

# A HALF CENTURY ON THE ROAD

History of the IVVVC

By

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*To the very many car enthusiasts who have made up the membership of the Ipswich Veteran and Vintage Vehicle Club Inc. over the past fifty years, this history is dedicated to you.*



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## Introduction

The possibility of capturing all of the events and the people that have made up fifty years of vintage motoring in one book is near impossible and so, while we think we have hit many of the highlights, we certainly haven't been able to capture everything that has happened in the fifty years that the Ipswich Veteran and Vintage Vehicle Club (IVVVC) has been in existence.

This book, or chronicle, is more of a look at the events leading up to the club's formation and some of the more amusing, and perhaps not so amusing, events that have peppered the club's history since that fateful day back in 1974 when 31 vintage car enthusiasts got together and pronounced that the Ipswich Veteran and Vintage Vehicle Club was then *open for business*!

To ensure the accuracy of the contents we have poured over all the contents of the club newsletter from Issue Number 1 published in June 1975 right through to the very latest 2024 edition and including the Rally Report edition that celebrated our fiftieth birthday.

We will look not only at the club activities over the years but also at some of the people who have made the club so successful for all these years, and perhaps even surprise you with some facts and fiction about our cars, our events, and even ourselves.

In the course of reporting on this subject I use the terms I, We and other group nomenclature because that is how this history was developed, by talking to members and getting their stories as well as utilising the printed stories from the newsletters. While minds may distort the facts over time, the stories only get better for the telling!

At the same time, we hope to clear up some misconceptions about the club and its history. Fifty years is a long time, and the membership turnover has been extensive. Thus it is no surprise that many of our newer members do not have the history that might help to clarify or explain why certain club activities occur, when they started and why they remain dearly held by some other members.

We are blessed to still retain an original founding member, and other members who have been active participants in club activities for almost the full fifty years, still in the club.

If you have an interest in the old car hobby, or just like to look back into local Ipswich history, we trust that this edition will hold some interest and come to be both a ready reference work and a source of ongoing enjoyment for you well into our second fifty years at the IVVVC.

Finally, we highly recommend the club's photo scrapbooks to those who would like to explore our history in more detail, along with the many editions of *The Good Oil News*!







## PART I: In The Beginning

Ipswich has always been known as a motor city, from very early on, and that included all manner of autos.

Both old and new were represented.

While some of us were out and about in our panel vans, again both old and new, others were driving and/or restoring old cars, veterans even!

It was in these days that a lot of car clubs were formed. A rash of fifty year anniversaries are currently (2024) being celebrated in the SEQ area and amongst those we find the Ipswich Veteran and Vintage Vehicle Club, fondly referred to as the I-triple-VC.

As the story goes, several Ipswich residents who were inclined towards the veteran cars type, while attending a rally at Fernvale to celebrate the Centenary of the Fernvale State School, organised by the Veteran Car Club of Australia, Queensland, noted that a lot of the attendees were local to the Ipswich area.

That so noted, the question arose, why not constitute a local veteran car club?

The following report comes from *The Good Oil News*, June 1975, edition number 1, and covers the early meetings that led to the formation of the IVVVC, plus a recap of the first year of operation.

*“The Veteran and Vintage car enthusiasts of Ipswich were last May asked by members of the Veteran Car Club of Australia (QLD) to join with them in centenary celebrations at the Fernvale State School. The response to say the least was amazing. Of the cars that took part 16 were from Ipswich.*

*During the course of the afternoon a discussion was held with the view to forming a club in Ipswich. With publicity in the Queensland Times and the loan of Ron Griffith’s shed (the ideal winter evenings laid on) two preliminary meetings were held. And so from these meetings the Ipswich Veteran and Vintage Vehicle Club was formed.*

*Our first official meeting was held in the Scout Hall at Cameron Park on the 11<sup>th</sup> July 1974. Roger Fisher, as our President, took the chair and was assisted by Mrs. Annette Grice as Secretary and Mrs. Myra Driver as Treasurer. Thirty-three persons attended, most of whom joined the Club that same evening as full members. A show of hands revealed that we could muster twelve running vehicles and some twenty or more under restoration.*

*Husbands, wives and kids alike attend our meetings and because the whole family is involved, our club is known for its open friendliness and keen participation in rallies and club events.*

*Since the inaugural rally to Moogerah Dam in September last, we have held four rallies, a swap meet, joined two schools for centenary celebrations (in period costume) paraded at the local show and taken part in two street processions.*



*We also have our own club badge and stickers, have purchased a duplicator for printing rallies, magazines etc, and an extensive library.*

*Our first Annual Dinner with presentation of trophies will mark the end of a very successful first year. Hopefully the club will continue to grow and consolidate while retaining the original purpose of its formation."*

Further to this report it is noted on the website that:

*There were two preliminary meetings held in a shed belonging to Ron Griffiths at Raceview to establish expressions of interest. On Wednesday 22nd May 1974, 37 people attended and on Friday 7th June, 34 people attended. The third meeting as advertised in the Queensland Times newspaper was held at the Scouts Den in Cameron Park at Booval on the 11th of July 1974 when 35 persons joined and the Ipswich Veteran and Vintage Vehicle Club was formed.*

*The initial Social and Events Committee comprised the following members: -*

***President:*** Mr. R. Fisher

***Vice President:*** Mr. N. Spelleken

***Secretary:*** Mrs Annette Grice

***Treasurer:*** Mrs Myra Driver

***Committee Members:*** J. Griffiths, P. Samson, G. Clayton, C. Hoffman and J. Tutin.

*The Club's first car rally was held on 8th September 1974 with members leaving Cameron Park at 9.00 am and travelling to Moogerah Dam for a picnic lunch.*

More recently, founding member Greg Hill provided this report to *The Good Oil News* to celebrate the 50<sup>th</sup> Anniversary of the Club.

*The Fernvale State School Centenary in 1974 can probably be seen as the starting point for the Ipswich Veteran and Vintage Vehicle Club.*

*The Veteran Car Club of Australia (Qld) held an invitation rally for the school centenary and a number of Brisbane clubs attended with a good gathering of both veteran and vintage vehicles.*

*Nev Grice attended in his 1928 Dodge and during the day, he noted that most of the cars attending all came from the Ipswich area. Nev then arranged for all Ipswich people to meet at the Shell service station on Fernvale Road on their way home.*

*At the gathering John Griffiths suggested a further meeting to be held at Ron Griffith's Sawmill at Raceview.*

*On Wednesday 22<sup>nd</sup> May 1974, 37 people attended the gathering at Raceview. A further meeting was held on Friday 7<sup>th</sup> June and 34 people attended.*

*A third meeting was advertised in The Queensland Times to be held in the Scout Hall at Cameron Park, Booval on 11<sup>th</sup> July 1974 where 35 people joined and the club was formed.*



*29 people lined up to pay for membership for the 35 foundation members on the night.*

*Bill Jones from Darra was a well-known elderly English gentleman and asked if he and his wife, May, be allowed to be the first members.*

Interestingly, Greg Hill noted that six of the original foundation members were absent on the night and had their fees paid for them.

The first copy of the club magazine "*The Good Oil News*" was released in June 1975.

The final and missing link in the club's formation was closed when the IVVVC was incorporated in 1985 with a constitution based on the Justice Department model constitution of the day. The local newspaper was *The Queensland Times*, and the club received good coverage of its beginnings and social events that followed in this now-extinct paper.

We welcomed into existence the Ipswich Veteran and Vintage Vehicle Club, Inc.

The club was blessed in having members that took the time to create a series of scrapbooks, and they have included many of these newspaper cuttings and plenty of colour photographs of events that have now enabled us to look back at the club history with a high degree of certainty about what went on and when.

The following extract is the number one inclusion in scrapbook number 1 and well worth a read.

#### **VINTAGE CAR CLUB PLAN** (*Queensland Times* July 1974)

*The Inaugural meeting of the Ipswich vintage car club will be held next week, and all indications are the club will be well supported.*

*The preliminary meetings attracted as many as 42 people and one count showed that of these, 12 were owners of restored motor vehicles.*

*The meeting will be held in the Camern Park Scout Den at 7:30 pm on July 11.*

*It is planned soon after the meeting, which will decide on the name of the organisation, to hold a vintage car rally.*

*Secretary, Mrs A Grice, said the club would cover motor vehicles and motorcycles up to 1940.*

*She said Ipswich people would be surprised to know how many vintage vehicles were being restored in the city. It was a growing hobby.*





*“I am sure once the club has been formed, we will have no trouble in organising a rally to show off some of the older vehicles of the district,” said Mrs Grice.*

## **What’s In a Name**

Over the many years of the club’s history, comments have been made from time to time regarding the club’s name, how it was decided and whether it may have been misconstrued or misinterpreted on occasion, as with the passing of time the club’s abbreviated version name became almost the only name by which it was known, the I-triple-V C.

So, was it the *vintage and veteran* club or the *veteran and vintage* club or was it even the *vintage, veteran and vehicle* club, which it certainly has morphed into with the plethora of later model cars that now predominate at events.

The following should clear that up for you.

Following the inaugural meeting on 11 July, it was reported in the Queensland Times of 17 July that year that a name for the club had been determined via a secret ballot of members attending on that first night at the Cameron Park Scout Den. The wording of that report follows:

### ***A Vintage Club Named***

*At a recent meeting of 35 people, a secret ballot resulted in a decision for the group to be known as the Ipswich Veteran and Vintage Vehicle Club.*

*The meeting was a further step in the formation of such a club, which has been envisaged over a long period.*

*During the meeting, 31 people joined as full members and four as associates\*.*

*It was decided to hold the club’s first event on September 8, but the form this is to take was not decided.*

*The club received an invitation through Mr. J Griffiths to take part in the Redbank Plains School Centenary in November.*

*Mr. Griffiths also started the club library by donating copies of a Restored Cars magazine.*

*It was decided that a library should be started, and subscriptions taken for some magazines.*

*Donations of suitable books also will be sought.*

*The club will welcome new members who have an interest in veteran or vintage cars.*

*Inquiries may be made to the Secretary, Post Office Box 112, Booval.*

*A social and events committee was formed. Members are: President, Mr R Fisher; secretary, Miss Annette Grice; Treasurer, Mr. N Spelleken; committee, Messrs. J Griffith, F Samson, G Clayton, C Hoffman, J Tutin.*

1. *\*The original first receipt book does indicate that 35 members joined on the 11<sup>th</sup> July 1974 however it also reveals that only three were included as Associate Members.*



So now you know.

Additionally, but not reported, was the matter of vehicle eligibility to be included on the register.

It was agreed that vehicles up to 1940 would be admitted initially.

It is clear that at this first meeting club arrangements were discussed, and plans put in place to see the club move into the next phase of development. No doubt in part due to the two preliminary meetings that had occurred prior to this inaugural meeting.



Finally, and just to add a little confusion to the name debate, we have a newspaper clipping from the *Queensland Times* of 30 October 1974 which names the club as the Ipswich and West Moreton Vintage and Veteran Car Club.









## Chapter One: The People

What is a club, car club or otherwise, without people. I know that there will be plenty of folk out there that could see the advantage of removing the people from a club and just getting back to the basics, in our case, old cars, however this is not really an option. Afterall, like all clubs, we are just a social club glued together by our love and and/or admiration of automobiles, old ones at that.

In the beginning these were very old automobiles and these days, and with wearying backs, newer automobiles.

So, having established the need for people in the club let's take a look at the ones that had the foresight, or sufficient urging, to stick together and form the IVVVC.

### The Founding Members

It certainly is not unusual for clubs to fete their inaugural or founding members to a degree. It is also not unusual that the founding members' names are lost to history over many years when clubs become so successful that they last for long periods. The IVVVC celebrates its 50<sup>th</sup> Anniversary in 2024, and that is a long time.

We are lucky that some of the original 35 founding members remain active in the club today. Sadly, many have passed, and others have left the hobby to pursue other interests.

The diligence with which records have been saved and preserved over time once again enables us to look back fifty years to that initial meeting in Cameron Park and reveal who our foundation members were, and still are.

This first IVVVC receipt book reveals the full list of the foundation members, they are in order of memberships paid:

1. Mrs. May Jones
2. Mr. William (Bill) Jones
3. Mr. Neville Grice
4. Mrs. Annette Grice \*
5. Mr. J Duffy \*\*
6. Mr. Roger Fisher \*\*
7. Mr. Walter (Wally) Driver \*\*
8. Mrs. Myra Driver \*\*
9. Mr. Graham McAully \*
10. Mr. K Chalk \*\*
11. Mr. Clarrie Hoffman



12. Mr. George Mallett \*\*
13. Mr. Norm Spelleken
14. Mr. Errol J Spelleken \*
15. Mr. James (Jim) Tutin
16. Mrs. Jean Tutin (Associate)
17. Mr. Rodney Llewellyn
18. Mrs. R (Ethel) Llewellyn (Associate) \*
19. Mr. John Griffiths
20. Mr. Roy Hill
21. Mr. Greg Hill \*\*\*
22. Mr. John Hoerlein
23. Mr. Ron Radloff \*\*
24. Mr. John Cassidy \*\*
25. Mr. Noel Wendt \*\*
26. Mr. Peter Samson \*
27. Mr. Neil Roberts \*\* (Mrs. Cherie Roberts according to Greg Hill report in Good Oil News June-July 2024)
28. Mr. Don Roberts
29. Mr. Ross Biddle \*\*
30. Mrs. Rosie Biddle (Associate) \*\*
31. Mr. Graham Clayton
32. Mr. Darryl Stark
33. Mr. J Lamb \*\*
34. Mr. J R Lamb \*\*
35. Mr. Lindsay Barram \*

\*Alive

\*\*Unknown

\*\*\* Continuously financial and active member

The cost of a membership was \$5, which was made up of a \$2 joining fee and a \$3 membership annual fee. Associates paid only \$2 on the night.

## **All The President's Men . . Plus One**

IVVVC has had its share of Presidents over the past 50 years, and of course one woman!

While Australia has managed to change Prime Ministers 12 times, Kevin Rudd made it to office twice in that number, and Queensland has welcomed and farewelled 10 Premiers, well, one is still standing at the time of writing, the IVVVC has seen nineteen Presidents fill the seat over those same 50 years.



So, why is the position so volatile. Well it's not really, however with elections every twelve months in lieu of every three years, the opportunity for change is much more likely.

That said, the current President has been in the seat for a record eight straight years, so far. This may be a result of the Covid pandemic having a strangely stabilising effect on all things, it was a period of limited movement as you may recall, or it may be that after 40 plus years the club was over change, or perhaps it is because nobody else wanted the job!

In any case, our current President is a most welcome addition to the long list of Presidents, and a popular President to boot!

The following roll call of Presidents include both their years of service, and their total years served, just for the record. Please note that many of these Presidents also performed other roles on annual management committees and may not truly represent their full input to the club over the 50 years.

Also, while Presidency's are typically run over a financial year, this table records the year of election only, thus as an example the President for FY year 82-83 will be recorded as the President for 1982. A Presidency such as 1975-77, served three years, 1975,1976,1977.

<b>Name</b>	<b>Tenure</b>	<b>Total years served</b>
Roger Fisher	1974	1
Norm Spelleken (dec)	1975-77, 1985	4
Ken Nicols	1978-80	2
Clarrie Hoffmann (dec)	1981	1
Jim Tutin (dec)	1982 (dec)	1
Noel Keidge	1983-84	2
Mick Black	1986-87, 1990-92, 1995-96	7
W (Bill) Smith (dec)	1988-89	2
John McKnight	1993-94, 1997-98, 2000	5
Alex Joss	1999	1
Laurene Forster *	2001-03	3
John Forster	2004-6	3
Brian Bowmer	2007 (part)	1
Chris Stephens (dec)	2007(part)-08	2
Frank Wilson	2009-10	2



Clayton Wilson	2011-12	2
Barry Blair	2013-14	2
Maurie Currie	2015-16	2
Rob Eggar	2017- present	8

\*Laurene Forster was our first, and currently the only, female President of the IVVVC.

We are also lucky that some of our President's photos were captured at the time of their presidency in the IVVVC Scrapbooks, and we present them below. Unfortunately, this process of photographing the incoming Presidents and including them in the Scrapbook did not continue however, we did manage to get a new photo this year of most of those to complete the story.

**All The IVVVC Presidents Men (and a Woman)**







**Roger Fisher 1974**



**Norm Spelleken 1975-77, 1985**



**Ken Nicolls 1978-1980**



**Clarrie Hoffmann 1981**



Forster/A Half Century on the Road



**Jim Tutin 1982**



**Noel Keidge 1983-1984**



**Mick Black 1986-87, 1990-92, 1995-96 (mick served for so long he deserved two photos!)**



Forster/A Half Century on the Road



**K.C. (Bill) Smith – 1988-1990**



**John McKnight 1993-94 and 1997-98 and 2000**



**Alex Joss 1999**



**Laurene Forster 2001-2003**



Forster/A Half Century on the Road



**John Forster 2004-2006**



**Brian Bowmer 2007, cutting the IVVVC Birthday Cake**



**Chris Stephens 2007-2008**



**Frank Wilson 2009-2010**



All above snapshots come from the IVVVC photo albums.

The photo albums' missing Presidents images are captured below, although not necessarily at the time of their Presidency.



**Clayton Wilson 2011-2012.**



**Barry Blair 2013-2014**



Forster/A Half Century on the Road



**Maurie Currey 2015-2016 with his Valiant Sedan on the Inverell Rally of 2024**



**Rob Eggar 2017 to present, with his Holden EH Station Wagon on the Inverell Rally in 2024**



## 2007 . . and a Controversial Year Unfolds

IVVVC has had its share of Presidents over the past 50 years, and of course one woman as we have just recounted.

In 2007 a President resigned after just a few short months in the chair.

Brian Bowmer came in as an exuberant young man but was found by some members to be a bit too exuberant, sadly.

While widely supported, and a mover and shaker who worked hard for the club, he found himself in such a position that he resigned and left the club. Chris Stephens undertook the President's role for the remainder of 2007 and was elected President the following year.

It is worth noting that it was Brian who constructed the club BBQ trailer in the short period that he was with the Club.

## Life Memberships

The opportunity for life membership has been available in IVVVC since the first Constitution was accepted in 1985 and which outlined the types of membership of the club and how they are obtained.

Clause 4 (b) provides the detail, and I have reproduced it below for clarity.

(b) Life members, shall be those members who have given a long outstanding and meritorious service to the association. An ordinary member of the Association may be nominated for life membership by any other member of the Association. A life membership award is based on a member's contribution to the Association and not solely on their length of time as members. The nominee should have at least ten years of service and be regarded by his/her peers as a true and respected ambassador for the Association and its activities whilst at all times honouring the rules of the Association to protect and maintain the interests of the Association.

A nomination for life membership must be in writing and include a list of contributions made to the Association by the nominee. The nomination should be lodged with the Secretary at least 21 days prior to the Annual General Meeting for consideration by the Management Committee who will fully research the nomination. The Management Committee has the sole power to decide the outcome of the nomination. If successful the life membership award will be presented to the nominee at the Annual General Meeting with the full list of contributions being part of that presentation. If unsuccessful the nominator will be advised but the nominee will not be advised of the nomination.

Of course, having the option, and using it, are two different things.



Early on, and certainly in the pre-millennium period, there was a general, but unwritten, rule stressed to Committees, and as emphasised by the older members at the time, that there should be no Life Membership given, as it would only cause friction within the club.

As times change, so to do committees and, as the older heads continued to pass on, Life Membership again became a topic of discussion, and it was circa 2012 that the IVVVC named its first Life Members.

Strangely to some members, the first members nominated were John Hoerlein and Norm Spelleken, two of the original founding members and notably the most vocal when it came to decrying the award of this honour. I expect that this resolved the matter for them, and the gates were now open. These were the very first Life Memberships awarded under the auspices of then President Clayton Wilson in 2012.

The current Life Membership register includes the following members, both living and deceased, and the year of award, where accurately recorded.

John Hoerlein (2012) \*  
Norm Spelleken (2012) \*  
Kev Verrall \*  
Shirley Verrall \*  
Noel Keidge  
Peter Samson  
Kay Trevis  
Mick Black  
Joyce Hoffmann  
Barry Blair (2015)  
Ivan Brass  
Grahame Kerr (2019)  
Barry and Ailsa Shimming (2024)  
Carol and Graham Bridges (2024)

\*Indicates deceased member





**Barry and Ailsa Shimming, two of our most recently named Life Members**

While Foundation members remain active, it has become traditional to have them cut the club birthday cake at the annual Birthday Rally.

In 2008 the club was lucky enough to have two foundation members in attendance, John Hoerlein and Clarrie Hoffman, both were later granted life memberships.



**Clarrie and John cutting the 2008, 34<sup>th</sup> birthday cake celebration.**





**Our longest serving Management Committee person and Life Member, Mick Black**



**Our longest serving Treasurer and Life Member Kay Trevis with husband Ashley**



## **Committee Member Longevity**

In researching for this history we also tabled the input of the committee members for each year, and in particular, the Management committee plus the Editor and Events/Rally Coordinator positions for each year.

It makes for interesting reading, and it also highlights the amount of effort put into the running of the club and the production of the bimonthly newsletter/magazine.

Committees are usually broken into Management Committee and regular committee members. For purposes of compiling the list of longest serving committee members we have recorded both the management committee positions of President, Vice President, Secretary and Treasurer plus added Editor as an additional vital position in the club. We also looked at the Events/Rally Coordinator positions.

A dozen members have served on the committee for more than seven years in a range of positions. While not every one of these members served in more than one position, many did.

It would be no surprise that the longest serving committee members are also some of the earliest members, with Mick Black having been on the management committee list 22 times in the last 50 years.

Also deserving of mention are Kay Trevis, 19 times and Barry Blair 18 times.

Ten years plus includes Daphne Hoerlein (12 years), John Forster (12 years) Carol Bridges (11 years), John Hoerlein (10 years), Laurene Forster (10 years).

Of equal interest may well be the events/rally director position. After 2002, there were two rally director positions, one for the general rallies that had always occurred on the weekends, and another for the mid-week rallies that were introduced. We will speak more about the mid-week rallies in a later section of this history.

The mid-week directors for many years were the Verralls, Kev and Shirley, and after Kev's passing in 2014, the role was taken on by Shirley and ultimately by other members after Shirley was no longer able to carry on the tradition.

Somewhat like the editor's position, once you get into it, some find it hard to leave.

The two standout rally coordinator couples must be Barry and Aisla Shimming with 14 years in the club's general coordinator position and Kev and Shirley Verrall, who have a combined total of 15 years in the mid-week position.

John Hoerlein has five years, while Wendy Donges has three years in rally coordinator positions. Peter Duncan and Brice Prasser have been in the mid-week coordinator's position for five years now.

In all, nineteen members have taken on the role of rally Coordinator while only five have taken on the mid-week rally position, mainly due to the long tenure of the Verralls.



Remember, these are only the years that these members served on the Management Committee, as Editor or as Events Directors. Many have served in other positions and indeed Barry Blair has accrued the most position/years at a staggering 58, well clear of second place getter John Hoerlein at 37!

## **Chapter Summary**

So, having looked at the key players, as one might refer to Founding Members, Presidents and Life Members, let's not forget that a club is made up of many more members, and we mean *many* more of them.

In our next chapter we look not only at the grass roots membership that makes the IVVVC what it is today, and was always, a friendly club with automobiles front and centre of mind, but we also look at the cars they were driving then and driving now!



## Chapter Two: The Grass Roots of the IVVVC

It is not an uncommon theme when discussing car clubs with members of other car clubs, like the IVVVC, to find that the issue of getting new members is not an easy one.

When the IVVVC started out in 1974, members were aged between their mid-twenties into their forties generally.

Those members that were in their twenties are now obviously in their 70s and 80s!

We sometimes think that every car enthusiast has a similar outlook to us. In part we may be right, however we forget that the cars that brought us together were probably 40-60 years old when the IVVVC started, and the same may well be true of members of classic cars clubs that have sprung up everywhere. So, while there are plenty of participants in the auto movement out there, they have a different focus to us *really old* enthusiasts.

In the beginning the IVVVC had veteran vehicles such as Minerva, Saxon, Talbot, Alldays and Onions, Hupmobile, Swift, Rolls Royce, Waverley, Ford and Dodge.

Most vehicles in the club were vintage, plus some veterans, during the first few years and as the years progressed, more modern vehicles joined the club. Even in 1974 the club accepted cars up to 1940, that is, cars that were only 34 years old at the time! So, seeing cars from 1990 on outings should be nothing unusual today.

Concessional registration with special (S) plates became available to Veteran vehicles in 1968 and then extended to vintage in 1970 and then later again, Historic plates for post vintage cars.

That said, the IVVVC does still attract new members, albeit perhaps not to the extent that it used to do.

The introduction of a rolling 30 year date for concessional registration saw a steep increase in IVVVC membership and events are now held to cater for these more modern vehicles.

Young motorists brought up on a diet of small four cylinder cars may never be interested in the larger gas guzzlers that some of us admire. Even our smaller gas guzzlers!

It seems to be true that what we were brought up on is what we fancy forever, well perhaps not ever, but you know what I mean.

If we look at the cars that appear in the scrapbooks of 1974 we see in the main, cars from the twenties with an occasional thirties' car, and even a few veterans on runs. A range of 40 to 60 years old.

Today on a run you are likely to see cars from the sixties and seventies with an occasional newer or older car, excluding a recent trend for members to show up in modern SUVs.



So, again we see cars that are 40 to 60 years old. It seems like nothing has changed when you consider this.

What has changed is the members' ages. It is extremely rare to see any members who are still in their twenties, but you will certainly see some in their eighties now!

In common with a lot of countries' populations, we appear to have an aging issue.

Aging is not an issue that we can deal with, however if the IVVVC is to continue into the distant future the club will need to address the issue of members *moving on*, in one way or another, and how it will backfill these absences.

Thankfully, at this time, run numbers remain strong and the recent five day tour to Inverell in May of 2024 managed to see a great number in attendance, more than twenty vehicles, made that trip with great camaraderie shown by all members. In some ways sadly, there were only seven *old* cars in the lineup, and of those the oldest was an early sixties Falcon, unheard of back in 1974.

## We The People

Here's a couple of members who started out in the early days and still enjoyed mingling with other auto enthusiasts for many years. How they have changed, not in their admiration of cars, but in terms of hair colouring, I guess, is a nice way to put it.



*Christmas Dinner Event 1975 – Norm Spelleken (Founding Member) and Ron Neilsen  
(our first Club Patron)*





**A young Ashley Trevis in 1977 . . and here's Ashley with his wife Kay in 2016, just 39 years later, hardly a difference!**



***Bellevue Homestead Rally May 1976, Greg and Ellen Hill***





**Greg Hill at the 50<sup>th</sup> Anniversary Rally with Don Robert's original Ford Model T that was driven in the very first Anniversary Rally! This Ford has been in the care of Greg Hill since Don's passing in 1982.**



**Mick Black at the *Total Economy Run* 19 October 1980. Somethings never change!**





**Mick in 2016 at the *Annual Dinner***



***Birthday Rally 2008* A pair of ex-Presidents with grandchildren**





**A mere 8 years later with foundation member John Hoerlein**

## **Not Always a Happy Event**

Sadly, not all our get-togethers are held to celebrate our achievements and adventures. We also get together to mourn the passing of our members these days, and as the clock ticks past the fifty year mark, that becomes more and more inevitable.

Some members go too soon however and that always brings a tear to our eyes.

One notable passing that brought the club together on a grand scale was the passing of Nev Grice in December 1995.

A Founding Member of the IVVVC, Neville passed after twenty-one years with the club, but it was years of extreme enjoyment both for Neville and those who knew him.

A larrakin in many ways, it was Neville who was a driving force behind the club and its promotion and along with wife Annette, the original club secretary, he provided the kind of impetus in those first few years that saw to it that the IVVVC would get to its fiftieth anniversary.

Nev was for many years the Club Property Officer, but to members at the time, he was so much more.

And even now, these many years later, Nev and his old English cab get a mention from time to time.





Page extract from the Photo Albums of the IVVVC

Neville is just one of many members who have passed away during their membership of the IVVVC, and at this time we acknowledge the great work done by each and every one of them with this tribute to Nev Grice.



## **The Cars, or Should That Be, The Stars of the IVVVC**

Do you remember when our rally cars looked like this!



**At the 1981 Swap Meet**



**October 1981 Thornton-Townson Centenary**









**Baur's Farm Boonah Run, February 1975**





**Moogerah Dam September 1974**

An original participating vehicle at the Fernvale State School Centenary celebration was a Model T owned by the now deceased Don Roberts. That particular Model T is now owned by foundation member Greg Hill. He acquired it after Don Robert's passing in 1982 and it remains as possibly the only surviving club car that was there on the day.



It is also worth mentioning that this Model T was the very first Model T sold by Roberts Coachbuilders when they were given the Ford Agency in 1915.

Don's father, Bert Roberts, sold the Model T to Mr. Tom Dale of Blackstone at the Ipswich Show in 1915 and it remained with his son until Don bought it back in 1966!



The caption suggests that this is a 1917 Model T, however we are assured that it was sold new in 1915.

Nowadays, it is more common to see cars at rallies that were either near new or not even built when the club was formed.

This Holden panel van was built just a couple of months before the IVVVC was formed and while it was brand new at the time, and certainly not eligible for club registration, now it is a club vehicle and this demonstrates not only that times change, but how long the club has been in existence.





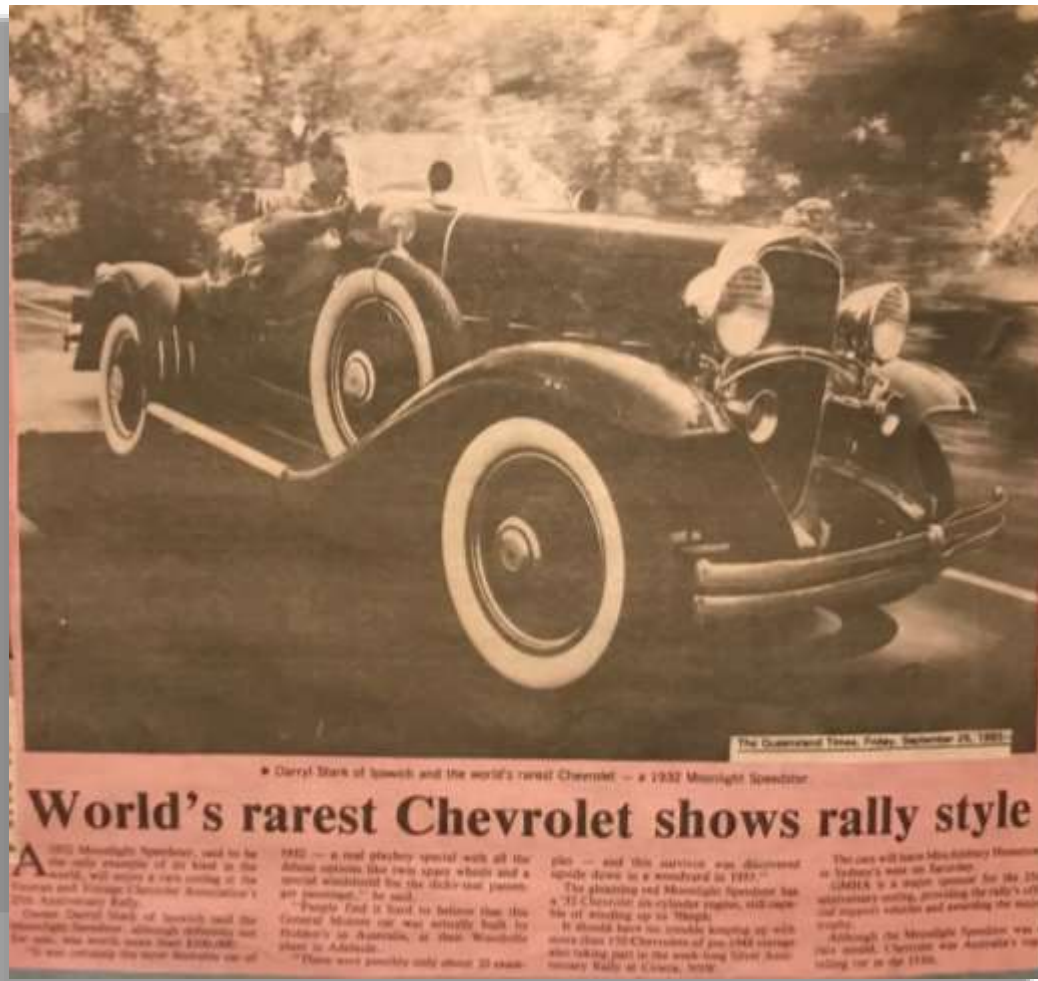
Now, how about this photo from 2024.



**At Inverell in May 2024, spot the old cars!**

Some of the cars in the early days of the club appeared in newspapers and special tourist editions for the area, not so much these days I guess, but what about these few examples. Perhaps our publicity person is falling down on this once important role of the club . . community participation and *recognition* of same.





Here is Darryl Stark's 1933 Chevrolet Moonlight Speedster, a car that could turn heads in any company.

One of only a very few made by GMH back in the thirties and modelled on the Vauxhall Moonlight Speedster of the day. Bright red and equipped with ship-like cowl vents, this car would have looked like it came from out space in the day, and went just as well.

Dubbed by the paper as the *World's Rarest Chevrolet*, who are we to disagree!





• Ipswich Grammar School nursing sister Daphne Hoerlein often causes a few people to take a second look as she drives around town in her green MG TF 1250.

## Classic MG thrives on daily use

**A** 1954 green MG TF 1250 and an Ipswich Grammar School nursing sister may not seem the most likely combination — but for Daphne Hoerlein it's a perfect match.

Mrs Hoerlein, a relieving sister at IGS's sick bay, has been driving a MG TF for four years but her involvement with MGs extends back more than 30 years.

Her husband, John, bought his first car — a 1954 black MG TF — in 1956.

John upgraded to a 1960 MGA, and, after they married and had two children, the Hoerleins had to invest in a bigger car.

They rekindled their involve-

ment with MGs about four years ago, when they bought the green TF.

"John stripped it down and restored from the chassis up, keeping it as genuine as possible," Mrs Hoerlein said.

John spent nine months restoring the MG and got most of the car's parts, including green leather seats, gearbox and carpet kit, from MG in England.

The car's paint work and panel beating was done in Ipswich.

The MG is fully registered and has done 59,528 miles since its restoration.

"Other members keep their cars under lock and key and only

bring them out on bright and shiny days," Mrs Hoerlein said.

"But we restored the MG to use."

Mrs Hoerlein did not profess to be a speed demon, but admitted the MG could reach 60 miles per hour.

"I also like to drive it with the hood down," she said.

The Hoerleins are foundation members of the Ipswich Vintage and Veteran Vehicle Club and spend most of their weekends participating in rallies.

"We are out nearly every weekend on invitational rallies."

"We have a two day rally in Warwick coming up, at the end of

August we are going to Lismore and in September the north coast," Mrs Hoerlein said.

"They take us to places you wouldn't normally go to."

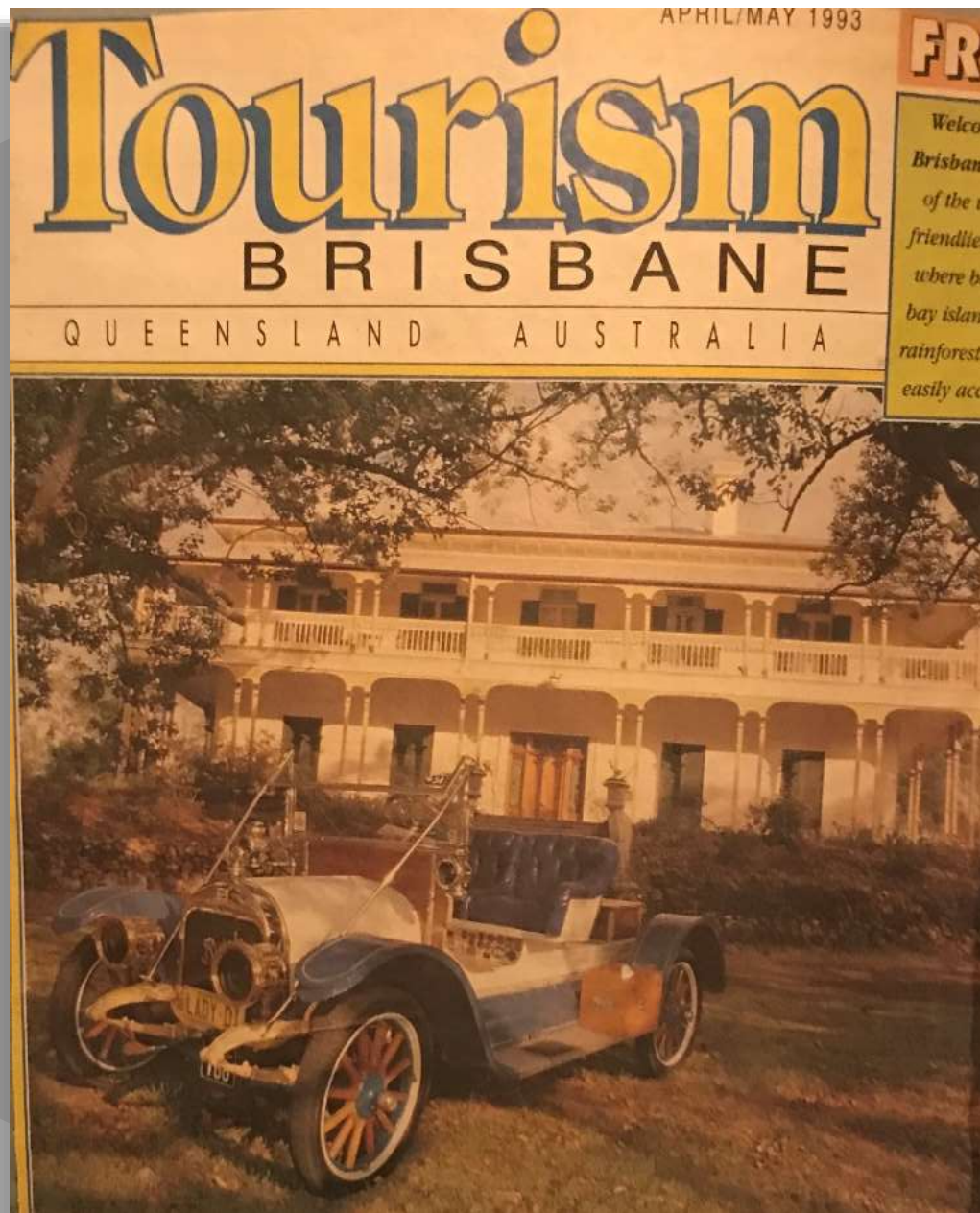
As well as the MG, the couple own a 1928 Model A Ford Tourer, a 1931 Austin 7 and a 1910 Hupmobile, which they have had since 1969.

Earlier this year, the Hoerleins participated in an international vintage and veteran rally in Tasmania with their Model A Ford.

Vintage car fever tends to run in the Hoerlein family. Their eldest son Peter is also a member of the IVVC, owns an Austin 7 and is currently restoring a Model A.

Daphne Hoerlein was the club secretary for very many years and here she is in her 1954 MG TF. Daphne was always able to get some column inches in the Queensland Times to promote the club, its activities and its members!





Front and centre on the cover of Tourism Brisbane, April/May 1993 edition, we find the elegant 1915 Buick roadster of Neville Grice. A car that had a strange, some may suggest, tortured history and was the subject of a court case at one time.

A self-professed extrovert, Neville had many cars and this Buick, nicknamed Lady Di after his girlfriend, was always a great crowd pleaser.

Neville sold the Buick to his son Michael, who has retained the car following Neville's passing in 1996 and it still resides with him and is located near to Ipswich to this day.



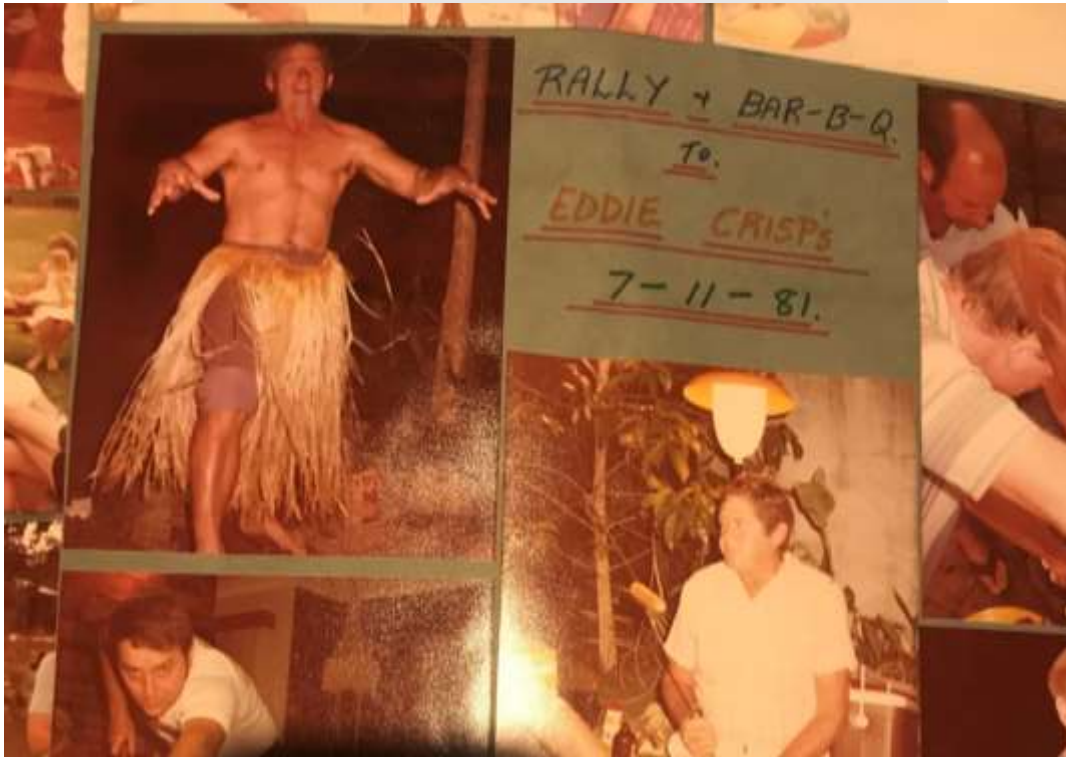
## **Summary**

When one compares the early photos from the club scrapbook to the photo taken in 2024 at Inverell you might ask yourself what the IVVVC really stands for these days, and this is a topic we discuss a little further along in this history of the IVVVC.

Until that however, we still have plenty of IVVVC history to discuss, and that starts in the next chapter where we look at The Good Oil News, events and finances and even have a laugh!



## PART II: The Glue That Binds Us





## Chapter Three: And Away We Go . . .

Rallies were always a vital part of club activities.

After all, it was a car club and if you don't drive them then what do you do?

In the early days, and indeed for many years to follow, the rallies were divided between a competitive event one month, and a non-competitive event the next.

Many of the club's newer members will never have been exposed to the competitive side of old car rallies and this may be a pity as it certainly built member involvement at the time.

Our first Rally Organiser was Jim Tutin whose name appears in the very first edition of *The Good Oil News*.

This first Rally Report, reproduced below, details the IVVVC first rally held on 8<sup>th</sup> September 1974.

### Our First Rally

*Both the organisers were new to the job as were most of the competitors.*

*We decided to try a good easy run, mainly to let members get to know each other. Many of us were complete strangers.*

*In this respect this rally was a complete success. As everyone admired the cars and bikes, they began to talk and mix, and from this the friendly atmosphere began, and I am happy to see, has remained up to the time of this newsletter going to press.*

*Some interesting and amusing answers were written on to the rally forms. The question on the famous books came up with "Smith's Weekly", "Bible and Dictionary", "We of the Never Never" and "sounds like a Dad and Dave".*

*Still, the competition is getting a lot better with practice, and this naturally makes the job of the rally organiser and offsidiers that much harder.*

*Let's keep it up and continue to enjoy our rallies and also keep the friendly relations this club is enjoying.*

*Jim Tutin*





Today we have only these two photos of that first rally to Moogerah Dam.







**Even in 1974, modern cars were always welcome!**



**Twenties and Thirties cars were the norm,**





... and group games were not uncommon, and look at those children!

These days, rallies held by the club are much more laid back than were experienced even just 15 years ago. Planned rallies are limited to longer events, multiple day and Invitation rallies.

Monthly rallies are typically a drive to a morning tea location and then on to lunch, now at a pub or café, earlier in a park or a remote country location.

Nevertheless, any chance to get your old car out is what the club was and remains all about.

Many interesting and sometimes unavailable to the public, facilities have been visited by the IVVVC over the many years of operation.

These include the following places, where you there?

- The State Morgue, John Tonge Centre
- The Woodford Correctional Centre (prior to opening) 13 February 1997,



- Amberley AFB including access to the Control Tower
- The Women's Correctional Centre at Gatton (prior to opening) 2008
- Brisbane Correctional Centre (Boggo Road) after closure
- Volvo Truck manufacturing plant at Wacol 198?
- Swanbank Power Station
- Mt Panorama Circuit and Museum



## The First Trophies

As a point of interest, the awarding of annual trophies began in that first year of operation of the IVVVC, but do you recall who won those first trophies?

You would need a good memory, so here they are:

- Best Veteran (donated by Olympic Garages) won by John Hoerlein
- Most Improved Driver (donated by L W Griffiths) won by Ron Radloff
- Champion Driver (donated by Ampol Bundamba Motors) won by Neville Grice
- Hard Luck Trophy (donated by N Grice) won by John Hoerlein

Over the following pages we'll take a look at a lot of the rally styles used by the club over the past fifty years. Some remain as active rallies today, while others have fallen by the wayside. All had their role to play in keeping the members active and the club viable.

A past president, once said when asked about the quality of a rally event in another state, replied that *There is no such thing as a bad rally, it's just that some are better-er than others.*

The following photo was taken in 2018 after Lyn Stanners polished them up for the event. It may not be all of them perhaps, but certainly most!





Club Trophies, do you remember them?

### The Most Recent Trophy – The President’s Trophy

In the beginning awards were handed out for various driver or car related matters. The top trophy was undoubtedly the Champion Driver Trophy at the first awards night in 1975 and it was awarded to Neville Grice.

More recently, and with a shift away from competition, the most prestigious award would have to be the President’s Trophy.

The current trophy was established in 2009 and to date there have been sixteen winners, sometimes a sole member and sometimes a member pair.

The winner is selected by the current President who singles out for mention the member or members who have gone that *extra mile* to enhance the club and its reputation. Sometimes this is for activity throughout the year and sometimes for an aggregate of activities over time.

The first recipients in 2009 were Sandra and Peter Kraschnefski and the most recent, the 50<sup>th</sup> Anniversary year, 2024, were Ashley and Kay Trevis.

The full list is shown below:

Year	Recipients
2009	Peter and Sandra Kraschnefski



## Forster/A Half Century on the Road

2010	Maurie and Wendy Currey
2011	Barry and Ailsa Schimming
2012	John and Laurene Forster
2013	Neville and Paula Vidler
2014	Mick Black
2015	Mick Black
2016	Peter Baxter
2017	Shirley Verrall
2018	Barry and Julie Blair
2019	Grahame and Carolyn Kerr
2020	Carol and Graham Bridges
2021	Peter and Judy Baxter
2022	Maurie and Wendy Currey
2023	Barry and Ailsa Schimming
2024	Ashley and Kay Trevis



**The President's Trophy safely in the hands of President Rob Eggar**



## Invitation Rallies

As was the custom during the formative years of the club, it had already become a tradition amongst car clubs to arrange for an Invitation Rally every other year and thus become part of the wider old car fraternity and to repay other clubs that hosted these Invitation rallies.

The IVVVC was quick to get on board with this system and the first Rally which other clubs were invited to attend was held by the club in June 1978. It was based around the Silkstone State School which was used as a base and start point for each day's activities.

Organisation was undertaken mainly by Hank Eustace and Greg Hill, and it was reported that a pleasing number of cars attended this inaugural event, which was also the Combined Council rally for that year.

A second Invitation style rally, *The Bill Jones Memorial Rally*, was conducted by the IVVVC with invitations sent to many other clubs. It was held on 28 October and Bill's passing, after a period of illness, was noted in the October/November 1978 edition of *The Good Oil News*. Bill Jones was a founding member.

Getting your club Invitation Rally designated as the Combined Council Rally for a particular year was a sought after arrangement and would always guarantee a good roll up. Often the Combined Council Rally would be pre-booked by clubs up to three or more years in advance!

However, despite these early rallies, that seemed a lot like Invitation Rallies, the first official Invitation Rally was held on 7-8<sup>th</sup> March 1987! This rally toured from Ipswich through Peak Crossing, Amberley, Rosewood, Wivenhoe Dam and to Fernvale. It was reported on in the Queensland Times dated May 31<sup>st</sup> that year, where it was noted that 80 cars had attended this Invitation Rally.

Merrell Holden was a major sponsor, and a special pennant was created to celebrate the event. One of these is included in the club scrapbook as reproduced on Page 53.






**John Hoerlein leading the pack on this Invitation Rally**



Ipswich Veteran and Vintage Vehicle Club Inc  
welcomes you to our:





**IPSWICH  
INVITATION  
RALLY**

HELD AT:  
**IPSWICH CENTRE  
CARPARK**

Be there!  
3rd-4th March  
1990

**BELL ST  
IPSWICH**





**Ipswich Veteran and Vintage Vehicle Club**  
welcomes you to our inaugural:

**IPSWICH INVITATION RALLY**

HELD AT:  
*Booval*




**President's Report**

I consider it a great honour, in my first year as president of the IVVC Club, to welcome you all to the Club's inaugural rally.

A rally of this type involves an awful amount of work, which would have placed a strain on the Club's existing office bearers, so a group of members volunteered to form a rally committee. This group chased sponsors, mapped a rally route, organized a dinner venue and refreshments for both days, ordered trophies and performed other duties too numerous to mention. It is to these dedicated members that any praise for a successful rally should be directed.

On behalf of the rally committee, club members and myself, again, welcome, and enjoy yourselves.

Mark Black,  
President, IVVC







Over time the IVVVC Invitation rallies developed to become a biannual event and, with the help of sponsorship, a much enjoyed event by not only the club members but by the many participants that came to attend from other clubs, both local and from afar.

A network of club participants would then attend other like events as far afield as Lismore, Warwick, Tenterfield, the South Burnett and the North Coast areas.

## Camping Out

A camp-out event occurred in the early days of the club. These events were usually held in close proximity to the city, with Bell's Farm being an early location.

February 27-28<sup>th</sup> 1988 saw the camp out moved to Somerset Dam.

February 16-17<sup>th</sup> 1991 and the club had made the camp-out an annual event and from then on held at a camping site known as The Gorge, downstream from the base of Moogerah Dam. This event was still popular into the late 1990's.





1996 Camp Out Weekend at The Gorge



1995 Camp Out Weekend at The Gorge



## The Ayre's Rock Rally

This event commenced with a goodbye breakfast on the 28<sup>th</sup> June 1987, and while there were only two participants, Mick Black and Barry Blair, it was considered to be a great occasion as these two intrepid drivers and their cars headed for Alice Springs and the awarding of the Overland Badge, presented by the local Alice Springs car club to all who made it to that central Australian location in an historic car.

There would be plenty of people, even these days, who wouldn't set out to do this road trip today in a modern car, and given the road conditions back then, our hats are off to Barry in his 1935 Chevrolet Sedan and Mick in his 1928 Chevrolet Roadster.

This was definitely the club's longest distance rally, ever!



No grey hairs on our road warriors of 1987!





## The Navigator's Rallies

It seemed appropriate to us that following the Ayre's Rock Rally, a drive that would have taxed the navigational skills of many, and the early pioneers in particular from memory, that we touch on a series of rallies held from very early days of the club until this century, the Navigator's Rally.

The main reason for the segue is that for many years the organiser of this rally was Mick Black, and after all, he did get to Ayre's Rock and back!

These were highly popular/unpopular, depending on how well you did, as they were competitive and the directions varied from *easy* to *uneasy*, if that is a word.

Mick was famous for getting many into the *lost category* and while he always defended his instructions, others were not so sure about them.

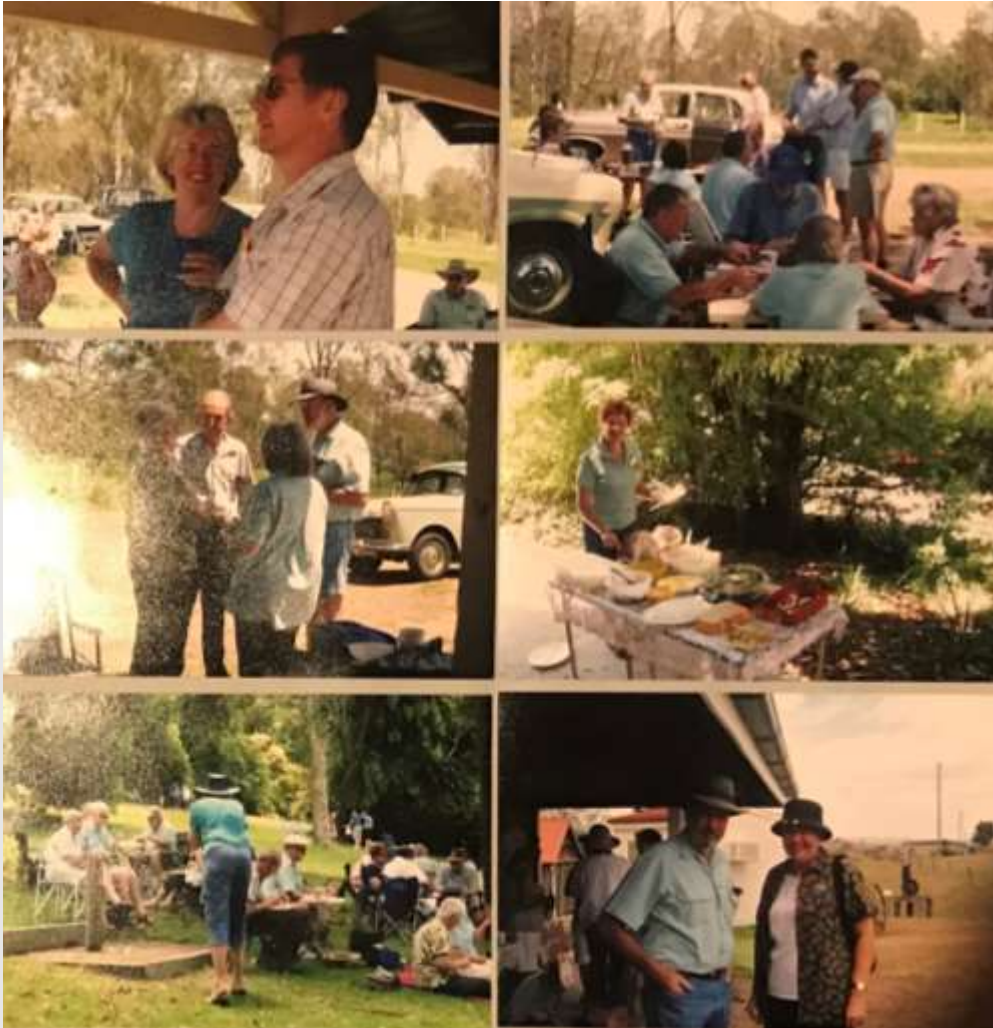
The ultimate indignity came one Sunday morning, and as reported in the December 1997 edition of *The Good Oil News*.

All members were assembled and just awaiting the arrival of the rally director, Mick, and they waited. Then they waited some more, before a call to Mick revealed that, no he wasn't lost, but he had forgotten about the event.

Even so, a great day was had with an impromptu set of directions, and no, nobody got lost that No-Navigator's Rally!

For those contemplating hosting a navigation run, or any rally really, here's a tip. Don't do it from a map, you really do have to drive the route to be sure!





Navigator's Rally 19<sup>th</sup> November 2006

## Away Rallies

It was several years after the club's inauguration (25 years in fact) that the members finally got to drive in a rally that didn't come home on the day that they held it, with the exception of course of the Camping Weekends.

The away rally is a common part of club activities these days with at least one or two away events each year. Some of these last five or even seven days.

While many of the newer members may think that these are recent events, they all have their genesis in 1997 when the first of a series of competitive away rallies were planned and executed by two member couples.



## Forster/A Half Century on the Road

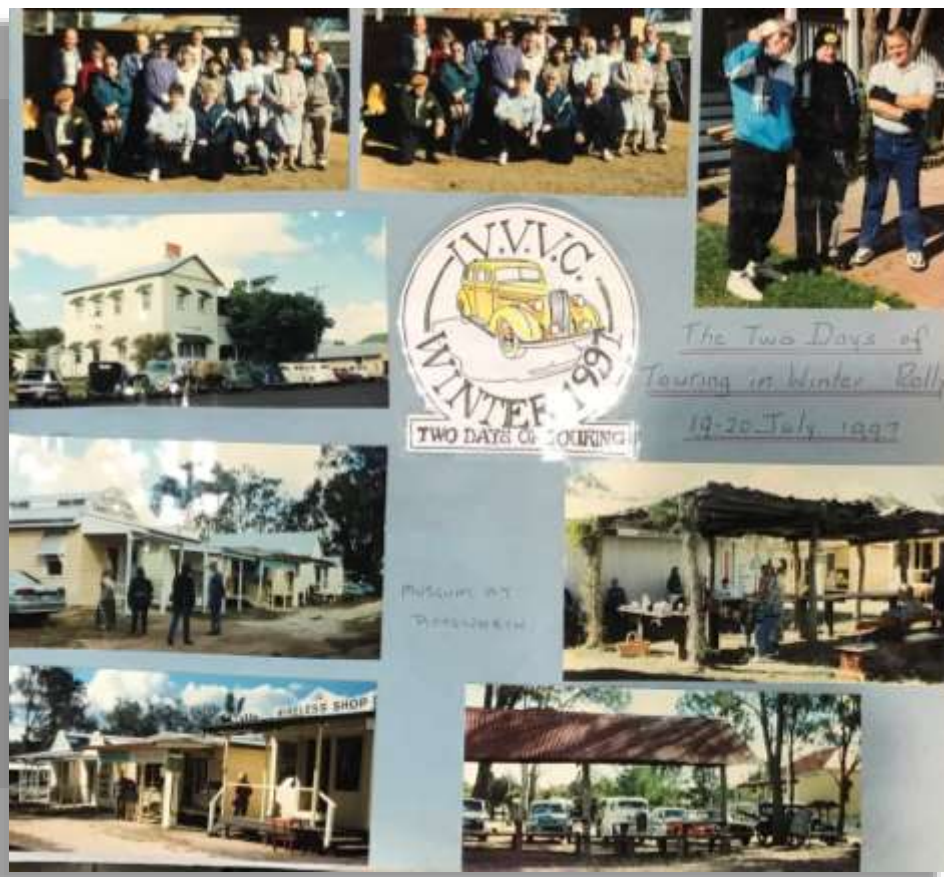
The Forsters and the McKnights both joined the club in the early 1990s period and soon became very active in club activities. Both men plus one of the wives took positions on committee and these three all became Presidents in short succession of each other.

That aside, the first two day rally coincided with the completion of the Forster's 1936 Buick project. John, the then editor of *The Good Oil News*, did a review of previous editions to see what response, if any, had been received about away rallies.

It was found that over those first twenty or so years the Club had proposed overnight rallies on three occasions and in all cases, they were cancelled, seemingly through a lack of interest from the members.

Nevertheless, it was determined that an away rally to Kingaroy would be held, whether any other members came along was left purely to the members. At least the new project car would get a decent run!

To the delight of the planners, a few cars came along at that first event, and it was quickly made an annual event.



Over the next few years the event was extended, firstly to five days and by the end of the ten years it ran for, it was a seven day affair.



## Forster/A Half Century on the Road

Always based on competition, as was the club desire at that time, car related competitive events were run in conjunction with the rally that was in fact initially designed around the cycling *Tour de France*. Naturally, first place on day one received the *sacred beanie* (in lieu of the yellow shirt) and more prizes were awarded on the second day for the overall winner.

Speed was never a consideration in these events.

The distances always varied with the most extensive and most comprehensively planned event taking the participants all the way to Bathurst and back, and all in five days!

For this massive tour a video based race game, console and mock race car platform were transported to Mt Panorama where participants got the opportunity to set the fastest lap time at Bathurst.

Today's version of the overnight rally is somewhat less intense, and a lot more laid back, possibly in deference to an aging membership. More laid back, however no less enjoyed by the membership, with record numbers attending in recent years.

This year marks the 25<sup>th</sup> anniversary of the first successful away rally.



Dressing up was always a consideration in the competitive world of the Winter Rally events.



## The Fish and Chip Rallies

Another popular event that started in 2002 and continues today in 2024.

This was another rally organised by John and Laurene Forster to celebrate the completion of yet another restoration project. As this car had great headlights, it was thought that a night time rally could be accommodated by some of the members' newer classic cars.

They were right, and twenty plus cars rolled up at Cameron Park on a Saturday afternoon for a quick afternoon chat then a drive to Redcliffe to the *Fish Bowl* restaurant for a fish and chip dinner. Another first, a Saturday night run.

Instructions also included some fish facts and trivia to keep it to a theme.

Over time, we had fish and chips (no options allowed) at parks, at fish and chipperies, at an old English fish and chip shop, at hotels, in people's back yards and even included a fishing contest around a farm reservoir, but always with a no option *fish and chip only* meal at the venue.



The first Fish and Chip Run went to Redcliffe on 18 January 2003 to *The Fish Bowl*







A fishing contest at Daisy Park with the ultimate winner bottom left with the then President and beside that photo, the Dale brothers, proud chippers at work on site 14<sup>th</sup> January 2006!

## The Mid-Week Rallies

A discussion was held in the SES hall, where the club met on a Thursday night, after the retirement of Kev Verrall. Kev expressed an interest in doing more events with the club and it was suggested that he might consider starting a mid-week event like the one being operated by the Bayside Vehicle Restorers Club on a Wednesday morning.

Kev's efforts to start this event came to fruition soon after and the Wednesday event was born in July 2002, with the first recorded run to Flinders Peak.

This event was planned by Kev and Shirley Verrall as a solo team for many years, in fact right up until Kev's demise.



Thankfully Shirley, along with other Club members, was able to carry it on and the mid-week rally is still in operation today, now some years after Shirley's passing. Indeed, as the membership has aged and more members are available for this work-hours rally, it has grown to numbers that far exceed the turnout for the regular monthly Sunday event.

It seems that Sundays are becoming more like family time for the older members and with a dwindling number of fresh young faces in the membership, this may continue to impact the Sunday events.



This photo is from the Flinders Peak mid-week rally in 2002.

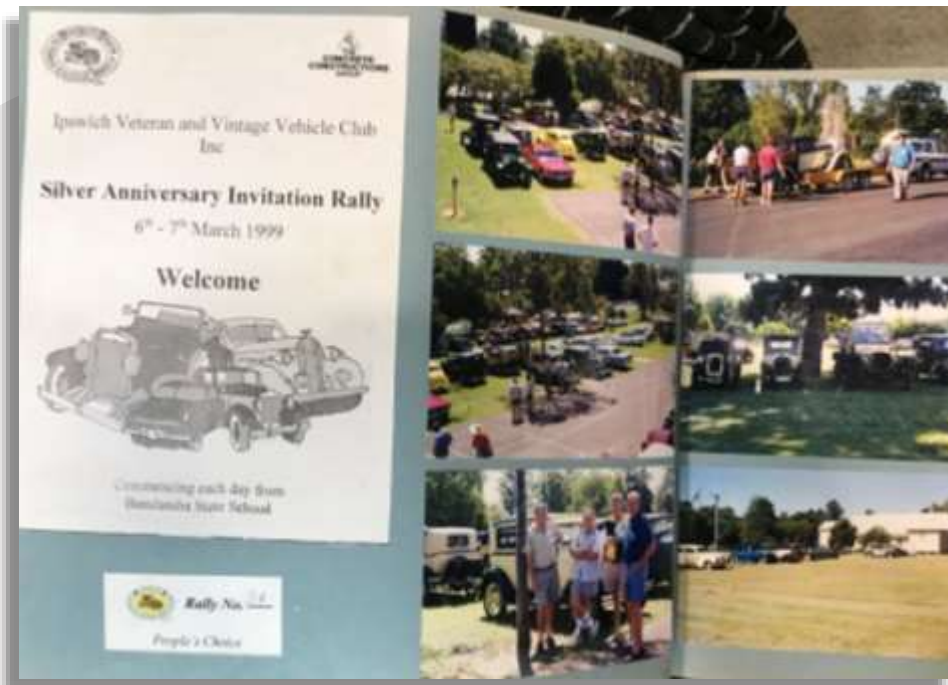
## Anniversary Rallies

It's always a great event when a club can celebrate an anniversary and the IVVVC has done so on several occasions, including our 50<sup>th</sup> Anniversary Rally held this year.

Previously, the club celebrated a 25<sup>th</sup> Anniversary Rally which, of course, took place in 1999! The photo below comes from the Club's scrapbook.







**A Special Review Board prepared by life member Kay Trevis for the 25<sup>th</sup> Anniversary Event**

Perhaps our biggest anniversary of all occurred this year (2024) when the IVVVC celebrated 50 years of operation!



## The Restoration Rallies

These were a series of very popular rallies, with the men at least most likely, we guess.

Often called Shed Raids, members descend upon a member's garage and inspect work in progress, or just to admire the contents.

As you might expect, these types of events had been going on for countless years, possibly since cars were invented and before that men might gather to check out the latest buggy modifications in some barn somewhere.

The process was formalised with the IVVVC when the first official Restoration Rally was held in February 1979. The list of names shown below was appended to the record of that first Restoration Rally and it seems that, of them, only one name remains known to most members today, that is Mick Black. He certainly has some staying power!

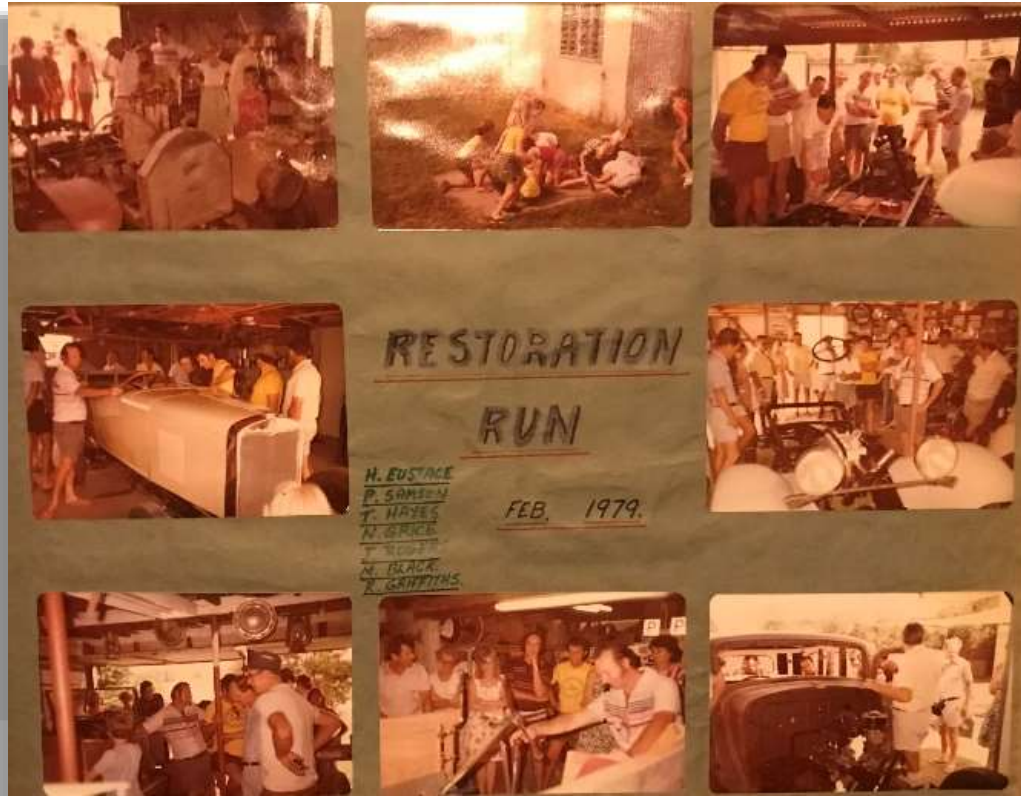
Here's the list, check it out to see who you can remember:

Hank Eustace
Peter Samson
Trevor Hayes
Neville Grice
J Rogers
Mick Black
Ron Griffiths

The real surprise for some of the newer members may be this photo from the day. Children playing in the back yard beside the shed. We don't see much of that these days!







## The Scavenger Hunt Rallies

I wonder how many members recall the Scavenger Hunt Rallies that were an annual event in the last century. Not only were members required to find their way to the destination, but they had to collect items on the way. Some were easy to find, others not so.

Shattered windscreen glass, cactus flowers, road gravel, teddy bears, cough lollies . . You name it, and it will have been on one of the lists.

One classic result was when a particular member came to the organisers at the end with a can of Kirk's Lemonade declaring that as the can was blue it should certainly qualify as a piece of blue metal!

Of all of the rally types that the IVVVC ran, these rallies proved the most popular especially with the member's children. If you can keep the children involved with the sport, then surely the club's future must be enhanced.



## The Rocker Cover Rallies

Like most other clubs in the early 2000's, we were met with the rocker cover racer craze that lasted for a few years and then seemed to disappear as fast as it arose.

While the king of the craze was seen at shows such as the Queensland Auto Spectacular, where a purpose built four-lane all-aluminium track with electronic placing set the standard, we managed with a lesser, but just as exciting version of a track where members faced off against each other in pairs.

At the height of the craze, 2007, IVVVC members were competing both home and away. Our photos show events held in northern NSW at an Invitation Rally conducted by the Tweed Valley Restorers Club and at the local Bundamba State School where the rally was named the Rocker Racers and Bra Rally. We'll leave that second bit of the title to your imagination at this stage . . .







**Bundamba State School Rocker Cover Racer and Bra Competition 20 May 2007**



**Tweed Valley Rally 5-6 May 2007**





Still playing with toys after all these years.



## Showing Off Events



What a publicist we must have had back in April 1978. Headlines like those included in our photo from the scrapbook say it all; “*The Biggest Event Since the '74 Flood*” and “*Ipswich Flocks to see Motor Show of the Century*”.

This was how the *Queensland Times* reported on the Australian International Veteran and Vintage Motor Rally which passed through in Ipswich in 1978. It was in Ipswich for only three hours of its two week duration, but it felt like it was all ours at the time!

They weren't wrong, as it was reported that over 500 cars were on show at the Ipswich Showgrounds, a remarkable turnout in anybody's estimation!









Ipswich Festival Parade 31 March 2001

## History Repeats Itself After 50 Years

Some of the very first events that the newly formed IVVVC attended were the State School Centenary celebrations.

Indeed, club records show that the attendance at these events became almost non-stop in those first few years with the following schools visited:

Redbank Plains State School	17 October 1974
Rosewood State School	15 March 1975
Harrisville State School	18 October 1975
Haigslea State School	17 June 1976
Walloon State School	9 July 1977



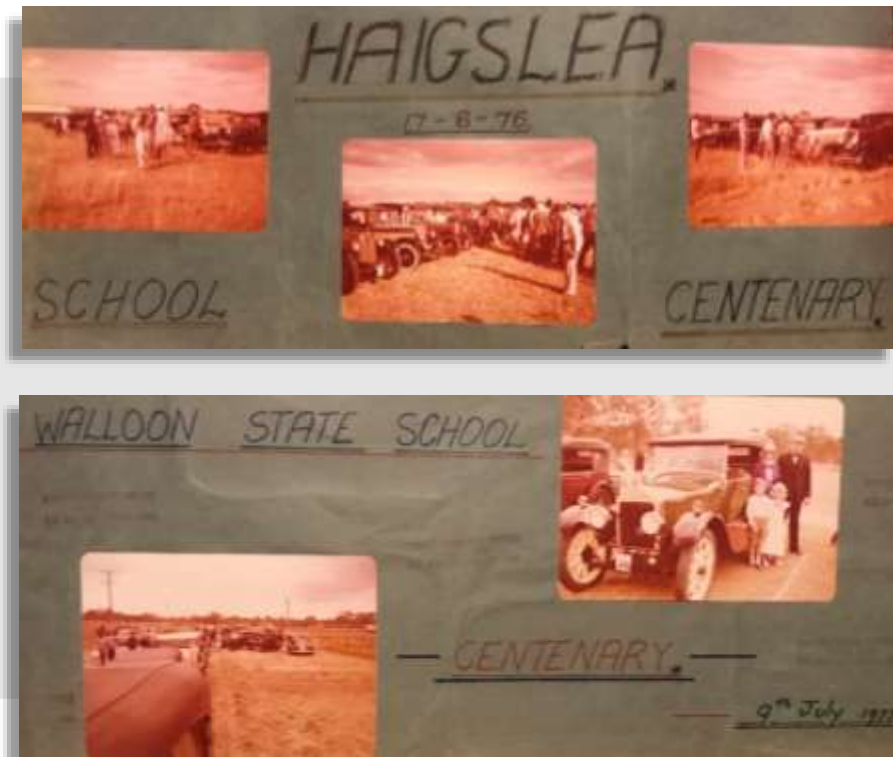
This year, 2024, the IVVVC attended the 150<sup>th</sup> Anniversary Celebrations at the Fernvale State School on Saturday the 11<sup>th</sup> of May, again demonstrating this ongoing commitment to the community of South East Queensland, and to the celebration of all things community.

You may recall that it was at the Fernvale State School Centenary that a few members of the Veteran Car Club of Queensland decided to investigate forming a local Ipswich car club. So, while this event pre-dates the club by a few months, it remains a significant event in our 50 year history and may help to explain our fascination for these types of events, even 50 years later.

The following extracts come from the IVVVC Scrapbook series and record those first five school centenary events.







### But Wait, There's More

While the list above is large, it still doesn't cover all the types of rallies that the IVVVC has held over the past fifty years.

A few rally events that are yet to be mentioned include Breakfast Rallies, Gymkhanas, Christmas Rallies and the associated competitive events, like the tug-o-war we captured below from 1995. We also check out the Ladies Day Rallies in Chapter Five.



Yes, that is Mick Black (again) at the number two position!



## Forster/A Half Century on the Road



Members enjoy company at one of the annual Christmas Rallies from last century.



Combining a Breakfast Rally and a Gymkhana .. what will they think of next!



## Summary

It's not easy to portray all of the great times that members have had over these past fifty years and we expect that it is only the early members who can recall some of the additional fun that can be had when the evil forces of an old car driver meet with a like-minded evil old car driver to dream up and scheme the torture that can be considered fun by some in the world of semi-competitive rallying.

In times past, when the members seen in this photo were caught sitting on a running board by other members, then those members knew that something was afoot.

Ah, great times!

This chapter demonstrates the variety of events that the IVVVC has conducted over the past fifty years and, while the competitive edge has gone, the events have morphed into what the members want. George Jessel is quoted as saying, *give 'em what they want*.

It's not a bad idea, if you want to keep them coming.



The Ladies Day Rally, 8<sup>th</sup> April 2001 – revenge will be ours!



## Chapter Four: Communications

For a club to prosper and to gain community recognition there was no better way of achieving these goals than to both serve the community and to get your name into the local newspaper, and as often as possible!

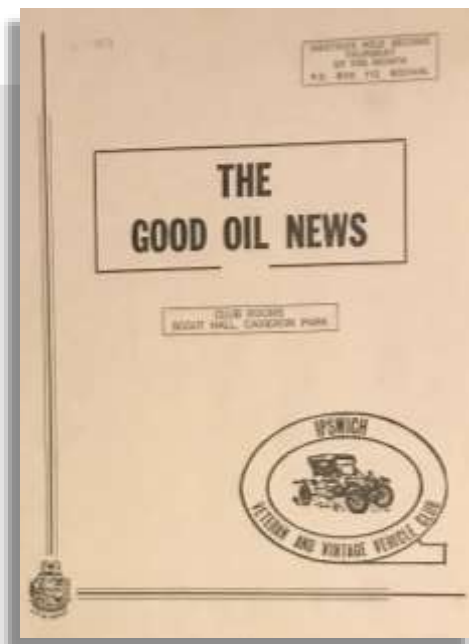
In this chapter we see the methods used and some of the results obtained by some keen members that started on day one of the IVVVC.

### Here Is *The News*

From the very beginning the club looked to a newsletter as the way to keep members informed of activities to come and to relive memories made at rallies and social events. This of course predates current social media options that have become the norm.

Initially the position responsible for getting the news out fell to the Publicity Officer, for our purposes we have nominated that position as Editor, and it was initially filled by Hank Eustace. So, while never actually bearing the editor title, Hank takes out our position as the first editor of the, still published today, *Good Oil News*.

The debut edition was released in the final month of the first year of operation of the IVVVC, June 1975.



The cover of the first *The Good Oil News* June 1975



The editor position is the one position that sometimes appears to be almost invisible and yet a club relies on this position to keep the organisation informed about, not only current event and activities, but to also bring interesting new information to the group.

It's not always an easy position to fill at times, as it can be the one position that runs to a deadline dictated by the club, the editor must get that periodical out to the members on time, every two months. And sometimes the editor gets great support from the members with info to publish, and sometimes not so much . .

At the outset of the production of *The Good Oil News*, technology certainly wasn't what it is today. Meticulously typed onto Roneo sheets, corrections and all, and then turned out at a not so startling rate, folded and addressed then stamp affixed and off to the post office for distribution. Quite a workout compared to today's emailed magazine!

The IVVVC has been relatively blessed with members putting their hand up when required, with only a few exceptions, and even then, the magazine seems to get out there anyway. It must be magic.

We reproduce below the long list of editors and their tenure period plus their total time served (yes, it can be a bit of a sentence being editor).

Editor	Tenure	Total years in position
Hank Eustace	1974-75	2
Neville Grice	1976	1
Ivan Brass	1977	1
Greg Hill	1978-79	2
Daphne Hoerlein	1980-81	3
Vacant **	1982 + 2014	2
Di Miller/Wendy Swan	1983-84	2
Wendy Swan	1985-86	2
Brian Wright	1987-89	3
Carl Swales	1990-91	2
Brian McCormick	1992	1
Doug Keats	1993	1
John Forster	1994-02***	9



Gary McFadden	1999	1
Sandra Kraschnefski	2003-09	7
Julie Blair	2010- 2015	1
Clayton Wilson	2011-12	2
Bruce Kreymborg	2013-14	2
David Bannister	2016-17	3
Bruce Prasser	2018-present	7

*\*\* These years various members were allocated the task of producing a Good Oil News edition.*

*\*\*\* John Forster produced two editions and Gary McFadden produced four editions for the 1999 Club Year.*

Three editors stand out in this group, possibly for no other reason than their time in the position, however that understates their contribution to the club and its well-being.

It is only via *The Good Oil News* that we can look back on the club's progress over the last 50 years. The *Good Oil News* provides us with an historical account of the times and activities that the club has been involved with. While the members' memories may be good, it's hard to beat the written word.

Today, *The Good Oil News* is largely read as an emailed report but with still a very few printed copies being circulated to those die-hard paper-based readers who still enjoy the feel of a newsletter in their hands. I must admit to being one of those old dinosaurs!

## A Time for Reflection

Let's look at some of the events that made the news over the past 50 years.

It would be remiss of any history of the club if we were not to mention, indeed reproduce, the story of the club's beginnings and this we have done in the chapter *In The Beginning*.

This now enables us to delve into the other facets of IVVVC life over fifty years.

Starting with the very first edition, club members' cars were highlighted and the very first car to be reported on was the 1911 Hupmobile of John Hoerlein.



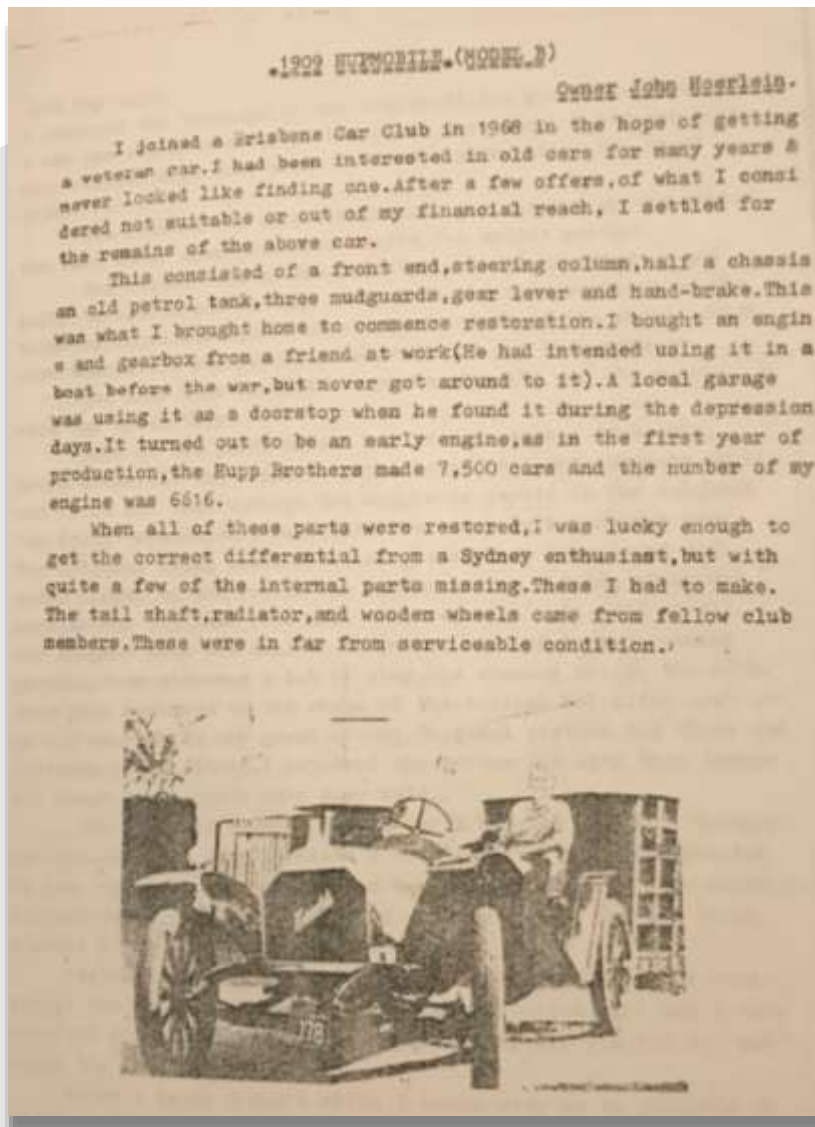


Image of the first car feature article in *The Good Oil News*, June 1975

Following editions looked at other members cars including the 1915 Model T Ford of Greg Hill, the 1928 A Model Ford of Peter Samson, the 1935 Chevrolet Sports Coupe of Rod Fisher and the 1928 Morris Cowley Ute of Fred Pope making up the first five cars featured.

## The Cover Story

*The Good Oil News* cover has evolved/changed and re-changed over the fifty year history of the club with the first cover shown in this section above lasting from 1975 through to October 1982.

We thought it worth including some of those covers, covers that at one stage were changed from month to month in the late 1990s and coinciding with away rallies of the day!



Elected to the position of editor in mid-1980, Daphne Hoerlein took the bold step of introducing a new face for *The Good Oil News*, it lasted only the one edition but here is the August 1980 cover.



It would be a few more editions before the cover again would be changed.



A cover change edition that was released in October 1982 and beside it is an interesting aberration, it announces an Interim New Cover for August 1987, however it never eventuated with the 1982 cover continuing unchanged for many more years.





The first use of colour was on the June 1999 cover.



The first full colour cover from a series published in 2001

The first *The Good Oil News* to include a colour cover was the June 1999 edition and featured John Hoerlein's 1910 Hupmobile, fittingly as this was the first car featured in *The Good Oil News* back in 1975!

## What's In a Name

A slight change of name from *The Good Oil News* to *The Good Oil* came in 2015, at least we retained the Oil Can!



We occasionally get to look on the funny side of old car motoring when the editor determines that a particular cartoon is worthy of being reproduced in *The Good Oil News*.

Here is the very first cartoon that appeared in Volume 1 Number 1 of *The Good Oil News*.





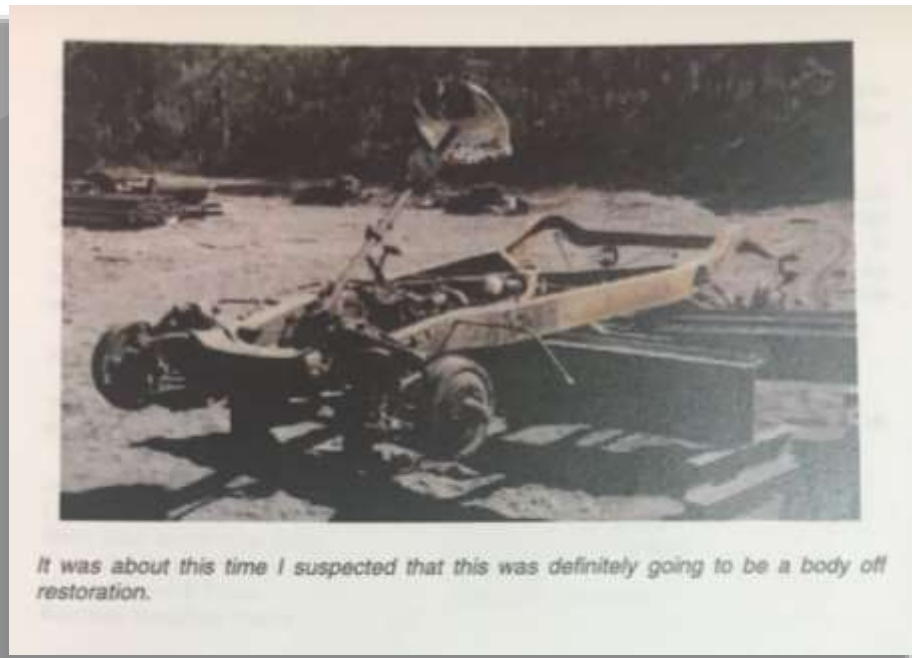
Our talented cartoonist left no stone unturned, or topic untouched in her endeavour to show us what we were really like, the job of any good cartoonist you must agree.

What about this classic:





And what about humour in picture form, perhaps,



From the December 1997 *The Good Oil News*. Stating the bleeding obvious was never a problem for the editors.



Would this qualify as the most humorous cover, featuring *Clarice*, from the Invitation Rally held in 2002!



## A Colourful New Start

*The Good Oil News* had a few false starts when it comes to colour. Colour covers did appear early in the 21<sup>st</sup> century, but not consistently and it was the August-September 2019 edition before a coloured edition of *The Good Oil News* became the standard.

That's not to say that colour didn't have an impact when it came in the earlier editions. The first cover to add colour was this one. Used to great effect and with its introduction the used-for-ever Oil Can disappeared occasionally. Sometime replaced with other garagenalia and sometimes with club rallies, members and their exploits.



The cover that marked the introduction of full time, full colour to *The Good Oil*.

## The IVVVC and The TV Connection

I'm not sure how many of us remember the Paul Sharratt show on Channel Nine these days, however back in March 1977 he was *the* big name and his television show, *Studio Nine*, was a must see for most of us, well our mums really if I recall correctly.



In any event, it was that month that some of the IVVVC members got their chance to appear on the show to assist the organisers to advertise the *Kankanya* event that year for the QVVA.



1977 was a great year at Channel Nine, it was the start of their dominance of the TV ratings that lasted until 2006. Their theme song for this year only was based on the Carpenters' song, *Let Us Be the One*. If you don't recall that one you surely would remember their next theme song that lasted a lot longer, the Orleans' tune, *Still the One*!

Here is the 1977 station identification logo that was first used in July 1969 and was altered as they lost the top ratings spot in January 2006. Perhaps they shouldn't have changed it!



## IVVVC and The Print Media

So, while we very occasionally got on the TV, we were a much more regular item in the local newspapers, both in Ipswich and in towns where some of the more adventurous members went on Invitation Rallies.

There are so many examples of these that we have again just highlighted a few to give you a feel for the type of club promotion we achieved.





Jim and Kay Whyte with their 1951 Austin A40 convertible, always a great favourite with the Press, promoting the *Easter in the Country* event at Roma in 2000.



Promoting the IVVVC Swap for 2000, President John McKnight and his 1928 Oldsmobile Tourer with Greg Garnet and some more modern member cars.





Laurene Forster and her 1936 Buick, *Cybil*, promoting the *Cleveland Auto Spectacular* to be held in 2002.

## IVVVC and TV Ads

Classic cars are often required by the movie people and by advertising agencies when they want to recreate scenes from our past.

This was the case in November 2001 when cars were sort for the production of a XXXX beer advertisement filmed in Rosewood and that was supposedly set pre war and involved lads at the local pub volunteering for service.

Two members rolled out their 1928 and 1936 cars to meet that criterion, however when a scene involved an actor looking under the bonnet, both of these cars, with centre hinged bonnets, proved too hard to film and a 1960's Ford Zephyr was used. So much for period authenticity.

Nevertheless, IVVVC once again gained a few column inches in the local newspaper and so it was considered a fruitful day out publicising the club.





## IVVVC in the Twenty-First Century

Along with many car clubs, the IVVVC moved into the technological age when the website was developed in 2016 by Maurie Currey. This initiative has since been looked after by Barry Blair, Life Member and currently Treasurer of the Club.

If you haven't checked out the club web page for a while, then go [HERE](#) and update yourself.



The IVVVC Home Page

Other communication is carried out via Facebook and the club has been on this social media site since September 2017 when Carol Bridges established our presence on that platform.

This can be accessed [HERE](#).





**The IVVVC Facebook Page**

In both cases, the social media sites were initially created to assist with advertising the club's annual swap meetings. Both are now used for so much more, and in particular to let members know in a timely manner when things are happening!

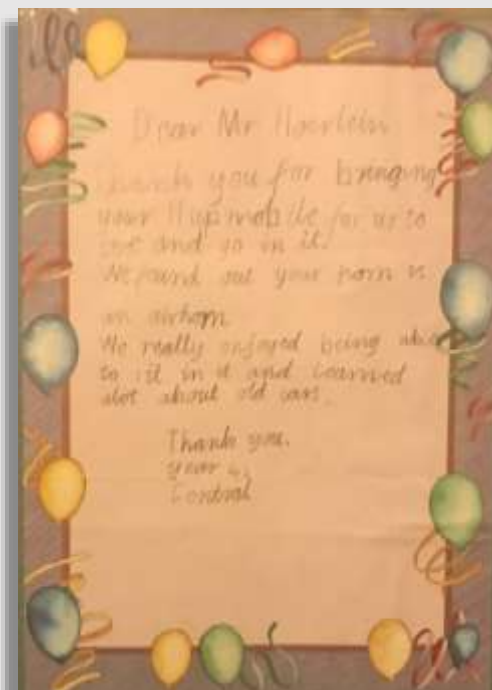
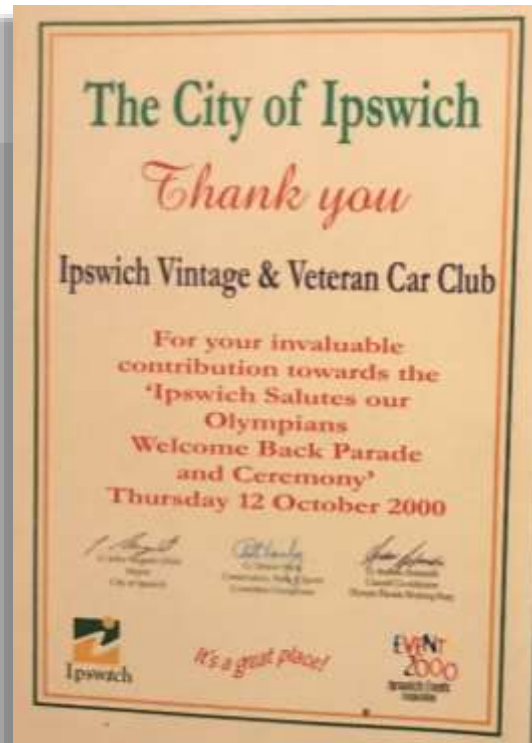
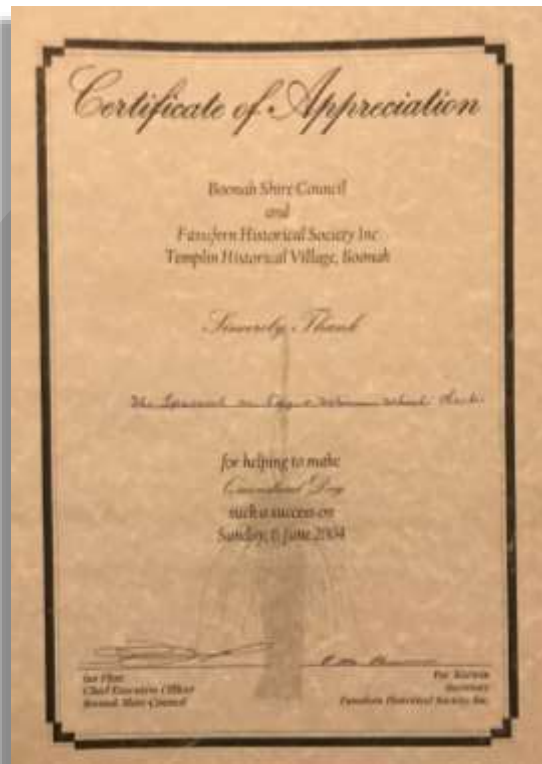
## **Thank You IVVVC**

Along with community service comes the inevitable, and most welcome, thank you and appreciation certificates.

IVVVC has been at the forefront of community event participation since day one, indeed it was at such an event that the genesis of the IVVVC was hatched.

Rather than list all the thank you notes that IVVVC has received over the past 50 years, we look at just a few typical examples.





Some of the best letters of appreciation come from the nicest little folk.



## Chapter Five: Finances

We don't intend to list the Club's current financial position in this chapter but rather look at some of the financially related issues that all clubs deal with both on a daily and on a cyclical basis.

By the way, and just to be clear, the club's financial position remains sound, as it has been for the past fifty years. For this we no doubt should thank our diligent and effective Treasurers for their service.

### Membership Fees

All clubs need funds to operate, more so now than ever before with the insurance and operating costs continuing to escalate.

The first line of opportunity is membership fees.

Initially, the club charged a \$5 membership fee for members, who, by the way, were all males at that time. Wives and family members could gain membership, Associate Membership that is, by paying a \$2 fee.

In today's dollars, that original fee would be \$32 to join, including one year's membership. The annual fee of \$3 would now be a bit under \$20.

These days the membership fee of \$35 covers the entire family and is set low enough to be attractive for families and, when compared to other like clubs, are considered to be low. A \$20 joining fee covers the cost of a name badge. During COVID, fees were dropped in 2020 to \$30 for a time and returned to \$35 the following year.

It was a pleasing financial report that Myra Driver was able to deliver in July 1975, after one year of operation of the IVVVC.

Total income for the year was \$540.41 and total expenditure was \$439.33 thus leaving the club in the black, with a balance of \$101.08.

The bulk of the income came from the fees for the 72 Full members and 8 Associate members, \$376 by our reckoning. The remaining funds coming from the swap and any raffles we presume.

Expenses were revealed as: *Rent for hall, petty cash to Secretary, post box, advertising in the Courier Mail and Queensland Times, Combined Council fee, purchase of library cabinet, stationery and envelopes printed with the club's name to mention only a few. The largest expense paid was \$178.80 for the badges and stickers.*





One of the original club name badges, courtesy of Ashley Trevis

Today, and mainly due to the income amassed over many years of the Swap Meet operation and the legacy donation mentioned later in this chapter, the club has a healthy bank balance.

## **The Dinner Dances**

Not so much a fund raiser, which it was, but more of a chance to let your hair down and get out on the floor. The *Dinner Dance* was originally a twice yearly event (June and December) that was held at the North Star Hotel, owned by Club Patron Ron Neilsen.

The mid-year Dinner Dance was also the event where the club trophies were presented. Being a competitive club there were many to be awarded. Both for performance in the rally quizzes and in attendance. A lead foot and hard luck trophy were also awarded to those who deserved them!

After being held at The North Star initially, the Dinner Dance moved to the Ipswich Showgrounds in 1980.

The event was shifted to the Booval Bowls Club in 1981 where it was operated as a dinner dance and trophy night.

The event remained at the Booval Bowls Club until 2001, the year it was again relocated, this time to Brothers Leagues Club where it remained for three years. It was then held at the Bakehouse Steakhouse for one year, 2004.

2005 and 2006, we moved to Brothers Leagues Club at Raceview, followed by at least two years at the Leichhardt Golf Club.

After that our records get a bit fuzzy, but we are assured that most events were held either at the Ipswich Showgrounds or at the Brothers Leagues Club and the event continues to this day, although it could hardly be called a dinner dance these days!



Reproduced below is the report on the first of these dinner dance events from *The Good Oil News* of September 1975.

*“Our first dinner dance was a huge success, with \$4.50 a head for the meal, the band and the drinks paid for by the Ladies committee, thank you Ladies.*

*Everyone enjoyed themselves so much so that the Ladies have already booked the same venue for our Christmas Party.*

*The meal was so good that we didn’t have to ask for seconds, and the music was so good that even those who didn’t get up on the floor were seen tapping their feet to the beat of the music.*

*With the trophies, our thanks once again goes to those who donated them, and until you saw the people in their finery at the dance it was hard to recognise them after seeing them in casual gear at rallies, or in greasy overalls crawling around under cars.*

*We were disappointed that the photographer didn’t turn up to take the pictures for the paper as it would have been nice to have had a write up in the paper about our first presentation dinner.”*

The Annual Dinner continues to this day, albeit without the dancing generally. A few awards remain but not to the extent of the early days. Nevertheless, it is a time of enjoyment and celebration of the club that has endured for fifty years.

The photos below come from the 2016 event.



Well, some dancing, of sorts. .





**James and Kay Whyte**



**Life members, Carol and Graham Bridges**



**Maurie and Wendy Currey**



## Swap Meets

The IVVVC, like many other clubs which had formed around that time, sought income streams to bolster membership fees and thus enable the clubs to enjoy a bit of the *Good Life*. This translates to enabling the club to put on more car events such as Invitation Rallies and an annual Swap Meet!

The annual Swap Meet was one sure way to get a few dollars into the club, and so it was only a few short months after the club commenced that the first swap meet was held in the Woolworths carpark at Booval. The date was 6 October 1974 and this, the first Sunday in October, soon became entrenched as the IVVVC swap meet day.



Photos from the very first IVVVC Swap Meet 6<sup>th</sup> October 1974, a mere four months after the Club was formed!

As it was not possible to control access to such an open location there was no entry fee, and funds came from a small donation from the swappers for their sites.

This was remedied when the swap was relocated to the Bundamba State School site where fences enabled a looker's fee to be charged from those attending the swap.



This relocation occurred on 9 October 1983.

Held for many years at this site, the club shared the income with the school P&C via having the school provide catering to the swappers. A very successful union that netted considerable funds for the school.

The club did not miss out either, a few thousand dollars were able to be made each year from this source. Enough to keep the club fees low and to support the Invitation Rally when required.

As the years passed and the school required more land for infrastructure, the swap numbers ballooned and eventually a larger unimpeded access site was required. It was after considerable deliberation that the swap was moved to the St Helen's soccer grounds at Ebbw Vale.

This imposed additional workload on the club as catering was then in the hands of the committee.

Along with Covid, and of course on-line purchasing and advertising, came the end of the club swap. To date no other fundraiser has been considered by the committee.



At the 2012 IVVVC Swap Meet at St Helens Football Field, Ebbw Vale

## The Donation and Purpose

Other methods of funding club activities include sponsorship and donations.

Sponsorships are hard to get, donations are even harder.



The Biannual Invitation Rallies were made possible by the active engagement of local business by the Treasurer in the early days of the club and indeed right up until the start of the new millennium. It is right to acknowledge the work of our longest serving Treasurer for the effort that was put into this, near invisible and often thankless, job.

The IVVVC was in some ways blessed by the support of one of the founding members, Don Roberts' estate. Administered by John Hoerlein and Greg Hill, these two members in conjunction with the solicitors for the estate, made a \$10,000 donation to the IVVVC to be held in trust with the income from that trust to be applied for the purpose of financially supporting any Invitation Rally held by the Club or for the Annual Dinner Dance.

An additional \$40,000 was donated to the Veteran Car Club of Queensland and it was these funds, plus access to a suitable plot of land, surplus to requirements for the Southeast Freeway construction, that enabled the VCCQ to construct their current clubrooms at Carindale.

Many will have forgotten, or possibly never knew of, the Ipswich connection with the establishment of these very good clubrooms.

Perhaps at some future time another generous soul will come along and make a donation that will again bolster club resources, are you that person?

We of course should not forget about the sponsors who each year contribute to the club via advertising in The Good Oil News.

This is a revenue stream that started with the very first edition of our newsletter.

And we have reproduced that page below and we thank all of our newsletter sponsors over the many years of publication.





## The Ladies Committee

Right from the outset, there was a Ladies Committee, with the initial committee comprised of:

Annette Grice, President  
D Hayes, Secretary  
F Mallet, Treasurer,

This information was included in the first Good Oil News list of committee members, however, after that first edition the Ladies Committee was no longer listed. A mystery to us these days, as we know that the work of the committee went on for many years.

In particular, the Ladies Committee was responsible for the catering for the swap meets, when it was operated out of the Big W car park, and the catering for the Invitation Rallies.

Interestingly, when one of the Big W swap meets was washed out it was reported that many members were eating hot dogs for a long time after the swap meet ended, as this was the only food that the ladies supplied at swap meets and naturally, they sold very little that year.

The Ladies Committee also provided the rally organisation for one rally each year that was known as the Ladies Day Rally.



There has been no official Ladies Committee for many years now. Perhaps someone might want to start it up again?

## **Ladies Day Rallies**

These once a year events were always well attended and generally, by some accounts, better organised than many of the male managed rallies!

Typically held in May, although not always, a great time of the year here in Ipswich, the ladies even got the timing right.

You may enjoy a few photos from the Club's photo scrapbooks, we did.



**Ladies Day Rally 20 May 1990**





Ladies Day Rally to Mount French 26 May 1991.





Ladies Day Rally to Karana Downs.

## Summary

It's just a fact that clubs require funds to operate. If these funds can be acquired without too much effort by the members, then that seems to be the way to go.

Sadly, not too much effort usually means not too much funding either.

Up the fees or up the workload, it's a fine balance.

There can be no doubt that in the early days, we mean the first few decades, members worked hard to amass sufficient funds to keep the bills paid and the benefits of those efforts are still being felt today.

With insurance being the major cost to most clubs, funds will continue to be required.



The club has been very lucky over the years in getting *The Good Oil News* produced at very low cost and this remains the situation today with support from the local Federal Member, Shane Newman, providing the printing process. The use of email copies has also reduced the cost by eliminating postage for most members.

In the next chapter we wrap up the history of the club with a quick look at the club rooms used over the past fifty years before delving into some navel gazing about the future.



## Chapter Six: It's Where We Meet

Like most clubs the IVVVC has always had a meeting location and while it has moved around over the past fifty years, there remains one constant, and that is the launch point for our rallies and events. We have always departed from Cameron Park, with only a very few exceptions.

Even during COVID years, the cars would roll up to collect the rally notes, somewhat like a Maccas' drive through affair with Jenny or Ailsa or some other appointed events person handing out the notes complete with masks.

Upgrading works in the park are ongoing during 2024, we just move down the park edge a little and carry on, it's what we do.

### Never Static

We have previously talked about the first meetings that took place, pre-establishment of the IVVVC, it was in Ron Griffith's shed at Raceview, however the first official meetings held by the IVVVC were in the Scout Hall in Cameron Park in 1974. It was at this location that the club's name, *Ipswich Veteran and Vintage Vehicle Club*, was put forward to, and approved by, the members present.

Our link to the Scouts came via founding member Norm Spelleken, who had a strong connection with this troupe.

So, this became our home base from 1974 through to 1997 when the scouts required the hall to be converted into a regional store area for multiple scout troupes. This would mean that there was to be no more access for public meetings from that point forward.



Scout Hall in Cameron Park. Photo in 2024 taken well after conversion to a district storage facility.



A quick search for an alternate site included the Girl Guides building in Cameron Park, and a few meetings were held there before we landed ourselves at the SES facility in Thorne Street, Ipswich in time for our Christmas break-up cuppa and beer in December 1997.

This was much flashier than we had become used to over the years as it had improved tea making facilities and air conditioning!

We even had the ability to inspect the SES response vehicles as they were in the same shed as the office accommodation and seminar rooms that we used. Of course, there was no touching the equipment.

There was also an onsite paved carpark that we were able to use for our vehicles.

All good things come to an end and in February 2011 we were again on the move, this time we landed in the Anglican Parish Church Hall in Lawrence Street, North Ipswich and that is where we have remained to this day (2024). At the time of the move we really were stretching the facility with it not being uncommon for some late-comer members to have to sit outside the meeting room!

The attached photo of *The Good Oil* cover for February 2011 celebrates the most recent new home for the IVVVC.

In total, the club has met at five locations over the past fifty years, quite mobile, as you might expect from a car club.





The IVVVC meets on the second Thursday in the month, every month except January, at 7:30 pm at St. Thomas Hall, Lawrence Street North Ipswich.

## **Summary**

When you consider the amount of time that the club has been in existence, the clubrooms really have only been in three locations, the Girl Guide hall being a bit of an aberration, and thus it may be considered to be a very stable club when it comes to location.

In Part III of the history we look at what the future might hold for the Club as foreseen by our 2024 President.



### **PART III: In The End**

The next fifty years, that is the new focus for the IVVVC, that, and perhaps to ensure that there is no *END*.

Thirty-five members, including the three associate members, joined in 1974 and over time that number grew to just over 100 and stayed there for most of the time that the club has operated. Currently, there are just over 120 members registered with the club.

With the numbers holding steady again this 50<sup>th</sup> Anniversary Year, the future looks promising. Attendance, especially at the mid-week rallies, continues to grow with over 70 participants in the most recent event and as we enter our fifty-first year of operation.

Whether the club can survive remains to be the subject of a future update to this history report.



## Chapter Seven: It's a Brave New World

Like most clubs the IVVVC will need to evolve if it is to survive in the modern and ever changing world. With a turn against oil by some areas within the community, we may have to adapt our cars to meet future laws and shortages that could possibly evolve due to minority community pressure. Yes, I did say minority.

I could continue to rant about the uses that oil gives to the community. However, I doubt I could sway the new diehards that going back to the mid 1880's isn't all that they might think it to be.

Suffice to say that oil, and therefore *The Good Oil*, will be around for quite some time yet.

Whether your vintage car will be using oil or adapted to operate on some new or currently undreamt of motivational force, is yet to be seen.

Just as the cars we drive will need to navigate an uncertain future, the people who make up the membership will need to do likewise. However, before that becomes a concern, the club will need to ensure that the membership continues to grow as, without an ongoing stream of new members, the club's fate is sealed.

For some direction we sought the input from the current and previous Presidents to garner their thoughts on the matter of club survival into the next fifty years and we produce those thoughts in this final chapter of the history of the IVVVC.



## Chapter Eight: The Future

### The President's Comments

As the Ipswich Veteran and Vintage Vehicle Club (IVVVC) commemorates its 50th anniversary, we look forward with anticipation to the future. We extend our gratitude to John for his diligent research and documentation of our club's history, which ensures that we can remember and appreciate our collective achievements.

Our club comprises dedicated members who are passionate about preserving the heritage of vintage motoring. Each social event provides an opportunity to network, exchange experiences, and showcase the exquisite vehicles that unite us.

We take pride in safeguarding Ipswich's motoring history and remain hopeful that future availability of parts and fuels will enable us to continue maintaining our classic cars.

Recent surveys conducted by federal motor organizations, highlighting the economic value of historic motoring, can indeed help advocate for the resources needed to keep classic cars on the road. Repairing motor vehicles could see a challenging future with the retirement of skilled tradesmen. The ability to source and make parts to repair vehicles is already a specialty industry. We do hope some of the younger generations are interested in obtaining these skills and thus carry on a passion that we have nurtured for most of our lives.

We would like to express our sincere thanks to everyone who has served on the committee over the years. Your dedication has been instrumental in shaping the IVVVC into what it is today. We encourage members to consider volunteering and to assist in steering the club towards the future.

We continue to attract new members to the club and while they are typically in the mature age group, it does reflect the ongoing fascination and indeed demonstrates the fascinating intersection of generational interest, historical preservation, and the changing landscape of automotive skills.

Classic car clubs serve as valuable custodians of motoring heritage, especially as younger generations lean toward other hobbies or environmental concerns become more prevalent. The IVVVC have a Facebook page and a Web page to keep up with social trends. We have good feedback that our club meets the expectations of our members thanks to the hard work of many involved in organizing our activities.

With committed leadership and member support, we aim to sustain our passion for vintage motoring for many more years to come.

Here's to the road ahead!

*Rob Eggar*  
President 2024



## Conclusion

If you think that you can capture fifty years of club history in a mere 100 or so pages, you would be wrong. This history touches on just a very few of the memory making moments that go into the making of the fabric of every club, everywhere.

While we concentrated in the main on the beginnings of the club, we could just have easily spent double the time and page space on any other particular era that the club has experienced.

We thought that this was an opportunity to reveal some of the early history to not only the newer members for their information, but also to the older members who may enjoy reliving some of the good old days!

If you have an interest, we can only suggest that the scrapbooks are a good place to start, they are invaluable and we once again thank those members who maintained them for so long, if not as much recently.

Consequently, there can be no conclusion at this early stage of the club's existence, after all we've only just passed the fifty year mark, and there are still plenty of years in front of us.

If the next revision of the history of the IVVVC can capture just some of the promise that the IVVVC holds, it will be an interesting read for sure.

However, to capture this the club will need to ensure that the moments that make up the magic of heritage motoring are indeed captured!

This involves some dedication by one or more members, the more the better, and getting these notes ready for the end of the next fifty years, and hopefully the fifty years beyond that!

Finally, get out and enjoy your heritage cars, before . . .



## **Bibliography**

This edition gleaned from the records of the IVVVC, The Good Oil News, the club photo scrapbooks, newspaper clippings and of course talking to the members about their recollections.

## **Acknowledgments**

Some members deserve special mention and thus we list some of the more proactive history advisors here:

- Kay and Ashley Trevis
- Rob and Jenny Eggar
- Barry Blair
- Laurene Forster
- Greg Hill

My special thanks to those members and historians.



## About the Author

John Forster PSM. The author is a three times President and nine times Editor for the club and is currently the longest serving editor of *The Good Oil News*, describing himself as an old car tragic with limited writing skills, but sufficient enough to get by, and interested enough to keep trying.

Awarded a Public Service Medal for outstanding contribution to Public Service (Corrective Services) at the Australia Day Awards ceremony in 2015, John has always had an interest in writing and currently produces two e-magazines, *Pre War BUICKS* and *The Australian Riview*, both of which have a world-wide mailing list.

A founding member of the Holden Van Club of Queensland in 1974, John is currently a member of several clubs including the IVVVC Inc, The Buick Car Club of Australia (Qld) Inc, the Buick Club of America, the Riviera Owners Association and the Australian Street Rod Federation.

Having joined the IVVVC in 1993, John, along with his wife Laurene, has amassed over thirty years of history with this club and he feels well qualified to put this history of the IVVVC together.

An architect by training, John continues to dabble outside his field of expertise by restoring cars of various brands including Holdens, Buicks and Jaguars, but please, no Fords, apparently.

A born and bred Ipswichian, John worked his entire career life in Brisbane, however he continues to reside within a kilometer of the traditional IVVVC rally meeting point of Cameron Park in Booval and is currently retired from the Public Service after initially joining the Public Works Department in 1973.