BLACKALL RANGE
HORSELESS CARRIAGE CLUB

Sept / Oct 2026 GAZZETTE

NEXT MEETING: Wed 9 Sept 2026, 9am,
at BRHCC clubrooms
at 7 Bryce Lane, off McCarthys Rd Maleny
and then Wed 14 Oct 2026

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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



Wall Art by Lightning Ridge Artist John Murray

see story on page 6 by Gail and Graham about their trip to the Real Outback

BRHCC AGM

9 August 2026

Another AGM, this one a short meeting.

Congratulations to our continuing Committee members and many, many Thanks for your time and energy to keep our special Club running and valued by all our Club Members.

All Committee Reports show a positive future. A speedy recovery to Verona and to Gary.



Witta Wheels

Sunday 16 August 2026, *photos by John*





Witta Wheels was not quite as big as normal this time. It could have been because of the many showers we have been having. As summer comes on The Nest should pick up.

Visit by Volvo P1800/122 Club

photos by John













A Wolf amongst the sheep. The Jag V12 and its plumbing in Ben's white XKE.

It was a good turnout for the Volvo day with our club cars sprinkled among the great turnout of tricked up Volvos.

The Grey Volvo below has had its motor prettied up for the run.

We had a wonderful morning tea for the combined clubs the ladies and gents did a sterling job with the catering again.







v, > *photos by Yvonne*







. . . and from the ‘net, something The Editor might dream of, a V 12 Volvo Ratrod:



First Aid Presentation

photo John

Wednesday 15 July, Ken gave a very informative outline of basic actions that will help improve the safety of anyone who may be involved in an accident. Ken's time and knowledge was much appreciated by our attendees. Thank You.



G and G's Outback Trip with their Grandchildren

July 2026 by Gayle and Graham, photos by G and G

The idea to take our two grandsons to the *real* outback started a few years back. We had taken them out to Kenilworth and one commented on how it was great to be in the "outback". So, a plan was hatched to take them to a working sheep station in the far outback.

Graham and I left home on Friday 3rd July and drove down to Glenn Innes for an overnight stay. Of course, we couldn't go past Suttons Juice Factory near Stanthorpe. Their café is a visual treat with freshly made juices, jams, pickles, chutneys and sauces for sale. Their special Apple Pies are a must for a morning/lunch stop. There are also plenty of other home-made treats available. Our favourite juice is the Apple Juice with a touch of Ginger. Delicious!

On Sat 4th we headed off early for Bathurst, via an interesting road trip. We turned off at Willow Tree and had lunch in the pretty country town of Merriwa. A bit further along the road west and we turned off at the Goulburn River National Park sign for a short cut!

This side road was fine, sealed all the way to the Goulburn River Solar Farm, then it immediately became a 'goat track'! We could only do 5-10 kms per hour it was so rough, with huge wash-outs and ruts, both sides of the road! Graham was not impressed with the navigator's choice, to say the least!

Anyway, we made it and were very relieved to see bitumen ahead, on the Bylong Valley Way, through Rylstone, Kandos, Sofala and finally ending up in Bathurst.

We met our son, his wife and our two young grandsons at the Airbnb I had booked. We were all very comfortable in this lovely little Federation house.

While in Bathurst we visited the Bathurst Fossil and Mineral Museum, which was excellent. The presentation of the fossils and minerals found in the area was commendable. Everyone enjoyed taking their time looking and reading the notes on the exhibits. The highlight was the life-size replica of T-Rex's skeleton. It just about took up the full room.

We later took the boys, 13 and 10 years of age, to the Bathurst Rail Museum, where they were amazed at the large model working train track, which filled the large room. Also on display was a highly detailed model of the Zig-Zag Rail line at Lithgow, which will be up and running again soon.

Now, being at Bathurst, what do you think Graham had to do?? Yep, we drove the Land Rover to the **No 1 starting position** on pit lane and he waited for the countdown from the boys, then POW, we were into it and racing to the first corner (famously known as Hell's Corner). The boys in the back were impressed and clapped.

We checked out the Sulman Park lookout, where we could see pretty much as far as the horizon, East, North and West. We didn't take any photos, it was far too windy and cold up on the mountain.



Henry Parkes Museum

On Mon 6th we headed off to Parkes and visited the Henry Parkes Museum, which was quite fascinating, even the boys enjoyed it. The museum also has an old original school house, with the old wooden desks with the ink wells etc. Some of you might remember these desks!

Outside, the museum has a large collection of very old farm machinery and utes and an old rail carriage. There were so many vintage vehicles displayed it was hard to check them all out.

Next day, we drove to Parkes Radio Telescope, better known as "The Dish". Unfortunately, there are no tours over "The Dish" as it is still in operation, however, the information centre was excellent and had the old instrument panel (used when man first walked on the moon) on display.

The centre had a theatre and a free walk and power presentation radio waves, which we found interesting, even the boys were fascinated and were keen enough to ask questions.

In the afternoon, we visited the HARS Aviation Museum at the Parkes Airport, where the boys were able to climb into the cockpits of old war planes and helicopters.

There were displays inside the large hanger and larger aircraft were outside. Graham and the boys were in their element.

On Wed 8th we drove to Bourke and en-route we stopped at the Peak Hill Open Cut Gold Mine, which is not in use any more.



Cobra Gunship at Parkes



Onwards to Bourke and we were on the look-out for wild animals, which were everywhere and as not all properties were fenced, we were certainly keeping a watchful eye on the road ahead. We couldn't get over how many wild goats we came across.

Our destination was Trilby Station, south-west of Bourke, along the Darling River. We were booked into the Overseer's Cottage, which was just perfect for us. We had our own firepit, so each night our older grandson was able to get that going, being a Scout.

<< Emu at Trilby Station

We drove to Dunlop Station, not far down the road, for morning tea and a guided tour of the homestead and store. This station was once 14 million acres! The homestead was huge with 16 bedrooms, very wide wrap around verandah, cellar, etc. The history of this property was explained by our guide and it was fascinating, even the boys were amazed.



Dunlop Station Store

The morning tea was spectacular, all home made on the premises and as much as you wanted to eat! The boys were very impressed with that on its own!

The guide's family purchased the property and spent a lot of time and money cleaning it up, as it had been inhabited by a couple of hermits, who only used 3 rooms, so the rest of the homestead was not used.

Apparently the clean-up was massive! They have done a fantastic job, preserving a lot of Australian history for us all to enjoy and learn about. We were able to inspect the Store on the property, which had been ransacked over the years. What a mess! It is a huge stone building, built by hand from local stone. Back in the 1800s, the Darling River was higher and with the paddle-wheel boats, was the main supplier of goods to the outback properties, as well as carting bales of freshly shorn wool.

Back at Trilby Stn, Graham took the boys fishing and yabbying on the Darling River, a short walk from our cottage. The boys were excited when the yabby trap Graham had laid, caught 2 good size yabbies as well as a couple of smaller ones.



Graham cooked the 2 big yabbies and showed the boys how to extract the meat from the shells, etc. A wonderful experience for our grandsons, who loved the yabby meat. It was the perfect entre for them.

The next day we acquired the mud map from the station's owner. It is a 90km drive through Trilby Station, which took us past a dam, where Graham set up another yabby trap, and on to Old Dunlop Homestead and an old hanger. Inside the hanger were two rather dilapidated fencer's utes.



Trilby Station

Outside was a weathered old Double Decker bus, which the fencers used as accommodation and kitchen. It had no roof and the stairs had rotted through.

There was also another old neglected vehicle left outside.

This hanger on Old Dunlop Homestead is only used when the floods are due and the current owners can leave their small plane and car here.

The Old Trilby homestead had been left as it was, still old tins of food in the pantry. The very wide verandahs and flooring rotting away. The swallows' and mud larks' nests were everywhere. The station owners told us about how bad the wild dogs are and how big they have become. It is a real problem for all farmers.

On our return to our cottage, we collected the yabby net and found a good size yabby inside, which we released.



On Sat 11th we left Trilby and headed to Lightning Ridge. We stopped for lunch at Brewarrina, where we had a look at the old Aboriginal fish traps in the Darling River. Some of the township's walls and the park toilet block were adorned with clever artwork by Lightning Ridge artist, John Murray.

We stayed in a villa at a caravan park in Lightning Ridge. This town is full of characters! It is a clean town and has an excellent visitors centre.



Project Ute at Lightning Ridge

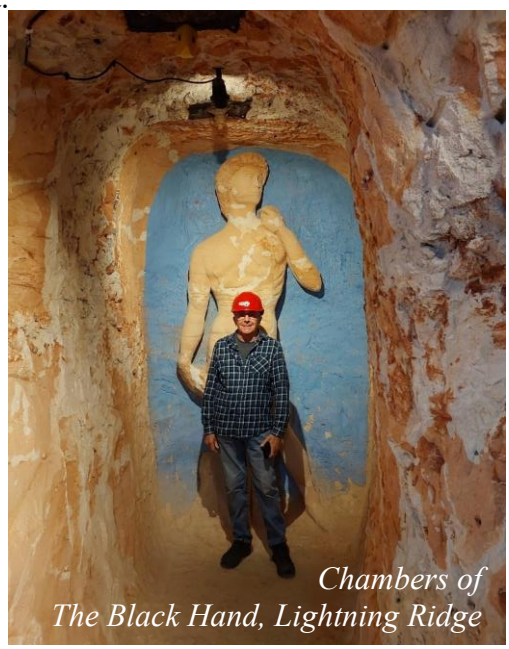
There are heaps of old disused cars and machinery left in front yards of homes. The popular mud-map type tour is described as Red, Yellow, Blue or Green Car Door tour. Each colour coded Car Door is displayed en-route, very clever.

We visited a couple of old Opal mines, obviously one cannot tour a working mine, far too dangerous. Along the car door tour routes we came across a small, hand built stone castle, which was up for sale, we also toured a larger hand-built stone castle, which was made from local stone and built by one man. Very impressive.

There is an excellent art gallery in town, owned by artist John Murray which is a must to visit. He has caricatures of local wild animals as well as beautiful landscapes. A lot of his caricatures are street art and located around town as well as in Brewarrina.

One special highlight of Lightning Ridge was a swim in the warm Artesian Baths, which the boys loved. The water is a constant 40-50*C and very clear.

Another highlight was a tour of The Chambers of the Black Hand Opal Mine. This mine is very different from other mines as it holds over 600 sculptures, all carved by a bread and butter knife and by one man. The sculptures are life sized and varied in subject.



Chambers of The Black Hand, Lightning Ridge

The story goes that this man purchased the old mine, hoping to find more opal, but no luck there, so he started carving out of the soft sandstone, just to kill time. After he had carved out many sculptures, a friend suggested that he open up the mine as a gallery.

The tour guide is an opal miner himself and explained how opal is and was mined in Lightning Ridge, which kept us all amazed. The boys enjoyed fossicking, but unfortunately there was no good sized pieces of opal to be found. However, we did bring home small bags of Lightning Ridge rocks with opal specks.

We were a bit sad to leave the Ridge, such a fascinating place, but we had to start our journey back to Sydney. Our last night was at Wellington Caves where we had booked a tour of the Cathedral Cave. Again, our tour guide was very good, explaining how the caves came about and their history. The visitor centre had an excellent presentation of the fauna from millions of years ago, including a life size skeleton of a Diprotodon, which resembles a giant wombat.

All in all a wonderful experience for our two grandsons and we really enjoyed showing them *outback* NSW and other interesting places of Australia's history.

My First Car

by Robin

I thought it might be interesting for BRHCC members to tell us some stories about their First Cars. So to get the ball rolling here are my First Car stories.



My First Car, if you can call it that, was a Bond Bug 700 ES built in 1970. At the age of 17 it felt like a really cool car.

The Bond Bug was the brainchild of Tom Karen of Ogle Design (he also designed the Raleigh chopper bicycle). He designed the car in the mid-60s and it became a reality when Reliant bought out the Bond company in 1969.

The Bond Bug was produced between 1970 and 1974 with a fibreglass body, three wheel chassis and 700cc engine.

The car I owned was the 700 ES version which was the top-of-the-range model and featured alloy wheels, wing mirrors, sports tyres and an up-graded interior with a Formula One style steering wheel.

It was bought second-hand after I had passed my motorcycle test which allowed you to drive a three-wheeler in the UK. I had had an accident on my Suzuki T250 and my father insisted I should change to something safer (haha!).

I owned the Bug for about 18 months before selling it to my older brother and taking ownership of my Grandfather's Triumph 13/60 Herald Estate car once I had passed my car driving test. A much better vehicle for courting in.

Mandy, now my wife, and I had great fun in the Bug and I have several great memories of the car.

On Sundays I used to pick up my mate (a bigger bloke than me) who acted as ballast for better cornering. On this particular day he was hung-over so I headed to the pub alone and with no ballast. It was a beautiful sunny day and I arrived at the pub with a crowd of onlookers in the beer garden.

I proceeded to turn into the carpark **and I tipped the car on its side and it slid along before righting itself**. I kept driving, leaving the car park highly embarrassed and drove home to carry out repairs. I still blame my mate Ballast Mike.

Another story related to pick up one of Mandy's friends at a bus stop and offering her a lift home. She accepted and attempted to get into the car in a short skirt. The car was so low, the seat position was at about kerb height and she fell into the car with her legs in the air. Most embarrassing for her and she still remembers it to this day.

The car was well known around town and the landlord at a pub where Mandy worked during her Art college years let me park right by the front door and the car became known as Bobs Bug. I used to arrive at last orders to collect Mandy.

On one occasion the bar staff saw my car arriving and rang last orders as usual. The locals were outraged, I had arrived an hour early (haha).

Once the Bug was sold I used to pick Mandy up from the pub in the Triumph station wagon, a much better car. *[story next edition]*

On one lunch time Mandy was at the pub with all her art student friends celebration end of term and when I arrived Mandy and every girl in the pub piled into the Triumph for a lift back to college with me grinning in the driver's seat.

Many years later the post office released a set of BT postage stamps featuring iconic cars. On one of the stamps was a picture of the Bond Bug signed by Bob Karen the designer which, to my surprise had the registration number TAW830J - my car!!!



Early Races

at Cadwell Park Race Track on my Vincent Rapide, by Reg

To keep things on a fair footing, points gained in races varied between sizes of engines. If a man wanted to race his 500cc Matchless single he might feel justly annoyed to see a 1000cc Vincent blast past easily. So points were adjusted appropriately. The bigger your engine, the smaller your points. Which seemed fair, even to me. Especially as 'Girder' style front forks gained 2 of those points back. I actually felt that was unfair advantage to me.

I have found that that old style front suspension is superior to early telescopic forks. When slamming on the front brakes a 'normal' motorbike dives down at the front. This alters the steering head angle, making it so steep that steering and stability are seriously challenged. Girder forks don't dive at all. The steering head angle remains constant, meaning that the rider can still change direction with the brakes hard on … very useful when racing. It also meant that the front suspension was still able to do its job.



An Early Race – Reg in his bright orange Novice jacket.

There are always compression bumps in the braking area. Most riders misinterpret the absence of dive to be caused by weak braking force, giving the Vincent an undeserved reputation for weak brakes.

This is far from the truth. With four brakes, two on each wheel, bolted to the hub, not set in the spokes, they are free to expand and contract, staying perfectly circular, hot or cold.

In fact, the Vincent, despite its size and weight, held the record for the shortest stopping distance from 30mph – 30 feet.

Ted Davis, Vincent Company Development Engineer, who set that record said: "What they never tell you is that I slid up the tank and hit my wedding tackle on the fuel cap."

Ted Davis was a great help to me when I started racing. He invited me to visit him at his home, so that I could be there as he rummaged through tea chests of old racing bits and bobs. Suddenly he swung brake cable outer, hitting me hard across the chest. "You must fit this. It's an original front brake outer – double wound with layers of flat steel wire. No more brake fade."

He told me that since the factory closed the makers of the replacement cables had forgotten all about the need for a very stiff outer sleeve. Naturally, he was absolutely correct. This simple return to standard Vincent practice made more difference to braking performance than all the modifications I tried later on. Good advice coming from Ted Davis was only to be expected as he was also a great racer in the past.

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
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 0435 767 365 brhcc.events@gmail.com

6 Sept 2026, Sun: Father's Day
9 Sept 2026, Wed, 9am: meeting
13 Sept 2026, Sun: brekkie at Le Relais Bressan, 922 Montville Rd Balmoral, *rsvp to Gary before 5pm Thursday*
20 Sept 2026, Sun, car run to Doug and Jenny Benjafields place

4 Oct 2026, Sun: brekkie
14 Oct 2026, Wed: meeting
21 Oct 2026, Wed: car run

1 Nov 2026, Sun: brekkie
11 Nov 2026, Wed: meeting
11 Nov 2026, Wed: Remembrance Day
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 a car display, with hot coffee and fresh cakes,
at the **Witta Recreation Oval**; arrive about 7.30am. Free entry.
Turn off Maleny-Kenilworth Rd into Witta Rd and enter oval for parking via Cooke Rd
or sometimes at The Nest Café at Witta

5 Sept 2026, Sat, 9am-2pm: Stanthorpe Monster Car Show and Swap, Stanthorpe Historic Vehicle club; showgrounds; swap site $10, entry $5 pp

12 Sept 2026, Sat: GHAC Swap

12 Sept 2026, Sat, 12 noon: Qld Mac Muster; Archer Falls Airfield, Mt Archer; convoy from Caboolture of about 150 trucks to Airfield; about 400 trucks for Show'n'Shine

17 Oct 2026, Sat: Gympie Gold Rush Parade

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

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The views expressed in this publication are those of each author.