu**

**Please dress yourselves and your cars in Christmas theme**

**Be at the venue from 11.30am for a 12 noon lunch**

**RSVP and Payment to Treasurer**

**by 8 November meeting**



### VCCAQ clubrooms' 30<sup>th</sup> birthday

Following informal rallies in 1954 and 1955 the Veteran Car Club of Queensland (as it was then known) was formed in 1956. It is the only club in Queensland dedicated exclusively to pre-1919 motoring.

Early VCCAQ meetings were held in the auditorium of H C Sleigh, early sponsors of the Club. Thereafter the club met in premises in Ipswich, Kangaroo Point, Milton and East Brisbane until the official opening of the clubrooms in their present location in 1994. Before the club committed to a design the Building Committee visited car clubrooms in Sydney, Adelaide, Auckland, Christchurch, Perth and Launceston to seek best practice.

VCCAQ members are justly proud that the funds to acquire the land and construct the facilities were raised by the club. Material and equipment was donated by members and by members of clubs that were to become VCCAQ tenants, and many members and families volunteered long hours during construction. Without this the project would never have been completed. Maintenance depends on members attending working bees, which are great social events as well as some light work.

VCCAQ engaged an acoustics engineer to advise on the meeting room dimensions, shape and wall and floor cladding to ensure that speakers could be heard from anywhere in the room. To facilitate this the walls are timber panelled, the floor is carpeted and the perforated ceiling is of acoustic batts.

The club's libraries are built to withstand fire, with double thickness walls and ceiling of Gyprock Fyrchek. While the internet has largely replaced the need for libraries the club has many valuable books, including the George Gilltrap collection.

Many clubs now use the VCCAQ clubrooms and facilities. The Three Club Get Together of 21 April, hosted this year by BVRC, was held there.

Heavy traffic is making it harder each year to turn into the property. It is likely that the Gateway Arterial will be widened at some time which may impact on the property's eastern boundary, but this will be dealt with when it actually happens.

The nature of car clubs is changing, and many traditional clubs are struggling with a drop in membership. The viability of the VCCAQ clubrooms relies on these clubs being able to afford to pay the rent, so finances will always need to be closely managed.

*VCCAQ Veteran Torque, April 2024*

## Movie and TV cars: 1983 Audi Quattro from *Ashes to Ashes*



*Alex Drake and DCI Gene Hunt (Amazon UK).*

*Ashes to Ashes*, a sequel to the 2006-2007 fantasy crime drama series *Life on Mars*, was shown on British TV in three series from April 2009 to May 2010.

The protagonists of both series are critically injured on duty and awake in the past. In *Life on Mars* DCI Sam Tyler (John Simm) is struck by a car in 2006 and comes out of a coma in 1973, while in *Ashes to Ashes* police psychologist Alex Drake (Keeley Hawes) is shot in 2008 and regains consciousness in 1981.

Both series shift between past and present as Tyler and Drake try to learn whether they are dead or in some form of limbo or purgatory for dead police officers. And despite awaking in different decades they both find themselves working with the same team, led by DCI Gene Hunt (Philip Glenister).

Character development is completed in episode one: Gene Hunt and his team are stereotypical bent 1970s-style TV coppers who fabricate evidence, coerce confessions and are misogynist, racist homophobes.

Setting *Life on Mars* in 1973 and *Ashes to Ashes* in 1981 gave older audiences some nostalgic moments, and the clashes of Tyler and Drake with Hunt over his anachronistic attitudes and outdated crime-solving approaches were a reliable source of laughs.



*A 1981 Quattro (sold by Bonhams for €82,800).*

Both series (their titles taken from David Bowie singles) included soundtracks and vehicles from their eras. In *Life on Mars* Gene Hunt's car was a brown 1974 Ford Cortina, a sensible, unexciting vehicle which had featured in *The Bill*, *The Sweeney*, *The Professionals*, *Rebus* and many others. However in *Ashes to Ashes* he drove a red 1983 Audi Quattro.

Quattro is Italian for "four", signifying that this was Audi's first car with permanent four wheel drive. It was conceived as a road/rally car based on the Audi 80 coupe, and its four wheel drive took advantage of recent rule changes which permitted its use in competition. When launched in 1980 it had a 2,144cc inline five cylinder SOHC engine with turbocharger, inter-cooler and five-speed gearbox, producing 147kW and a top speed of over 220kmh.

The rally version had DOHC, four valves per cylinder, turbocharger with intercooler and Bosch fuel injection and produced 225kW. It won three victories in the 1981 World Rally Championship and scored manufacturers' and drivers' victories from 1982 to 1984.



*Michèle Mouton, first female to win a world championship rally, in the 1981 San Remo (autosport.com).*

By 1986 the Quattro had won 23 world championship rallies and claimed the title four times. Between 1984 and 1987 Quattros (some producing over 520kW) won Pikes Peak hill climb three times in succession.

In 1987 the SOHC road engine was enlarged to 2,226cc, then in 1989 it received a 20-valve DOHC head with 162kW and a top speed of 230kmh.



*A 1985 rally Quattro's 355kW engine (evo.co.uk).*



*Cockpit of the 1985 rally Quattro (evo.co.uk).*

Despite being partly hand-built and low volume (only 11,452 units were made before production ceased in 1991) the Quattro, at £14,500 when launched, was competitively priced, with BMW, Porsche and Jaguar rivals costing around £5,000 more.

A mystique out of all proportion to its low volume and short life has subsequently grown around the Quattro. Perhaps the inclusion of Gene Hunt's Quattro in *Ashes to Ashes* increased the car's celebrity. Hunt's catchphrase "Fire up the Quattro!" grabbed the audience's attention and was invariably followed by some largely gratuitous high speed driving.



*The fired up Quattro (YouTube).*

Despite being dark, moody and sometimes inscrutable both series rated well, though *Ashes to Ashes* was not as popular with the critics, possibly because the novelty of a time-shifting police drama had worn off.



*The Ashes to Ashes main characters (DigitalSpy).*

Gene Hunt was a polarising character, but the script-writers were apparently confident that they'd given him sufficient "bad boy" appeal to make him attractive to the audience. However despite these expectations Gene did not please everyone. A 2014 research paper, *Ashes to Ashes as postfeminist recession television*, refers to Gene Hunt's recidivist or unreconstructed masculinity 14 times in 21 pages.

In the 2010 UK election the main political parties took opposing bets on Gene's appeal. Labour's ad warned that the Conservatives' leader, David Cameron, would take Britain back to the *Ashes to Ashes* era of industrial strife and unemployment. However the Conservatives thought that the poster made Cameron, photoshopped into Gene's snakeskin boots and lounging on the Quattro's bonnet, look cool and decisive.



*UK 2010 election posters (Guardian).*

Both parties overestimated Gene's electoral influence. Neither gained a majority of seats in the election, and the Conservatives were only able to form government in coalition with the Liberal Democrats. But as *Ashes to Ashes'* share of the viewing audience was around 20 to 25 percent perhaps three-quarters of voters may never have heard of Gene Hunt or his Quattro.

However the Audi Quattro obviously appealed to buyers of German performance vehicles. Audi claims that it has produced more than eight million cars with quattro technology, the permanent all wheel drive system pioneered in Gene's Quattro in *Ashes to Ashes*.

**Geoff Moran (Wikipedia; YouTube)**

## Dalby "Anything Goes" Rally

### 11 & 12 May

The numbers were down for the Dalby Rally this year, from over fifty cars last year to only thirty-eight this year. It was a pleasant weekend nevertheless.

We met at Pioneer Park at 8.30am on Saturday morning and after signing on it was time for a cuppa with friends before heading off through the Darling Downs agricultural country to visit the Chinchilla Historical Museum.

We drove through some interesting and historic towns on the way to Chinchilla, the first being Jandowae where there is a monument where Leichhardt camped on his expedition to Port Essington. There is also a tractor on display, the first to plough the Jimbour Plain.

After passing through more villages we arrived in Chinchilla for lunch and to visit the museum, after travelling 115km from Dalby. Chinchilla had been in a "Big Thing" tourist competition and their entry was a Big Slice of Watermelon, beating the three other finalists.

After a pleasant lunch at the museum it was back to Dalby via a different route, this time only 85km and taking us through more towns such as Brigalow, Warra and Macalister. Upon arriving back in Dalby we had the remainder of the afternoon to rest before heading out to the Dalby Bowls Club for our evening meal. There were not many Baysiders on the rally, with only three cars, so we all sat together for the meal and an enjoyable evening. Mike Brazier had once lived in Dalby and had some interesting stories of what the town was like when he was first married and lived in the area. Beside Mike and his friend Peter there was only Cheryl, Gary and me from the Bayside club.

On Sunday morning we met behind the Dalby State School for another country run to Bell. We travelled through Kaimkillenbun and then on to Bell, where we stopped at Bell Railway Heritage Parkland and the historic railway station for a leisurely morning tea and to see the display of restored railway section cars, vintage rail carriages and machinery. The collection included Popey's Shed, where a member of the museum was working on parts of an old train. There were plenty of interesting relics relating to train travel, including a story about Wayne Bennett when he was a police officer in the area.

After morning tea and a visit to the museum it was time to return to Dalby, where lunch was served at the school before we said our goodbyes and headed for home. It was a very enjoyable weekend spent with friends we had not seen for a while.

*Pam Crooks*

### Midweek Club Run 16 May

Rain overnight and a heavy downpour at 9am did not deter seven motoring enthusiasts from arriving at Cleveland under an overcast sky. Once assembled the group followed Cheryl Nott's clever and intricate route to Ropley Park at Wynnum West for morning tea. Here were another four Club vehicles waiting despite the weather.

A big welcome to Peter Decker in his 1967 Jaguar 420 on his first midweek run since joining the club. The 420 was a styling compromise between the large Mark 10 and the compact S-Type, but had a production run of only two years.

For the return trip along a different route to Capalaba Peter stole Judy Gross as his navigator. Along the way we passed through the rural settings and mansions of Gumdale via Archer Street.

Lunch was at Capalaba Regional Park behind Buntings, with fine weather, friends and tall tales, all amounting to another splendid day.

*Cheryl Nott*

### National Motoring Heritage Day 19 May

National Motoring Heritage Day is held annually on the third Sunday of May to promote and display to the community and government the strength of the Australian historic motoring movement.



Many historic vehicle and motoring clubs across the nation hold events over this weekend, and their members are encouraged to drive their vehicles and enjoy participating.

The Queensland Historic Motoring Council this year chose the Veteran Car Club rooms and grounds at Carindale for the display and morning tea. After weeks of inclement weather the sun finally shone as vehicles headed to Carindale for an early start.

There is always something different to see at club display days: a recent restoration or a newly-acquired vehicle; soft-tops, hardtops, roadsters, convertibles, sedans and tourers; vehicles from the veteran, vintage, post-vintage and classic eras.



This year was no different, with a diverse and impressive range of vehicles on show and 56 cars, drivers and passengers attending. Taking the honours for the oldest vehicle was a 1910 Maxwell belonging to Syd Norman from Tamborine. Syd, a member of the Veteran Car Club, transported the Maxwell to the event on the back of his truck.



Famous marques displayed included Austin Healey, Cadillac, Chevrolet, Dodge, Ford, Jaguar, Morris, Mustang, MG, Rover, Sunbeam, Studebaker, Thunderbird, Triumph, Vauxhall and Zephyr.

Zephyr owners brought along three different models: a 1956 Mark II Sedan, a 1960 gunmetal grey low-line coupe-utility and a 1960 two-tone station wagon. The wagon and the ute were low production lines built in Geelong just for the Australian market. There was also a group of volunteers from the Bayside community group Night Ninjas.



At 10am QHMC President Carle Gregory thanked attendees and volunteers and introduced Jason from Night Ninjas. Raffle prizes were kindly sponsored with a \$300 grant from Jones IGA at Valley Way, Mt Cotton.



Following morning tea and the drawing of the raffle drivers set off on two scenic drives, first to Lota House with the choice of a drive via the Esplanade to the Port of Brisbane or a run to Wellington Point. Syd Norman drove his Maxwell on the Veteran run to Lota House and later returned to the clubhouse for a chat before heading homeward.

Many thanks to the volunteers who worked throughout the morning, including James Nicholls (who travelled from Coombabah in brisk conditions for an early start on parking duties), Carle Gregory, Albert Budworth, Rod Bridges, Lawrie and Jean, David from All British Classics Car Club, Ruth and the ladies working in the kitchen.



It was another successful National Motoring Heritage Day hosted by QHMC, with proceeds from entry fees and the raffles to be donated to Night Ninjas. A big **thank you** to all who attended.

It was here that one of our senior members, Michelle Sellars, related the history of this park. In the late 1940s it had been a huge water-filled quarry, where a rickety tower was set up for the Australian Diving Championships. This sounded a bit far-fetched until the story was backed up by Doug Clark.



*Sharon Auld; photos Annetta Moses*

### Midweek Club Run 30 May

For the second run this month it was time to give our navigators a rest. With nine vehicles, matching Toyota coupes and equal number of genders it was straight up Old Cleveland Road to Carindale, right into Creek Road and thence to Keralgerie Park on Richmond Road for morning tea.

If only we could dig it up again and find that tower it might become a centrepiece of the 2032 Brisbane Olympic and Paralympic Games.



With some of the Westies already waiting for us the place was soon parked out with Club vehicles. After settling down under the shady trees we spied a lost tribe descending on us from the other end of the park. They turned out to be fellow Club members, one of them with a bad limp. This was our beloved Poncho, who had been bitten on the foot by a green ant but soldiered on courageously.

Lunch was at Minnippi Parkland, a huge extensive flood plain with a proposed golf course.

I had to stop on the way to inflate my Pink Flamingo, so we arrived late at the parkland. The parking area was filled, but not with Club cars. Confusion set in until a call from Ruth saved the day, directing us to the next entrance, where the rain held off until after lunch.

*John Gross*



### Club Noggin and Natter 15 June

Some photos from yesterday's Noggin and Natter at Beth Boyd Park at Ormiston.



Annetta Moses



### RACQ MotorFest 16 June

We arrived in our 1954 Plymouth Station Wagon bright and early ready to enter the showgrounds at 7.30am. Graeme Wright had arrived earlier in his Jaguar, so we drove down Gregory Terrace into the John Reid Pavilion, where the Club's banner was marking our parking spot. Albert's Bentley was already there being guarded by Brutus the savage dog, as was Rod Wilson's Volvo.



Then we waited until 10am when the public started entering, with eventually around 10,000 people visiting to admire the display of vehicles. MotorFest was celebrating the 60 year history of the Ford Mustang, and there were at least 80 there, from the earliest to the newest models.





The main arena was packed with every make of car imaginable, and many BVRC members were on the oval enjoying the warm winter sun. While many food and coffee trucks were there it was still a long wait for lunch.

*The American and Judges' Choice, the 1932 Chevrolet Moonlight Speedster.*

The best cars had been judged from photos online, which meant that the presentations could be done early in the day. Best car of the show went to Michael and Jodi Ferguson's 1932 Chevrolet Moonlight Speedster, which also won the best in the American section as well as being voted the best in the John Reid Pavilion by the public.

The RACQ Motorfest is a great day out and a good chance to mingle with people with similar interests.

*John and Ruth Knight*



## Club Social Evening 18 June

A cheerful group of Bayside members enjoying the rather large meals at Hogan's Hotel at Wellington Point.





*Annetta Moses*

## Midweek Club Run 20 June

This short local run, near the shortest day of the year, proved to be more challenging than we expected. On arriving at the Showgrounds I could see that we had an excellent roll-up, with three MG roadsters ready to lead the way.



I had no sooner stepped out of the car when I was admonished by Cheryl Nott to take some pictures. Her hidden agenda became obvious when I noticed that she was wearing a fabulous new frock under that blue Club polo shirt.



So thirteen cars set out on what should have been an easy run to morning tea at Victoria Point. I made the mistake of following Stewart in his Ausca but after a U-turn he made the mistake of following me. Our course was a zigzag tour of the coastal swamps between Oyster Point and the Pinklands Sportsground. With a bit of much necessary rousing on my navigator Jude, we eventually emerged back into the known world along Cleveland Redland Bay Road and thence to Cascade Gardens. Here we found four more Club vehicles waiting in the large parking area.



The council has been busy here since our last visit, with a skate park, BMX track and an opulent fenced play area constructed.

After a pleasant morning tea it was off to Alexandra Hills via West Victoria Point and Redland Bay Road bypassing, thank goodness, the never-ending road-works outside the new shopping centre on Panorama Drive.

A left turn off Allenby Road and round the back of the Birkdale Dump sees us at Bailey Road Park for lunch.

Last time we were here I was nearly drowned by one of the evil water sprites who used to live in the trees at Thompsons Beach. Since then I have heard reports that she is now a refined young lady, yet somehow I miss the good old days.

Today it was the ladies of the Club who gathered together for their monthly morning tea, along with a few grandchildren - obviously this must be the school holidays!



Here we had a celebration of Pam and Gary Crooks's 54<sup>th</sup> wedding anniversary. Pam has confided in me that Gary is the best husband so far. He certainly has spoiled her, with a Club midweek run on such a glorious day.

*John Gross*

### Ladies' Morning Tea 26 June



Hoya Garden Plaza, a lovely venue at Alexandra Hills, is where it all happened.



Pam reports that it was a "nice, happy morning".

*Annetta Moses; photos Pam Crooks*

## Replica 1927 Bean's England to Australia trip

In her report on the Redlands Coast Australia Day event in the May issue Sharon Auld mentioned the Bean roadster replica about to recreate the London to Melbourne journey taken by Francis Birtles in 1927.

The car departed London in early April, and progress is regularly reported on Facebook: *Bean 1927 England to Australia Recreation*.



Lang Kidby and his wife Bev from Brisbane are the intrepid travellers. Lang writes up most days' progress and it's a good read.

*Ruth Knight*

## 60 years of Ford Mustangs

### 1964 road test: Ford Mustang V8 Convertible



This icon-bearing masterpiece from Ford used humble family car underpinnings to produce a competitively priced and stylish new sports car for the masses.

An optional high performance pack raised our 4.7 litre test car's output from 210hp to 271hp via mechanical tappets, a massive four-choke carburettor and free-flow exhaust. An optional four-speed manual gearbox replaced the standard three-speed auto, but the low, drag-strip-friendly gearing made for noisy, thirsty cruising.

Our car's drum brakes locked easily at the back and faded severely. However the handling package fitted to all UK cars used heavy-duty rear springs with firm dampers, while a massive antiroll bar up front worked impressively well.

Power drifts were eminently possible on sweeping curves, but midcorner bumps disturbed the none-too-rigid convertible's chassis, and damp surfaces unstuck the Mustang with worrying ease. Steering was precise, though.

Although interior finishes were good, the driving position lacked adjustment and the rear seats wanted for leg room. The power hood was a real boon, though, and stowed neatly.



**Pro:** Flexible engine, handling, power hood.

**Con:** Low gearing, poor brakes, slippery when wet.

Price: £1925. Engine: V8, 4,727cc, petrol; 271hp at 6,000rpm & 312lbft at 3,400rpm. 0-60mph 8.2sec, 0-100mph 21.6sec, standing quarter mile 16.0sec at 87mph. Top speed 116mph. Economy 12.8mpg.

### What happened next

Ford's new sports car sold incredibly well in the US, notching up over a million sales in its first two years. The big-block Cobra Jet seven litre V8 arrived in 1968. The car itself grew, too, with the 1971-1973 model being over a foot longer and 272kg heavier than the original.



*The Autocar 2 October 1964*

## Mystery Car

### Last Issue's Mystery Car



The Panhard CD was the production version of the Panhard CD Dyna, a car built to compete at Le Mans in 1962.

Panhard was a long-established French motor vehicle manufacturer, and Deutsch-Bonnet sports-racing cars, designed and built by Charles Deutsch and René Bonnet since 1937, often used Panhard engines. The high point of the Deutsch and Bonnet partnership was winning the Index of Performance trophy at the 24 Hours of Le Mans in 1961.

Rather than bask in the glow of their victory Deutsch and Bonnet argued over whether future cars should use Panhard or Renault engines. Unable to agree they broke up their partnership, and Panhard immediately engaged Deutsch, who favoured Panhard engines, to design a Panhard car for the 1962 Le Mans.

Deutsch had been working on designs of a Panhard-based car even as he and Bonnet built their successful Le Mans car. In January 1962 Panhard was able to start work on their Le Mans contender, which was eventually named the CD Dyna. Five cars were built, the first being ready for testing at Le Mans in April.

The Dynas had a steel backbone chassis, and while one had hand-wrought steel bodywork the others were in fibreglass. The engines were air-cooled boxer twins from the Panhard PL17 sedan, but with bigger valves, a higher-lift camshaft and two Zenith downdraught carburettors. Drive was through the transaxle from the PL17. Initially the engine was 954cc, but was reduced to 702cc for Le Mans.

Panhard entered four Dynas in the Le Mans 850cc class, while René Bonnet entered four Renault-powered Bonnet Djets. Dyna 53, driven by André Guilhaudin and Alain Bertaut, won the Index of Performance trophy, was fourth in the Index of Thermal Efficiency and finished in sixteenth place overall, just ahead of two Bonnet Djets.



*The Index of Performance-winning Dyna.*

The Panhard CD was launched at the 1962 Salon de l'Auto in Paris, but problems with the fibreglass body delayed deliveries until April 1963. The engine was the 848cc boxer twin from the PL17, the GT model with a single downdraught carburettor producing 36.5kW/49hp while the more expensive Rallye model's engine had two carburettors for 44kW/59hp. A four-speed Panhard gearbox drove the front wheels, and the Rallye's transmission had a higher final drive ratio than the GT, giving top speeds of 180kmh and 165kmh respectively. Front suspension on both models was by lower A-arms and upper transverse leaf spring, with semi-trailing arms with torsion-bars at rear and lever-arm shock absorbers all around.



From 1963 to July 1965, 179 cars were sold: 122 GTs and 57 Rallyes, with the five CD Dynas bringing total production to 184.

### This issue's Mystery Car



*Terry Somerville (Wikipedia)*

## BVRC Regalia

The Club has good quality and attractive regalia for sale. Please purchase from David Jones at Club meetings or contact him at davidjones9@optusnet.com.au.



### Chambray shirt (plain collar)



### Chambray shirt (button-down collar)



### Polo Shirt



Men:	Small to XXL	\$40
	Larger sizes	\$42
Ladies:	12-16	\$40

Men and ladies:	
Small to XL	\$35
Larger sizes	\$40

The above prices are for current stock, and will change when new stock is obtained.

### Hats, caps & badges



Hat with brim (one size fits all)	\$25
Caps with logo (one size fits all)	\$16
Cloth badge with logo	\$8
Magnetic Club badge	\$5

### Sleeveless vests



\$50

(Not stocked: made to order)



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