

THE OFFICIAL NEWSLETTER OF THE  
SUNSHINE COAST ANTIQUE CAR CLUB

# *Auto Antics*

July, 2008  
Issue 3416



# *Ladies Rally*

**PUBLISHED BY THE SUNSHINE COAST  
ANTIQUÉ CAR CLUB**

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*Meetings held every 4th Tuesday of the Month  
Start 7:30pm*

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# Office Bearers 2008

<b>President</b>	Rod Collins	5442 1393
<b>Vice President</b>	Trevor Shields	3408 2364
<b>Secretary</b>	Robert Keeley	54792182
<b>Assist Secretary</b>	Neil Bolton	54761334
<b>Treasurer</b>	Vic Toonen	5447 7021
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<b>Assist Rally Directors</b>	Brian Callaghan	54411084
	Keith Guy	54451315
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	Cliff Hultgren	5441 2927
<b>Inspection &amp; Dating</b>	Kerry Cox	5445 3643
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<b>Swap Coordinator</b>	Rod Collins	5442 1393
<b>Swap Committee</b>	Trevor Shields	3408 2364
	Bevan Mutch	5446 7028
	Olive Guy	54451315
	Keith Guy	54451315

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The Sunshine Coast Antique Car Club was formed in 1963 to cater for the interests of owners of veteran and vintage cars (prior to 1/1/1919 and 1/1/1931 respectively) and to foster preservation as well as restoration of these vehicles, as near as possible, in a state similar to their original condition. Today we welcome all people interested in preservation and restoration of our motoring and machinery history. Generally, our members come from those owning such over 30 years old but owning one is not a mandatory requirement. Members are encouraged to participate in events even without eligible vehicles.

Our veteran and vintage vehicles remain our "respected citizens" due to their historic significance.

Rallies are designed to allow for their limitations. Our Rally Director tries to incorporate suitable





# President's Page

It is time again for our annual Swap and I am asking that all able club members help out by doing their allotted times on the roster and also help out with the setting out of the grounds on Thursday and Friday morning.

Any member who does not have a Swap site and has items to sell, can use the club site but please ensure that your items are tagged with your name and price. The club site is at the end of the Apex building.

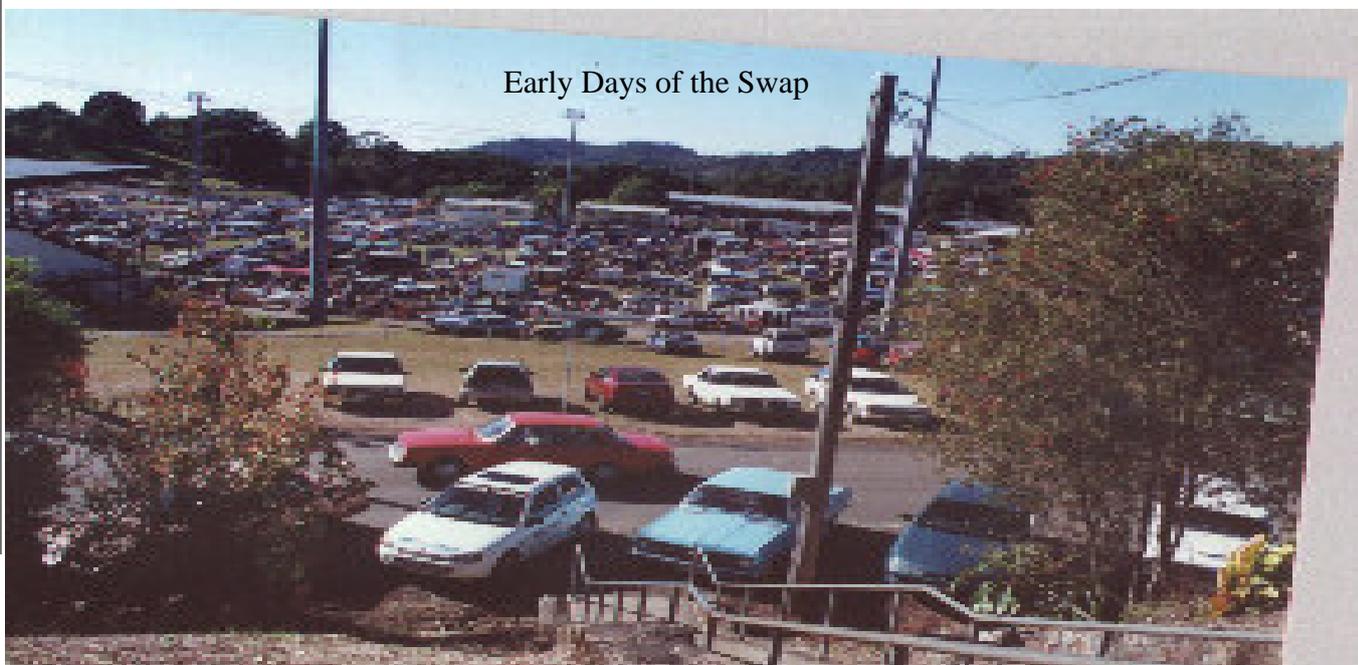
Some of our members have had their first panel beating lessons, thanks to club member David Buckton (Trueline Smash Repairs). As there was a large response to this panel beating course, David may run another series at a later date.

The 4 Club Rally is on at Kingaroy this year on 2<sup>nd</sup> and 3<sup>rd</sup> August. Entries for this event close on 23<sup>rd</sup> July.

Don't forget to check out Bevin and Trevor's rally reports, there is a lot on in August.

Happy Motoring

Rod Collins



# Rally Director



- July 24-25** Set up for Swap. All welcome. Bring morning tea, lunch and a Stanley knife or scissors. 7 am start.
- July 26** Swap Meet.
- August 2-3** The 4 Club rally held at Kingaroy. See Bevin for entry forms.
- August 6** Our first mid week run will be to Mary Cairncross Park. Arrive at the park at about 9.30-10.00am. Bring morning tea, lunch, walking shoes and a camera. Stay as long as you like. We have a different venue planned for each month. It's just for a chat and to give the cars a run for those who can't go on weekends.
- August 10** Cross roads at Nambour Show grounds. This is a chance to give the mentally and physically impaired people a ride around the show grounds. The club supplies morning tea and a BBQ lunch. Please come along and don't leave it to the 8-10 people that do it every year. Newer members are very welcome. Arrive at 9am and the big sheds.
- August 16** Cricket Match Challenge at Ewan Maddock Dam, Mooloolah. Bring your own cricket gear. Bribie group against the northern group. Club will supply morning tea and lunch. Leave clubhouse at 8.45am or meet there at 9.30am. Turn right at BP Service Station on Steve Irwin Way (Mooloolah), then around 1-2 km on left hand side. Because the club is supplying lunch and morning tea we will need to know how many members will be there. Please ring Bevin on 54467028
- August 17** Open Day and car display at Caboolture Airfield. Refer to Trevor's report for the Bribie Branch.
- August 22-24** Senior's week at the Ginger Factory. Partly sponsored by Buderim Ginger Factory. Phone Renee Hayes 0411 328 499 or Rod Dreise 54477442. Parking inside. Arrive about 10.00-10.30am.
- August 23** Beerwah Sports Day in aid of Cancer Council Queensland.  
Program – Horse and dog events, tug of war, art and crafts, cars, bikes, tractors, stationary, engines, musical and entertainment, food and drinks.
- August 31** Sunshine Coast PCYC Motoring Jamboree at Youth Avenue, Nambour. Static display, drag cars, bikes, street machines, 4x4 and more. Be there by 9am. I will have an area for about 20 cars marked for our display with a gazebo and banner. Prizes to be won.
- September 27** Restoration Rally. If you have a car or truck under restoration. Let me know so I can plan a rally.



# Bribie Branch

Ph; 3408 2364  
Mob; 0417 635895



## Nambour Swap Friday 25 & Saturday 26 July.

Organisation is running smoothly as usual thanks to the work of many members. However more help is required on Friday 10am to 2pm and also Saturday morning 7-8am. If you can assist at these times please contact myself or Neil Boulton. Your Help will much appreciated.

## 4 Club Rally Kingaroy August 2&3.

It is not too late to put your entry in so contact me if you require a form. There are approximately eight cars going from Bribie already and the South Burnett Club always put on a good weekend.

## Caboolture Airfield Open Day Sunday August 17

We have been invited to join in on this day with a static display.

They are hoping to involve other clubs also and a visit from an army helicopter unit. There will be other activities such as a fire and rescue display. Leave Bribie at 9am to arrive at 9.30. BYO m/tea & lunch although food is available at the Aero Club.

## Beerwah Sports Saturday 23 August.

This is always an enjoyable event with plenty to see and do.

Show ring activities, stalls, display and reasonably priced produce stalls.-This is a charity day with a gold coin admission charge and a light lunch is usually supplied. Leave Bribie at 9am.

## Mid Week Run Wednesday 17 September.

This is organised by John Rouhan . Leaving Bribie at 9am to meet those coming from Nambour area at 10am at Landsborough.

More about this next month.

That's all for now.

Safe driving.

Trev.



# Roving Reporter

Reg Wilkie



Ladies Rally with Sandra, the Rally Director and helped by Noel – 28.06.08.

We got off to an early start, arriving to the clubhouse in our Buick about 8.30am. Finally 23 club cars and 2 moderns turned up. Leaving the clubhouse by 9am we traveled over to Sundale Garden Village, driving through the complex slowly getting plenty of waves and horn tooting.

Leaving there we traveled over through Palmwoods to Eudlo and turning into Ilkley Road and then into one of the larger cycad nurseries I've ever seen. The growers gave us a very comprehensive talk on the different types; some are hundreds of years old and very rare. There were all sorts of Cactus and palm trees he has procured from all over the world. The garden must cover acres, all terraced up as the place is very steep and all paved with concrete paths. You would need to spend all day there but we had to leave, as some were missing out on morning tea.

We traveled back to Eudlo to a park for our cuppa and satisfied the hunger pains. Leaving there we backtracked to Mooloolah Valley, then Landsborough and Beerwah, then out Peachester Road turning into Old Peachester Road, then left into the Wollemi Pine Farm. We all had a look around the gardens and Art Gallery. Then it was time for lunch, after which we all parted for home.

It was a great day, thanks Sandra for a job well done. It was nice to get back rallying after my troubles in Victoria. Thanks Bevin for standing in for me.

Reg



## The Knight Sleeve Valve Engine

Charles Knight was Born 1865 and was a Journalist and a printer worker. In 1901 he bought the 15th "waterless Knox" but found the air cooled engine very noisy. A couple of years later he bought a "Searchmont" but found it prone to valve spring breakages. These two events let Knight to start a quest for a silent engine without the problems of the poppet valve. Recalling his youth he remembered repairing the side valve mechanism on his fathers steam driven saw mill.

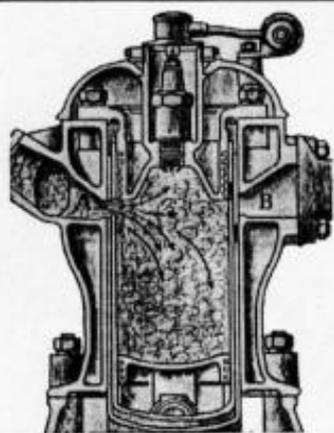
By 1904 he had devised an engine in which the piston was surrounded by double concentric sleeves, whose rise and fall was controlled by a subsidiary crankshaft. Slots cut into the walls of these sleeves coincided with the inlet and exhaust ports in the cylinder walls. The top was sealed by a separate cylinder head and without the need for valves it could have an uninterrupted hemispherical combustion chamber, with the spark plug in the apex - a near ideal configuration. Since all moving parts slid on a film of lubricant and there were no impact members as in a conventional engine, this resulted in great mechanical silence.

Knight's double sleeve valve engine was finished in October 1904, it was 2523cc four cylinder unit which was installed into his "Searchmont". At the time the American car industry was selling all the cars they could manufacture and so Knight could not interest them in taking up the rights to his engine, as this would involve them in the costs of introducing a new engine. Although 38 cars were built during 1907 using chassis supplied by Garford (also responsible for the first petrol driven Studebakers) they were comments from the general public who when they saw them said, "They rolled along the streets quiet and smooth like rubber balls."

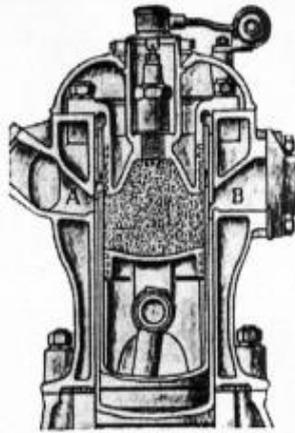
Mr. Manville chairman of the Daimler board heard about the "Silent Knight" and was very interested, at the time they were feeling very threatened by Napier who had high kudos in the Daimler luxury market, so it was that Daimler developed the Silent Knight. They used this engine in their vehicles for many years, production finally ceased due to the engines heavier weight and habit of producing a trail of smoke. Of course the further development of the poppet valve engine which had become more reliable and quieter aided to its demise.

The sleeve valve is the only alternative to the poppet valve that has enjoyed significant commercial success. It is difficult to make due to the fine tolerances required, but has shown itself to last much longer than equivalent engines. It is also capable of running a compression number higher for a specific grade fuel. The key points to note are that the sleeves move with a elliptical motion, and moving relative to the piston at all times. This is important because bore wear is significantly reduced. There are heat transfer problems with the sleeves and the engine cylinder it ran in. There is no provision or need for adjustment of the sleeve once it is installed.

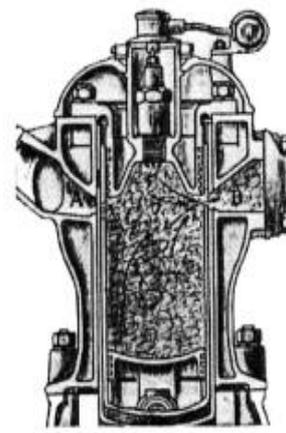




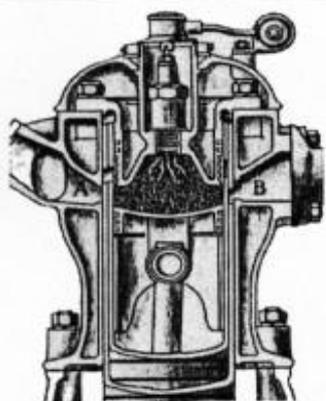
**Inlet Stroke**—The mixture has free entrance through port A. The exhaust port B, is closed. The piston goes downward.



**Compression Stroke**—The inlet port A and the exhaust port B are closed. The piston rises.



**Exhaust Stroke**—The exhaust port B opens, the admission port A remaining closed. The burnt gases are expelled as the piston rises.



**Firing Stroke**—The combustion of the mixture takes place when at the highest compression point. The piston goes downward.

*In each cylinder slide two concentric sleeves, which have each on their upper part two diametrically opposite ports. These sleeves are moved up and down in the cylinder, so that the ports coincide at determined moments with others provided in each cylinder wall, thus establishing the connection with the inlet or the exhaust manifold. The upper part of the sleeves slides between the cylinder and the cylinder head, and three small rings and a wide one prevent gas leakage. The last ring shuts off the ports in the sleeves when these are in their upper position. The piston does not move in the cylinder, but within the inner sleeve.*

*This alternating movement of the sleeves is controlled by a [camshaft] which revolves at half the speed of the crankshaft. This [camshaft] carries as many eccentrics as there are sleeves and each eccentric is connected by a rod to its sleeve... The position of the eccentrics is established so as to cause the ports to coincide with a determined timing...*

*Briefly every cylinder has two sleeves, two connecting rods and two eccentrics," as well as a piston which moves up and down within the inner sleeve.*



1906 Silent Knight owned by Charles Knight



# Minutes

**Minutes of Meeting No. 490** held on 24/6/08

Start 7.30pm

Present 50 members, 7 apologies, visitors 2

**Minutes of Meeting No. 489** as printed in Auto Antics June 08 issue moved they be accepted by B Keeley sec K Cox m.c.

**Business Arising Nil**

**Correspondence**

**Inwards**

Dept Main Roads

Sign approval

Rotary Club

SWAP trading OK

LSV Insurance

Insurance

**Outwards**

B Mutch

Motorkana sponsor Thanks

CBC Bearings

ditto

Paul's Milk

ditto

Autobahn

ditto

Nambour Discount Batteries

ditto

Paint Match

ditto

Repco

ditto

Car Bitz

ditto

Rod Spackman

ditto

D & W Ralston

ditto

Peachester Markets

Unable to attend Market

Promotional Letters & emails

to Local radio, TV, newspapers

Nambour Police

Drive through Request

Moved that the inward be accepted and the outward be endorsed by B Keeley sec K Cox

**Business Arising**

Nil

**Treasurer's Report**

Total Cost for Shed

\$26102.57

Opening Balance

\$18007.76

Deposits

\$ 6411.00

Payments

\$21701.41

Closing Balance

\$ 2717.35

Motion to accept moved V Toonen sec K Guy

**Rally Director's Report**

As per Auto Antics

Sandra Godfrey gave more detail on the Ladies Rally

**Bribie Report**

As per Auto Antics

## General Business

Olive Guy showed the video from the Kings Church Event "The Great Bank Robbery"

New Members elected Rick Thurgood, Peter O'Brien, Ken Wales, Ken Cartwright, Dale Shields, Harry Shields, Geoff Boucaut

SWAP proceeding satisfactorily, 2 more scooters shortly.

Panel beating Course Dave Buckmann starts 3/7/08 6 to 8pm will run for about 5 weeks.

Ballarat Bus Trip Trevor Brosnan, details on line.

K Cox spoke re awarding Hon Life Membership to Graham O'Neil, sec T Brosnan m.c.

B Callaghan raised the issue of poor arrangements at the Nambour Show for cars and machinery exhibits. Committee to consider.

RACQ little interest shown by a number of members due to entry fees.

Trevor was thanked for his new Notice Board

A letter to be sent to T Shield's son who traveled from the Gold Coast to assist with the Shed electrics

The Club SWAP site is to be on the old chip site at the end of the Apex building, more help is needed to sell at the site

A letter to be written to the Showground re the state of the Schoolhouse after the Show. The floors, dirty and scratched; staples in the walls; shortage of tables and chairs; outside light not working

Meeting closed at 8.48pm



# SCACC Coming Events

JULY	
<b>July 26</b>	<b>Swap Meet.</b> See roster in this magazine and come to the July meeting for more details
AUGUST	
<b>Aug 6</b>	Mid-week run to Mary Cairncross Park, Maleny. See Bevin's report for details.
<b>Aug 10</b>	Crossroads at Nambour Showgrounds. This is where we give mentally and physically impaired people a ride around the showgrounds. Club will supply morning tea and lunch.
<b>Aug 16</b>	Cricket Match Challenge at Ewan Maddock Dam. See Bevin's report for more detail.
<b>Aug 17</b>	Open day and car display at Caboolture Airfield. More details in Brribe Branch report.
<b>Aug 22-23-24</b>	Senior's week at ginger factory, see Bevin's report for more details.

## Swap Meets 2008

July 26	Nambour Swap	Nambour Showgrounds
August 2	Rockhampton Swap	Rockhampton Showgrounds
August 2	Rocklea Swap	Rocklea Showgrounds
August 31	Jimboomba Swap	Jimboomba
September 14	Beaudesert Swap	


  
 **Club Shirts Available Now in the following sizes:**
  
 **Fem. Sizes 12,14 & 16 Men. Size XL. \$15.**
  
 **See Bob Keeley.**
  


*A Big Thank you to those who have sent interesting letters in, please be patient to see them in the Magazine, as you can see the last issues have been taken up with Swap Suff. Keep them rolling in.*

*The Editorial Team*

# Other Club Coming Events

<b>AUGUST</b>	
<b>August 2-3</b>	4 Club Rally 'Country Fun Run', Kingaroy.
<b>August 8-9</b>	National Historic Race Meeting, Morgan Park. Warwick 33183624.
<b>August 9-10</b>	Montville Country Rally.
<b>August 17</b>	Open day and car display at Caboolture Airfield.
<b>August 23-24</b>	Qld Truck & Machinery Spectacular 15th Annual Show & Swap, Cleveland Showgrounds, Long St, Cleveland. Website: <a href="http://www.ncvag.com">www.ncvag.com</a> . Ph. 54488246 or 32067150.
<b>August 23-31</b>	The 32nd Annual Australian Heritage Jondaryan Woolshed Festival. Also Monster Show and Shine Dance & Music weekend 23-24 Aug. Ph 0419650459, Bevin has more info.
<b>August 31</b>	Sunshine Coast PCYC Motoring Jamboree. Youth Ave, Nambour. More details to come.
<b>SEPTEMBER</b>	
<b>September 7</b>	GM Day Autospectacular, celebrating 100 years of GM Worldwide. Quad Park, Kawana. More details later.
<b>September 20-21</b>	Pine Rivers Historic Machinery Restoration Society Inc 10th Anniversary Vintage Machinery Rally. This year Leis Park, Old Gympie Rd, Lawnton. Ph. 5495 2432
<b>September 20-21</b>	Show & Shine Invitation Speed on Tweed. Ph. 0437 576627
<b>JANUARY 2009</b>	
<b>January 24-26</b>	Wrest Point Silver Anniversary South East Rally in Tasmania. Bevin has entry forms.

*Please note the dates for this years Autorama have been changed to the first weekend in November, this being the 1st and 2nd. For more details visit the Autorama web site at <http://www.geocities.com/autoramagc/>*

This is the Swap roster at the time of publication. Please contact me on 5476 1334 if you are missed out and we can talk about where we could fit you in. There are bound to be some minor changes as the day approaches but these will be individually negotiated. Neil Boulton 54761334

**CLEAN UP, Sat**

2pm approx

Harris, Malcolm

Hultgren, Cliff

Lamshead, Ron

Rose, Merv

Tynan, Gary

Vermast, Rod

Mutch, Darryl

+ others please

**SECURITY**

Godfrey, Tim

**BOOKINGS**

Guy, Olive

**CASH**

Toonen, Vic

**ORGANISATION**

Collins, Rod

Shields, Trevor

Allen	Les	Fri 4-6pm	Keeley	Bob	Fri 10am-2pm
Allom	Merv	Fri 2-4pm	Keenan	Colin	Sat 11.30am-1pm
Aston	Des	Sat 6-8am	Kemp	Ken	Sat 7-9am
Bagnall	Dennis	Fri 6-8pm	Kerr	Errol	Fri 4-6pm
Bandidt	Barry	Fri 4-6pm	Kerr	Peter	Sat 7-9am
Batkin	Bill	Sat 4-6am	Kerridge	Peter	Sat 7-9am
Boucher	June	Sat 7-9am	King	Andrew	Sat 4-8am
Boucher	Neil	Sat 7-9am	Lamshead	Rod	Sat 4-6pm
Boulton	Neil	Fri 2-4pm	Lindsay	Buster	Sat 7-9am
Boulton	Neil	Sat MN-4am	Lingard	Peter	Fri 8pm-MN
Briais	Alan	Sat 10-11.30am	Mann	Bill	Sat 10-11.30am
Broese	Arnold	Sat 5-7am	Marks	Ashley	Fri 8pm-MN
Brosnan	Shaun	Sat 4-6am	Marsh	Tony	Sat 6-8am
Brosnan	Trevor	Sat 4-7am	McCabe	Sean	Fri 6-8pm
Buckton	David	Fri 8-MN	McCarthy	Justin	Sat 6-8am
Burchill	Ken	Fri 6-8pm	McFadyen	Duncan	Sat 8-10am
Burn	Sylva	Sat 10-11.30am	McKinnon	Gordon	Sat 8-10am
Callaghan	Brian	Fri 6-8pm	Moore	Graeme	Sat 5-7am
Carpenter	Alan	Sat 6-8am	Muirhead	Brian	Sat 6-8am
Cashin	Dan	Sat 11.30am-1pm	Mutch	Bevin	Fri 2-4pm
Clark	Peter	Fri 4-6pm	Newton	Max	Fri 10am-2pm
Collins	Rod	Fri 2-6pm	O'Bryan	Jack	Fri 2-4pm
Condon	Reg	Sat 8-10am	O'Neill	Graham	Sat 6-8am
Cox	Kerry	Fri 6-8pm	Page	John	Fri 4-6pm
Cox	Trevor	Sat 5-7am	Parsons	Bob	Sat 8-10am
Curtis	Russell	Sat 7-9am	Paton	Stuart	Sat 6-8am
Dimmock	Geoff	Sat 11.30am-1pm	Pearson	Don	Sat 4-6am
Dorman	Peter	Sat 8-10am	Picot	John	Fri 2-4pm
Dougherty	Gary	Sat 6-8am	Pitman	Chris	Sat 6-8am
Duckett	Charles	Fri 8pm-MN	Plater	Clive	Sat 11.30am-1pm
Easton	David	Sat 4-7am	Pratt	Wayne	Sat 8-10am
Ellis	Arthur	Sat 10-11.30am	Richards	Ray	Sat 8-10am
Erbacher	Michael	Sat 4-6am	Riley	Bill	Sat 9-11.30am
Exelby	Lyll	Sat 4-8am	Roberts	Ian	Sat 8-10am
Fane	Arthur	Sat 6-8am	Rose	Dennis	Fri 10am-2pm
Fazel	Brian	Fri 4-6pm	Rouhan	John	Sat 10-11.30am
Flanagan	Galene	Sat 11.30-1pm	Shaw	Barry	Fri 2-4pm
Flanagan	Ray	Sat 11.30-1pm	Shields	Trevor	Sat 4-8 am
Gauld	Ray	Sat 5-7am	Smit	Ray	Fri 10am-2pm
Gibson	Ray	Sat 8-10am	Smith	Fred	Fri 8pm-MN
Gilmore	Bob	Fri 6-8pm	Smith	Graeme	Sat 11.30am-1pm
Godfrey	Noel	Sat 6-8am	Taylor	Col	Sat 5-7am
Grant	Kev	Sat 4-6am	Tognolini	Phil	Sat 8-10am
Gray	George	Fri 4-6pm	Vass	Chrissy	Sat 10-11.30am
Guy	Keith	Sat 8-10am	Waters	Brian	Sat 7-9am
Harris	Malcolm	Fri 6-8pm	Wellington	Peter	Sat MN-4am
Harrison	Gregg	Sat 6-8am	White	John	Sat 6-8am
Harvey	Doug	Sat 8-10am	Whiting	Rod	Sat 5-7am
Heath	John	Sat 8-10am	Wilkie	Reg	Sat 6-8am
Hume	Ray	Sat 5-7am	Williams	David	Fri 4-6pm
Hyde	Bob	Sat 8-10am	Winter	Arthur	Sat 5-7am
Jordan	Jeffrey	Sat 6-8am			

## FOR SALE

Large sheets and doona covers for car covers inside shed. These are available through Helping Children Smile Inc Charity Shop at 33 Howard St, Nambour. Prices \$1 and \$2. These are ex-local resort and all have minor flaws but still very serviceable.\*\*\*

48-215 Holden Ute. Body fair. Good project. Not complete. \$1000 Phone Barry 54450193 or 0429862764\*\*\*

## COMPUTERS Second Hand

TOWER ONLY- Black Silver , Pentium 4, 2.8 CPU, 2 G Ram, 80 GIG Hard drive , Video card, Genuine XP Home Operating System \$450

TOWER ONLY Intel Dual Core 3.2 CPU, ASUS main board, 2 G Ram, Video Card, 200 gig hard drive, Genuine XP operating system. Fast machine. \$600 Phone Andrew on 0408880790\*\*\*

1952 Morris Minor Lowligh. Re-upholstered, new paint and tyres, motor re-built 5 years ago, done 1000kms since rebuild. Still on original rego plate. \$4000 Phone Roy 0407 910 142. Caboolture area.\*\*

## FOR SALE

1996 White Mitsubishi Magna sedan 3.0l V6 auto. 230000 Kms. V G Cond. Has Rhino roof racks, Hayman Reece tow bar, alloy wheels, air bag, power steer, cruise control tinted windows, Pioneer CD etc. Safety Certificate. Reg till Nov 08. \$5500 Ph Andrew on 0408880790\*\*\*

### DISCLAIMER

The opinions expressed within are not necessarily shared by the editor or officers of the SCACC. Whilst all care is taken to ensure that the information is correct at the time of the printing of this magazine.

Please advise if you have sold your item...



## OUR SWAP MEET by Neil Boulton

I have been asked to provide this item for the Newsletter for the benefit of those not familiar to the history and goings-on associated with our swap meet. I am relying on a fading memory for this so I hope any inaccuracies will be forgiven.

Our swap started in 1988 at very short notice following a slot becoming available in the Combined Council's published program. Evidently there was a hiccup with the Banyo Swap that year and we took the opportunity to run a swap in its place, as we had considered for a few years. That is how we come to run it on about the coldest Saturday of the year, always the last in July.

Our first one was organized in about three weeks and we didn't do a bad job for a bunch of beginners. There were around 2,000 through the gate and about 200 sites. We used all of the old machinery display area for sites which, in those days, had only a collection of very basic sheds belonging to individual exhibitors at the Sunshine Coast Show.

We must have got it right as the next year we had about 2,500 through the gate and a small increase in sites. We were not using the show arena at that stage and, as a novelty, I offered kids rides in the Overland around the track. This was not at all successful and was abandoned from then on. We have never been able to draw many participants for the car display either. We also had free draws for petrol vouchers for the first few years. These were based on entry ticket numbers and announced every hour over the Public Address System which we had in those days. I don't know what these contributed to our patron's enthusiasm but we did keep growing.

In 2005 we had about 6,500 through the gate, used every square meter of the grounds and had about 800 sites. In 2007, attendance dropped a little to around 6,000.

Needless to say, organizing such an event takes a bit of doing. However, the load is spread and so far we have not broken anyone's back. Each year, a small committee is formed and they meet monthly from January. Responsibilities for advertising, ground preparation, site allocation, catering, cleanup, cash management, parking/swapper control, signage and volunteer roster are allocated to various members of the committee. All committeemen contribute to these aspects by discussion at meetings.

Our members are needed for ground preparation (marking out sites, placing signs and setting up club office) which starts very early on the Friday morning. By 2pm we open the gates to swappers wishing to set up sites early and this continues throughout the night and early morning. General entry commences from dawn (or before sometimes). This all requires a roster of members to take fees and direct customers to their sites or parking. The entry charges and parking needs continue until about 1.30pm on the Saturday. Commencing around 2pm on the Saturday, we carry out a cleanup of the grounds, for which we need a few able-bodied people and a truck or two. Our customers leave us so much rubbish that we have to hire two large skip bins to cope.

The swap contributes a considerable amount to our finances which allows us to be a bit generous in things like very low annual dues, subsidies for rallies and occasionally, free tucker. The average member is really only asked to contribute a small amount of his or her time. We are also building a reserve which will allow us to sustain a washout which we have so far been able to avoid, though we have come close once or twice. We are also building a large shed from this reserve.

Although I said we spread the organising load, there are some of us who have been doing this for 20 years and are thus 20 years older as a result. The legs don't work as well as they did in 1988 and nor does the brain. If you would be prepared to ease the burden and perhaps help retire some of the old horses (self included), please make it known and you will be welcomed into the fold.