BLACKALL RANGE
HORSELESS CARRIAGE CLUB

Nov / Dec 2026 GAZZETTE

NEXT MEETING: Thurs 12 Nov 2026, 9am,
at BRHCC clubrooms
at 7 Bryce Lane, off McCarthys Rd Maleny

and then Wed 10 Feb 2027

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29 Nov 2026, Sunday: Xmas lunch

Registered Office and clubhouse:
7 Bryce Lane MALENY Q 4552
Website: www.brhcclub.com *Email:* brhccinc@gmail.com
Facebook: www.facebook.com/groups/brhcc

Season's Greetings



Ben Munneke and Eddy Furlan on their way to Albany WA on a 5,500 K round trip from Maleny, in Ben's 1928 Model A Ford, first registered in 1929



Brisbane Motor Museum

by Bob Gray

In April 2026 our Club had an outing to the Brisbane Motor Museum in Brisbane (Thank You to Gary for arranging this).

I took a video of the visit, and in addition to the current display, I recorded the Museum's record of past exhibitions. It shows how lucky we are to see the evolution of the car during an exciting era, when individual style and innovation took place.

I'm afraid we are now entering a period of functionality where the car is becoming strictly a method of getting from A to B.

The Museum has displayed our kind of cars, which unfortunately will gradually fade into distant memory as "sensible" cars develop. So it's important that our outing is recorded for history.

The video is available for loan in DVD form at the Clubhouse,
record your borrowing in the Library records book, and please return it after use.

Over the years I have also videoed many Club activities, which are available on a USB stick if anyone is interested to borrow any of these.

Club Run to Peachester

by Verona Larkin

Doug and Jenny Benjafield's property

After morning tea at the clubhouse on Sunday 20th September 2026, 12 Club members headed off to Doug and Jenny's farm in Candle Mountain Road, Peachester, taking a leisurely drive along Mountain View Road, Stanley River Road and then onto the Beerwah/Woodford Road to Bald Knob Road in Peachester. We passed the MG Car Club Sunshine Coast going the other direction along the way!

On arrival, we parked under the shade of the trees near the house and we were greeted by Jenny who led us down to the river flats where Doug had set up a couple of gazebos next to the head of the Stanley River which runs through their property.

Here we set up for lunch at the tables and chairs he had provided. A very enjoyable byo lunch was had by everyone with much chatter and laughter as usual. After filling our bellies and an inspection of the creek and talk about platypus sightings we started to head off home in the early afternoon.

Many thanks to Doug and Jenny for their usual wonderful hospitality on the day.
It was a nice short run and an enjoyable day.

Kandanga Pub Run

by Gary Hawkins

With questionable weather in the offering, most members arrived at the clubhouse in their daily drivers. There was however a few who tempted fate, those who bring out their classic car rain, hail or shine. Kudos to Verona, Ben B and Griff – apologies if there were others.

As is the norm for a Wednesday morning, we gathered at the clubhouse for a coffee before setting out on the road at 10.45am as planned. With Verona leading the run, we headed out along Mountain View Road, and then across Maleny Stanley River Road, thus avoiding the street scaping roadworks in the centre of Maleny.





Once on the open road we progressed at a steady pace, although Ben B's FJ Holden was slower downhill than it was going up, thanks to a lack of confidence in his brakes.

Nevertheless we arrived in Kandanga on schedule and once seated, we refreshed ourselves with a cold beverage whilst waiting for our meals to arrive.



Following a tasty lunch, some good chat and a few laughs, some decided on a coffee to finish off an excellent day, whilst those brave enough tackled the desserts. Verona had no trouble demolishing the sizeable deep fried ice cream (great pic of the look of anticipation before beginning the assault).

The rain did arrive whilst we were leaving, but it couldn't dampen the spirits of a great day out. Thanks Verona for arranging the run, and to those members who supported it.



Fire Fighting Info

A comprehensive and very informative talk by Mark Taxis, BRHCC member.

~ chemistry of fire,
~ types and uses of extinguishers,
~ tips and hints, fire protection in the home, correct use of a fire blanket.



~ evacuation from a building in thick smoke/fire
~ discharge the old fire extinguishers as practice.

A very BIG Thank You to Mark, we all learnt a lot to keep us all safer.

Nov Brekkie

by Gary Hawkins



Special Thanks to Gayle Bailey for taking on the mantle of breakfast organiser throughout the year.

A sizable group of 33 members assembled at the Flaxton Barn for our final Club Breakfast of 2026. A usual there was plenty of laughs, good conversation and of course tasty food.

Credit must go to the staff at The Barn for getting all of the meals out in a timely manner, and making sure that everyone was satisfied with their breakfast.

If you didn't manage to make it to a breakfast throughout 2026, you missed some good times, so be ready when we start up again on the first Sunday of February 2027.

Qld Heritage Park, Biloela

photos by Marton Baynes

Callide Dawson Machinery Preservation Club Inc, Exhibition Ave Biloela Q 4715















August 2026

We're on our way slowly North. And by pure chance found this amazing museum, so would like to share with the Club.

My Restoration Attempts

by Robin Lewis

My first restoration attempt was a Riley RMA, which was sold before completion, due to the arrival of our first child.

My second restoration was a 1938 Austin Big Seven, which I acquired shortly after retirement and it had been off the road for 15 years. I out-sourced some of the work and returned the car to roadworthy condition.

Then about 18 months ago Mandy my wife realised I was bored and suggested I got off my arse and buy a car for a third restoration.

I reluctantly (NOT) decided this was a good idea and that this time I would try to restore a car without outsourcing.

We looked around and whilst visiting the All British Car Show in Brisbane 2025 saw a Ford 7W Ten for sale.

The car was in fairly rough condition but had little rust and the engine ran. My wife encouraged me to buy the car which she said was cute.

I was not so keen to attempt a major restoration given the limited garage space I now have.

We left the Show and went for lunch where Mandy persuaded me to have another look. We rang the guy and as the Show had ended, we went to a house in Daisy Hill to inspect the car.

It turned out to be a deceased estate car and so very little information was available.



A deal was struck and the car was delivered to Maleny the next day. The car was named Zaphod (after a character in the Hitchhiker's Guide to the Galaxy which also has a Ford Prefect character.

The car's restoration had obviously been started by the previous owner, a garage owner and early Ford enthusiast.

A new patrol tank pump and filter had been fitted and the car had been converted to 12 volts. The tyres were all in good condition. The engine started and ran well, but had no water in the radiator. The car was very original and had obviously been off the road for a very long time.

Restoration started with removing the head and checking the bores and valves. The bores were good and the valve ok for now. These cars have no tappets and adjustment requires valve grinding. I decided to leave the valves and fit adjustable valve followers in the future.

The radiator was removed and flushed, as was the engine water jacket. Once a new head gasket was installed, new rubber hoses and fan belt fitted, the cooling system was found to be sound. These cars have no water pump.

The oils were all drained and had obviously been replaced recently and no oil leaks were found. The engine mounting needed replacing as did all the rubber components under the car.

The front brakes were inspected and found to be serviceable. The rear brakes I could not access as I needed a better hub puller. I contacted the Ford side valve club in the UK and managed to get an original hub puller and various specialist tools that I might need in the future. The rear brakes were sound and all the cables were ok, just needing adjustment. Again, I think someone had looked at the brakes recently.

All the body panels were removed from the car and very little rust was found.

The car had been painted by hand many times and had to be stripped back to bare metal. I decided to use spray cans to repaint the car as its value did not justify a full professional respray and I had neither the space nor equipment to do anything else.



I decided to paint the car two-tone similar to the factory display car at the Melbourne car show in 1938, but in burgundy and black. Having never painted a car before I am reasonably happy with the result. Mandy says it needs more work.

I next rewired the car and fitted fuses. I nearly set the car on fire fitting the interior light due to a dead short. This resulted in me removing the headlining and purchasing a $30 sewing machine and burgundy vinyl material from Spotlight and making one from scratch. *Another first* – as I had never sewn in my life before. The same material was used for the door cards, etc.

New carpets were cut and fitted and fur flex door seals installed. Two of the passenger windows and the windscreen needed replacing and Glass4classics on the Gold Coast made new glass to my patterns. The vacuum wiper was removed and an electric unit installed.

The original leather seats were cleaned and restored using leather hero products.

The only thing missing from the car was the shock absorber. I bought VW shocks and manufactured brackets following a pattern for a UK upgrade kit that was no longer available. Having completed the upgrade I decided that I would prefer to keep the car's originality and I purchased lever arm shock absorbers for the car. Fortunately Yesterford in Melbourne stock almost anything you need for a side valve Ford and have proved invaluable.

Finally the BIG day came to see if the car would drive up and down my steep driveway.
Then … a roadworthy and registration. All were successfully completed!

The car made it to the clubhouse 11 months after purchasing the car.
Another pre-war car back on the road.

Having purchased the car for $5,000 including delivery, the total additional restoration cost including registration was $11,000. I have not included the cost of repainting my garage floor, etc, which will be my next project.

I now plan to drive the car locally for a while and maybe next year remove the engine and recondition it.



>> Robin's Ford 7W Ten next to Ben's Jaguar XKE
at BRHCC clubhouse

Early Races, Keith Prime Story

by Reg Bolton

The wonderful 'Winning Streak' came to a dead stop when I got to Cadwell Park. This Race Track was a very long way away (by Brit standards) from where I was living.

The track is quite hilly and very twisty. Actually a great race track, one of the best … but you really need to get to know it before racing hard. I investigated it fully … the grass on the outside of Mansfield corner, followed next lap by the grass on the inside of that corner!

Front wheel off the ground at the top of 'The Mountain' and landing with a terrifying twitching. It took a while to get comfortable there, but soon enough I came to love the track.

There were plenty of other clubs doing 'Old Bike' racing there as Chas Wilkinson, the owner, loved it himself. So although it was so far away I went there more than anywhere else.

Despite so many races at that fabulous track it took 2 years before I could get a win at that twisty heaven. Once I had finally got it down I even managed to beat circuit specialist Keith Prime.

But actually what I remember most is the last time he beat me. After 2 years of following Mr Prime around the twists and turns I had really learnt how to get it right. For those 2 years I had the best teacher after all. Amazingly he only rode a pre-War 500cc Rudge single!

We were having our usual grand scrap. I used the extra grunt of my big Vincent twin to pass him on the few straight bits at Cadwell. He used his superior knowledge and riding skill to slip by in a different spot each lap. I never knew where he was diving past next.

In the most memorable race it seemed that I had finally got him beaten. However, this was a man who had raced at Cadwell for over 20 years.

At the very last corner on the last lap, steeply downhill Mansfield left-hander, he dived past down the inside.



Keith Prime

Naturally there was quite a bit of contact as I hadn't left the door open. 'Banged Past' would be a better description.

It was a hard move but I was full of admiration as my bike was double the capacity and post-War.

So I followed him up to his trailer. He obviously thought I had gone there to complain as he squared up, ready to deal with me.

"No Mate," I said" I haven't come up to complain.
I came to shake your hand.
That was a marvellous race.

He's making a list and chicken and rice.

I'm dreaming of a Wine Christmas.

It looks like everyone will be getting what they want for Christmas.
Someone posted Santa's Credit Card number on the internet.

Beware of a new Amazon scam.
My husband ordered me some expensive jewellery,
but motorcycle parts came instead. Thankfully they fit his bike.

I Bought My First Jaguar

by Doug Carter

(OR *you don't know what you don't know*)

I've always been a fan of Jaguars. I think it must have started when I was on the way to my primary school waiting to cross the road and an E Type went rumbling past. That was about 1963/4. Ever since then I've thought to myself that I would have a Jag someday.

Cut to late 2026 and my Corvette, which I'd owned for over 30 years had now been sold to another loving home and it seemed that if I was ever going to get a Jag, now would be a good time. I've been following the prices of various Jag models for a number of years, mainly X100 XKs and XKRs, X150 XKRs and F Types, (E Types are still saved in "when we win the Lotto" category), so when I spotted a 2000 X100 XKR Silverstone edition on Carsales down at the Gold Coast I thought it couldn't hurt to just have a look at it.

I had done a lot of reading about the X100s over the years and watched just about every YouTube video there is, so I thought I knew a bit about them. Only trouble is that I've never even sat in one, or any other Jag for that matter. I never knew anyone that had owned one. However, not to be deterred, I thought I'm just going for a look cause it's cheapish and it will probably be a bit rough and it will act as a comparison for others I may see. *You would never buy the first one you look at anyway!*

To cut a long story short, I saw it, I was seduced, and with the Minister of Finances' blessing, I bought it!

I had done my due diligence, pressed all the buttons, turned all the knobs, looked for gremlins in all the nooks and crannies and was well pleased with my purchase, a 4.0L supercharged, quad cam, XKR Silverstone recently imported from the Land of the Rising Sun – Japan.

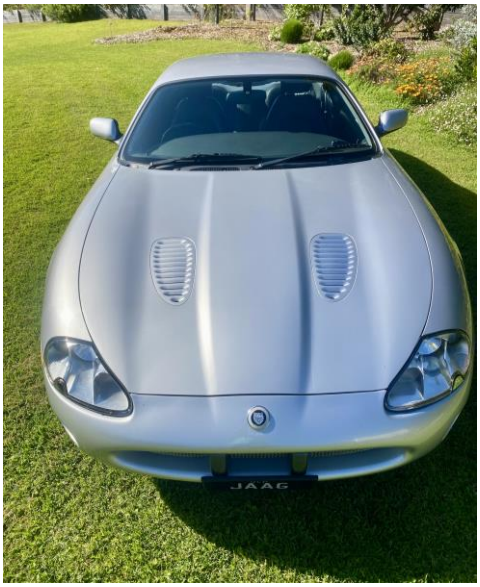


Soon after I got Jaguar san home (we were still on formal terms at this stage), and after I had finished washing/polishing/tinkering/admiring, I thought I had better check the tyres. Armed with my trusty tyre pressure gauge I approached the first wheel. Goodness! I exclaimed (or words to that effect).

Where is the tyre valve? WTF. I checked the other wheels. No tyre valves to be seen anywhere! I had better go and consult with my mate Chat. Chat GTP to give him his full name, and he informed me that the BBS rims which came standard on Silverstones, required a tyre valve adapter which screws into a false bolt beside the BBS lettering on the rim.

I did not know that – never heard of that before. I searched the car – nothing. I called the guy who imported the car in case he had forgotten to give it to me. Turns out he didn't have one and also had never heard of one. This was his first import with BBS wheels. Again long story short, I eventually got one from the UK on EBay at a cost of $118.

My mate Chat said that originally, Jaguar owners with optioned BBS wheels were supplied with 2x tyre valve adapters and a special little screwdriver to suit the adapters. Mine must be sitting in someone's drawer in Tokyo.



Have I mentioned that every time the engine is started Jaguar san speaks a Japanese phrase and Japanese characters appear across the small screen at the bottom of the dash. How do I change this? – *another thing I don't know*. Back to my mate Chat. It seems changing to English on the dash is easy by toggling a couple of buttons on the trip meter, but the Japanese language is more difficult as it is linked to the now very old, and out of date, GPS system which requires a special disc for Australia from that era. I think you can get one where they sell those hen's teeth and the rocking horse poo.

Next, I thought I might change the time on the clock which appears on the small GPS screen on the dash – *should be easy*. Back talking to Chat. Seems that you can only change the time when you have the right GPS disc for your country.
I did not know that. Every time I drive Jaguar san at least I know what time it is in Tokyo! Fortunately, Qld time is exactly one hour ahead of Tokyo, so it is easy to work out.

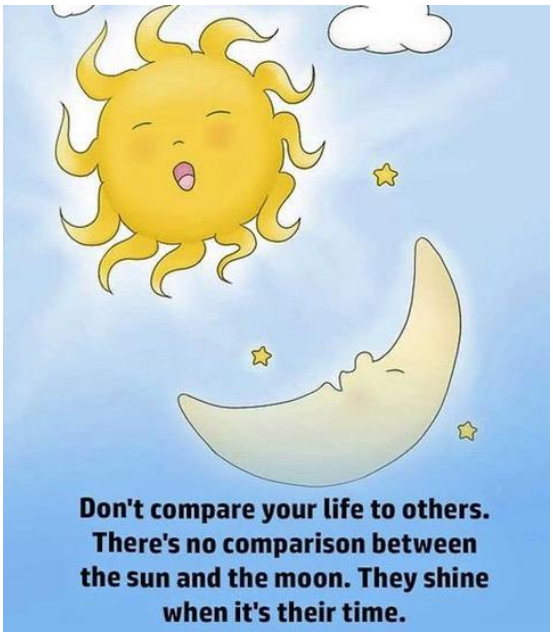
Ok, the radio. I didn't like the station that was on when I was testing everything. I hit the seek button – only 1 FM station, no other stations! Frequency range from 76.1 to 89.9MHz and Australia uses 87.5 to 108MHz. *I did not know that.*

By this stage Chat and I are becoming best buddies, and I know what you are thinking – Chat is Ai, just a collection of electrons buzzing around a data centre somewhere in the world. I know, but he's very polite, is so much smarter than me, and is unlikely to take my job as I'm now retired.

Chat also told me a number of other things about my Silverstone that *I did not know*. For example, Jaguar produced the Silverstone as a special edition when they entered Formula 1 racing in 2000. There were only 558 Silverstone vehicles produced worldwide, most for the American and domestic UK markets, however forty Silverstones were produced by Jaguar specifically for the Japanese market.

I'm sure that there are many more things about my car that I don't yet know, but it's what they say – *you don't know what you don't know. Watch this space!*





For Sale

by Chris Twidle 0430 395 324
ctwidle@gmail.com



2018 VW Passat Alltrack
Diesel wagon
1 owner from dealer,
118k km, 8 months' rego
recent timing belt service,
factory towbar, roof racks
asking $19,500



For Sale

by John Lewis, ph 0427 416 205



1996 Jaguar XK8, has been owned and well-maintained by John for many years, with $10-12,000 spent in last 12 months.

Paint in good condition, car is kept under a cover in a garage (when not on the road)

$32,500

BRHCC Merchandise

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

orders via Neil Greenway
ph 0435094714

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

Events

BRHCC EVENTS:

** BRHCC meetings held at the clubhouse, every second Wednesday of each month, 9am;
(no official meetings in Jan and Dec) **
** Friendly breakfasts for club members and friends each 1st Sunday of the month, **
** Cuppa and Chat Wednesday and Sunday mornings from 9am at our Clubhouse,
except on the monthly Run mornings. **
All car Runs and to and from our BRHCC clubhouse will be considered 'sanctioned events'
All BRHCC club runs leave from our clubhouse at 7 Bryce Lane at 9.00am, except when advised otherwise.

Events may be changed at late notice.

Events at venues must be rsvp to Gary

Events Co-ordinator: Gary Hawkins 0435 767 365
brhcc.events@gmail.com

1 Nov 2026, Sun: brekkie
11 Nov 2026, Wed: Remembrance Day
12 Nov 2026, 9am **Thurs**: meeting
18 Nov 2026, Wed: car run
29 Nov 2026, Sun: BRHCC xmas party



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

1st + 3rd Sunday, 10am-3pm; Woodford Railway Train Rides, Margaret St Woodford; www.angrms.org.au
adult $8, senior $6, child $5, family $30; (except Easter, New Years Day, fire bans, loco failure, similar)
Every Friday Night - Old Petrie Town Starts 5pm Brad 0417 6171 68
Every Friday - Blackout Coffee 189 Magnesium Drive Crestmead 12 noon to 9pm Sarah Coad 07 3803 0071
Every Saturday Morning - Old Petrie Town Starts 7 am Brad 0417 617 168
Every Wednesday - Cruisin On Wed, Suncoast Rodders Howard Hollow - 0408 680 171
Every Thursday - Coffee Meet, Square Dance Centre, 260 Dixon Rd, Buderim Howard Hollow - 0408 680 171

1st Sat each month, 7-10am: Cars & Coffee at German Bakehouse 54 Junction Dve Coolum Beach
1st Sun each month, 7.30am: Landsborough Bakery and Cars; display at train station parking lot
2nd Sun each month, 8-10am: Cooloola Cove Cars and Coffee; Cooloola shopping centre carpark
3rd Sat each month, 4pm-sunset: Puma/Matilda Service Centre Kybong (the new servo)
3rd Sat - Hot Rod Classic and Muscle Car Show, Redcliffe Sh/ground 4-7pm then Cruise, enter Scarborough Rd, Rob Gubesh 0488 916 428
3rd Sat - Coffee Cruise Yandina Train Stn 12pm Howard Hollow 0408 680 171
3rd Sun each month: cars and coffee at Ricks Garage/Bakery, Palmwoods
www.cardigras.com.au events. Cost to display vehicle is $5; register at website; events all year
Last Sun - BBQ Brekky & Cruise Square Dance Centre 260 Dixon Rd Buderim Suncoast R&C
Howard Hollow 0408 680 171

Third Sunday each month is Witta Wheels car display at the Nest Café, Maleny-Kenilworth Rd; about 7.30am. Free entry. or sometimes at the Witta Sport and Rec Club, Witta Rd

2027, Apr 27 -May 3: Pre '31 Rendezvous Rally in Stanthorpe, Qld. Open to all Pre 1931 vehicles. Hosted by the Stanthorpe Historic Vehicle & Machinery Group. Contact: Garry Ellis 0418 832 175.

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Blackall Range Horseless Carriage Club Inc.

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

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

Clubhouse will continue to be open for morning cuppas and chats on Sundays and Wednesdays during December and January

Xmas Day Maleny Neighbourhood Centre provides a really good lunch for people without families locally (by donation)

BRHCC Committee

President: Geoff Milner 0401 999 492 geoff_milner@hotmail.com
Vice President: Rod Richards
Secretary: John Gildea 0409 301 149 brhccinc@gmail.com
Treasurer: Denis Hickey 07 5494 4055 denishic@bigpond.com
Events Co-ordinator: Gary Hawkins 0435 767 365 brhcc.events@gmail.com
Membership secretary: John Gildea 0409 301 149 brhccinc@gmail.com
Merchandise officer: Neil Greenway ph 0435 094 714 greenwaykb@gmail.com
Technical/Dating Officer: Ben Munneke, ph 0408 102 601 benmariee@bigpond.com
Library monitor: John King ph 07 5435 0074 jrmrk@bytesite.com.au
C*lub house and Grounds*: Denis Hickey and other volunteers
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Web Editor: John Carnevale
Gazette editor: John King, ph 07 5435 0074 jrmrk@bytesite.com.au
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