

The Good Oil

Official journal of the Ipswich veteran and vintage vehicle club Inc



**DON'T FORGET THE PROPOSED MIDWEEK RUN ON
WEDNESDAY THE 6TH AUG 2025 & 3RD SEP 2025
ASSEMBLE AT CAMERON PARK, 9AM. ALL WELCOME**



M A N A G E M E N T C O M M I T T E E

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Liaison Officer & QHMC Rep	Don Cater	0412 843 300	
Assistant Secretary	Carol Bridges	3389 9399	
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Email:	ivvvc@hotmail.com		
Magazine Contributions:	All articles contributed for publication in "The Good Oil" should be with the Editor by the 19th of each month.		
Mail:			
Email:	Club Website https://ivvvc.org.au		
<u>CLUB MEETINGS</u>	Club Meetings are held at 7.30pm on the 2nd Thursday of each month except January, at our club rooms at St Thomas Anglican Church, 15 Lawrence St, Nth Ipswich. All Members are urged to attend and visitors are welcome.		
<u>COMMITTEE MEETINGS</u>	Unless otherwise advised, Committee Meetings are held at 10am on 2nd Monday prior to the club meeting. Location as per email.		
<u>Disclaimer</u>	The opinions, views and technical information expressed in this magazine are not necessarily that of the committee and office bearers. All care is undertaken to ensure that all information is correct but the IVVVC committee and office bearers cannot be held responsible for any problems arising from article content & technical advice given and acted upon.		

C L U B ' S O B J E C T I V E S

- (A) To assist _____ in the location, restoration and maintenance of their vehicles by acting as a medium of exchange for parts, ideas and information.
- (B) To build up a library of information related to vehicles.
- (C) To encourage and sponsor social activities for the members and their families.
- (D) To maintain a liaison with the people of Ipswich and so become part of the historical value of Ipswich.

The IVVVC was formed in 1974 and incorporated in 1985

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New Members

John & Yvonne Jones

**1937 Morgan Roadster
1959 Triumph Convertible**

Andy & Nikki Taylor

1953 Studebaker Commander

Vehicle Dating

**Brian Pidduck
1980 Brock Commodore
HDT V8**

**John Hines
1962 S Series Valiant
1953 & 1960 Morris Minor**

PRESIDENT'S REPORT FOR THE GOOD OIL, AUGUST - SEPTEMBER 2025.

All our mid-week and weekend runs have been well supported and enjoyed by those who attended. In June we had 69 members on our midweek run travel to Cormorant Bay for morning tea and then on to the Bottletree Hotel at Glamorgan Vale for lunch. Later in the month 58 members attended the President's run. We had morning tea at the scenic Atkinson Dam and then enjoyed the hospitality of the Esk Grand Hotel for lunch. In July we had large group of 85 on our midweek outing to Boonah for a cuppa and afterwards travelled to Falvey's at Yamanto for lunch. We had a lovely evening at the Ipswich Knights Soccer club for our Annual Dinner in July. The 82 members who attending were very pleased with the great food and had fun with the trivia questions and guess the weight competition. We were very grateful to our generous sponsors who supplied the fabulous prizes for the night.

Thank you to all involved in organising these club events.

As the 14th of August is our General Meeting followed by the AGM, I would like to take this opportunity to thank the hard-working committee who have supported me over the past year. Our current committee is Jenny Eggar, Barry Blair, Errol George, Barry & Ailsa Schimming, Bruce Prasser, Peter Duncan, Carol Bridges Graham Kerr, Tim Edwards & Don Cater. John & Gail Munro have also helped with club events. We are very lucky to have these members to give so kindly of their time to make IVVVC such a great club. We enjoy so many wonderful social events.

Our annual membership fees of \$35 was due on the 1st July, 2025. Please pay our treasurer Barry by cheque or cash, or deposit directly into our bank account. (BSB 064-444 A/C 00901852) Please clearly list your name and the fee you are paying. You can also now pay by credit card. See Barry at an IVVVC event.

A number of our members have represented the IVVVC at various car displays. Thank you all for giving your time to participate at these events. These included the National Motoring Heritage Day at Ormiston, the Ipswich Historical Society event at Cooneana and the 150th Anniversary of the Harrisville Royal Hotel. The Royal hosted a special event featuring a fascinating presentation on the history of the hotel's original owners. Guests were also intrigued by tales of 'ghostly' visitors that the current publicans have reportedly encountered!

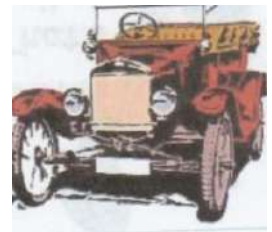
Cheers, Rob.



Rob & Joe at the Esk Grand Hotel



Atkinson Dam



AUGUST 6th IVVVC Midweek Run

SEPTEMBER 3rd IVVVC Midweek Run

17th IVVVC Sunday Run

21st IVVVC Sunday Run

IVVVC ANNUAL GENERAL MEETING – THURSDAY, 14th AUGUST 2025 – 7.30 pm

Nomination Forms and Proxy Voting Forms will be available from the Secretary

OTHER CAR CLUB EVENTS (sanctioned)

LAMA – 1st Sunday & 3rd Wednesday

Yamanto Café Car Display – 1st Friday

Karalee Car Display – 2nd Saturday

Plainlands Meet & Greet – 3rd Friday

Cardi Gras Riverlink - 1st Saturday Run & Coffee at Harrisville at 10.00 am – Thursdays

30th August – Glamorgan Vale School's 150th Anniversary - Cars required from 8.30 am.

31st August – LAMA BUS TRIP

14th September - Festival of Wheels – Boonah

11th-12th October – LAMA Invitational Rally – Gatton

Club Merchandise

Miscellaneous Items

Available from Property Officer Carol Bridges

IVVVC Grill Badge \$15 each

IVVVC Logo Sticker \$1.50 each

IVVVC Hat/Lapel Badge small \$2 each

IVVVC Hat/Lapel Badge \$5.50 each

IVVVC Windscreen Banners \$15 each

Clothing available from Ipswich Embroidery and Workwear

81 Cemetery Road, Raceview Ph 32827551

IVVVC Bisley Oxford Shirt Short sleeve (Green) with embroidered logo \$49.40 (Add your name \$8)

IVVVC Bisley Oxford Shirt Long sleeve (Green) with embroidered logo \$49.40 (Add your name \$8)

IVVVC Polo (Bottle green) with embroidered logo \$39.90, Add pocket \$10 (Add your name \$8)

IVVVC Surf Hat (Green) with embroidered logo \$27

IVVVC Cap (Green and Gold) with embroidered logo \$25

THE OFFICIAL QHMC WEBSITE – qhmc.net.au

IVVVC BANK DEPOSIT DETAILS BSB: 064-444 Account No. 00901852

Account Name: Ipswich Veteran & Vintage Vehicle Club – Reference: Surname or Deposit Details

Out and About – June 2025

It was lovely weather for our midweek run with 69 members and 4 visitors from the Rootes Group Car Club who were warmly welcomed. Adrian Grant and Nola arrived in their magnificent 1949 Humber Super Snipe with David and Lyn Phillips driving their beautiful 1953 Sunbeam Talbot Alpine.



The scenic drive took us across the town bridge, through Brassall to the Warrego and Brisbane Valley Highways, Fernvale and on to Cormorant Bay Picnic Area on the Wivenhoe Dam for morning tea. Relaxing in the warm sunshine we enjoyed a cuppa, some cream cake and some great conversation.



Cormorant Bay is such a splendid place to be with good friends. Thanks Jenny Eggar for the report and the excellent photos.



Gary Cox ventured out in his 1960 Ford Zodiac while Ashley and Kay Trevis decided to give their 1928 Model A Ford Coupe a run in the country.

President Rob Eggar mentioned that it was a pleasure to have a chat with many of the members and the visitors.

Peter and Bruce are thanked for organising a great day out.

After the break, we continued our journey along Coominya-Connection, Patrick Estate and Clarendon Roads. After passing through Lowood, we made our way over the rolling hills to our enjoyable lunch stop at the Bottletree Hotel in Glamorgan Vale where the staff were very friendly and efficient. Great meals!



President's Run – June 2025

We had 60 members attend the President's Run on the 22nd June. Everyone enjoyed the scenic drive along the country roads. After leaving town we travelled through Pine Mountain, Fernvale, Lowood and Mt Tarampa to Atkinson Dam for morning tea. The peaceful spot by the water was a very pleasant place to be on a Sunday morning. It was great to see the dam full.





From the dam, we cruised along the Gatton- Esk Road into the Esk Grand Hotel where we were met by Joe who always looks after us so well. Our classic cars had pride of place in the carpark and the staff had our reserved area ready from 11.30 am.



Thanks to everyone who came along and to Joe and the team at the pub for their warm hospitality. Another great IVVVC run.

Photos and report courtesy of Jenny Eggar

Out and About – July 2025

What a fantastic turnout for our July Midweek Run – with 85 members and guests joining in. It was great to see so many friendly faces out enjoying a drive in the country, especially on a windy winter's day!

Starting from Cameron Park, we cruised along a scenic route through Yamanto, Peak Crossing and Kalbar before arriving at Springleigh Park in Boonah for our morning tea stop. A cuppa with some sweet treats and a chat were just what we needed to warm up.



New members, Andy and Nikki Taylor, owners of a 1953 Studebaker Commander, commented - Thanks for allowing us to join in. Absolutely delightful people and fascinating cars. We are really looking forward to future runs.



Thanks Jenny and Daryl for the report and great photos



Afterwards we enjoyed a relaxed return route via Teviotville, Roadvale and Peak Crossing, finishing up at Falvey's Yamanto Hotel for lunch. Some very good tucker there!



A big thankyou to everyone who joined in and helped make the day such a success- and a special thankyou to Bruce and Peter for planning another very enjoyable and well-organised run 'Out and About' through the stunning Scenic Rim.

Eventful Model T Trip to Sydney

A Place in History – QT 29 September 1986

In December, 1916, Ipswich residents, Jack Nielsen and Dave Hastings drove to Sydney. The trip in a Model T Ford took five days. The return trip ended ignominiously by train. After their return, Mr Nielsen described their adventures for the Queensland Times. This is a slightly shortened version of his account by Robyn Buchanan.



We left Ipswich for Brisbane on 21st November at 8.30 am and left Brisbane at 11.00 am dining in Beaudesert. From here we went past Mt Lindsay on a very rough road. Before getting to Kyogle, we had to cross 10 creeks which had plenty of water in them. In one of these, the water came up to the bottom of the car with the result that all our luggage got wet. From here, the road to Kyogle is in a bad condition on account of the timber wagons using it, but we got over all right and reached Kyogle at 10.30 pm.

After breakfast on the 22nd, we left for Casino along a 50 kms of good road. Here we put our luggage into a laundry to be washed and dried and about 3.00 pm we were on our way again. We reached Grafton at dusk.

On the 23rd, we left early and had breakfast at Coffs Harbour, a nice seaside place and very busy. Next we went to Kempsey, had dinner and made Port Macquarie for tea and bed.

On the 24th, we left before breakfast and came to some really wonderful sights. We had some very stiff climbing to do but the roads were fairly good and the scenery was beautiful. Going down the other side, we came to Bulahdelah and had dinner with Mr Hennessy who used to keep the Central Hotel in Ipswich. Here it is claimed to have the only alum mine in the world. After more climbing, we came to Maitland for tea and at Cessnock we stayed the night.

On the 25th, we still had 300 kms to Sydney. We intended to do this in quick time but we had the stiffest hills. However the roads were very good. Dinner was at St Albans and we crossed the range where the sights were wonderful. Then down the other side through Parramatta. We reached Sydney at 3.00 pm having covered 850 kms.

We stayed a week in Sydney then began the return journey in heavy rain. From Quirindi to Tamworth is 90 kms, but it took five hours owing to blacksoil and rain.

From Tamworth to Armidale we had fine sport shooting rabbits which were plentiful there.

After bed and breakfast at Guyra, we took the wrong road and got bogged. Here we had a fine experience of farm life for we had to separate 37 gallons of milk for a farmer while he pulled us out of the bog with his horses. Separating is hard work too! After getting out of the bog we went back 7 kms to the right road.

The roads in Queensland are not as good as in NSW. There are very few bridges. We found the creeks impassible and slept at a farmhouse overnight. Next morning, the creeks had risen behind us. We had to put the car on a truck and send it the last 400 kms by train which we were sorry to do as the car had not given us the slightest trouble all trip, after doing 1700 kms in nine days.

I think this speaks well for FORD cars. Any motor car owner who does not take this trip really does not know what he is missing as it was a wonderful trip all through.



Thanks Paul Casos for the article

IVVVC OUTINGS – JUNE & JULY 2025

IVVVC was invited to the Cooneana Historical Village on Sunday 15th June. Nine members turned up to inspect the displays and enjoy time in the sun.

Paul Hanssens arrived with his 1911 Oakland-Model 33. It was found at the back of a blacksmith's shop in NSW. It is the only one of its kind in Australia and believed one of about five left in the world. Paul has restored the Oakland. See photo on front cover.



Harrisville Royal Hotel – 150th Anniversary was celebrated with over a dozen IVVVC members in their classic vehicles on Saturday, 5th July. Lunch was enjoyed, while Jayd, the current proprietor, along with her co-owner Cath, shared many fascinating stories from the past 150 years.

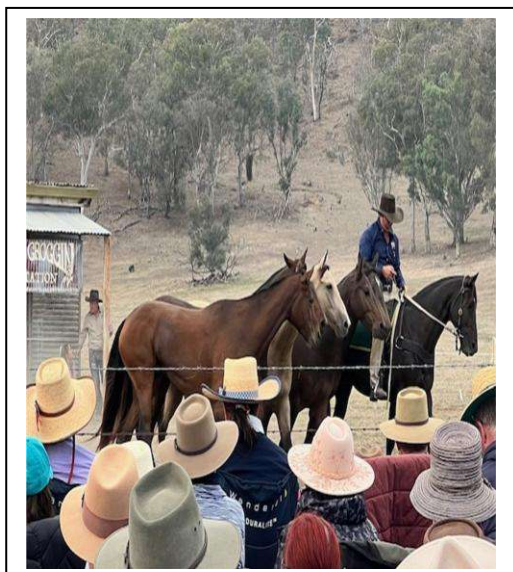


Our Trip to The Man from Snowy River Festival 2025

For the past twelve months, we meticulously planned our adventure, anticipating every stop along the way. Fortune smiled upon us when we were able to secure the last two caravan sites at the picturesque Colac Colac Caravan and Camping Park. As we set off with our trusty little caravan in tow, we travelled through historical towns, their stories woven into the landscape, before arriving in Corryong for the much-anticipated Man from Snowy River Festival.



The festival had **something for everyone**. Strolling through bustling merchandise stalls, we explored offerings from **Ringers Western, RM Williams, Bolt Clothing**, and many more. The air rang with the sharp cracks of whips in competitions for juniors and adults, while storytellers captivated audiences with bush poetry. As day turned to night, the energy shifted to live bands, bull riding competitions, stock horse demonstrations, and barrel racing events, creating an electrifying atmosphere. All the while, the scent of sizzling meals and local delicacies lingered in the air, ensuring there was no shortage of delicious options.



The reenactment was breathtaking, set in a realistic backdrop that made history come alive. In a surprising twist, some horses broke free, and one remains lost—a first in the festival's 30-year history. Amongst a crowd of over 5,000, we marvelled at the strength of the stock horses, developing a newfound respect for the artistry and skill of horsemanship. The street parade on Saturday was a vibrant celebration, while visits to Riley's grave and the museum deepened our connection to the legend.



The Man from Snowy River Festival was an experience unlike any other, steeped in history, tradition, and the raw energy of horsemanship. By Saturday, an astounding **65,000 spectators** had passed through the gates, with **27,000 tickets sold**—a testament to the festival's enduring popularity.



Afterward, we journeyed on to Glenrowan, immersing ourselves in the history of the land as we spent Easter in the heart of bushranger country. Continuing westward, we paused at Cobar—a town rich with gold and tin mining history—before pressing on to the opal capital of Lightning Ridge, where we spent another few days exploring the landscape, bathing in the local Thermal Baths and enjoying evenings by the fire. It was with sad regret realizing our journey was almost over as we headed in the direction of home knowing we had travelled almost 5,000 km over the four weeks we were away without revisiting any roads we had previously travelled.

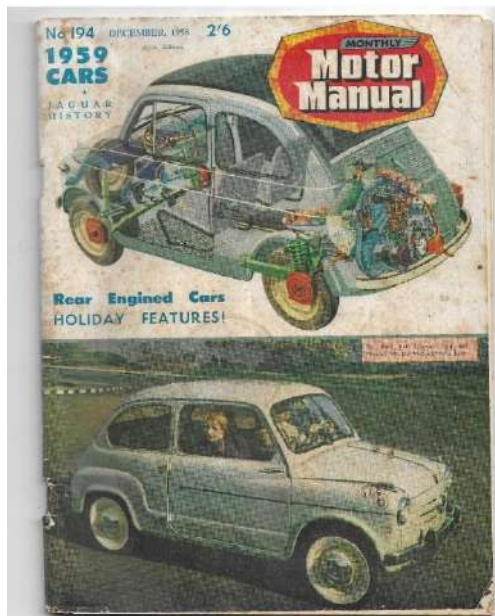
The landscapes and stories we encountered along the way painted a vivid tapestry of Australia's heritage, making this journey one we will cherish forever.

David and Diane Weber

Jack Riley, a talented bushman met the Australian bush poet, Banjo Patterson who wrote the poem, 'The Man from Snowy River'. The poem tells the story of a horseback pursuit to recapture the colt of a prizewinning racehorse that escaped from its paddock and lived with the brumbies of the mountain ranges. Eventually the brumbies descend a seemingly impassable steep slope, at which point the assembled riders give up the pursuit, except the young rider who spurs his pony down the terrible descent and catches the mob.

Rear Engines to the Fore

December 1958 Monthly Motor Manual



It's 1959 and with so many rear-engined cars now on the road – eg., Porsche, VW, Renault, Fiat and D.K.W. – the motoring public were starting to wonder if this type of vehicle will eventually replace the standard forward mounted engine. Current rumours indicate that G.M. will shortly announce their new small car which is expected to feature a rear engine. Whether or not these vehicles will ever replace the conventional cars will only be proved by time but if they do, you can be assured that Fiat will be well in the market.



Fiat have been one of the leaders in the rear-engined field for a number of years now and their small 500 and 600 models are undoubtedly leaders in the economy car class. The 600 in particular is an exceptionally fine little car and gives good road performance allied with 46 m.p.g. fuel consumption. In the hands of sporting competitors these cars have achieved an enviable run of successes in both trials and speed events. The body finish of the 600 is of a very high standard and contrary to popular belief, engine noise in this car is no more pronounced than in a standard forward engine car. Luggage space is adequate for most needs and passenger comfort is as good as many larger and more expensive vehicles. The 500 is a little smaller again but still retains the excellent performance and handling qualities of its larger brother.

Every day brought something new and exciting

Alex Orchin squeezed himself into the world's smallest car – a P50 – and drove from John O'Groats to Land's End to raise money to help disadvantaged children. Alex owns one of these fabulous three-wheeled microcars. He is almost six feet tall and adopts a crouched position with knees on either side of the steering wheel in the three and a half feet high and three feet wide vehicle.



The P50's clutch cable broke 200 yards after leaving John O'Groats. Alex was accompanied on his marathon drive by his friend, Joely and her camper van which was his sleeping accommodation, kitchen and luggage carrier. The P50 averaged 23 mph and the tiny tyres made every bump in the road feel like a massive pothole and when every big lorry overtook him it sometimes felt as though his car was going to be pulled under. As he drove through the Scottish Highlands he saw how much people loved his car and appreciated what he was doing. He was invited to Scotland's top race circuit where his P50 became the slowest car ever to race around the track.



Rather than taking the direct route to Land's End, Alex zig-zagged down the country, visiting car museums and spending many happy hours with fellow car enthusiasts. He visited Blackpool Tower where he carried his car up several flights of stairs, put it in the elevator, then drove it round the very top of the Tower. At Warwick Castle Alex drove his microcar through corridors where Henry VIII and his wives once strolled.

Every day brought something new and exciting but on reflection the highlight was meeting so many supportive people. The worst part of the drive was in the Cotswolds in heavy snow. The P50 has two front wheels and one back wheel. Not good in wintry conditions! Sometimes Alex would sit in the camper with Joely with a cup of tea and a hot-water bottle until he'd warmed up. Alex revealed that the P50 didn't have reverse gear. If he went the wrong way he would just get out of the car and point it in the right direction.

After three weeks of driving and as he approached Land's End, his car door fell off. After tying the door on, he reached his destination. He stepped out of the car and gave it a big hug. Alex raised 11000 Pounds for BBC Children in Need. A mighty effort in a fabulous car!

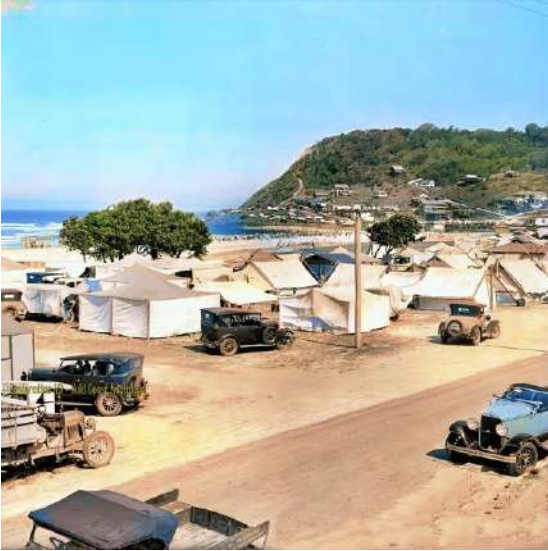


P50s were first made in the Isle of Man almost 60 years ago and were designed to be a one-person city car. When they first went on sale in 1963, a P50 cost 199 Pounds. An original 1960's P50 can now cost 100000 Pounds!

Original P50s are incredibly rare. Alex's P50 is actually a replica and is only six years old but it's identical to the 1960's version – and 'Lots of Fun'. **P for Perfect**

Thanks to Gail and John Munro for the facinating story.

Alex Gow's Vehicles – Thanks Greg Hill




Camping at Burleigh Heads



A Rugby and Studebaker at Moolooabah



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I am mobile so I come to your location. As a member of the IVVVC since the early '80's I would appreciate your business. I can also assist with mechanical repairs on your old vehicles, including servicing or tune ups.

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