

VINTAGE & VCLASSIC

CAR CLUB BALLARAT INC.



P.O. BOX 1010, BAKERY HILL, VICTORIA, 3354

www.vccc.org.au

A0026598U

September 2023



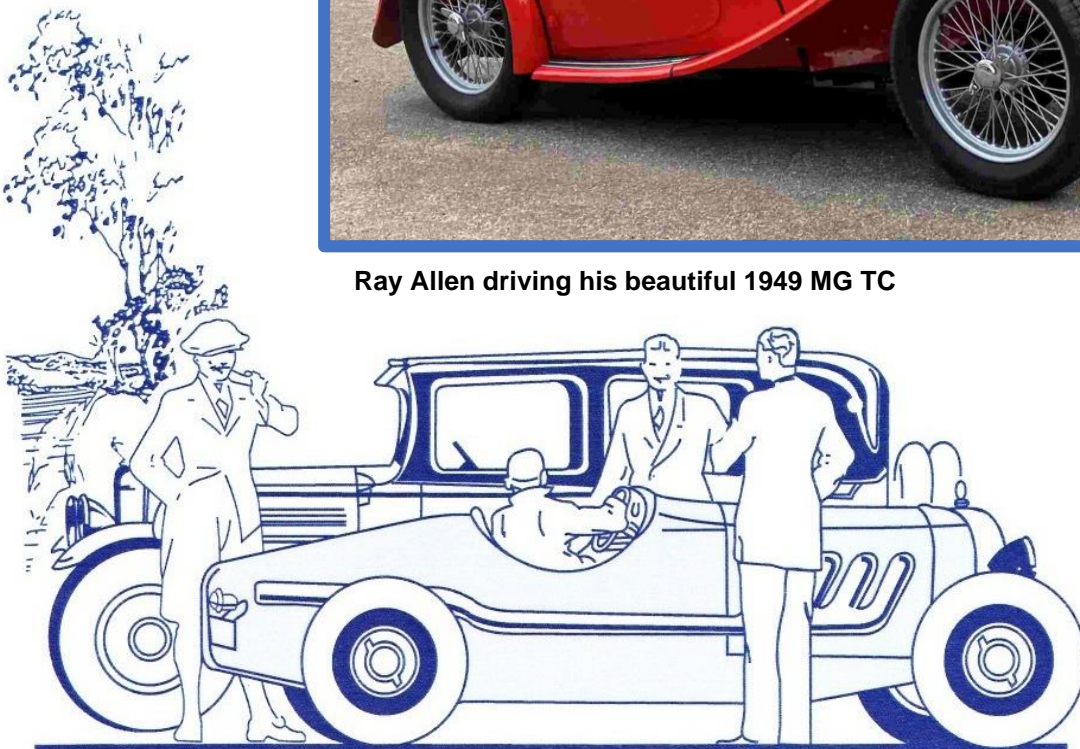
Member Club



Working for Motoring Enthusiasts



Ray Allen driving his beautiful 1949 MG TC



Meetings held on the 3rd Friday of each month at Clubrooms, Humffray St. Sth. (Cnr Gladstone St.), Ballarat

Note - Meeting Start Time will be at 7.30 PM during Eastern Standard Time

NOTE: The next **General Meeting** will be held **Friday, 15th September 2023** at the VCCC clubrooms.

Life Members

Alan Firms, Kevin Holloway, Ted Callow (Dec), Norm Grose (Dec), Ron Gay, Ron Goad, Grant Harvey (Dec), Paul Seager (Dec), Bill Whitford (Dec), Daryl Crawley, Tony Taranto and Gordon Roberts

Newsletter

Articles for the **October 2023** newsletter are required no later than **5 pm Tuesday 3rd October 2023**

All contributions should be in MS Word with photos in JPG format and emailed to npbackhouse.a30@gmail.com

All contributions acknowledged.

Code Red Fire Rating Days

Any Club event which falls on a day designated as **Code Red** is automatically cancelled, and Members and Guests are advised to enact their Bushfire Survival Plan

Club Office Bearers 2023 – 2024

President	Andy Burns (Lee)	0428 935 988	burns_group@bigpond.com
Vice president	Brett Holloway (Kirsten)	0418 503 541	bholloway@708wilson.com.au
Secretary	Nancy Jackson	0408 583 174	bobandnancyj@gmail.com
Treasurer	Dale Everett	0438 316 711	dalee@ppt.com.au

Committee

Assist. Secretary			
Assistant Treasurer	Graham Lambourn (Debbie)	0497 181 750	grahamlambourn@yahoo.com.au
Club Captain	Brendan Stevens (Gaida)	0409 018 867	brendan27@iprimus.com.au
Property Officer	Tom Quinlan (Julie)	0405 644 696	thomasquinlan54@gmail.com
Publicity Officer			
Committee	Nerene Backhouse	0427 348 060	npbackhouse.a30@gmail.com
Committee	Richard English (Ann-Marie)	0418 355 338	renglish51@gmail.com
Committee	Mike Simpson (Lyn)	0419 935 147	mikelynsimpson@bigpond.com

Team Leaders and Assistants

Editor	Nerene Backhouse	0427 348 060	npbackhouse.a30@gmail.com
Librarian	Daryl Meek (Fiona)	0407 881 288.	fafnir@iinet.net.au
Assistant Librarian	Ron Gay (Margaret)	03 5339 4747	margron2003@yahoo.com.au
Assistant Librarian	Graeme Johns (Karin)	0438 355 922	kgmjohns@bigpond.net.au
Membership Officer	Graham Lambourn (Debbie)	0497 181 750	grahamlambourn@yahoo.com.au
Social/catering	Jenny Ure	0409 954 077	jennyure@gmail.com
Webmaster	Karen Lawrence	0438 136 246	kazianlawrence@gmail.com
Federation Rep 1	Brett Holloway (Kirsty)	0418 503 541	bholloway@708wilson.com.au
Federation Rep 2	Kevin Holloway (Helen)	0418 519 148	kevinskjcars@tpg.com.au
AOMC Rep 1	Damian O'Doherty (Ruth)	0417 565 408	damianod@bigpond.com
AOMC Rep 2	Ruth O'Doherty (Damian)	0419 894001	erw42@hotmail.com
Permit Officer	Richard English (Ann-Marie)	23a Raglan St. Sth Ballarat 3350	0418 355 338 renglish51@gmail.com
Assist Permit Officer	Ian Watson (Sandra)	305 Barkly St Bunninyong 3357	0419 020 140
Assist Permit Officer	Noel Trengove (Glenis)	6 Arrandale Ave Alfredton 3350	0400 599 707 ntrengove@live.com.au

VCCC Website – Members area password: vccc2021

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The Club Library will be open 10am until 12noon – 2nd Wednesday of each month –
next is **13th September** then **11th October** and **8th November**

EDITOR'S COMMENT

Congratulations to all the Committee and Team Leaders who were either re-nominated or are new to their roles. Two notable new members – Brett Holloway as Vice President, and Richard English takes over from Noel Trengove as Permit Officer. Noel is retiring after 16 years – quite a commendable stint. He will be one of the Assistant Permit Officers, as Peter Ure has retired from his role.

I have added extra pages again this time so that you can read the next instalment of Catrina Sargent's adventure. I hope you are enjoying it.

This month, there is a report from Brett Holloway regarding the latest Federation meeting, and there are some very good reports of both the Naked Radiator Run and the Restoration Roundabout.

Nerene Backhouse, Editor

HEALTH MATTERS

Two of our dear ladies have had short stays in hospital – Mary Curnow and Glenis Trengove. We trust they are both now on the mend and getting back to day-to-day activities. With the viruses sweeping Ballarat over the winter, we hope you were able to 'duck' and weren't one of their victims. And we also hope that those who are going through some challenges at the moment are managing okay – again, keep your chip up and start the day with a smile - it really does help.

Secretary's Notes from the Committee Meeting held on Tuesday 22nd August 2023

The new Committee has held its first meeting. Two positions still need to be filled – Assistant Secretary and Publicity Officer. These positions will be filled in due course.

1 New Member Applications

Membership applications have been received from –

- i) **Giri and Yogitha Raj T. Nagaraju** (I hope I have this correct) from Sunbury who were nominated by Brett Halliwell and seconded by Richard English. They have the following motorbikes – 1997 Kawasaki VN 1500, 1979 Yamaha RX125, 1995 Enfield Bullet 350.
- ii) **Philip Martin and Colleen McCaffrey** from Smythes Creek who were nominated by Merv Sherlock and seconded by Tom Quinlan. Currently, they do not have a vehicle.
- iii) **Dale McIntyre and Lisa Serong** from Meredith who were nominated by Kevin Holloway and seconded by Lawrie Hocking. They have a 1965 Ford Mustang Coupe.

Providing there are no objections received by the President prior to the September General Meeting, and the applicants are present, they will be welcomed into the Club.

2 Bendigo Swap Volunteers

Should you wish to volunteer for a shift at the Bendigo Swap, please add your name to the list of Members who have already volunteered. Shifts are two-hour duration and duties available include manning the gates or supervision of displays and sheds. Each volunteer receives an entry pass to the Swap, a \$10 refreshment voucher and volunteer badge. In addition, \$20 is paid to the Club for each completed shift.

Shifts available	Friday	10 th November	8:00 am to midnight
	Saturday	11 th November	3:00 a.m. to 10:00 p.m.
	Sunday	12 th November	6:00 a.m. to 1:00 p.m.

Volunteer numbers this year are lower than last time, and currently the Swap Committee need at least another 150 volunteers. Please help if you can.

3 Moving Forward Workshop

Julie White is going to forward the findings of the workshop at the end of August, and these will be emailed to all participants when we receive them.

4 Death Notices of Members in the Courier

Following the August General Meeting, death notices of members will continue to be published in the Courier as in the past.

5 Defibrillator in the Club Rooms

A short video demonstrating the use of the defibrillator is to be shown at the September Meeting – the duration is approx. 15 minutes. It is important members know how to use it.

Nancy Jackson, Secretary

MEMBERSHIP FEES ARE NOW OVERDUE!

There are still about 100 outstanding.

Remember – unfinancial members cannot hold club plate permits – so don't be one of the last to pay

MAKE YOUR PAYMENT NOW BEFORE IT'S TOO LATE

Graham Lambourn, Membership Officer

Cover Story - My Love Affair With Esme - Ray Allen

I have always liked the look of MG TC's.

One day, my son Ben, rang up and said, "Dad, I have got onto a TC. I will buy it – you can do it up. I will help you with the bills and it can be yours till you fall off your perch. Then I will have it till I fall off the perch – then Lockie can have it." We picked it up from Tyabb Airport in 2013.

So, I pulled it to pieces until there was only a chassis sitting on blocks in the shed. There was not a speck of rust or wood rot in it. I then got Phil Govan to paint all the pieces individually. (Phil said, "take them home AND DON'T scratch them!")

The upholstery was done by Ken's Upholstery, and eventually I got it back together, and had it fully rewired by Peter Nicholson in Creswick who used wires and fittings of that era.

The TC Midget was the first postwar MG, and was launched in September 1945. It was quite similar to the pre-war TB, sharing the same 1,250 cc (76 cu in) pushrod-OHV engine. All TCs came with 19" Dunlop wire wheels. Automatic mechanical timing advance was built into the ignition distributor, and they were built with a 4-speed gearbox. 10,001 TCs were produced until November 1949, more than any previous MG model. It cost £527 on the home (UK) market in 1947.

My TC was built in January 1949. Originally, it was a grey/green colour, but I preferred the red that it is now. It is an impressive car, and it won a trophy at the Lake Bolac Car Show last year for the Best Overall Vehicle. It is a joy to drive.



TROPHY WINNERS FOR 2023 AUGUST 2022 to JULY 2023

TOURING TROPHY 2023

Winner up to 1931
No one eligible

TOURING TROPHY 2023

Winner 1946-1960
Nerene Backhouse
1956 Austin A30

TOURING TROPHY 2023

Winner 1931-1945
No one eligible

TOURING TROPHY 2023

Winners 1961 - 1980
Mike & Lyn Simpson
1966 Ford Cortina 440



TOURING TROPHY 2023

Winners 1961-1980
Frank & Jan Tamis
1978 Holden Ute



TOURING TROPHY 2023

Winners 1982 - 1998
Brendan & Gaida Stevens
1986 BMW 320i



(Photo will be in next month's newsletter)



CLUB PERSON OF THE YEAR

Nerene Backhouse

Also nominated for Club Person of year (in no particular order) Damian & Ruth O'Doherty, Tony McDonald, Brendan Stevens, Bill Taylor, Jim & Lorraine Stewart, Alan Rogers, Ray Drury, Barry Allison, Andy Burns, Graeme Angow, Mark Border, Tom Quinlan, Ron Damen, Kevin Holloway, Peter Fitzgerald, Graeme Bell, Wendy Pitcher, Ray & Eileen Broatch, Noel Trengove, Brett Holloway, John Pickering.

VINTAGE AND CLASSIC CAR CLUB BALLARAT TOURING TROPHY POINTS SYSTEM

The Touring Trophy Points are allocated for attendance on the official Monthly Club event, normally held two days after the monthly meeting. The current points system is as follows:

Attendance on event	5 points
Plus	
Pre 1919 vehicle	6 points
1919 to 1930 vehicle	5 points
1931 to 1945 vehicle	4 points
1946 to 1960 Vehicle	3 points
1961 to 1980 vehicle	2 points
1981 to min 25 years old	1 point
Less than 25 years old	0 points

If an attendee travels as a passenger in a vehicle other than their own, they will only receive the 5 points for attending.

If, however, they are driving another member's vehicle, they will receive the appropriate points for that vehicle. To be eligible for a category, you must attend a minimum of 5 runs in a vehicle of that particular category.

This system was set up to encourage the use of older vehicles more so than modern ones.

COMING EVENTS – September – October 2023

Keep an eye on the Facebook page for updates. Also, see the Calendar on page 19

Saturday 9th September – Ladies Craft Afternoon – 1.30pm – 4pm

We're making Diamond Art Tote Bags this month – why not come along and give it a go?
Contact Jenny Ure – 0409 954 077

Sunday 10th September – Sports Car Run

We will be leaving the Ballarat East Bus exchange on Melbourne Road at **9.30am**. The run will be about 130 kms and will finish at a cafe in Buninyong.

Please note. This run will involve several sharp turns and twists, plus some very steep hills in the Steiglitz and Maude areas plus a short distance of gravel road under repair.

Contact John & Gayle Pickering 0408 914 943 if you require further details

Wednesday 13th September – Club Library Open – 10am – 12 noon

Contact Daryl Meek 0407 881 288

Wednesday 13th September – Chat, Coffee, BYO Lunch Get Together at Clubrooms – 11am – 2.30pm

Contact Ray Drury 0417 840 623

Thursday 14th September – Rustless Wanderers Lunch – National Hotel, Clunes

Make your own way there. Bookings required by Monday 11th September – ring Rick Thege 0428 518 770

Friday 15th September – Club General Meeting – 7.30pm

Sunday 17th September – Monthly Club Run (Trophy Points) – President's Industrial Chimney Run Of Age Old Time

We will meet at the Clubrooms from 9.30am for a departure at 10am. After a short tour of Ballarat, we will make our way to Clunes for Morning Tea, and then move on to Maryborough. Here you have the choice of lunching at the Highland Club for a budget priced roast, or bring your own picnic to lunch at a park in the town. After lunch, we will continue our tour through Maldon and Newstead, and then stopping at the Smeaton Mill.

Contact Andy Burns 0428 935 988

Tuesday 19th September – Club Committee Meeting – 7.30pm

Wednesday 27th September – Chat, Coffee, BYO Lunch Get Together at Clubrooms – 11am – 2.30pm
Contact Ray Drury 0417 840 623

Sunday 1st October – Naked Radiator Run – leave clubrooms at 10.30pm
Contact Frank & Jan Tamis – 0475 192 372

Wednesday 11th October – Club Library Open – 10am – 12 noon
Contact Daryl Meek 0407 881 288

Wednesday 11th October – Chat, Coffee, BYO Lunch Get Together at Clubrooms – 11am – 2.30pm
Contact Ray Drury 0417 840 623

Saturday 14th October – Ladies Crafternoon – 1.30pm – 4.00 pm
Contact Jenny Ure – 0409 954 077

Thursday 19th October – Rustless Wanderers Lunch – Brown Hill Hotel, Humffray Street North
Make your own way there. Bookings required by Monday 16th October – ring Rick Thege 0428 518 770

Friday 20th October – Club General Meeting – 8.00 pm (note Daylight Saving Time)

Sunday 22nd October – Club Run (Trophy Points) – Ballan Fire Station

Paul Denhart has arranged a tour of the sheds and a demonstration of the latest gear that the CFA uses, including the “Jaws of Life”, on a car wreck. Full lunch, tea and drinks will be provided by the CFA volunteers. Cost is \$20/person. We will leave Melbourne Road Bus Exchange at 9:30am to venture the quiet roads to Ballan and arrive at approx. 10:30ish. An idea of the number attending by the General Meeting on 20th October will help with catering.
Contact Brendan Stevens 0409 018 867

Thursday, 26th October - John Curtin – Residents’ Joy Ride Day

After a long break as the result of COVID19, we are now able to take the residents of John Curtin Aged Care for a tour of the district. John Curtin Aged Care is located at **5 Cushing Avenue Creswick**. I have booked a really bright sunny day to see the district at its very best.

I would expect around 30 - 35 residents to enjoy an outing in our classic cars, so around 15 to 18 cars would be appreciated. Please arrive at 1.00 pm to load for a 2.00 pm departure - the outing will take around one hour followed by afternoon tea on our return. It is a very rewarding day – you will enjoy it as much as the residents.

Contact Frank Whitfield - Ph 5331 8330 or Mob 0417 332 645

Save the Date – Saturday 28th October – Bingo – Halloween Theme

Don't miss out – bookings essential - to Jenny Ure 0409 954 077 as soon as possible – this night has become very popular.

Sunday 19th November - A Good Day Out at the Beaufort Agricultural Show

This has been scheduled for the November Club Run (Trophy Points), and will be held at the Goldfields Reserve, Park Road, Beaufort. This will be an opportunity for us to support a local country show.

It is a great one-day event with shearing competitions, wood chop events, yard dog trials, horse, cattle and poultry judging, a huge pavilion filled with cookery, craft, flowers, floral art and photography. There is an art show, food court, various trade stalls and some entertainers for children, and an animal nursery. There are junior show girl and show boy competitions, pet show, dog jump and family fun event. Obviously, plenty to see and do.

The Show Committee would love to see a dozen cars from the car club put on a display - parked by 10am and leaving after 3pm. The driver and passenger are admitted free.

For further details contact James Kirkpatrick ph 0427 498 235 or Club Captain Brendan Stevens 0409 018 867

GETTING CLUB PERMITS SIGNED – our new **Permit Officer, Richard English** has issued a friendly reminder regarding the procedure for getting your Permits signed, as follows:

First and preferred option – Bring your permit renewal to the next club meeting for signing.

If you are unable to attend a meeting then:

Second Option – Mail to Club P.O. Box and include a stamped DL size self-addressed envelope.

Third Option – Mail to Permit Officer address and include a stamped DL size self-addressed envelope.*

Fourth Option – Drop into Permit Officer's letterbox for pick up the following business day (include your phone number to get a text to say it's ready for pick up) or include a stamped DL size self-addressed envelope.*

Fifth Option – Contact Permit Officer and make other arrangements.

NOTE* re Options Three and Four – PERMIT OFFICERS ARE ALL RETIRED AND ARE NOT ALWAYS AVAILABLE. ALWAYS TEXT OR PHONE BEFORE USING THESE OPTIONS TO ENSURE THE PERMIT OFFICER IS NOT AWAY AS YOU MAY NOT GET YOUR PERMIT BACK IN TIME.

A Note from the President – Andy Burns

In preparation for the Christmas party rocker cover races, I am going to hold a 'barbeque and build' day at my workshop in November to help any club members build their own. Women are especially encouraged to participate in this day.



Rocker Cover Racing Rules

1. This is a fun event
2. Car shall be based on an actual rocker cover (valve cover) from a car engine. There shall be no limitation on engine make, model, cylinder configuration, or displacement.
3. Car must retain at least 75% of the original rocker cover.
4. Car must not have any form of mechanical propulsion or steering. Gravity is your friend.
5. Car must weigh no more than 4.5 kg.
6. Car overall length shall be no more than 60cm. (Note: The staging lane is only 60cm long.)
7. Car must have 4 wheels, each no greater than 20 cm in diameter.
8. The course shall consist of two divided lanes, each approximately 32cm wide. Track length is approximately 5 m slope and 4m run off
9. Cars will be run in heats of 2 cars each. The first car to have its front wheels cross the finish line shall be declared the winner. If neither car makes it to the finish line, the car going farthest shall be declared the winner.
10. Winning cars will advance to the next round until all are eliminated - except one champion!
11. While the judges' decision is final, all bribes will be gratefully accepted. Any constructor who enters a protest will be automatically disqualified.
12. Downforce wings, spoilers, air dams, etc. are all permitted. They probably won't do any good, but we will all get a good chuckle out of them.
13. Sponsorship logos, racing stickers and car names are all encouraged.
14. There are no more rules. So get cracking, but above all, let's have fun!

PAST EVENTS

Naked Radiator Run – Sunday 6th August

56 people in 31 cars met on a very fresh August Sunday morning for the monthly Naked Radiator Run. Jan bribed Barry with the promise of cake for me to do another newsletter write up - so here it is.



1938 Packard, 1925 Essex, 1924 Ford Model T, 1928 Ford Model A Tudor, 1929 Closed Cab Ford Model A Ute
(photo – Nerene Backhouse)

Lining the grounds of the club rooms were some beautiful old cars, with at least 10 from the 1920s alone. The oldest? A 1923 Rolls, 100 years old, "nearly as old as me" said owner Rick Thege.

Pretty much on time, Frank and Jan led us off up Gladstone Street on our country ramble. Unfortunately, the 1923 Rolls decided to take its time in starting, but they caught up to the main bunch by the time we headed up Gear Avenue.

For the next hour and more, we meandered up along and behind the University, and through a number of sleepy country communities on a very quiet Sunday morning, namely Millbrook, Gordon, Mt Egerton, Yendon and finally to Scotsburn.

A break in the convoy ahead evidently occurred, and we unknowingly followed a new leader. When we got to Mt Egerton, we took a left turn ... a left turn towards Ballan that wasn't on the directions.

After 5 minutes, we had all turned around and were back following the written directions ... it was obvious that at least some of us navigators had been checking out the scenery instead of reading the directions supplied! Including yours truly!

Back on track, we travelled on through Yendon and down a country road in Scotsburn to the Presidential compound (Camp Andy) with a huuuuge shed ready for us all to set up and have our lunch. Camp Andy is easily found; it's the one with a plane in the yard!

In welcome, the lights went out for a few minutes on overload, a bit of tinkering and all was fixed. It reminded me of growing up on the farm, no fuss, just fix it and get on - simple, normal country hospitality!

While lunch was winding down, the President announced a Christmas party complete with a rocket cover challenge; in due course that will be all covered in coming newsletters. And Jan was true to her word ... Barry got two pieces of cake.

Originally an old milking shed, Andy has extended the shed to house his varied and eclectic collections. Old photos line the walls, some of which he has had printed on metal for display. Andy has also been sourcing local Scotsburn memorabilia.

People usually have one or two items of collective priority but not Andy! His passion is to restore items from 1910 and earlier ... but that doesn't stop him collecting items after 1910.



Andy with local resident Phyll Eason explaining the origins of the various local pictures that lined the shed walls. (photo – Bruce Kerr)

A descriptive tour of Andy's numerous ad-hoc collections commenced, ranging inside from advertising signs, brass plaques, wall and mantelpiece clocks, chainsaws, and mowers, switches and pulleys, tractors and pushbikes, through to steam and petrol/kerosene engines, including one built with Australian ingenuity from the Nullarbor.

A couple of the many interesting items included a Russian chainsaw, a very unwieldy dangerous looking piece of machinery that definitely "won't win Putin the war", and some authentic Lal Lal bricks. Andy also has a very lovely Douglas motorcycle down in his man cave end of the shed.

Moving outside and to a second shed, we viewed various cars, a FC Holden and a Calais, a Vanguard and a Fairlane (with a power steering leak that for some reason Eclipse Motors won't fix under warranty for Andy).



Andy's very smart FC (photo – Cyndy Allison)

There is also a 1905 Humber purchased from South Australia. With all original timber, this vehicle will do 55 miles per hour and interestingly has no neutral between forward gears 1st, 2nd and 3rd. Not a good idea if you want to stop suddenly!



Frank & Jan Tamis making a presentation to Lee Day & Andy Burns (photo – Bruce Kerr)

A prized possession is an International motorised buggy from 1908. It took Andy 7 years to restore but it still has all the original cast iron pieces. Earlier this year it was out participating in the local Australia Day events. Top speed is 22km per hour but it will do 300 plus kms in a week, so it is regarded as a very reliable vehicle.

The last item displayed was an engine outside the shed. Andy's goal is to have it run a lap around Lake Wendouree ... in the future. Andy is still collecting ... of course, just how long is a piece of string ... but if you specifically have any oak picture frames or oak display cabinets or really simply any other items at all, please just give him a call.

Thank you to Frank and Jan Tamis for a great day out so close to home, and also to Andy for opening up his collections and stories to us all. *Cyndy Allison*

Attendees – Naked Radiator Run

- | | |
|---|-------------------------------|
| Rick Thege, Heather Gingell,
Tony & Lyn McDonald | 1923 Rolls Royce Silver Ghost |
| Geof Baulch | 1924 Ford Model T |
| Doug Jenkins & Alan Crittendon | 1925 Essex |
| Moyle Bunworth | 1928 Ford Model A Tudor |
| Frank & Jan Tamis | 1929 Plymouth |
| Jono, Darren & Louise Miles | 1929 Dodge |
| Malcolm & Judith Bandy | 1929 Chrysler |
| Ron & Linda Harris | 1929 Closed Cab Model A ute |
| Reg Rhook, Ian Rhook &
Gordon & Pam Roberts | 1929 Chrysler |
| Tom Quinlan | 1929 De Soto |
| Peter Todd | 1930 Buick |
| Andy Burns & Lee Day | 1937 Oldsmobile |
| Kevin & Helen Holloway | 1938 Packard |
| Bob, Tracey & Jonty Bennetts | 1938 Pontiac Coupe |
| Mark Richmond | 1938 Pontiac Sedan |
| Warrick & Wendy Pitcher | 1940 Ridemaster Chevy |
| Warren & Barb Harris | 1948 Karrier CK3 |
| Graham & Kerryn Quemard | 1954 Austin A40 |
| Nerene Backhouse | 1956 Austin A30 |
| Nancy Jackson | 1959 Jaguar Mk II |
| Tony Newman, Bruce Kerr | 1961 Jaguar Mk 2 |
| Jenny Ure | 1964 EH Holden Prem Wagon |
| Daryl Crawley | 1965 Ford Galaxie Convert |
| Bill Pearce | 1965 Toyota Crown |



Jono Miles was kept busy following Andy around with the new PA System (photo – Bruce Kerr)

Neville Finch	1966 Ford Thunderbird Coupe
Ray & Marj Drury	1986 Jaguar
Barry & Cyndy Allison	1987 Nissan Skyline Silhouette
Rob Ferguson	1990 Mazda MX5

Modern – Merv & Maree Sherlock, Rod MacDonald & Phyll Eason
 Passenger – Ian Watson with his son-in-law, Stuart Barrow

20th August – Club Run (Trophy Points) – Restoration Roundabout

This event is one of our more popular club runs, and this day was no exception as it was well organised by Mike Simpson. With the promise of fine weather, a large crowd of members gathered at the clubrooms before departing just after 9.00am.

We became a bit spread out negotiating the traffic lights of Doveton Street and Creswick Road but we all arrived okay at Warren and Barbara Harris's property. The Harris family always give us a warm reception and they had a large display of engines, signs and implements. Firstly, the urn was on and a long queue soon formed to receive our morning tea. Warren was busy starting and explaining the workings of many of his engines.

At the Friday night club meeting, Warren asked for a starter motor to suit a Commer Knocker TS3 2 stoke diesel engine and wanted it before Sunday. This brought



Nerene Backhouse, Karen Otto, Barb Harris & Nancy Jackson keeping the fire company



The crowd waiting, waiting and waiting for Warren to start the Commer Knocker - and then away she went in a cloud of smoke

much laughter, as it would be as hard to obtain as finding hen's teeth. Low and behold, Warren had the engine on working display with a starter motor on it. Apparently, Bill Baird had one and came to the rescue. This engine was unique as it has 3 cylinders and 6 pistons, all mounted horizontally. This engine was fired up occasionally during the morning and it had an unusual exhaust note.

Warren also had a Tangye 2 1/2hp engine running and fired up the 6-cylinder Ruston big lighting plant engine before starting his 28hp 1934 Ruston 6HRE oil engine. Warren also gave an interesting talk on some locally made machinery.



Warren demonstrating the roller watched by some very interested onlookers (photos this page – Nerene Backhouse)

Our second place to visit was to David and Ann Elliott's - American Suspension and Driveline Parts in Fussell Street, Ballarat East. We managed to squeeze in more than 20 of our club cars into their driveway before visiting their premises. Our members were most impressed with the clean and tidy warehouse, and the racking and large quantities of parts were a credit to the owners.

David had 4 beautiful Chevrolet vehicles on display that our members were all over. Starting from the back was a turquoise and white '56 sports sedan, then a white '68 Camaro with the optional Indy 500 pace car graphics in orange. The front 2 vehicles were a '62 Impala 409 and a '67 gold Camaro.



Above - Norm Beechey's Impala – and above right – Norm's Camaro (photos Bruce Kerr)

David gave us an interesting talk about the business and about these 2 cars as they were owned and raced by Norm Beechey. For many years, David worked for one of our club members, Ron McLean, who owned All American Auto Parts. It was through here that David built up a good relationship with Norm Beechey and that led to the purchase of these 2 classic vehicles. Our members found this place very interesting and a good place to source American vehicle parts.

That concluded our morning visits and most members returned to the clubrooms for lunch where Tom Quinlan had the tables and chairs set up and kitchen open.

At 1.15pm Mike assembled everyone and led them to a Wendouree warehouse owned by member Bill Pearce. Bill is well known around Ballarat for his gas appliance repairs and the Valiants that he has driven for many years. Bill had 8 cars on display, and only 3 of these were RH drive. They were a white WB Statesman, grey Mercedes sedan and a red Valiant sedan up on the hoist. Bill loves his LHD cars and the bigger the better. All of his cars were in very good condition and he is very passionate about them.



Just some of Bill Pearce's collection

Our fourth and last visit for the day was to Rick Thege's shed. Wow, what a display of veteran, vintage and classic vehicles. The urn was on again and we had a coffee as we wandered about admiring the cars. Rick is well known for his passion of veteran vehicles, and his collection is the envy of many. His oldest car on display was a 1903 Carlton Rear Entry Tonneau, and in all he had 9 veteran vehicles there.

Over my life time I have viewed many thousands of collector cars and it is hard to pick many outstanding ones that I consider the best. Rick's latest acquisition of a 1912 Rolls Royce 40/50 Silver Ghost Roi des Belges must surely be up there with the best of the best. It was in absolutely outstanding condition and must be the "Pinnacle" of Rick's collection.



Some of Rick Thege's collection which we have seen on car runs

Rick displayed a further 11 vehicles including 2 other Rolls Royces and a Mini Cooper S. His vehicles are a credit to him and his hard work. Daryl Meek gave a very informative talk on the history of many of the cars seen here and he is a wealth of knowledge on early motoring.

The weather was warm and sunny for a winter's day and we enjoyed a little slower paced Restoration Roundabout. This gave members lots of time to socialise and enjoy the displays.

Thanks to Mike Simpson for organising the great day and thank you to all the members who helped out or opened their sheds for our members.

Mark Border

Attendees on Restoration Roundabout Sunday 20th August 2023 (Trophy points run)

1928 Chevrolet Huckster Van	David Barclay
1933 Ford Coupe	Ricky Bishop & Brendan Collier
1937 Oldsmobile	Andy Burns, Lee Day & Bernie Quirk
1938 Packard	Kevin Holloway
1938 Pontiac Coupe	Bob, Tracey & Jonty Bennetts
1940 Dodge	Graeme Bell
1953 Ford Mainline	Mark Richmond & Ron Harris
1959 Jaguar Mk II	Nancy Jackson
1966 Ford Fairmont	John Stevens
1966 Ford Thunderbird	Neville Finch
1968 Ford Executive	Mike Simpson & Ray Allen
1970 Datsun 1200 Coupe	Rod Gardner
1970 Fiat 850 Coupe	Jim Kellett
1970 Pontiac Firebird Formula	Norm & Heather Darwin
1971 Ford Falcon Ute	Mark Border
1971 Rover P5B	Noel Trengove
1971 Rover P6B	Bill Baird
1972 Chrysler Valiant VF 2 door	Ron Damen
1972 Mercedes Benz	Tom Quinlan
1975 Ford XB John Goss Special	Daryl Crawley
1975 Holden Wagon	Garry Hayward
1977 BMW 633CSI	Richard English
1985 Ford LTD	Barry Ronalds
1986 Jaguar	Ray Drury
1988 Nissan Skyline	Nerene Backhouse
1988 Porsche 944S	Wayne & June Harrop
1988 Toyota Celica	Moyle Bunworth
1990 Bentley	Frank Tamis
1990 Mercedes Benz 300SE	Wayne Lineker, Bruce Kerr, Ian Williams Tony Newman
1992 Holden Statesman	Andrew Brown
1992 Subaru Brumby Ute	Bruce McKinnon
1996 BMW K1100 & sidecar	Warrick Pitcher
1997 Ford Mondeo	Karen Otto
1997 Mercedes Benz CLK 320	John Peart
Modern	Ian Trembath, Cyndy & Barry Allison, David Gold, Graeme Lambourn, Keith Mackinlay, Ray Broatch, Simon Nuttall, Martin Shannon, Daryl Meek, Malcolm Bandy, Rick Thege & Heather Gingell, Mervyn Jeffrey, John & Gayle Pickering



Warren has already started on succession plans with 5 year old grandson Oliver showing us his toys. (photo – Bruce Kerr)



Federation of Veteran, Vintage & Classic Vehicle Clubs Inc. Delegate's Report

The recent Quarterly Delegates' meeting was held Saturday 5th August and was attended by both VCCC Delegates. This was hosted by the Hobsons Bay Club and held at Werribee. These meetings are held on a Saturday, somewhere around the State, and are hosted by a Federation Club. It provides a good opportunity to see what other Clubs have and what they do, whilst supporting the general area we travel in to. Plus, the Club receives a payment to cover refreshments for lunch and afternoon tea. It certainly highlights the difference between what country clubs are able to have (own), versus metro clubs that many need to hire venues for meetings. This time we were at the Masonic Centre in Werribee, so not much to see or report (compared to Bendigo last time). Shows how lucky we are in the country area!

The meeting included all standard Agenda items, items of interest as follows:

- **Picnic Days:**

There was an update on the fundraiser in support of Peter MacCallum Cancer Foundation.

We have collectively raised **\$5,328**, including \$540 from Mildura who held a raffle and then matched the proceeds.

As I write this, we have just returned from the biggest Picnic Day at **Marong** (Sunday 27th August), a perfect day of weather with some 300+ vehicles, tractors and stationary engines, and a good representation from VCCC – a report will be in the next newsletter.

There is one more Picnic Day to be held this year - Baw Baw on 29th October.

Also - on 3rd December, there will be a celebration of 100 years of Farmall tractors at the Bendigo Showgrounds – all vehicles, stationary engines and collectable displays are welcome.

- **Federation Tour (2023)**

As I write this report, the “North West Tour” has also commenced - from Picnic at Marong, heading to Kerang, Swan Hill, Echuca and Shepparton, visiting and supporting areas affected by the floods.

- **Bendigo Swap – 11th/12th November 2023**

All outdoor sites are now booked out, all indoor sites in the BEC centre are booked out, a few remain in the REC centre. The feature this year will be Barn Finds or Survivor Cars. Now that the Commonwealth Games have been cancelled, there is still the potential for a new building (which was to be for table tennis) but we’ll see if that still goes ahead.

Volunteers – numbers are currently well down (by around 150) so if you are able to help out, please let Nancy Jackson know. Shifts are for 2 hours (you can do multiple shifts), you will receive a free pass, volunteer badge, and a \$10 refreshment payment. Plus, the VCCC also receives \$20 per shift. Times available from 8am Friday through to 1pm on Sunday.

- **Trophy Donations & Capital Grants** – no current applications for trophies, but 4 applications for Capital Grants were received. Central Victorian Restoration Group for ploughs, defib, first aid kit and trailer supplies, Dandenong Valley to support the purchase of feather flags, Western Vehicle Restorers for club banners, and Mildura for a replacement computer.

- **AHMF** (Australian Historic Motoring Federation) – Newsletters - titled “Spoke’n’Hub Torque” can be viewed on the Federation website, if you have any articles that you think would benefit the movement, please send them in.

- **Federation Website**

The new Federation website is constantly being updated, check it out at www.federation.asn.au and please feed anything through that might be of interest to the movement that can be uploaded.

- **Associations Incorporation Act**

The 10-year cyclical review is underway, with the Associations Incorporation Reform Regulations 2012 due to expire 19th November 2023. Proposed changes include updated model rules, allowing flexible technology use to improve administration, and new disciplinary appeal processes, ensuring higher dispute resolution standards. Consultation period is open, details can be found on the Engage Victoria website.

The Federation prize for car on display was awarded to Geof Baulch in his 1976 VW Kombi, who attends most meetings.

AGM – the Quarterly Delegates’ Meeting was followed by the Annual General Meeting.

- Again, all the standard Agenda items were covered off, including a recap of the past 12 months, with 3 meetings in person and one via Zoom (October 2022) due to the floods. Picnic days returned (5 of) plus the run to Castlemaine, and National Motoring Day, together with the Golden Oldies Tour.
- Steady membership, and a sound financial position - despite no Swap proceeds (for three years now), and instead making a contribution to cover costs accrued, still managed a surplus for the year, due to sound ongoing financial management.
- Membership Fees, Capital Grants, Refreshment Allowances and Trophy Donations were all set for the year ahead. Fees are staying the same, Grants and Allowances are increasing, trophies staying the same method.
- Meeting dates and venues were set, being February 2024 in Maryborough, May 2024 in Kerang (with the picnic day at Murrabit), August 2024 in Mildura, and October 2024 to Baw Baw.

All positions were declared Vacant, and Federation had no problems in filling all positions. Your Delegates to VCCC have been returned as Treasurer and Committee respectively.

The next Delegates’ meeting is scheduled for October in Echuca.

Brett & Kevin Holloway
Federation Delegates

FROM THE LIBRARY SHELF

A3846 **SOUTHERN CROSS ENGINES** September, 2023
 An Illustrated History of Toowoomba Foundry's Steam,
 Internal – Combustion and Windmill Engines (1876-1983)
 By Rob Laurent

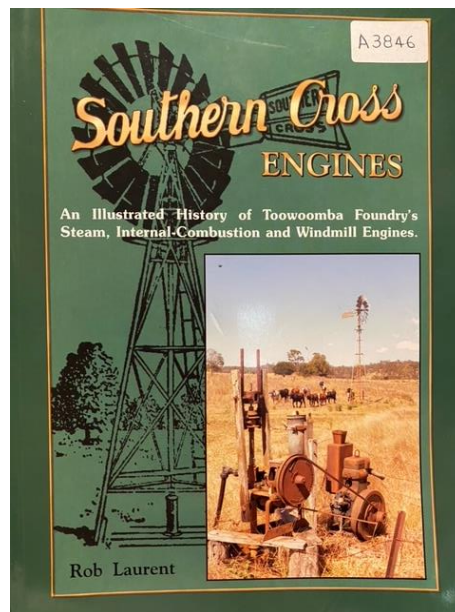
Published in 2002

296 Pages

For many years Australia's Toowoomba Foundry produced a range of steam, petrol, kerosene and diesel engines. Each type bore the name Southern Cross. From the simple 1.5H.P. Farm Pump to 100Ton locomotives, the Southern Cross reputation for ruggedness and reliability was known world-wide.

In this excellent new book Rob Laurent traces the origins of this famous marque back to a primitive hand-made steam engine of 1876. Using a variety of sources, such as official documents saved from the scrap-bin and the memories of the men who made the engines, he follows the developments at the Foundry until 1983 – when the last engine was made. Included here are the Southern Cross windmills and many other products and ventures of this enterprising Australian Company.

At the end of the book are two very comprehensive Appendices covering the vast different Southern Cross products and the Engine Production Dates and Serial Numbers. We are very grateful to receive this excellent book for our Club Library after it was left by an anonymous member on the table outside the Library. If that person could contact us, we would like to acknowledge the donation. Yes, we do have an engine, farm tractor and machinery section in our very extensive Library.



C6895/1

Fortnightly Motor Manual Magazine

No 155, August 1st, 1956. – Victorian Edition
 Welcome to the New FE Holden Car – Full Story
 Enlarged Souvenir Edition

66 Pages

In the May VCCC Newsletter I wrote a book review on a book detailing the Holden 48/215 and FJ Models Cars by the staff of the Motor Manual Magazine. Since then, one of our ex-members has made a very large donation of folders, books and early magazines from the 1940's and 1950's, all in mint condition. This copy of the Motor Manual Magazine continues on from the book: stating that there are still long waiting lists to obtain a new Holden Car.

At that time 280,000 Holdens had been produced and 120,000 48/215 models were still on the road with 160000 FJ Cars. With the more modern-looking Mark 1 Ford Zephyr and Consuls on the road, there is much excitement about the next model Holden looking more modern. There are no photographs of the FE Model, but there are many accurate line drawings of the car which should offer more comfort because it is wider, longer and safer due to its lowered centre of gravity. The new car will have a highly-tuned high power motor of over 24 HP developing over 90 b.h.p. There will be a Deluxe Model with chrome strips and window-frames, and all models will have winking turning indicators, 13-inch wheels, 12-volt system, a front end stabiliser bar and recirculating ball steering.

First Impressions on the Road:

When Motor Manual went to press, none of the new Holdens available had any road miles up for a road test. Here is a quote from one of the mechanics after a trial spin:

“By the time I had whizzed around the concrete roads near Fishermen's Bend I knew I was in a roomy car with excellent riding comfort. This new dreamboat from GMH feels a very safe car; there's plenty of car in front and behind, and it's better balanced.





The rear-end carries 3 extra inches of wheel-base, 13-inch wheels and intends to hug the road more like a racing rig. Thereby hangs the big news about this new Holden – it's got the right centre of gravity at last, and with that comes stability! When I was running around by the wharves, I felt I was in a zippy speedboat, well ballasted and with everything under control. There's a magic touch in the new steering layout that's very like what you get in a Cadillac. I look forward to a long road test of this wonderful new Holden in the future."

In this magazine is a feature article of the modifications made to Holden Cars during the first eight years of production, as well as the success of Holden Cars in Motorsport up until that time.

Ron Gay

Postscript:

In the early Round Australia Trials, there were a large number of 48/215 and FJ Model Holdens competing – often with well-known racing drivers. But it wasn't until the 1958 Ampol Trial of 7100 miles that a Holden won the event with Don Garrard and Jim Roberts driving a 1957 Holden FE Special Sedan!

Continuing the Brisbane to Broome Veteran Rally – Catrina Sargent

Day 17. (Wed 3rd Aug) Katherine, Lay Day

A sleep in, then bacon and eggs on the BBQ, then off to the local motorcycle shop for a spare tube, chain and Richard found some XL summer motorcycle gloves. From here, we then went to the caravan park on the other side of the river to retrieve my bike. Murray made jokes of stripping all the good bits off it by Renner Springs, but it was all together and intact. I rode it back to camp and we checked over the GEM JAP.

Some minor maintenance, the rear exhaust tappet adjustment was all over the place. I'm not sure I heat treated the end of that one correctly. As uncle Ian had some silver steel, we cut another length to size and fitted a new stem. Bikes topped up with fuel and oil, Richard and I then hopped in the van to go meet Margaret and Mum who were already at the local thermal springs. What a magic spot it was, floating down steam in the crystal-clear water.



Day 18. (Thurs 4th Aug) Katherine to Timber Creek 283kms

There was a loud bang in the middle of the night, like a shot gun. We later learnt the tyre on the Peerless motorcycle popped off overnight, as the bead parted company. What is going on with these tyres? It was nice to be back on the bike and riding. Dad was happy being chauffeured by Mum and chuffed with his new chair.

From now on, this was new territory for me. Just a few kms out of town my oil dripper stopped dripping. It's fool proof and never fails, just open the dial. I opened it more, nothing. I pulled over where safe, check oil lines were intact etc, took the cap off and found an empty tank. Not happy Jan. The oil line tap wasn't in the correct position and all my oil had drained into the primary drive case. Murray did try to pinch my crank case drain plug nut, so drained the oil and then after taking it out realised it didn't fit his so put it back and moved the oil tap to pump some oil back into the engine. I should have checked that tap better.

Luckily Richard wasn't too far behind and came to my rescue. Richard rode back to the caravan park and got a container of oil from our van. Once I had oil in my tank again, it was smooth riding, amazing country side and a joy to be on the road. I just wasn't sure what Timber Creek would be like. We found our camp spot behind the roadhouse, let our bikes cool down before checking them over and refuel, put our bathers on and jumped into the pool - Hahn style. Bikes all good, Richard's tappets good and ready for another day. All our meals have been fairly healthy, tonight more so, eating all our excess fruit and veg before we hit the WA border the next day.

Day 19. (Fri 5th Aug) Timber Creek to Lake Kununurra 228kms (No fuel en-route today)

Off I set with Richard leaving not too far behind. We stopped at 59km for a cup of tea and then at 120kms for another cuppa at the Saddle Rest area. Richard would be lost without his thermos.

I'm pleased to report the Yorkshire tea supply was holding up. We caught up with quite a few rally entrants here and as we walked around it was funny seeing everyone eating fruit. We were all eating the last of our apples and mandarins.

At 198kms we stopped at the NT-WA border and had lunch. The very last spot to eat anything before the fruit and veg quarantine station. WA clearly wants to remain relatively free of pests and diseases. It is quite an extensive list on their web site including honey, wood and other materials. We pushed our bikes through the check point, they copied down our bike club permit numbers and then we were free to make our way to Lake Kununurra.

It was somewhere just over the boarder that I received photo evidence of Murray coming to a skidding halt. His 1913 Royal Enfield had a major engine failure. Murray composed himself and loaded his Royal Enfield into his backup trailer and retrieved his trusty 1915 single cylinder B.S.A., and continued on. What tread he had on his rear tyre was now gone on the Royal Enfield.

Day 20. (Sat 6th Aug) Kununurra, Lay Day

What a magic spot we had at the Lake Kununurra Discovery Park, right on the water's edge. Pulling up, the bikes didn't need any attention, but the rear tyres on the Hilux ute were failing. Perhaps the combination of the heat and weight of the Travelander was pushing them to their limit. The afternoon before we dropped off 2 wheels at one of the tyre joints in town. A goldmine, there were caravans and cars lined up needing new tyres. \$1000 later and we could collect 2 new tyres this morning. It had to be done. No point in putting cheap rubbish tyres on out here.

We had an early start to the morning with Richard, Margaret and I booked on the 6am pickup for an early morning flight over Lake Argyle, The Argyle mine site and the Bungle Bungles. Such a great way to see it from the air. It was a 6-seater plane, just spectacular and well worth the early start. We were returned to the caravan park mid-morning, time to put on the new ute tyres, restock our food supplies and buy something tasty for lunch.

Daniel changed his Triumph's rear tyre only to notice the new tyre he fitted looked faulty with a bulge in it. Daniel took off the tyre and put one of our spare tyres on. It's bad enough to change a tyre once let alone twice. Around midday we met Mum, Dad and Margaret, at croc rock, just a few steps from our tent.

We boarded a boat to now explore the Ord River and Lake Kununurra for the next 6 hours, ending with the sun setting over the water before being returned to camp. The guide was very knowledgeable and most passionate about the local area. He explained where it was safe to swim and where to definitely not swim. He even had a pull-down map and pointer stick. We were curious about some trees we kept spotting along the road, it didn't have many leaves and had what looked like almost a yellow oval plum. As the climate got warmer the tree looked like it had cotton-like fluff coming from a seed pod. We learnt this was a Kapok tree.



Day 21. (Sun 7th Aug) Kununurra to Turkey Creek 217kms

Today we had Chris and Di Ridsdale back on the road with us. They flew back to Darwin after the funeral and drove to Kununurra to catch up with the rally. Chris had a shopping list, and his luggage included extra bike parts, chain etc. I believe when they landed their luggage went missing. I'm not sure how long it took to find, but they were reunited with it in the end.

Our ride today was just another magic stretch of road. I kept asking Richard if this was what he was expecting. Thinking about it, I don't know what I was expecting. I guess we were both surprised that it wasn't long, straight, or boring. It was winding and undulating, good road surface, and an ever-changing scene. Friendly road users, be it trucks or 4WD's towing caravans. The vegetation along with the colour of the soil would constantly change.

I arrived at Turkey Creek before Richard as he had stopped to do some drone footage along the way. The camp area behind the roadhouse was a bit tight to say the least. It was packed to capacity, and motorhomes and caravans were still trying to squeeze in. Jess did well to save a spot for Mum and Dad and Margaret, and it was best to sleep in the Travelander that night. No room for our little tent.

We met up with a young family who were stranded there for 2 days until a breakdown vehicle could collect them, their Ford Everest went into limp mode and really struggled towing their caravan. I don't think they could believe their eyes when all these old cars and bikes rolled in. The children enjoyed a ride in the 1917 La France and as the roadhouse pool was 'closed', Jess brought out their blow-up pool and all the kids sat in the pool and had a great time. Goodness knows what stories those kids went away with following an afternoon with the Best Sargent girls.

The COVID vaccination bus was travelling around the area and was now parked outside the Turkey Creek Roadhouse. It was here we caught up with Andrew Winter and his 1911 Hupmobile along with Alison King and Keith Knight again.

They were missing (isolating) for the past 7 days after contracting COVID. They were back with us on the road again and feeling better. I didn't hear of any others on the rally getting COVID, but it was a rally without a daily update of some sort, and with entrants stopping in all different types of accommodation, hotels, cabins, motorhomes, campers and tents we didn't seem to know much about other entrants.

I do know Richard and I left after most of the other bikes and cars and we would always catch up and pass Stan and Maggie Bone's and Chris and Catherine Strutt's 1910 FN and Graham and Irene Donges 1911 Brush, and we would often come across Rod and Maggie Cripps with their 1912 Overland, also co driven by James Dunshae and Ben Alcock. These cars and entrants get my vote for just driving at a steady pace and whoever was driving the veteran car and backup vehicle at the time were always looking in their mirrors and a wave would always follow.

Day 22. (Mon 8th Aug) Turkey Creek to Mary Pool 272kms (No fuel en-route today)

The rally route suggested Warmun to Halls Creek, but we feared Halls Creek would be a bit like Mt. Isa with local crime a problem, and there was limited camping space. At 80kms we pulled up for a cuppa and then it was another 80km to Halls Creek for a refuel. The service station was hectic with long queues either side of the bowsers out onto the roads. We felt swarmed in an uncomfortable way by the local adolescents asking for money. I went in to pay while Richard stayed with the bikes. I was handed collector cards by the service station which I offered to those surrounding my bike, which they took, then promptly tore open and threw them on the ground. They clearly didn't care for their country.

A rally backup driver had a nasty fall in Halls Creek and ended up going to the local bush hospital, where her knee was washed out and sutured. As she made her way to the service station after her knee was bandaged, a youth grabbed her bag and ran off with it. Fortunately for her, a bus load of tourists cornered the youth, got the bag but then he escaped. It's a shame; and I just don't know how this problem can be fixed. So sad, in the middle of a school day.

This made our decision to free camp more comfortable. Mary Pool made for a longer ride and there was no power, but there was a toilet. On arrival the area was heavily populated as we weren't the only ones thinking this would be a great place to stop. It was hot and dusty, but plenty of shading under the trees.

We checked over the bikes, all good and that evening I zipped on our shower cubical. We had plenty of water in the Travelander and a diesel heater so I thought I would try out the shower. (Not that the water needed much heating). It was short and sweet, and I felt much better for it. Luxury.

Murray caught Richard walking around in his long tartan pyjamas. Murray couldn't stop laughing, saying he had never seen such a sight, but Richard said he had the last laugh as Murray was getting bitten by midges, or something, and had red marks on his legs.

Day 23. (Tue 9th Aug) Mary Pool to Fitzroy Crossing 181kms (No fuel en-route today)

The last day was approaching fast. It has been a whirl wind trip. Even travelling at a relatively slow pace of 60km/h it seemed to fly by. We pulled up at the Fitzroy Crossing resort. A large camp area that accommodated us with ease, along with the many Navy staff who were there on field exercises and keeping up with certificates. The pool was refreshing, the bikes were checked over and all good, and then a short walk to the Fitzroy Creek Crossing bridge offered a great photo point and some great drone footage as the sun was setting.

Day 24. (Wed 10th Aug) Fitzroy Crossing to Derby 257kms

The route sheet suggested Willare but we believed Willare would be at capacity early in the day and unable to take us all - a bit like Turkey Creek, so we opted to make our rally a bit longer and go that bit further to Derby.

What a great decision. We made camp and Richard and I got to the jetty to watch the sun set and see the largest tide in Australia, with changes up to 12m in water height. This was the best place to see the tide out being so high above the mud flats. The tides at Derby are semi-diurnal (two highs and two lows in each 24hr rotation of the earth). We weren't here too long as the sun doesn't take long to set, unlike Victoria.

The final instalment will be in next month's newsletter

YOUR NAME BADGE

There seems to be a lot of members "forgetting" their name badges of late, when they come to club events. Your name badge is something to be proud of in the Club – it means you are special.

It helps in those 'recall' moments when you see someone you haven't seen for a while but the name just won't come – it has dropped out! So, to help *EVERYONE*, please put some attention to remembering your name badge – perhaps when you pick up the keys to the car.

Marry them together – keys + badge.

Handy hint – your name badge helps to break the ice between new and old members.

CLASSIFIEDS – FOR SALE AND WANTED

All advertisements under Classifieds must include **a registration number, engine number, VIN OR chassis number and cash price**. Vehicles advertised in this Newsletter must be 25 years or older in line with Club Policy. The advertisements will remain for three (3) consecutive issues unless they are re-advertised.

Please advise the Editor if you sell your item or obtain what you want.

Deadline for articles – Tuesday 3rd October 2023 Editor, Nerene Backhouse – npbackhouse.a30@gmail.com

FOR SALE

1977 BMW 633csi. Club permit. Very good condition inside and out. Permit Number 82636H
A lovely car to drive. \$15,000. ONO
Contact - Richard English 0418 355 338



FOR SALE

1942 Ford Blitz Truck with large crane V8 motor
\$500 Ballarat area
Contact – Phyll Eason 03 5341 2161

FOR SALE

Chain block and tackle. 1.5 ton capacity. Heavy duty industrial quality, not a light hobby type machine. Cost new \$180, sell for \$90.
Contact - Reg Rhook regrhook1@hotmail.com 0437 707 724

FOR SALE

1989 XJS Jaguar V12 Coupe 155,000 Automatic
Transmission Fuel Type Petrol Price \$38,000
Chassis number SAJJNAEW3BF159098, engine number 85689295A, club registration is 75444H
This stunning car has been garaged at all times, exterior and interior in excellent condition. This car is a real head turner, beautiful to drive with the power of the V12 under the bonnet. Currently on club plates
Contact Paul Browning 0459 063 457



APPROVED SAFETY CHECKERS

The Club's approved safety checkers for pre 1949 vehicle initial Club Permit applications are:

Neale Goad Automotive, 206 Burnbank Street, Wendouree	Phone 5339 2056	Contact Neale
Reptile Gulch Motors, 209 Doveton Street, Ballarat	Phone 53337206	Contact Henry

NOTICE BOARD

Upcoming Events from other regions you may be interested to go to if you are in the area:

16 th & 17 th September	Show & Shine (Sunday)	Deniliquin at Memorial Park
17 th September	Show & Shine	Birchip
1 st October	Show & Shine	Euroa – online tickets now available
22 nd October	Colac Swap Meet	Colac Racecourse
29 th October	Show & Shine	St Arnaud at King George's Park

CLUB CALENDAR – SEPTEMBER - NOVEMBER

For the Details of Events, See Pages 5 and 6

SEP	Date	What	Where	Contact	Phone	Time
Sat	9th	Ladies Craft Afternoon	Clubrooms	Jenny Ure	0409954077	1:30-4pm
Sun	10th	Sports Car Run	Melbourne Road Bus Exchange	John & Gayle Pickering	0408914943	9.30am
Wed	13th	Club Library open	Come and have a cuppa and chat	Daryl Meek	0407881288	10am - 12noon
Wed	13th	Chat, Coffee, BYO Lunch	Clubrooms	Ray & Marj Drury	0417840623	11am-2.30pm
Thurs	14th	Rustless Wanderers	National Hotel, Clunes	Rick Thege	0428518770	12 noon
Fri	15th	Club General Meeting	At Clubrooms			7:30pm
Sun	17th	Monthly Club Run (Trophy Points) President's Run	Meet at Clubrooms	Andy Burns	O428935988	9.30am
Tues	19th	Committee Meeting	Clubrooms			7:30pm
Wed	27th	Chat, coffee, lunch	Clubrooms	Ray Drury	0417840623	11am-2.30pm
Sat	30th	<i>AFL Grand Final</i>				
OCT						
Sun	1st	Naked Radiator Run	Depart from Clubrooms	Frank & Jan Tamis	0475192372	10:30am
Tues	3rd	Newsletter Deadline		Nerene Backhouse	0427348060	5pm
Mon	9th	Newsletter Fold & Label	Clubrooms			
Wed	11th	Club Library open	Come for a cuppa and chat	Daryl Meek	0407881288	10am - 12noon
Wed	11th	Chat, Coffee, BYO Lunch	Clubrooms	Ray & Marj Drury	0417840623	11am-2.30pm
Sat	14th	Ladies Craft Afternoon	Clubrooms	Jenny Ure	0409954077	1:30pm-4pm
Sun	15th	<i>Bathurst</i>				
Thurs	19th	Rustless Wanderers	Brown Hill Hotel, Humffray Street Nth	Rick Thege	0428518770	12 noon
Fri	20th	Club General Meeting	At Clubrooms – NOTE DS Time			8.00pm
Sat/Sun	21/22nd	<i>Dunolly Gold Festival</i>				
Sun	22nd	Trophy Points run to Ballan CFA sheds for demonstration	Lunch provided \$20/head	Brendan Stevens	O409018867	Melbourne Rd at 9:30am
Sun	22nd	<i>Colac Swap Meet</i>				
Tues	24th	Committee Meeting	Clubrooms			7.30pm
Wed	25th	Chat, Coffee, BYO Lunch	Clubrooms	Ray Drury	0417840623	11am
Thurs	26th	John Curtain Residents Joy Ride Day	Meet at John Curtin Centre in Creswick	Frank Whitfield	53318330	1pm
Sat	28th	Bingo – Halloween theme	Clubrooms	Jenny Ure	0409954077	7pm for 7.30pm
Tues	31st	Newsletter Deadline		Nerene Backhouse	0427348060	5pm
NOV						
Sun	5th	<i>Inglewood Alive Festival</i>	<i>Ballarat Drs Car Park Learmonth Rd</i>	<i>Brendan Stevens</i>	<i>O409018867</i>	<i>9:00 AM</i>
Wed	8th	Club Library open	Come for a cuppa and chat	Daryl Meek	0407881288	10 - 12noon
Wed	8th	Chat, Coffee, BYO Lunch	Clubrooms	Ray & Marj Drury	0417840623	11am-2.30pm
Sat	11th	Ladies Crafternoon	Clubrooms	Jenny Ure	0409954077	1.30pm-4pm
Sat/Sun	11-12th	<i>Bendigo Swap Meet</i>				
Thurs	16th	Rustless Wanderers	Swiss Mountain Hotel, Blampied	Rick Thege	0428518770	12 noon
Fri	17th	Club General Meeting	At Clubrooms			8.00 pm
Sun	19th	Trophy Points Run to Beaufort Showgrounds	Leave from Drs Car Park Learmonth Road	Brendan Stevens	O409018867	9.00am
Tues	21st	Committee Meeting	Clubrooms			7.30pm
Wed	22nd	Chat, Coffee, BYO Lunch	Clubrooms	Ray & Marj Drury	0417840623	11am-2.30pm
Fri	24th	Sports Cars Canola Run		John & Gayle Pickering	0408914943	TBA
Sun	26th	Pre 30's Annual Tour	Haddon Lions Park	Mark Border	0438399609	TBA

Events in italics are hosted by other clubs/organisations. Calendar info to Brendan Stevens – 0409 018 867



Elaine Excavations



All types of Earth Works
Warrick Pitcher - Club Member

0408508303

MYKE AUTOMOTIVE

Yanni Florakx (03) 5336 3580
PROPRIETOR

*Vintage, Classic & Modern
Repairs & Servicing
Gas Support Struts
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1015 HOWITT ST. WENDOUREE 3355

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