

VINTAGE & VCLASSIC

CAR CLUB BALLARAT INC.



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

www.vccc.org.au

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March 2023



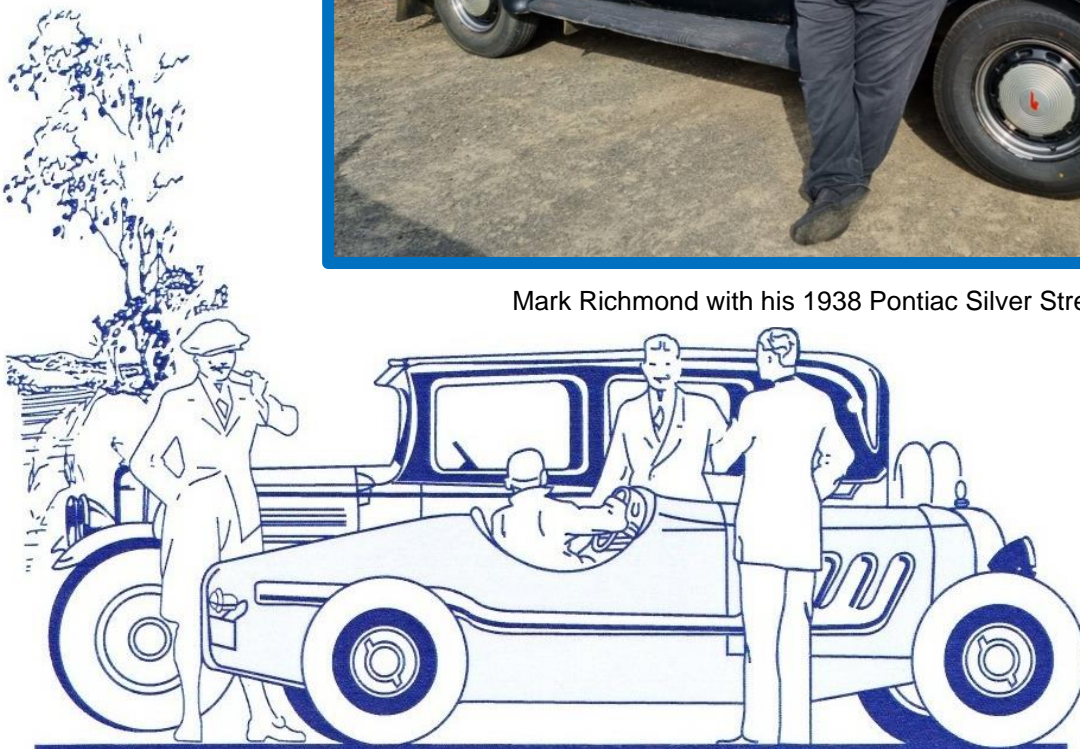
Member Club



Working for Motoring Enthusiasts



Mark Richmond with his 1938 Pontiac Silver Streak



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 8.00 PM during Daylight Saving Time

NOTE: The next General Meeting will be held **Friday, 17th March 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 **April 2023** newsletter are required no later than **5 pm Tuesday 28th March 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

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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 **8th March**, then **12th April** and **10th May**

EDITOR'S COMMENT

It's been a very busy few weeks, but what a wonderful celebration we had for the 50th Begonia Rally! There are lots of photos in this issue for you to reminisce. Also, there is an article from Geof Baulch about the Model T Nationals last year, which is interesting reading.

Anyway, I hope you enjoy reading all the articles . . .

Nerene Backhouse

HEALTH MATTERS AND CELEBRATIONS

Get Well

We were sorry to hear that four of our members have had stints in hospital in recent times – namely, Helen and Kevin Holloway, Graeme Harris and Meredith Todd. We have conveyed our very best get well wishes to them all, and hope they are well on the mend by now.

As always, we are thinking of those who may be having good days and bad with their health issues; and to any others on the sick list that we have not heard about – we wish you well for a speedy recovery.

SECRETARY'S NOTES FROM COMMITTEE MEETING 22nd February 2023

1 New member applications have been received from –

Rodney White from Ballarat who has a 1976 HJ Holden Ute. Rodney was nominated by Warrick Pitcher and seconded by Frank Tamis

Rod and Rose Lewis from Ballarat, who have a 1996 Ducati Monster Motorcycle. They were nominated by John Lewis and seconded by Darren Duffin.

Providing no objection to the above applicants is received by the President prior to the March General Meeting, they will be accepted as Members.

2 Moving Forward Workshop – Saturday, 18th March 2023 – 9.30am to 12.30pm

The Committee has invited Julie White of Environmental Evolution to conduct a workshop to map out a plan for the future of the Club. The workshop will be a great opportunity for you to come and contribute to the strategic plan. Come along and help set the direction forward. The workshop will discuss ideas and work towards the future development of the Club.

A short introduction to Julie White

Julie White is the co-founder of Environmental Evolution, an environmental consultancy that she runs with her husband Scott White. Their mission and legacy is to have zero environmental impact. They have worked with many companies, businesses and government agencies including, McCains, Mars, Don Smallgoods. City of Ballarat, City of Greater Geelong, Golden Plains Shire on carbon neutral projects and strategic planning.

They have over 40 years' experience in strategic planning, community engagement, behaviour change and engineering projects. Some of their recent projects include collaborating with Haymes Paint writing their sustainability strategy, and managing a project to build a large solar array of 9000 solar panels for Dons Smallgoods in Castlemaine

Julie is looking forward to meeting Members and hearing our thoughts and working together to map out our plan for the future direction of the Club.

The workshop will be held at the Clubrooms on **Saturday 18th March from 9:30 am to 12:30 pm** and there will be a BBQ afterwards. We need as many members as possible to attend, and to present ideas.

3 Tribute Book - Nerene Backhouse has volunteered to research names for the Vale Board in the Clubrooms, and have it updated. Also, the Tribute Book will continue as a lasting memory of passed members. Families can contribute memorabilia such as photos of a passed member's life. Contact Nerene if you would like to contribute to the Tribute Book.

4 Historic Winton - Great News! Graham Lambourn has found a deal for the hire of a bus to go to the Winton Historic Race Meeting on Sunday 28th May. The bus is a 24-seater and there could be available a second bus if we fill the first one. Brendan Stevens has put a list in the Clubrooms if you wish to go to Winton. Cost is yet to be determined, but it is a great deal.

5 A new TV has been purchased and set up in the Clubrooms.

6 Electric Vehicle Display Day – proposed for Saturday 15th April at 10am until 12 noon at the clubrooms.

There will be connections present with the latest electric cars both battery and hydrogen powered with knowledgeable people to discuss the benefits of both types of vehicles. Morning tea will also be available.

Contact for this event is Andy Burns 0428 935 988

Nancy Jackson

Secretary

Cover Story - 1938 Pontiac Silver Streak

I've been a car and bike nut for as long as I can remember and I really don't care what badge it is or where they come from, as long as they appeal to me. I have owned English, French, Italian, German, Japanese and American cars, and have enjoyed most of them.

The car in question came my way almost by accident.

I was at an Antique Fair in Bunninyong when I spotted across the road, an old black car that I recognised as late 30's Aussie built GM. Then, once I spotted the stainless strip down the middle of the boot lid, I realised it was a Pontiac.

My wife, Judy and I had to go and have a look - and there was this dead straight unmolested old car with club plates and a very small For Sale sign on the back window with a phone number. I rang and left a message but heard nothing back until three weeks later when a gent called Peter from Lal Lal rang and asked if I was still interested. Long story short, I test drove it the next day. Peter said the price and I drove her home.

It took a little time to club permit her as I came down with a very bad case of Covid very soon after, but once on the mend I got the necessary done and started enjoying a great old car.

It has a couple of upgrades, such as 12 volt and power brakes but is essentially as built and drives beautifully.

Hope to go on many more club events in her.

Mark Richmond

COMING EVENTS – March - April 2023

See also the Calendar on page 19

Saturday 11th March – Ladies Crafternoon 1.30-4pm

This month we're making the cards that we didn't do last month. Contact Jenny Ure 0409 954 077

Thursday 16th March – Rustless Wanderers Lunch – Springs Hotel Waubra

Make your own way there. Bookings required by Monday 13th March –

Contact Rick Thege 0428 518 770

Friday 17th March – Club General Meeting – 8pm

Saturday 18th March – Future Planning Day – See Secretary's Report for details, page 3

Sunday 19th March – Monthly Club Run (Trophy Points) – All Ford Day, Eastern Park, Geelong

Leave the clubrooms at 8am. Then, 2 options – **a)** several people are registering their cars for show trophies, cost \$40 which includes 2x Adult entry and park the car in the arena - contact Daryl Crawley – 0417 351 827- and **b)** spectator cost is \$15 adult or \$10 conc. Free parking nearby Contact Brendan 0409 018 867

22nd – 26th March 2023 - Tony's Tour – "South East Corner of SA Tour 2023"

Just a few reminders before we head off:

- meet at the car club rooms Wednesday 22nd March at 9.30am for departure at 10am, you will be provided with update of the tour.

- please bring your proof of covid vaccinations, as the boat tour are requesting proof.

- the final day Sunday 26th March, the Federation Picnic at Mortlake will be held - if you wish to attend, please let Tony or Paul know during the tour, to allow room for our cars.

Contact Tony Taranto 0400 641 619 or Lynda and Paul Tracy 0407 518 285

Sunday 26th March – Federation Picnic at Mortlake

Leave from Starbucks car park at DTC at 9am. Just a simple drive, travelling on the Glenelg Highway to Lake Bolac, then turning left to Mortlake. The Picnic is held at Tea Tree Lake Reserve. There will be lots of interesting vehicles to see from around the area. You can choose to bring your own lunch, or purchase something from the local community group on site.

Tuesday 28th March – Newsletter Deadline

Saturday 1st April – Come/Try Gliding – Bacchus Marsh Airfield

This is now booked out. Observers are welcome to come along and watch or visit the museum. Starts 10am at Bacchus Marsh Airport. Brendan will be in touch with those who have booked.

Sunday 2nd April – Naked Radiator Run

Assemble at the clubrooms to leave at 10.30am for another of Frank and Jan's very interesting destinations. As usual, best to bring a picnic lunch. Contact Frank & Jan Tamis 0475 192 372

Wednesday 12th April – Club Library Open – 10am – 12 noon

Saturday 15th April – Ladies Crafternoon – 1.30-4pm

This is a relaxing afternoon while trying your hand at making something useful, either for yourself or for a gift. Bring a plate of afternoon tea to share. We are always interested in new craft ideas, so if you have something that you enjoy doing, we would love to hear from you.

Contact Jenny Ure – 0409 954 077

Thursday 20th April – Rustless Wanderers Lunch – Golf House Hotel, Doveton Street North

Make your own way there for a 12 noon lunch. Bookings are required by Monday 17th April contact Rick Thege 0428 518 770

Friday 21st April – Club General Meeting – 7.30pm – note change of time following end of Daylight Saving.

Sunday 23rd April – Monthly Club Run (Trophy Points) – Bertha Benz Run

The Ladies of the Club are invited to drive their historic vehicle on a run which has been designed especially for them. Husbands, partners, boyfriends, nephews etc. are invited to navigate their lady on an interesting excursion to the north of Ballarat (and consequently experience what many ladies on club runs do every month!) The run will involve simple instructions to get to a morning tea at a Winery, followed by a further drive to another pleasant location for a simple lunch.

Male companions are expected to reward their ladies for their fine drive with the cost of a cuppa and subsequent lunch. Further details will be provided in the April newsletter.

By way of explanation, Bertha Benz was an investor in Carl Benz's enterprise and made significant contributions both financially and technically to the Benz Motorwagen. She famously "stole" the Motorwagen Mk3 before dawn in 1888 and drove it the 106 kilometres from Mannheim to Pforzheim (Black Forest) and back again several days later with the aid of her two sons. This was the first long distance trip in a vehicle, and demonstrated to the public that the motor vehicle was a practical means of transport.

Ruth O'Doherty – Run Organiser

PAST EVENTS

Naked Radiator Run – 5th February (There were three reports!)

A Sermon from the Mount – Report number 1

The "Tamis" Naked Radiator event was on again and Seymour, the Manse A Model Ford Tudor, girded his loins for another adventure. A new route out of town was stipulated, utilising Magpie Street while skirting Sovereign Hill. The myriad traffic calming ridges along this road provided an opportunity for the entrants to check the efficiency of their possibly non-existent shock absorbers.

We soon came to some gravel roads of vintage type where I could see the merit of not polishing too much - in Seymour's case, not at all. Conditions being dry there was no mud so all good, really. Frank's use of gravel roads avoided heavy traffic but as a new innovation I suspect it was his idea to have a section of sealed road specially closed for our personal use. While waiting at Frank's "Road Closed" signs for the regroup to occur, Jan wandered off into the distance. Once Frank was sure our bit of "privatised" road had been vacated and he tried to restart the trip, there was much whistling and vulgar horn blowing required to retrieve that girl.

Off again to climb Mount Egerton which forced Seymour back to second gear although I suspect Jan and Frank's mighty Plymouth might have managed it in top gear, and soon we arrived at the property of Fay and Roger Burnett.

This is a beautiful country spread which is just far enough out bush to avoid the crowds but quite near the Gordon Pub and other important facilities. The passing city train's horn could be heard quite easily so maybe you could flag down a train to go to "town" - all very convenient.



Arrival at Burnett's – people getting organised for their picnic lunch



Waiting for the 'go-ahead' at the Road Closed sign

Roger had his Ford Mercury Coupe up on the hoist and we were all agog at the cleanliness of its undersides. In fact, everything in this shop was like that, the floor pristine, even the hoist itself.

This was stressful for me as my establishment doesn't swing like that so I wandered off to look at the pretty lake in the front garden where there were hordes of mosquito fish chasing wrigglers while quite a large fish surfaced with a splash at my feet. Fay intimated that baby fish of the Redfin genus comprised the main diet of that fellow.

Taking a turn around the lake, I spotted a feeding White Throated Tree Creeper spiralling a gumtree, then a Spotted Pardalote suddenly appeared, disputing possession. Like Daryl Kerrigan says of Bonnie Doon, I believe you could equally "feel the serenity" of this delightful estate. It was hard to accept that the busy Western Freeway was just a stone's throw away. Sort of.

By now all the food had been eaten and best lies told, so we were invited to head off home which seemed a reasonable idea. Frank and Jan deserve the usual thanks and congratulations for their efforts on our behalf. May the adventure long continue. The Rev. Rhook.

Naked Radiator Run – Report number 2

Well, the club's first Naked Radiator Run on Sunday 5th February was well attended on a great day for a country drive. A slow meander from the club rooms up and out through Mt Pleasant and Mt Clear onto Recreation Road toward Lal Lal continued to Gordon. While some of the road was unsealed, we were lucky that the earlier rain kept the dust down.

The unsealed roads were a reminder that most of these cars would have been driven on roads like these, and worse, in their early days. However, a reasonable safe speed was followed and all cars reached their destination at Roger and Fay Burnett's property.



Jan Tamis serving Barb Harris with her usual baking

There was a great area to park up all the cars with plenty of shade for all to enjoy picnic lunches.

Roger invited us into his garage to view his 48 Mercury Convertible. The car was on his hoist so enabled a close inspection of above and below the car. It is so clean you could think that it was a newly delivered new car. For a lucky couple of people Roger explained the installation of electronic points in the distributor. Setting these points was something that my father often described in unsavoury terms. When started, the motor just purred like a new car. There was also a mint 1971 ZD Fairlane in the garage.

Many thanks must go to Roger and Fay for their kind hospitality in making their home available and to Frank and Jan for arranging the route. From a personal view point, it was my first drive of a car with "Armstrong Steering" after my operation and all went well.

Remember the next Naked Radiator Run is on Sunday 2nd April. Colin Feltham

Naked Radiator Run – Report Number 3!



The tranquil setting for our picnic lunch

On a cool overcast morning, a large group of VCCC members met at the clubrooms for another Naked Radiator run. There were 13 Naked Radiator cars plus 10 more 'classic/modern' vehicles in attendance. Another vehicle joined us later at the destination. One participant was asked why he was in a 4-wheel drive. He was able to answer this at our destination.

The group was standing around chatting at the clubrooms, and admiring the cars on display. Some people were having a drink and snack before heading off, or taking a toilet break. Just after 10.30am, Frank announced it was time to head off. He did not get a very good response. After he gave a very loud whistle, he gained everyone's attention and we all headed off.

We first headed off up Gladstone and several other streets until we reached Whitehorse Road in Mt Clear. We then turned in to Recreation Road where we encountered the first of several unsealed roads. At Yendon, we then headed toward the Bungal Dam. After several more unsealed roads we headed toward Mt Egerton.

At a Give Way sign, there was a short delay due to a "Road Closed" sign. Eventually it was decided to continue along the road toward Mt Egerton. After passing through Mt Egerton, we headed toward Gordon and our final destination. We finally arrived at the home of Roger and Fay Burnett's just after midday. It was an excellent drive with some of the roads relating to the "heyday" of the Naked Radiator cars.



Tom Quinlan, Darren Miles and Frank Tamis no doubt sharing car stories!

Roger and Fay had done a lot of work preparing for the day. The whole area was in excellent condition. We all set our chairs and tables up under the trees overlooking the picturesque dam and homestead to enjoy our picnic lunch. It was a very tranquil scene.

After lunch everybody checked out the house and sheds. Several people went for a walk around the dam and property. Several dogs from the property and nearby farms, plus those brought in the cars, provided a lot of entertainment for everybody.

Thank you to Frank and Jan for organising such an excellent run and day. Thank you from everybody who attended to Roger and Fay for presenting their property in such an excellent condition. It was a very good day enjoyed by all who attended.

John and Gayle Pickering

Midweek Summer Bike Run to Learmonth 8th February

The summer weather gods shone on the gathering of the old bike crew at the Stag hotel in Learmonth. Approximately 30 bikes and 35 people made the half hour or so trip out to the venue with a great variety on display. The bikes ranged from early 40's BSA through to 50's BSA's, Ariel and AJS, 60's Velocette, Norton, Honda and BMW, 70's Kawasaki, Norton's, Suzuki, Yamaha, Hodaka, Triumph, Laverda, MZ and BMW, 80's more BMW's and an RZ Suzuki - and the youngest of the pack a 90's Ducati. All of them looking and sounding magnificent.

The ladies at the Learmonth pub kept the crowd fed with hot finger food, such as party pies, pasties and sausage rolls, pizza, chips and plenty of sauce. The deck beside the pub is a great place to spread out in the shade and enjoy a cool beverage of your choice. The crowd settled into catch up stories for a couple of hours and by about 7:30 people were starting to make their way home.

It's a simple uncomplicated monthly get out evening that people look forward to and a big thanks must go to Chris Ridsdale who keeps everyone informed. These Wednesday evening outings happen once a month during daylight saving months with Chris keeping an eye on the weather forecast and texting an invite to all interested 4-5 days in advance.

There is a rotation of local hotels included over the summer season and all provide a fine fare of tucker. If you would like to be included in Chris's list, please phone or text him (0448425001) with your number and you will be added to this exclusive group of ruffians.

Thanks again Chris and look forward to the last one in March.

Brendan Stevens

Sports Car Run - Friday 10th February

On a warm sunny but breezy Friday evening 17 cars met at the Dan Murphy car park at the DTC. It was an ideal night for a sports car run. There were a few cars we had not seen on the sports car run before.

Gayle had been busy preparing for the "Valentine's Day Run", and with the help of Virgie, they handed out the cupcakes, slices, chocolates and snakes to all the participants. After a lot of chatting and checking out the cars, we finally got under way at 6.40pm.

We first headed out past Carngham to get the Westerly direction out of the way before the sun got too low. We then travelled to Skipton where a couple of cars made a short stop. It was then onto the long open straight road toward Cape Clear. A couple of lead foots up front got a surprise to see a police car coming towards them but all was good.

One car had some fuel issues after travelling up a steep hill. Several of us stopped to help but they said it was OK. Ray and Marjorie Drury decided to stay with them until they slowly made their way to Cape Clear and were able to contact the RACV for help.

It was then on through Newtown, Scarsdale and Smythesdale until we finally reached "Maccas" in Delacombe. Of the 17 cars that started out, 14 made it to the destination, 2 of them had advised us they were turning off early and the other one had a fuel issue.



Thank you to all who attended. Special thanks to Ray and Marjorie Drury for staying with the car that had some problems until they reached Cape Clear.

John & Gayle Pickering

Attendees at the Sports Car Run

John & Keri James	1963 Studebaker Avanti	Alan & Joy Rogers & William	1980 Ford Escort Mk2
Mike & Lyn Simpson	1964 Mercury Comet	Daryl & Barb Mitchell	1986 Mercedes Benz 300 SE
Ivan & Helen Tarrant	1966 Mustang	Ray & Marjorie Drury	1986 Jaguar.
Ken Koenig	1969 Rover P5B	Barry & Cyndy Allison	1987 Nissan Skyline Silhouette
Kevin & Lorelli Huggins	1970 MGB	Rob Ferguson	1990 Mazda MX5
Graeme Bell	1971 Monaro GTS	John & Gayle Pickering	1990 Mazda MX5
Frank & Jan Tamis	1975 Corvette		

Modern: Laurie & Virgie Hocking, Fiat Abarth 124; Pam & Gordon Roberts, CLK Mercedes; Lee & Barb Mills; GT Falcon, Malcolm & Judith Bandy, Porsche 911

50th Begonia Rally – Blooming Gold – 17th – 19th February

The celebration for this momentous milestone was – in a word – fantastic!



The commemorative banner was very kindly donated by Club members Dean and Monica Lewis – thank you both very much

The weekend began on the Friday evening with Registrations and a welcome Dinner at our clubrooms. The afternoon was quite hot, but became quite a pleasant evening once the cool change arrived.

We gathered on the Saturday morning at the Eureka Stockade. Our MC for the weekend was our club president, Andy Burns who introduced, firstly Cr. Samantha McIntosh and then the Life Members in attendance – Alan Firms, Ron Gay, Ron Goad, Daryl Crawley, Tony Taranto and Gordon Roberts. Cr. McIntosh was called upon to officially open the Rally followed by cutting of the anniversary cake, which was made by Bill Taylor and decorated by his daughter, Karen Lawrence. Our thanks to you both for your time and effort, and also for your kind donation.



Life Members with Cr. Sam McIntosh – Daryl Crawley, Alan Firms, Ron Gay, Gordon Roberts, Tony Taranto and Ron Goad.



We were very pleased to welcome our late life member, Ted Callow's sons, Neville and Bruce, and Neville's daughter, Charmaine and her partner, Toby.

Morning Tea followed, before we set off on the morning run via Warrenheip, up the side of Mt Warrenheip and down again where every vehicle was photographed. From there, the run went to Bungaree, left over the Freeway making our way to Spargo Creek Road to go back over the Freeway, coming to the back of St Patrick's Church in Gordon, and finally arriving at a private property at Mt Egerton for lunch and an afternoon of activities.

The picnic style setting was under the shade of gum trees with the feature being a large dam. On the other side of the dam, was where a Motorkhana was held – about 8 vehicles participated.

The first 'event' involved driving to rotate the wheels 5 times, the second was negotiating a set of hay bales while the passenger held a glass of water on a tray – out the window – without spilling any of it. The third one was where the passenger had to steer the vehicle, again negotiating the hay bales, and the final one involved the driver being blindfolded and the passenger had to direct him around the layout of the hay bales.



There was a lot of fun, some anxious moments but all came back across the dam wall unscathed. The winners were: Event 1. Ray Broatch, Event 2. Andy Burns and Lee Day, Event 3. Peter Todd and Warrick Pitcher, and Event 4. Peter Todd and Warrick Pitcher.



Frank Tamis trying hard not to spill a drop, while Glenn Barrett drives ever so carefully



It was great to see our late Mary Skelton's 1937 Oldsmobile – a stalwart of the Rally – being driven by her grandson, Red.

The Dinner on the Saturday night was quite memorable. Entrants were invited to dress in the era of their vehicle – and there were some 'interesting' outfits. The musician was extremely popular, and many times the dance floor was full. We did have a very interesting Guest Speaker organised, but at the last minute he ended up in hospital. A quick 'think tank' session and Jenny came up with inviting Kevin Williams from the Ballarat Historical Society. He presented a slide-show of photographs and commentary of our participation in the Society's 75th anniversary which was held in Camp Street. It was interesting to reminisce the vehicles used in that event, as well members.

On Sunday morning, we again assembled at the Eureka Stockade for our departure to members Graeme and Jill Peterken's wonderful collection, and



An interesting array of costumes at Saturday Night's Dinner



At Ceres Homestead – having lunch in the cool of the lovely trees

our morning tea stop. From there, we made our way to Invermay, Miners Rest and on to Learmonth to Ceres Homestead. This was a most outstanding property with beautiful old trees from which to shelter under while we had our lunch. All too soon, it was time for the presentation of trophies, drawing of the major raffle, and to bid everyone a fond farewell, and safe travels on their homeward journey.

There are many people to thank – an event of this scale doesn't *just happen*. The catering team, lead by the very capable Jenny Ure, and her equally capable team kept us fed throughout the weekend. We are ever grateful to the members who made so many delectable slices for the morning and afternoon refreshments – thank you all. Interesting to note that Peter Grose has been on that team since he was 18 years old, and has only missed 7 rallies in all that time. Congratulations and – a big THANK YOU, for your ever-willing and untiring help, Peter.



THANK YOU to Daryl Crawley and his team of marshals – where would we be without them? We were grateful for the use of Geoffrey Eason's refrigerated truck, and to Bernie Quirk who provided his tilt tray as tail-end Charlie (fortunately not needed). A heartfelt thanks to all who helped in any way. There were a lot and it was a great team effort.
Nerene Backhouse, Event Secretary

Photo at left – interesting observation – note the Permit Numbers – Ray and Avis Mason's 1930 Buick is on the left, and Jono Miles' 1929 DA Dodge is on the right! This was originally Jono's grandfather's, George Miles, car, who had a garage in Clunes.

Trophy Winners

Most Popular Pre 1930 – 2 winners



1 Catrina Sargent and Richard Blackburn – 1913 Overland



2 Graeme and Gail Barnes – 1926 Ford Model T

Most Popular 1931-1942 - 3 winners



1 Ken and Therese Hart – 1934 Ford Tudor



2 Keith Mackinlay – 1934 Ford Fordor

Most Popular 1945 – 1955



3 Trevor and Pauline Leech – 1938 Singer Le Mans Convertible



Roger and Fay Burnett – 1948 Mercury

Most Popular 1956-1965



Nerene Backhouse – 1956 Austin A30

Most Popular 1966-1975



Trevor and Wendy Madden – 1969 Holden HK Monaro GTS

Most Popular Post 1975



Norm and Heather Darwin – 1983 Jaguar Sovereign

President’s Award – Joan Hayward Trophy



Jono Miles – 1929 DA Dodge

Shannons Choice – chosen by David Waight



Charmaine Callow and Toby Mansbridge – 1931 Chevrolet Sports Roadster



Andy Burns making the presentation to Geordie and Jane Charles from Ceres Homestead

From Peter Hibbert after the 50th Begonia Rally - 2023

Our 1967 Ford XL 500 Galaxie Hardtop started OK but trying to move it, the power steering was out. I first thought it may have been the steering pump being dry even though I checked before leaving home. However, on further investigation, the drive belt to the pump had jumped off the pulleys. I then tried to remove it jammed between the crankshaft pulley without success.

I only carry a minimal tool kit & after months of preparation, supposed I wouldn't need more tools.

I told our friends to go on to the Eureka venue and they did, leaving Sandy and I at the Motel. I called Daryl Crawley and VOILA! Geof Baulch arrived in his Ford Model T.

We started to work together to free the belt; however, Geof preferred to handle it solely. Geof managed with much struggling to release the trapped belt, loosened idlers and reinstalled it.

We were mobile again but late to start. As the belt was a tad suspect, we were off to Ballarat Industrial. Troy there had the correct belt and I bought it, and towards the exit, I stopped. I still have no tools! Back to Troy and he said, "go to Scobies and Will may help". Off we went and sure enough, the helpful friendly nature of Will discovered a missing A/C bolt. That must have fouled the belt causing it to come off. He then fitted the belt and off to the lunch stop in time.

Sandy and I + all our friends group went on to a fantastic social weekend.

That may have not happened at any of the BIG SMOKE places!

It is most comforting that regional area folk are still old school.

Keep on FORDIN` Peter and Sandy

VCCC Entrants - Begonia Rally

Catrina Sargent & Richard Blackburn	1913 Overland	Ian Nunn	1958 Holden FC Sedan
Rick Thege & Heather Gingell	1923 Rolls Royce	Nancy Jackson	1959 Jaguar Mark 2
Geof & Joanne Baulch	1924 Ford Model T	Michael & Eileen Grose	1959 Cadillac 4 Door Flat Top
Graeme & Gail Barnes	1926 Ford Model T	Ron & Margaret Gay	1960 Volkswagen 1200 Sedan
Graeme & Val Harris	1928 Chev	Mike & Lyn Simpson	1964 Mercury Comet
Moyle Bunworth	1928 Ford Model A	Daryl Crawley	1965 Ford Galaxie Conv
Ken & Shani Clark	1928 Ford A Coupe	Peter & Karen Grose	1965 Chevrolet Belair
Glenn Barrett	1928 Ford Model A	Greg Anderson	1965 Holden HD Premier
Darren, Louise, Jono Miles	1929 DA Dodge	Frank & Jan Tamis	1965 Ford Mustang
Garry Hayward	1929 Ford Model A	Tom Quinlan	1965 Peugeot 404
Malcolm & Judith Bandy	1929 Chrysler '75'	Merv & Marg Jeffrey	1965 Ford Galaxie 500 Conv
Annette Moodie	1930 Ford Sports Coupe	John & Sharon Stevens	1966 Ford XR Fairmont
Ray & Avis Mason	1930 Buick Series 40 Tourer	Bruce Kerr	1966 Jaguar S Type
Colin & Merrilyn Sargent	1930 Ford Model A Roadster	Richard & Anne Marie English	1967 MG B
Neville Finch	1930 Ford Model A	Peter & Sandy Hibbert	1967 Ford XL Galaxie 500 Hardtop
Peter & Meredith Todd	1930 Buick Sedan	Trevor & Wendy Madden	1969 Holden HK Monaro GTS
David Waight	1931 Ford Victoria	Damian & Ruth O'Doherty	1969 Daimler V8 250
Ken & Therese Hart	1934 Ford Tudor Sedan	Ron & Suzanne Damen	1970 Valiant VF 2 Door Coupe
Keith Mackinlay	1934 Ford Fordor Sedan	Noel & Glenis Trengove	1970 Rover P5B Coupe
Andy Burns & Lee Day	1937 Oldsmobile	Mark & Gayle Border	1971 Ford Falcon XY ute
Kieran & Red Skelton	1937 Oldsmobile F37	Graeme & Jill Peterken	1972 Holden HQ ute
Jim & Lorraine Stewart	1939 Mercury 4 door Sedan	Barry Ronalds	1975 Volkswagen
Ron & Marion Smith	1939 Ford Coupe	Norm & Heather Darwin	1983 Jaguar Sovereign
Dale & Junie Collins	1946 Packard Clipper '8'	Frank & Carolyn Whitfield	1984 Mercedes Benz 380SE
Roger & Fay Burnett	1948 Mercury Conv	Brendan Stevens	1986 BMW E30 320i Conv
Philip & Jillian Perrin	1949 MG TC	Roland & Beryl Whiting	1986 Rover 416i
Brendan Collier & Leonie	1953 Studebaker Hardtop	Warrick & Wendy Pitcher	1988 Honda Goldwing GL 500
Ray & Eileen Broatch	1956 Chevrolet Belair		
Nerene Backhouse	1956 Austin A30		
Colin & Anne Anderson	1956 Humber Hawk		
Glen & Pauline Whitbourne	1957 Morris Minor ute		
Jenny Ure	1957 Holden FC Station Wagon		



Andrew & Julie Brown	1992 Holden Statesman	Phyll Eason Karen Otto	1995 Ford Mustang 1997 Ford Mondeo
Ross Humphrey	1994 Holden SS Commodore		

Modern – Graham Lambourn, Bill & Kay Hamley, Brian & Julie Adams, Ian Watson, Rod MacDonald

14TH NATIONAL MODEL T RALLY HELD IN DUBBO 20T2

First of all, it looked like the Rally may be called off due to the flooding of Dubbo in the weeks leading up to the Rally, but we were assured by the organisers that it was full steam ahead and that the flood waters were receding. So, we packed up and headed for Dubbo with the T on the trailer - we stayed in Albury, and then at Peak Hill just out of Dubbo. The roads in Victoria are a lot better than in NSW. Potholes everywhere and road surfaces just washed away.

Sunday 25th September: Booking/Checking in day for the Rally, usually not very eventful so a few of us took off for a drive around town. There was also a static display of the cars at the Showgrounds which we all attended.



Monday 26th September: Started with an 8am rolling start from the Information Centre car park in the middle of town, but if you are a conservative driver then you should leave at 7.30am. Today, we were heading out to the Narromine Aviation Museum via backroads that were quiet most of the time, but the potholes and flooded parts of roads were numerous. In some places, the water was 100 yards long and a foot deep, but the Museum was well worth it. Morning tea was served here as well. CWA, eat your heart out - if this is an example of things to come, we are in for a kilogram-stacking week. From here we went to Trangie for lunch at the RSL Club.

After lunch it was back to Dubbo via some detours due to flooding. 229 kms travelled for the day.

Tuesday 27th September: Today, we are heading to Wellington and the Caves, and Japanese Gardens. Now, the back roads to Wellington were the same as everywhere else - potholes and washed-out roads. A tour was organised for 9am, so it was a rushed trip from an 8am start. The caves were magnificent, but due to flooding some parts were inaccessible. The Gardens were amazing. Morning tea - again magnificent - was served here. We headed into Wellington and partook of some local fair for lunch. A leisurely drive back to Dubbo by some

other back roads was achieved. 199 kms travelled for the day.

Wednesday 28th September: Was a Dubbo experience day with a visit to historic Dundullimal Homestead just out of Dubbo. The Homestead is believed to be the oldest surviving sophisticated slab house in Australia. It has sand stone stables, timber church and sheds, and these illustrate the rural lifestyle on an isolated property. Built in the 1840's, as the head station on a 26,000-acre squatting run. Morning tea was served here whilst we had an opportunity to look over the homestead and its outbuildings. Then back into Dubbo for a static display and dress up day for judging. While we were parked up here at the Showgrounds, lunch was served. This was the only day it poured with rain, but luckily, we were under cover. The rain stopped in time to go back to our accommodation. 20.5 kms travelled today.

Thursday 29th September: Today is again a rolling start at 8am as we head to Collie for morning tea at the Collie Pub. Not much else at Collie other than the pub; drones took to the sky from many Rally participants to view the scenery. Awesome little outback pub though, none the less. From here, we headed to Gilgandra to the Rural Museum for a supplied lunch and a tour of the Museum. Fantastic display of everything imaginable to do with farming and rural living. Home again via backroads to Dubbo. 195kms travelled today.

Friday 30th September: Short drive on back roads again today, but west of Dubbo this time. Just a quiet cruise so as to end up back in Dubbo at a Park called Sandy Beach. Well - Muddy Beach for now. We were treated to morning tea and lunch here.

There was to be an interstate sporting event this afternoon. Nominations of two participants per state. Declan and Connor Bagot were enlisted as our reps. The game Frisby Golf. Well - what a hoot. The whole Bagot family (3 generations) were decked out in the same shirts for the day. Bright blue with yellow ducks. They really stood out amongst the crowd. There was a lot of cheering and yelling. Tasmania were declared the winners. None of the participants had ever played before. An early return to our accommodation was made to prepare ourselves for the final Dinner.

The next National Rally was announced for 2025 and the location is Ballarat. Raffles were drawn, trophies awarded to the winners and the Rally was brought to a close.
59 kms travelled today.

Saturday 1st October: With everything packed up, we headed off for the farewell breakfast at the showgrounds, said our goodbyes with a word to all meet again in 3 years' time in Ballarat.
725 kms travelled in the T Ford for the week and another 2,500 kms added to the modern car to get there and back home again.

A great Rally, despite Mother Nature
Geof and Jo Baulch

GETTING CLUB PERMITS SIGNED – once again a friendly reminder from our Permit Officer

Please follow this update re getting permits signed:

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.

FROM THE LIBRARY SHELF

A3810

March 2023

Donated by Ron McLean

Beneath the Bonnet

A History of Australian Automotive Parts Manufacturers Since 1896

By J. D. Beruldsen

For Federation of Automotive Products Manufacturers Canberra

Published in 1989

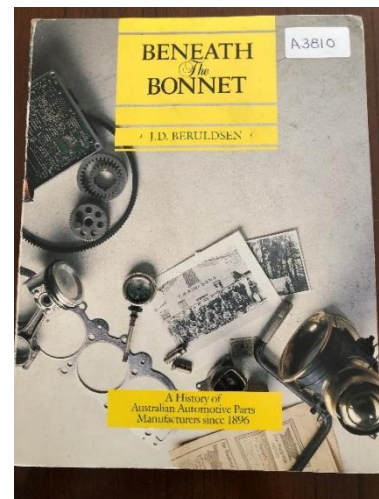
258 Pages

When we talked of the Australian automotive industry in 1989 when this book was written, our thoughts often turned first to the large, well-known car makers such as Ford or Holden and the others. Yet the car makers whose brands are household names, in general, make only about half of the motor cars. They rely on independent parts manufacturers to provide the components that make up the other half of the cars.

When this book was written these parts manufacturers were a well-established, integral section of the automotive industry in Australia. However, this was not always the case. Although local companies began making parts for the first horseless carriages in the 1890s, they had a long struggle to achieve their present-day prominence.

Herbert Thomson produced the Thomson steam cars in Melbourne from 1896. Small engineering firms, blacksmith shops, carriage makers, tyre manufacturers all contributed to the production and maintenance of the newly-arrived motor cars.

Then came the First World War, and, with it, the mass-produced car, in particular the Ford Model T. Local car makers could not compete, and imported cars dominated the Australian market.



For local parts makers this trend was a benefit, as most car importers did not bother to cater for spare parts. But it also had its drawbacks, as demand was spread over many makers and models. Part makers had to produce in ones and twos to a sample. This volume demand increased with the two World Wars and the Depression, with the shortage of shipping space.

During the First World War in 1917 the Commonwealth Government placed limits on the import of cars with bodies. This allowed an extensive body-building industry to begin. In 1920, when there were 75000 cars on Australian roads, the Victorian Automobile Chamber of Commerce formed the first association representation of parts manufacturers and car repairers as a section within its chamber.

Local parts manufacturers struggled between the two World Wars as the industry had to contend with competition from the Commonwealth Government who permitted the Ordinance Factory, Melbourne and the Small Arms factory in Lithgow, N.S.W. to produce a range of automotive parts when there were no orders for defence materials. But the outbreak of the Second World War changed things.

Because the automotive manufacturers had operational production lines and expertise in production control, the local industry was able to change from peace-time to war-time operations. It thus offered immediate and valuable support to the Australian Defence Forces of ships, aircraft, guns, gyroscopic mechanism and aircraft engines. It was also unusual that Australia could produce aircraft engines before the country made car engines, other than in ones and twos.

This vitality of the industry strengthened the resolve of the Curtin Government to produce an Australian car after October 1944. It is well-known that the Holden Car was the consequence of this, and by the early 1960s, with the help of the local parts Industry had attained a local content level of nearly 97% without seeking any special tariff protection or other assistance measures. The Ford Motor Company of Australia Ltd, Chrysler Dodge Desoto Distribution Ltd, and the International Harvester Company Pty Ltd all responded with increased local content in their existing range of vehicles – which included cars, trucks and tractors to the highest practicable level.

During the period of 1965 to 1984, there was a significant erosion of market access for parts makers because of the staggering increase in imported vehicles. From a 5% market share in 1965, the figure increased to 39% in 1984. Because this increase far exceeded market growth, the volume of locally manufactured cars fell from 334000 in 1965 to 320000 in 1986. Of course. Because of the Federal Governments of both political persuasions, we have ended up losing all of our Australian car production since this book was written. Very sad!

Another change that has occurred with this is the price of vehicle spare parts. With few imported vehicles and a high level of local content in cars during the latter 1960's, Australia held control for at least 90% of prices. That local influence has fallen very low today with no local price controls and poor parts supply from overseas.

At the back of the book there are 26 pages of 7 very extensive Appendices covering all the parts manufacturers and what they produced during the period 1896 until 1989. I wonder how many of these companies have survived in 2023? New car registrations in Australia in 1921 was 9300 vehicles, and in 1987 was 451800 vehicles.

This is an extremely important book to add to our large collection of books and magazines covering the long and successful history of our Australian car manufacturing up until relatively recent times.

Ron Gay

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
Ballarat Roadworthy Centre, 35 Martin Drive, Delacombe	Phone 5335 8920	Contact Ian
Reptile Gulch Motors, 209 Doveton Street, Ballarat	Phone 53337206	Contact Henry

NOTICE BOARD

Here are a few Swap Meets and Events that may be of interest:

25 th March	Eddington Vintage Sports Car Sprints	Playfair Street, Eddington 10am-5pm
26 th March	Peter Turner Truck & Car Show	Powell Reserve, Guildford 9.30am
22 nd April	All British Bike Day	Newstead/Maldon
22 nd April	Echuca Swap Meet	Rotary Park Echuca
6 th -7 th May	Lake Goldsmith Steam Rally	Lake Goldsmith
13 th May	Bay City Swap	Geelong Showgrounds 7am-4pm

Do You Know

. . . . who invented Blu Tack? Actually, its inventor is unknown! But a precursor product to Blu Tack was created by a sealant developer around 1970, as an accidental by-product of an attempt to develop a new sealant using chalk powder, rubber and oil. Although the experiment was a failure, workers started using the resulting goop to stick messages to each other's desks!

And so, Blu Tack was born!

Blu Tack is described as a reusable putty-like pressure-sensitive adhesive, commonly used to attach lightweight objects (such as posters or sheets of paper) to walls, doors or other dry surfaces. Blu Tack has been made in Australia since 1971, but it was originally developed in Leicester, in England.

The exact recipe is a trade secret, but basically it is a combination of synthetic rubber compounds and mineral oil, along with mineral fillers and pigments, and is produced by Bostik. It is non-soluble, is not carcinogenic and can be swallowed without harm. The material is not flammable, but emits carbon dioxide and carbon monoxide when exposed to fire or high temperatures.

Originally, Blu Tack was white, but consumer research showed fears that children may mistake it for chewing gum, so a blue colouring was added. Originally, the name of the product was hyphenated.

Something of interest – in the UK in March 2008, 20,000 numbered packs of pink Blu Tack were made available, to help raise money for Breast Cancer Campaign, with 10 pence from each pack going to the charity. Since then, many coloured variations have been made, including red and white, yellow and a green.

Nerene Backhouse

(ps There hasn't been a Did You Know for a while, so thought I'd put one in this time)

Here are some more photos from the 50th Begonia Rally



Clockwise from top left – 3 beautiful Singers; Peter Grose and Jenny Ure serving lunch at Mt Egerton; two T model enthusiasts – Robbie and Christine Dalton (Wantirna) with Geof and Joanne Baulch; Warrick and Wendy Pitcher came on their Honda Goldwing – with trailer to stow their chairs; Mark Border catching up with Brian and Julie Adams from Hamilton.



Clockwise from top left – Garry Hayward won a friend at Mt Egerton; Andy Burns making the presentation to our hosts at Mt Egerton, Jeff and Sharelle Dickson; who let this ruffian in to the Saturday Night Dinner? Oh yeah – it's Mike Simpson in his 1960's garb; and who is the intruder in this photo of two handsome gentlemen all dressed up? None other than Alan Cannane (Horsham) with Moyle Bunworth (1920's) and the suave Bruce Kerr; part of the display at Graeme and Jill Peterken's.



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.

WANTED

I need parts for a 1981 Skoda 120L. Specifically, I'm looking for seats, body panels (especially the left front guard), bonnet, boot lid, front grille, trim pieces (hubcaps, bumpers etc) and mechanical parts.

I've enclosed a picture of the car for reference - as you can see, it's a little sad at the moment!

I'm hoping someone can help me.

Gareth Roberts

0466 807 744



FOR SALE

1951 Ford Victoria in restored condition. 239 Cu" original flat head engine/3 speed trans`.

The overdrive is factory original & works well.

Will be supplied with limited history.

\$55,000.

Peter Hibbert, TEFV8 Vic. member

e-mail peter_hibbert@bigpond.com.

Mobile 0419 800 122.



FOR SALE

M.G. model T.C. Instruction manual original Nuffield export edition of 1946, 95 pages. \$100.00

M.G. model A Workshop manual. Original Nuffield export edition. 210 pages. \$140.00

M.G. model A Restoration Guide.160 pages. \$100.00

Ford original car & truck illustrated engine & chassis parts catalogue on models 1941-47. Plus model identification on all models 1928 to 1947. 500 pages \$200.00

Ford Falcon original XK-XL shop manual by Ford Geelong 294 pages. \$150.00

Simca "Aronde" original repair manual. 205 pages. \$50.00

407279 new Lucas distributor cap. Suit Jaguar 6 cyl. 1946, 2.5ltr.and 1946-49 3.5ltr. FREE! No Charge

Graeme Edward Ph.5334 6548 Mob.0409 850 192

FOR SALE

1954-56 Dodge/Plymouth temp gauge & sender unit New old stock Mopar \$40

Vintage Shelley mechanical jack double lift 1920's \$20

KLG Spark plug tin \$10

Engine Analyser, check RPM, points, dwell, amps & volts \$20

R.R./Bentley Lucas headlight surround new 8" 1950/1960 \$50

1930's amber fog light 6" \$40

1955 Daimler Conquest front & rear bumper bars in excellent condition \$100 each

1955 Daimler wood trim for top of dash & 4 doors \$50

Contact Gordon Roberts 0409773464

FOR SALE

Panel beaters kit comprising 7 tools-

Standard Bumping Hammer, Pick and Finish Hammer, Reverse Curve Hammer, Utility Dolly, Double end

Hand Dolly, Shrinking Dolly Curved Dolly. Tools are ground and polished, in mint condition. \$40

Ford T Model trembler coils, see running in tester. \$40 set of 4

Ford T pair of side lights and tail light, paraffin fuelled. Suit 1916-1923 \$150 the set

Reg Rhook. 0437 707 724 or email regrhoor1@hotmail.com

FOR SALE

NOS Radiator hose (top) to suit Ford Cortina TC or TD 1972-1975 200/250 cid

Part number CH024 Dunlop brand \$10.00

Contact Ray Reynolds - Tel. 5331 7029

CLUB CALENDAR – MARCH - MAY 2023

MAR						
Wed	8 th	Club Library Open	Come and have a cuppa & chat	Daryl Meek	0407881288	10am-12noon
Sat	11 th	Ladies Crafternoon	Clubrooms – card making	Jenny Ure	0409954077	1.30 – 4pm
Sun	12 th	<i>Picnic at Hanging Rock</i>				
Sun	12 th	<i>Clunes Historic Truck Show</i>	<i>Clunes Showgrounds</i>			<i>9am-4pm</i>
Thurs	16 th	Rustless Wanderers lunch	Springs Hotel, Waubra	Rick Thege	0428518770	12 noon
Fri	17 th	Club General Meeting	Clubrooms			8.00pm
Sat	18 th	Future Planning Day	Clubrooms with BBQ lunch	Andy Burns	0428935988	9.30am-1pm
Sun	19 th	Monthly Club Run – All Ford Day	Geelong at Eastern Park	Brendan Stevens	0409018867	Leave 8am clubrooms
Sun	19 th	<i>Beaufort Show open invite to members to show their cars</i>	<i>Goldfields Recreation Reserve, Skipton Road, Beaufort</i>	<i>James Kirkpatrick</i>	<i>0427498235</i>	<i>9.30am-4pm</i>
Tues	21 st	Club Committee Meeting	Clubrooms			7.30pm
Wed-Sun	22 nd -26 th	Tony's South Eastern SA Tour		Tony Taranto		
Sat/Sun	25 th -26 th	<i>Corvette Nationals</i>	<i>In Ballarat</i>			
Sun	26 th	<i>Federation Picnic Day</i>	<i>Tea Tree Lake, Mortlake</i>	<i>Brendan Stevens</i>	<i>0409018867</i>	<i>9am DTC</i>
APRIL						
Sun	2 nd	Naked Radiator Run	Depart from Clubrooms	Frank, Jan Tamis	0475192372	10.30am
Mon	10 th	Newsletter Fold and Label	Clubrooms			
Wed	12 th	Club Library Open	Come and have a cuppa, & chat	Daryl Meek	0407881288	10am-12noon
Sat	15 th	"Come and look" Electric Vehicle	Clubrooms	Andy Burns	0428935988	10am
Sat	15 th	Ladies Crafternoon	Note: date change due to Easter	Jenny Ure	0409954077	1.30-4pm
Thurs	20 th	Rustless Wanderers Lunch	Golf House Hotel, Doveton Street	Rick Thege	0428518770	12 noon
Fri	21 st	Club General Meeting	At Clubrooms			7.30pm
Sun	23 rd	Monthly Club Run – Bertha Benz	Ladies Drive Day	Ruth O'Doherty	0419894001	TBA
Sun	23 rd	<i>Lake Bolac Hotel Car Show</i>	<i>Lake Bolac Pub \$10 entry/car</i>			
Tues	25 th	Club Committee Meeting	Clubrooms			7.30pm
MAY						
Wed	10 th	Club Library Open	Come and have a cuppa and chat	Daryl Meek	0407881288	10-12noon
Sat	13 th	Ladies Crafternoon	Clubrooms	Jenny Ure	0409954077	1.30-4pm
Wed-Tues	17 th -23 rd	Lake Bolac Campout – All Welcome	Picnic Point, Lake Bolac	Nerene Backhouse	0427348060	
Thurs	18 th	Rustless Wanderers Lunch	TBA	Rick Thege	0428518770	12 noon
Fri	19 th	Club General Meeting	Clubrooms			7.30pm
Sun	21 st	Monthly Club Run	To Lake Bolac Campout			
Sun	21 st	Heritage Festival Display	Lydiard Street Ballarat	Brendan Stevens	0409018867	9.30-4.30
Sun	21 st	National Motoring Heritage Day	If not going to above events, just	go for a drive in your	special car	
Sun	28 th	Bus Trip to Winton Historic Races	Leave from Clubrooms	Brendan Stevens	0409018867	6.30am

Events in italics are hosted by other Clubs/organisations

For Calendar information, contact Brendan Stevens 0409 018 867




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David Waight Club Member
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