

Gympie Historic Auto Club Inc.

POSTAL ADDRESS:
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APRIL 2025



THE TALK TUBE

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PRESIDENT'S PONTIFICATION

Here it is nearly Easter and the bunnies are out and about—I saw a motor cyclist in town last week with a furry rabbit's head helmet complete with ears, so the spirit is out there. I welcome the new members who continue to contribute to the eclectic mix of vehicles to be found in members sheds and sometimes out on the road and very occasionally on the back of a tilt tray.



The event calendar is filling up, hopefully providing something for everyone, if not speak up, or better still organize the rally of your dreams. Our hosting of the 4 club rally this year after the last opportunity was taken from us by the dreaded disease will be an excellent time to fraternize with our traditional neighbouring clubs, the Fraser Coast Historic Vehicle Club, the Sunshine Coast Antique Car Club and the South Burnett Historic Antique Motor Club who was welcomed into the then 2 year old 3 club rally in 1975. This year will be the 53rd event with 2 having been lost to covid in 2020 and 2021

I trust you have not been seriously affected by the recent persistent rain and flooding.

Happy Safe Heritage Motoring ,
Ralph

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General Meeting Dates

Thursday 24th April 7.00 pm

Saturday 31st May 9.00 am

<u>2024 GHAC Elected Office Bearers</u>			
<i>Club position</i>	<i>Elected officer</i>	<i>Phone contact</i>	<i>Email</i>
President	Ralph Richardson	0408 616 709	ralphrichardson5@bigpond.com
Vice President	Steve Stockden	5482 7256 or 0427 827 256	ssstockden@bigpond.com
Secretary	Carol White	5483 7361 or 0428 556 547	whiteshouse@spiderweb.com.au
Treasurer	Annette Morgan	5482 2303 or	morgs46@bigpond.net.au
Rally coordinator	Vacant		
Editor	VACANT		
Librarian	Paul van Horck	5483 9340 or 0488 023 282	vanhorck@hotmail.com
Dating Officer	Trevor Keene	0401 720 228	tkeene47@gmail.com
Swap Coordinator	Steve Stockden	5482 7256 or 0427 827 256	ssstockden@bigpond.com
Swap bookings	Yvonne Cooper	0460 864 044	ylcooper@hotmail.com
Meet and greet	Alan Brown	0419 179 220	arbrichard@hotmail.com

BANK DETAILS:

Bendigo Bank

BSB: 633-000

A/c No: 182657015

A/c Name: Gympie Historic

CLUB MERCHANDISE

GHAC club polo



The polo shirt is the Aussie Pacific Morris (army green and white)

It is short sleeve only in men's or ladies.

Mens (1317) - sizes S to 5XL

Ladies (2317) – sizes 6 to 26

GHAC club dress shirt



Regular Monthly events by other s

1st Saturday—Cars and coffee Sunshine Coast. 7am to 10am German Bakehouse Café, 54 Junction Drive Coolum Beach.

1st Saturday of every month, Cars ,Bikes, Coffee at Tramcars, 11 Hall Rd Glanmire. 8am to 11 am

2nd Sunday—Cooloola Cove Cars and Coffee. 8am to 10am Shopping Centre Cooloola Cove

3rd Saturday– Moonlight at Matildas Traveston. 4pm to sunset (depending on season)

3rd Sunday—Cooroy Cruise—in. Maple St (opposite library and at rear of the shops). Hosted by Roadrunner Car Club

RALLIES

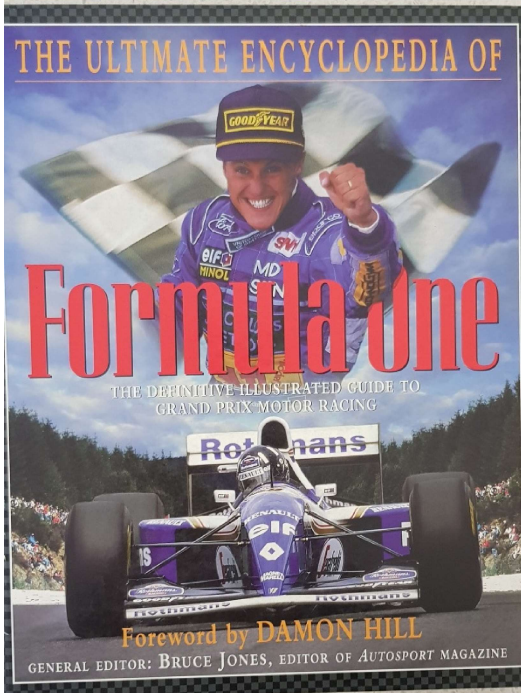
2025

Month	Time/Place	Event
April		
Sunday 6th	9.45 am clubrooms	Morning tea and local run to Matildas for lunch
Thursday 10th	5.00pm—7.00pm	Bunnings Easter event south end of car park
Wednesday 16th	4.30pm clubrooms	Easter on Mary Street display 5pm to 8pm
Saturday 19th	9 am clubrooms	Rally to Lake Cootharaba area
Friday 25th	TBA	ANZAC parade. Interested parties should contact me On 0408616709 very soon.
May		
Saturday 3rd	9.00 am clubrooms	Rosella run
Thursday 8th	5.00-7.00pm	Bunnings Mothers Day
Saturday 17th	9am to 2pm	The 2025 Bundaberg Heritage Car, Bike, Truck, and Machinery show
Sunday 25th	TBA	Goomeri Pumpkin Festival
June		
Friday 13th	St Patrick's	School event to Pavilion
Friday 21st	Victory College	School event to Pavilion
Friday 27th	5pm-8pm	Winter Trees on Mary/WRC Rally cars
July		
Saturday 5th	9am to 5pm	Gympie Rotary - Heritage Makers Fair
Sunday 6th	Showgrounds	
August		
Saturday 2nd	9 am	4 Club Rally. Our turn to host
Sunday 3rd		
September		
Thursday 4th	James Nash SHS	School event to pavilion
Thursday 4th	5pm car park Sth	Bunnings Fathers Day
Friday 5th to Monday 8th	9 am Gold Mining Museum	CENTENARIANS RALLY 2025. Gympie-Maryborough
Thursday 11th	9am showgrounds	Swap markout day 1
Saturday 13th	5am Showgrounds	Gympie Swap Meet
Thursday 18th	Cooloola CC	Event at school
October		
Saturday 18th		VCCAQ Carindale Swap (English & European vehicles)



Book of the Month

BY: Paul van Horck - GHAC Librarian



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Celebrates the fans who are the lifeblood of motor racing, from Italy's *tifosi* and Britain's "Mansell Maniacs" to Brazil's Ayrton Senna worshippers and Japan's fanatical followers of Formula One.

240 CONTROVERSIES AND DISASTERS

Describes the machinations and manoeuvrings that take place before the cars ever get to the starting grid, and pays tribute to the drivers who sadly lost their lives in pursuit of glory.

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Who won what, when, from whom, in what and by what margin.

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The milestones of motor racing history from the first race in France in 1894 to the present day.

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The World Championship Damon Hill.



Legends of the Track Juan Manuel Fangio.



The Famous Circuits Rio de Janeiro.

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1939 Austin A8 Sedan, 2 door, the first to be built with an Australian Holden Body (body No 1). 900cc engine. Restored a few years back, now situated at Lower Wonga. Asking \$7000. Samantha 0415424832.

1959 series 3 Vanguard, call Ted on 5482 9078.

Local Discovery Run



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AUSTRALIAN MADE CARS

Australian cars starting with a G are a rarity, particularly if we are referring to those for sale to the public. The closest would be the Gogomobile with the Bill Buckle Australian bodies, however there are 3 others which are one offs.

GILGEN

This was a three wheeled , nine seat 5hp steam wagon, with a charcoal fired boiler and a top speed of 20mph. It was made some time before 1880 by a Swiss immigrant in Aderlaide, but the local council had put it off the road because it scared the horses.

GRAYSON

Graysons of Fitzroy Vic may have been involved in the building of the “Pioneer” car in 1896/97 and in 1906 built a car powered by a 19.6hp 4 cylinder engine which may have simply been an assembly of imported chassis and engine available at the time.

GVANG

This was a sleek aluminium bodied sports car designed to do 200mph and was powered by a 2 cylinder oscillating steam engine of 2.9 litre nominal capacity and supplied with steam at 800 psi. To be made by the GVANG Motor Company in 1970 using lightweight boilers and engines which were intended for automotive, marine and industrial use. There is no evidence that any were sold.



HAINES & GRUT

Probably the only Australian made high wheeler, it had a 10/12 hp opposed twin engine and belt drive. There were 2 forward speeds, but reverse was to slide the counter shaft rearwards to drive directly on the tyre. Haines & Grut Melbourne Vic made 5 vehicles and one survives..

HAMMER

Bruno Hammer from Mount Torrens Adelaide was a mechanic who built his own car from drawings and specifications in magazines circa 1900

HARTNETT

Laurence Harnett was influential in the original Holden scheme when managing director of GMH from 1934 to 1947 and thought that there was a demand for a smaller car. He negotiated with Fiat and Renault in 1946 and acquired the rights to the Gregoire. With backing from the Victorian Government he floated the Hartnett Motor Co, Melbourne and despite the delivery of the mechanical components, including the 594cc flat twin and aluminium subframe to reduce weight, the Australian body panel contractor failed to deliver and only 120 cars were built between 1951 and 1957 fitted with hand made bodies. Hartnett later took up the sponsorship of Nissan products in Australia.



HIGHLAND

A Daimler engine with hot tube ignition was used to power a tricycle in 1894, but this was followed by a less fire prone version in 1896-7 and was succeeded by a De Dion powered quadricycle in 1897 powered hot tube. Charles Highland and his son Charles Jnr were one of the first in Australia to build tricycles at 93 Market St Sydney.



HOLDEN

The first "Holden" was basically a steam powered soapbox built by R.H. Holden in Geelong Vic in 1911. It had nothing to do with the later Holden.

HOLDEN

The Adelaide firm of Holden and Frost migrated from supplying harnesses and other components to the coach building industry before building car bodies on imported Dodge chassis in 1917 and by 1921 was turning out 6000 bodies as Holden's Motor Body Builders Ltd on many makes including Chevrolet and Buick and grew to be the leading Australian car body builders. In 1930, General Motors—Holden was formed, but still bodied many non GM makes. The Federal Government invited submissions from companies interested in building an Australian car and GMH were successful in 1946 with the introduction of the 48-215 which was a development of the 1938 Buick which had not made it into production. Three Opels were also brought into the country for evaluation, but did not seem to influence the end result significantly.



The car was a simple but robust design powered by a 4 bearing 6 cylinder 2.2 litre engine which could propel the just under one ton car to 80mph via the 3 speed column change gearbox and hypoid diff. In 1954 the face lifted FJ was introduced and by 1958 production reached 100,000 pa and accounted for 46% of the Aussie market. 1957 saw the new look FE upgraded to 2.3litres, followed by the restyled FB. 1962 saw more restyling and the introduction of automatic transmission and 2.9l engines in the Premier range. The 1965 HD resembled the contemporary Vauxhalls and included front disc brakes and engine capacity up to 3l. 1969 saw the Vauxhall Viva based Torana which quickly sported the 6 cylinder engine and then V8's. By 1978 the smaller Isuzu based Gemini was powered by the 1.6l 4 cylinder engine, but the Sunbird used the locally made 1.9l 4 cylinder engine which was also used in some local Toyotas. From 1969 the Monaro was added as the sports version of the big car with a 5.4 litre Chevrolet engine, which was soon replaced by locally designed and built 4.1 and 5 litre V8s And the local trimatic automatic. Some Holden Statesmans were sent to Japan for Mazda to fit rotary engines for the local market. By the end of the 1970's the HZ series prevailed with the 3 engine options, but in 1980, only the up market versions remained, the basic HZ was re-



placed by the Commodore which was based on the Opel of the time. All production in Australia ended in October 2017.



VB (1978-1980)



VC (1980-1981)



VH (1981-1984)



VK (1984-1986)



VL (1986-1988)



VN (1988-1991)



VP (1991-1993)



VR (1993-1995)



VS (1995-1997)



VT (1997-2000)



VX (2000-2002)



VY (2002-2004)



VZ (2004-2006)



VE (2006-)