



HAMILTON & DISTRICT

V. V. C. DRIVERS CLUB

Veteran Vintage Classic

(Incorporated)
A0009736L

The Secretary,
P.O. Box 174
HAMILTON, Vic. 3300

NEWSLETTER OCTOBER 2023

In this issue

- Club calendar
- President report
- Health, wellbeing & welfare
- General Minutes
- AGM Minutes
- Annual Memorial Club Run
- The Depot Museum Deniliquin
- This & That
- Cars That Time Forgot
- Observations of Old & New
- Found in the Archives

Please check emails for
upcoming events.

Website:

[http://
hamiltondistrictvvcdriversclub.webs.com/](http://hamiltondistrictvvcdriversclub.webs.com/)

Facebook [@handdvvc](#)

Please email all club correspondence
to handdvvc@gmail.com

Newsletter items and reports

editorhanddvvc@gmail.com

Return Address

P O Box 174

Hamilton Vic 3300



Club Runs:

- **Wednesday 11th**– Rick Schaap's, Tahara Bridge
- **Wednesday 18th**– Mallah Park at Mooralla
- **Sunday 22nd**– Eldridge Drive, Mount Gambier

See page 3 for details



Dellwyn Johnson and Malcolm Hayes are our guest speakers this month. Please come along to support them and listen to their journey through buying an Electric Car.

Dellwyn and Malcolm share a passion in preserving our planet; they will share with us their decision to buy, their experience along the way and what it's like to own an electric car. They will also be around to answer any questions you have; and are happy to let you look at their vehicles.

Committee 2020/21

Position	Contact	Position	Contact
PRESIDENT: Pam Pollock	0419 145 452 pampollock135@gmail.com	VICE PRESIDENT vacant	
SECRETARY PUBLIC OFFICER Graeme Ralph	0418 344 390 handdvcdc@gmail.com	ASSISTANT SECRETARY Vacant	
TREASURER Peter Dowdle	peterdowdle@aussiebroadband.com.au 0428 574 296	ASSISTANT TREASURER Vacant	
CLUB EVENT COORDINATORS	Pam Pollock	NEWSLETTER EDITOR Bianca Higgins	0435 973 839 editorhanddvcdc@gmail.com
COMMITTEE MEMBERS Graeme Ralph Rod Potter Robert Brody Denis Polack Andrew Anson Rodger Garland	0418 344 390 0427 507 693 0458 252 226 0429 402 904; 55723284 0407 566 863 0407 720 809	FEDERATION REPS Graeme Ralph Doug Palmer	0418 344 390 0409 010 730
BUILDING COMMITTEE Denis Polack (Chairman) Graeme Ralph Doug Palmer Ern Polack Russell Ward Robert Brody	55723284 0418 344 390 0409 010 730 0428 352 538 0412 407 893 0458 252 226	PERMIT RENEWALS Richard Neaves Rod Potter Graeme Ralph Pam Pollock	0488 231 835 0427 507 693 0418 344 390 0419 145 452 Phone for an appointment
SUPPER COORDINATOR			
WELFARE OFFICERS Doug Palmer	Please contact if you know of an illness, death or any special occasion.	CLUB LIBRARIAN Caroline Belcher	(03) 55734517
NEW MEMBER CONTACT	President/Secretary/ Treasurer or Doug Palmer 0409 010 730	Information for new members is available on the website.	http://hamiltondistrictvcdriverclub.webs.com/

2023 CLUB CALENDAR

Meetings, club runs and events

**Clubrooms are situated at the Pastoral Museum in Hiller Lane Hamilton
Meetings 3rd Friday of the month@7:30pm Bring some supper to share.
Club runs are held on the SECOND WEDNESDAY and then the FOURTH SUNDAY of each month.**

Friday 6th October	We will be providing morning tea for the Triumph Owners Club of Victoria. There will be 55 members attending. We will require some helpers please to set up and put out the cups etc. Please bring along your club car to display alongside the Triumphs. There may be some members of the public come out for a look. 9.00am for helpers. 10.00am for morning tea.
Saturday 7th October	PASTORAL MUSEUM OPEN DAYS. We are expected to provide some members to help on the gate or in the kitchen, so please come along and support this event. We also have our club room open for the public to browse through. So if anyone is available to be present to chat with visitors that would be much appreciated.
Sunday 8th October	As above. Bring along your club cars for display on one or both days and don't forget to stay and join in the Grand Parade.
Sunday 8th October	We will be catering a BBQ tea with salad and sweets for 57 members of the Triumph club on this evening. Helpers please come around 4-4.30pm for 6.30pm meal. Club members are invited to come along and enjoy the social event, but can you let Pam know if you are coming please for catering purposes.
Wednesday 11th October	We are hosting the Bendigo Classic Car Club on this day. We will meet at the club room at 12.30 for 1.00pm departure to Rick Schaap's property at Tahara Bridge where we will view his collection of European Motorcycles and other memorabilia. Please bring some afternoon tea to share. Club tea and coffee and cups will be available.
Wednesday 11th October	We will cater a BBQ tea and sweets for around 32 members of the Bendigo club. Helpers are again required. The meal will be about 6.30pm. Could some helpers perhaps come at 10.00am for an hour to set up and prepare some of the food. I thank everyone in advance.
Wednesday 18th October	12.30 for 1.00pm departure to Roger and Marlene Hallam's property, Mallah Park at Mooralla. Roger will take us on a tour of his sawmill and the drying shed and will start up the mill if we are interested. Bring your own afternoon tea. Hot water will be available. BYO chairs. Approximate distance is 66kms. There is some gravel to drive on. Thanks to Carol Baudinette for organising this one for us.
Thursday 19th October	GENERAL MEETING at 7.30pm. Please be aware of the change of DAY for this month and trialling Thursday's until at least Christmas. We have Dellwyn & Malcolm from Stawell as our guest speakers; who will be bringing an E-car for your perusal and will be speaking on their decision to purchase and the process in doing so; as well as their experience to date.
Sunday 22nd October	10.00am for 10.30 departure to 10 Eldridge Drive, Mt. Gambier. We have been invited to view Gary's collection of Vintage, aeroplane, boat, speedway, classic, drag racing, radios, pre- 70's stuff and much more. There is no charge for entry, but he has a donation tin for juvenile diabetes if anyone wishes to contribute. This will be a drive over together for those wishing to go and you can do your own thing afterwards or decide to do something as a group on the day. I am told it is well worth the trip over to have a look. (This is an extra activity for us).

Sunday 28th October	The Lancia Club of Victoria are displaying their cars at our premises on this morning and we will supply them (about 12-14) with morning tea. Bring along your club cars also as the public once again may come to have a look. A few helpers would be much appreciated. Morning tea is at 10.00am.
Saturday 4th November	Byaduk Flower Show. Starts at 11am and finishes at 4.00pm. Our club usually supports this event by taking some of our club cars out for display. Members then have a pleasant time chatting, relaxing and viewing the lovely arrangements on display. There are many stalls to check out and perhaps get in some Christmas shopping. There is also lots of delicious food to choose from. Members try to get there early as the organisers have a designated parking area for us.
Wednesday 8th November	TBA
Friday 10th-11th November	BENDIGO SWAP MEET. This event is organised by Federation who ask member clubs to support the event by volunteering for an hour on the gate or a stall on any one of the days. Please consider supporting this event in any way you can. It is their main fundraiser for the year.

Casterton Motor Enthusiasts Club Inc.

President:
Gavin Loner
Ph: 0432 213 935



Secretary:
Jeff Horle
Ph: 0417 349 672

Club Address: P.O. Box 144 Casterton Vic 3311

November Tractor Trek

25th & 26th November.

Venue: Island Park, M Carmichael Drive Casterton —CMEC Shed Area

Featuring—Army vehicles all shapes & sizes. 4WD vehicles are invited to participate in the Tractor Trek.



Saturday:

- Participants, Please register on Arrival
- Scenic Tractor Trek 9.45am for 10am start
- Participants to provide their own meals
- Vehicles in Tractor Trek must have Club Rego, Full Rego or a permit
- Cooking Facilities (BBQ) available for use @ CMEC Shed

Sunday:

- Breakfast (BYO)
- Tractor Display till Noon

Christmas Hamper Raffle Drawn

Contact: Gerard 0427 327 779 - Jeoff 0417 349 672 - Brian Burgess 0402 362 208

Free Entry

ALL WELCOME



"SAVE THE DATE 24th MARCH 2024"

"It's on Again" Mortlake Picnic



Federation's Mortlake Picnic
Celebrating 20 Years
Join us in a Special Celebration on
24th March 2024

To be held in the grounds of Tea Tree Park at Mortlake.

Catering on the day by the local Lions Club, CWA and Coffee with the Girls. "Lokes and Craters Band" will once again be in Attendance. Great Prize Pool Draw for Members.

Come along and enjoy our Genuine Old Time Picnic Day in the Beautiful Gardens at Tea Tree Park. Plenty of Shade to sit back and relax under while you catch up with Friends.

Enquiries: John Keonett: Phone 0419599066

Another month has seen us enjoy an interesting and enjoyable visit to Terry Walker's Lockview Farm near Willaura and entertain the Mt Gambier and Colac clubs here at our club room. It is always a good time when we catch up with other clubs.

Thank you to Craig Tosetti from Vickery Brothers, who was our guest speaker at the last general meeting. Craig gave a very interesting and informative talk and power point presentation on the history and evolution of the Vickery Brothers enterprise at Casterton.

The footy grand final has come and gone. I don't follow a club, but for those of you who do, I hope your team did you proud.

This month is going to be a very busy one for our club so please try to help out if you can, but especially come and enjoy the camaraderie and the events organised for you.



Club fees are now overdue if you have not already paid. We will not be chasing you. Remember this affects your registration, so make haste.

Have you heard of impulse buying? This was my latest buy. Do not take your grandson with you when you go for a look as you end up taking it home. I didn't think I was a collector, but I am now.

I now have my every day Hyundai, Alice, the 1965

Mustang and Ollie Orange a 1971 Volkswagen Beetle.

That's enough rambling from me. Get out in that glorious weather and enjoy whatever vehicle you have.

Cheers.

PAM

Health, Wellbeing & Welfare

To all members, families and friends we hope you are doing well during this time. Please remember to reach out to anyone of us if you are struggling or need an ear to listen.

Within this month is: **Breast Cancer Awareness Month**



General Minutes 15.9.2023

Meeting Opened	Meeting opened a little late at 7.36pm. Pam giving all time to chat and settle. She thanked the rather large attendance for coming. Some remarked it was a difficult choice between the footy or a club meeting. But the meeting won.
Members Attending	Pam Pollock, Colin Warfe, Stephen and Helen Waters, Wal and Eunice Brinkman, Rod Potter, Chris Watt, Richard Neaves, Ern Polack, Denis Polack, Helen and Merv Walker, Bob Mulley, Andrew Anson, Brian Simkin, Jenny Corcoran, Dougald Christie, Gus Kuilboer, Mark Rye, Carol Baudinette, Cameron Delahoy, Rodger Garland, Peter Wilson, Rob Baulch.
Apologies	Lorraine Wilson, Kevin and Jenny Watt, Betty and Graeme Ralph, Rob Brody, Helen Moore, Peter Dowdle, Michael and Lillian Hartwich, Bob Martin, Geoff Sharrock, Roger Moodie, Peter Cay.
Minutes of Previous Meeting	Accepted. Moved: Richard Neaves. Seconded: Denis Polack. Carried.
Business Arising	<p>Club Flags- All were in favour of the club logo in the rounded top portion of the flags with HAMILTON printed down the length and under Hamilton in slightly smaller print, HDVVDC. Pam to see Paul Shewell to get this project finalised.</p> <p>Moved: Jenny Corcoran. Seconded: Rod Potter. Carried.</p> <p>Ally Committee-Pam asked for some hands, with no response. A meeting will be called to gain some further idea of member's interest.</p>
Treasurers Report Outstanding Accounts	<p>In the absence of Peter, Pam read his report as Sent electronically.</p> <p>Main account \$11791.68</p> <p>Rally account \$8088.23</p> <p>Term deposit \$39447.14</p> <p>Treasurers report accepted. Moved: Carol Baudinette. Seconded: Helen Walker. Carried.</p>
New Membership Applications	
Correspondence	<p>IN: Newsletters.</p> <p>Federation-Please think about volunteering for the Bendigo Swap.</p> <p>Federation-Error made at Vicroads re: some permit renewals.</p> <p>Flyer for Mortlake Picnic.</p> <p>Nathan Hinckley reply re: speaker.</p> <p>David Coldbeck-Request for club cars for wedding in April with some remuneration to the club.</p> <p>OUT: Pam has sent several letters asking for speakers.</p> <p>Pam and Graeme have sent an article to the local paper re: new president.</p>
Club Captains Report	<p>A good turnout for the Annual Memorial Run. The weather was perfect and a most enjoyable day was had by those who went along. A minute's silence was held prior to departure in memory of those we have lost and a short poem was read.</p> <p>Some help required for Sunday's visit from the Mt Gambier and Colac Clubs.</p> <p>Please take note of our busy month and try to attend an event or run and assist if you can.</p> <p>We have been invited over the border to Gary's Garage. I'm told it is well worthwhile. Sunday 22nd we will make an extra club run for those who wish to go over.</p>

Building Committee	Michael Hartwich has donated some lining boards to finish off the garage. Some help will be required to fall a shed to get to them. Denis will set up a meeting or a day to do this. So stay tuned.
Federation Report	Nil.
Newsletter Report	Can we get articles in sooner rather than later please? If you have organised a run, can you do the report also and get it in as soon as you can. Then we have them on hand and are not chasing them at the last minute or Pam is trying to put something together in a hurry. Keep the articles coming.
Rally Report	Volunteers needed. The sooner we get started the better it will be.
Welfare Officer	Doug is not the best. Waiting on some surgery. Our thoughts are with him and Jan. Mark Rye thanks the club for the cards sent on his recent accident and best wishes on his recovery.
General Business	<ul style="list-style-type: none"> • From October we will trial Thursday meetings, so please put it on your calendar. We will continue this at least until Christmas. • Please remember the visiting club dates and need of assistance with catering. Ring Pam on 0419145452, if you can help with any or all. • Triumph Club Morning tea Friday 6th October. • Triumph Club BBQ tea Sunday 8th October • Bendigo Club BBQ tea Wednesday 11th October. • Pastoral Museum Open Days 7-8th October. • Lancia Club Morning tea Sunday 29th October. • COMMITTEE VACANCIES-Once again members were asked to consider taking on a role on committee. Pam did try very hard to make it appealing. And it is a very rewarding and enjoyable experience. Once again no hands went up.
Meeting Closed	Meeting closed at 8.11.
Next Meeting	THURSDAY October 19 th , 2023.
Guest Speaker	<p>Richard introduced Craig Tosetti the general manager of Vickery Bros. of Coleraine. A very enjoyable and informative talk was given by Craig with a power point presentation just as interesting.</p> <p>Our computer behaved brilliantly and caused no grief-or perhaps someone is becoming a little more literate.</p> <p>Supper was enjoyed afterwards and Craig stayed on to chat a bit with members before heading for home.</p> <p>Thanks Craig for the time and effort you put in on a great presentation for our members benefit and enjoyment.</p>

Annual General Minutes 18.9.2023

Meeting Opened	The meeting was opened by outgoing president Richard Neaves at 7.43pm. He welcomed everyone present and thanked them all for coming and not to forget to sign the attendance book. He apologised for the delay in starting due to a couple of technical difficulties. Hoped we would all be warm enough with the small heaters provided whilst the split systems are out of order.
Members Attending	Pam Pollock, Bianca Higgins, Colin Warfe, Doug Palmer, Helen Waters, Stephen Waters, Carol Baudinette, Richard Neaves, Bob Martin, Betty Ralph, Graeme Ralph, Jenny Corcoran, Brian Simkin, Andrew Anson, Ern Polack, Denis Polack, Rod Potter, Bob Mulley, Gus Kuilboer, Joan Marr, Wendy Marr, Rodger Garland, Cameron Delahoy, Lillian Hartwich, Michael Hartwich, Peter Dowdle.
Apologies	Kevin and Jenny Watt, Lorraine and Peter Wilson, Roger Moodie, Geoff Sharrock, Russell Ward, Warrick Hansted, Rob Brody. Robert Baulch, Peter Cay, Glenyce Kuilboer.
Presidents Report	Richard presented a very interesting and comprehensive report of the past twelve months and his position in the chair over the past seven years.
Treasurers Report	Peter presented the annual treasurers report to the members as had been presented previously to committee and accepted. Peter informed the membership of some substantial upcoming costs to the club including: Acoustic curtains for between the club room and garage. New or repaired air con/heaters. Increasing cost of the printed newsletters. He also explained the need for streamlining the way membership payment advice goes out to members and the new fees for 2023/2024. These will be mailed out. The recommendation from committee was accepted that: fees remain at \$50.00 per member, but if they choose to have their newsletter in hardcopy their fees will be \$65.00. Moved: Bob Martin. Seconded: Graeme Ralph. Carried. The rally made a small profit. Three food charities received the proceeds of the raffle.
ELECTION OF NEW COMMITTEE	Richard handed over the chair to member Gus Kuilboer to chair the meeting for the election of the new committee for 2023/2024.
Committee	PRESIDENT: Pam Pollock. Nominated by Richard Neaves. Seconded by Peter Dowdle. Accepted. VICE PRESIDENT: Vacant. SECRETARY: Graeme Ralph. Nominated by Carol Baudinette. Seconded by Bob Martin. Accepted. ASSISTANT SECRETARY: Pam Pollock. Nominated by Richard Neaves. Seconded by Peter Dowdle. Accepted. TREASURER: Peter Dowdle. Nominated by Pam Pollock. Seconded Bianca Higgins. Accepted. ASSISTANT TREASURER: Vacant. CLUB CAPTAIN: No nominations. Pam will continue in the role and delegate more. ASSISTANT CLUB CAPTAIN: Vacant. NEWSLETTER EDITOR: Bianca Higgins. ASSISTANT EDITOR: Pam Pollock. COMMITTEE MEMBERS: Rod Potter Andrew Anson Rob Brody Denis Polack Rodger Garland Gus declared the above positions filled and congratulated all new committee members and wished them well for the coming twelve months. He thanked Richard for his time and good work as President over the past seven years. The meeting was declared closed at 8.15pm.

ANNUAL MEMORIAL CLUB RUN 13.9.23

The Club run to Willaura organised by Rob Brody to visit Terry Walker's Lochview Farms was 10 out of 10!

The weather couldn't have been better, a beautiful sunny day. The drive out Chatsworth road through the defunct village of Chatsworth and then Wickcliffe had some of the best scenery you could ask for, light traffic and good (in a 604 Peugeot) roads.

Terry's talk at the farm was interesting and highlighted how much farming has evolved in the last 20 years. Huge machinery which can be controlled by computers and enormous hay sheds, paddock bins and storage silos. One time Terry was working and received a phone call from the American manufacturer of the tractor he was driving to tell him there was a problem and the engine would fail in 15 minutes. The computer in the tractor had rung the manufacturer in America to warn him!

Lochview Farms enterprises include cropping, bailing hay and making fertiliser.

We had picnic lunch in a nice setting in the footy grounds. Some bought lunch at the great little Willaura Bakery.

I had a discussion with Mr. McMurray, local bookshop owner and artist about the Stavely Mine going ahead. The Mine has purchased the Willaura Hotel. The portables are on sight, the walkway being constructed and over 40 beds and showers nearly ready for use. The Locals are not too happy that the hotel will be for mine workers only, with the front door locked!

Regarding the sad decline of the town of Chatsworth. In the late '70s it was still a busy little town when a decision was made to supply Hamilton with a second major power line from Terang. The shortest route was Chatsworth road and the SEC set up a major supply depot in Chatsworth. The original town was built of bluestone and still stands next to the bluestone homestead. When the Govt. surveyed to create a highway the Landowner said "Not through my place!" so it went past the front of his property. As a result the present town ended up outside the farmer's front gate.

-Peter Cay

THE ANNUAL MEMORIAL RUN 13TH SEPTEMBER 2023 TO WILLAURA.

Members met at the club rooms at 9.30am and held a minutes silence remembering members who had passed away. Fourteen cars & 25 members then set out to visit Terry Walker's 'Lochview Farms' property at Willaura.

What perfect weather we had for the drive.

We travelled to Wickcliffe via Chatsworth Road and had a toilet stop there, some of us bought coffee from the wayside mobile coffee van parked there. How did he know we were coming???

Some of the group hadn't been up the Wickliffe-Willaura Road before. What spectacular views and colours we saw on that part of the journey. The mountains stood out in the background, the various dark greens of the crops, and the amazing yellow of the canola crops everywhere. Just as we were reaching Terry's property, we saw his son windrowing a vetch crop to be made into silage.

Terry's father started farming the land in the 1960's with 400 acres, when his son came on board Terry expanded the property over the years to 5000 acres. Now, Terry's son Lachie is also involved in the farm. They grow canola, wheat hay, oaten hay, rye & clover hay & vetch and are now looking at beans & legumes. He also said they are burning old waste product straw to ash and adding nitrogen, Phosphorous and manure to make a natural fertiliser for spreading over their property. Terry is trying to look after the land for future generations.

Even though they have an extensive property, Terry said it is one of the smaller ones in the area.

Terry very generously opened his property up for us for a walk around his enormous hay & machinery sheds. He has also put in a fuel depot in conjunction with a few neighbours for their use.

We left Terry's and travelled the 3kms into Willaura where we had a picnic lunch under the trees in the shade at the local sports oval/caravan park. We later visited the bakery the art-work and the second hand books.

-Robert Brody



On a recent trip through N.S.W. we stopped off at Deniliquin on the Edward River and by chance came across The Depot Motor Museum. Deniliquin is a neat town with a nicely manicured park with lagoon and a feature sculpture in white Carrara marble of "The Three Muses" The three figures representing "Science, Art and Learning" were sculpted in 1891 in the Ferrari Brothers factory in northern Italy, to the design of Deniliquin architect Fred Harrison. The factory was destroyed during WW2.



The Three Muses sculpture was re-stored in 1996 and now take pride of place in Waring Gardens in central Deniliquin. (The kookaburra is not part of the original!)

Moving on now to culture of another kind. The Depot Museum has grown around the historic vehicle and memorabilia collections of Neville and Debbie Purtill and the Purtill family.

The Purtill family has operated businesses in the Deniliquin region for three generations. Keith and Pat Purtill started

the business in the 1950s and, along with their sons and extended family, built it into a valued part of the local business community. A major part of their business consisted of a network of school bus runs and passenger coach services.

Over the years they collected a wide variety of motor vehicles and memorabilia and as their promotional material says, their dream was to take the collection out of dusty sheds and create an ever-evolving space where history can be experienced and enjoyed. This has certainly been achieved and we had no trouble filling in several hours admiring the well-presented displays



1934 Rolls Royce Park Ward Limousine,



1924 Dodge Fire Engine



1973 Daimler DS420 Limousine based on the Jaguar DS420 of the same era



1952 Bentley Mk VI Sedan with 4.2 Litre 6 cylinder XJ6 engine



1948 Armstrong Siddeley Typhoon. 16 Hp 6 cylinder, with preselector gearbox



Plenty of early Holdens



A couple of familiar figures.



Much memorabilia including a complete Fargo Golden Fleece Tanker

The Depot Museum also incorporates a well equipped function room and next door is an authentic 1950's style diner with a good range of food and refreshments.

Graeme and Betty Ralph



**FOR ALL YOUR
PROPERTY
MANAGEMENT
NEEDS**

Contact:

Elizabeth & Rachael on
0436116995 or 0427944881

YOUR INVESTMENT, OUR PRIORITY

 **SOUTHERN
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PART 2



The Argus Continued: *Out of the 23 starters 21 arrived and 12 did the journey without losing a point. The two who failed to complete the stage were A.A Beckett (Coventry-Humber 12hp) who had engine troubles and W.A Beckett (Talbot 12hp) who had a mishap to his electric mechanism. Stott (last to leave Melbourne in the Decauville) lost 704 points and later retired from the contest.*

There were no accidents but several dogs and fowls were killed on the journey. Kellow was the first to arrive in Mr Manfold's 40 horse Napier at 39 minutes past 2 o'clock, averaging almost 36 miles per hour. Camphin (Darracq 12hp) was next almost 22.5 minutes later and then the vehicles arrived at intervals till 20 minutes past 7, Stott being the last. Sydney Day (De Dion 12hp) had a mishap with his coil. At north Geelong he obtained another coil from Melbourne and left Geelong

at 57 minutes past 2, doing a splendid run to Hamilton and arriving at 18 minutes past 7. Wilkinson (De Dion 15hp) sustained a crack in the frame of his car, and the repairs that will be necessary will lose him 15 points.

From Hamilton Spectator, Tues 13 November 1906, *The competition created much interest in Hamilton and Gray Street was crowded with spectators long before the cars were due, while many people viewed the competition from various points on the Ballarat Road. The weather was all that could be desired for motoring and the Dunlop Rubber Company have every reason to be satisfied with the first days test. The first car to arrive in Hamilton was the 40 horse Napier for a total driving time of 5hrs 39.5mins, a wonderful performance and must be easily a record for this route. Some idea of the speed attained by this car can be formed by the fact that it beat the train time from the metropolis by over 3 hours. Mr Kellow said the roads were in splendid order and he was able to travel the whole distance in top gear. Mr O.Camphin was the second to arrive on a 12 horse Darracq, his driving time 6hrs 56 minutes while Mr Fay followed 10 minutes later on a 6 horse De Dion. The second fastest time was put up by Mr Askin Forster, who drove his 35hp Talbot through in 6hrs 26 minutes but lost 36 points owing to a mishap. Mr Stevens in a 20hp Darracq had a good run and accomplished the distance in 6hrs 31.5 mins. Mr Sid Day's car which won in last years competition was the first to break down in this competition. He lost several hours in Geelong and did not arrive here till 7.18 a long while after the appointed time. He has lost all chance in this competition as he had 814 points deducted. Mr A A'Beckett and Mr W.G A'Beckett, who are well known in Hamilton in golfing circles, started, but both of them must of faired badly and neither arrived here. Today (Tuesday) the cars return to Melbourne through Dunkeld & Ballarat and the first to leave will be Mr Roche's car (5hp De Dion) at 6.45am, while Mr Foster's (35-45hp Talbot) will be the last to leave at 8.54am.*

From the Examiner (Launceston, Tas) Friday 23 November 1906, *Mr S Spurling, who represented the Tasmanian Auto Club at the recent motor reliable trials on the mainland, returned by the Loogana yesterday. He acted as observer, his duty being to take charge of one of the competing cars each day. On it he would note the number of stoppages made by the engine, the cause and time taken to effect repairs. On the first day of the trials, I went in a car driven by M.Sydney Scott, a very old motorist. He was unfortunate right from the outset and lost a great number of points through the steering gear breaking. The run was from Melbourne to Hamilton and over 100 miles of the journey was covered with defective steering gear. That day he lost over 700 points (from original allocation of 1000) and as a result retired from the contest. The road from Geelong to Hamilton is perfect from a motoring point of view and under ordinary circumstances the run would have been most enjoyable. As it was, there was always an element of danger, as we were expecting the steering gear to go further at any moment.*

When you consider today that the average drive time from Melbourne to Hamilton (unless you are Donald & Hayley Corcoran then double it) is 3-3.5 hrs on semi modern roads, 5.5 hrs for the Napier on a non-direct route, on unmade roads is very impressive for 1906.



**Dunlop Reliability
Motor Contest.**

**1000 Miles Around Victoria,
Nov. 12 to 17th., 1906.**

Attractive and interesting 20-page
Programme is now available, gratis.
Applications through POST to be
accompanied by Penny Stamp for
Postage.

The Dunlop Rubber Co.,
185 Flinders Street, Melbourne.
And All States.

(Advert from Hamilton Spectator, 13 No-

Company spent upwards of 400 pounds to organise and run the trial. Of course at its end they triumphantly promoted any finishing vehicle that wore Dunlop Tyres along with all other tyre companies. Of course, agents for Darracq cars, Knowles Motor Co would have enjoyed the free publicity of Camphin's unexpected win and award of the 400 Guinee Dunlop Cup. Hamilton's own agent especially did taking out the below advertisement in the Hamilton Spectator on 27 November 1906.

WINNERS of numerous reliability tests and cups - **The DARRACQ Motor Cars.** In Dunlop test, the winner, a 12 h.p. Darracq averaged 26 miles an hour for 1000 miles, and only lost three points. Examined by experts at the close of the contest, the winning Darracq was declared to be in perfect running condition. Neil McDonald, Agent, Garage, Thomson street, Hamilton.

Unfortunately as yet, there is no available information about where the motorists & officials stayed overnight whilst in Hamilton but at the completion of arrivals all cars were taken to a safe storage area under supervision of the official observers to make sure no mechanical adjustments were made whilst refuelling & re-oiling. I am sure after 11hrs 45 minutes driving time for Sydney Day in class B (De Dion) anything other than a good night sleep wasn't a consideration.

As reported in the Spectator early Tuesday morning drivers lined up again for the second leg of the trial Hamilton – Melbourne via Dunkeld, Ballarat & Bacchus Marsh (187 miles) with their allocated observers on board. After 8.54 when the Talbot pulled away from the streets of Hamilton and crowds dispersed, life went back to normal in the streets.

Said to be plagued with strong head winds, the first into Melbourne was W.R GRIMWADE 6hrs 44.5 minutes, followed closely by O.Camphin 6hrs 47mins. Adkin Foster – last to leave Hamilton didn't have a trouble free run to Melbourne arriving after 9hrs 35.5 minutes with a loss of 134 points. Our speedy friend in the Napier, Mr Kellow had a slower trip to Melbourne arriving in 7hrs 10.5 minutes but did not lose any points.

Certainly after the trial had left Hamilton, The Spectator showed no more interest in the contest with no follow up reports. The trial continued as follows,

Day 3 – Wednesday November 14th – Melbourne to Tallarook & back (108 miles)

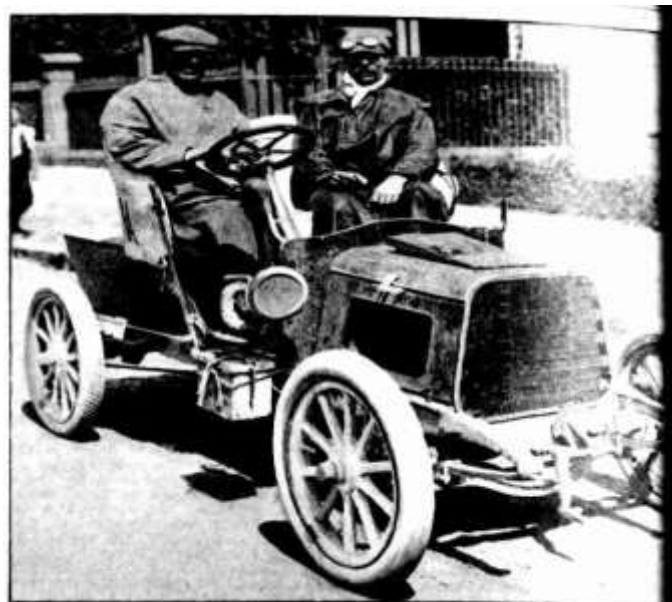
Day 4 – Thursday November 15th – Melbourne to Stawell (178.4 miles)

Day 5 – Friday November 16th – Stawell to Melbourne via Lake Bolac (212 miles)

Day 6 – Saturday November 17th – Melbourne – Marysville – Melbourne including across the Black Spur.

It is believed that the Dunlop Rubber

Company spent upwards



Winner of Dunlop Cup, Mr. O. Camphin; Observer, Mr. H.

The trial finished

with only 1 serious accident when one vehicle overturned seriously injuring the driver & observer. A trial was spoken about for 1907, but 2 years passed before a less stringent 'tour' was organised in 1909 again listing Hamilton as a destination. Hamilton did feature again in several records in between but more on those later.

Happy motoring.

Do you have any further information or pictures of the 1906 trial? If so, I would like to hear from you.

10 CARS THAT TIME FORGOT

AMC Pacer

DURING THE fuel crisis of the mid-1970s American car makers were stymied. GM, Ford, Chrysler and AMC (American Motors Corporation) just didn't make small, fuel-efficient, economical cars, and they looked on aghast as Japanese imports piled in and snatched sales.

The panic to compete sired some emergency products: the Ford Pinto, which later developed a tendency to ignite in accidents; the Plymouth Cricket, a hastily imported and 'Americanized' Hillman Avenger; and the AMC Pacer.

Ah, the Pacer! In living memory, few new cars have received such derision upon their debut. Britain's *Motor* magazine, for instance, announced on its cover 'We test the Pacer – and wish we hadn't'.

In photos, the goldfish-bowl looks and three doors suggested a car that was VW Polo-size. In the metal, it was longer than a Ford Granada, with the huge wheels of every other Detroit dinosaur.



Above: When it was new, people couldn't quite believe the Pacer. Below: Collector status could beckon for surviving cars.



As an economy model, you would probably expect a thrifty engine. But the smallest available in the Pacer was a burly six-cylinder 3.8-litre motor as big as a Jaguar's.

It did boast a driver's door longer than the passenger's for easy access to the rear seats. But even that novelty went pear-shaped when cars were converted to right-hand drive for the UK market.

The Pacer utterly failed to stave off the challenge from the Toyota Corolla and its dainty ilk and lasted a miserable five years before AMC quietly snuffed it out. Today, if you own an Edsel, a perfectly preserved Pacer makes an ideal companion ...

This article was sourced from "Cars That Time Forgot" by Giles Chapman; printed in the UK in 1997 by Parragon

Observation that may be of interest to members.....

Reading a recent car mag, a 1956 AC Ace Bristol was for sale in the UK (\$POA).

It was the first Ace Bristol imported into Australia.

It was owned by Mary Seed who competed extensively and won the 1961 Australian Tourist Trophy...placed 3rd in the NSW Road Racing Championships at Mount Panorama, Bathurst.... and placed 1st in class with a time of 51.45 sec. in the Australian Hill Climb Championships on the 21st October 1956 at Bathurst.

She set a woman's land speed record in February 1957 at Carathool in the Riverina, achieving 112.95 mph over a kilometer in an event sponsored by Ampol Petroleum.

also.....

Rolls Royce, Bentley and most other car manufacturers have announced that they will not be producing petrol engine cars from 2030.

Technology, battery storage, charging facilities etc will improve in leaps and bounds and we will all be driving EV's sooner than we think.

.....Roger Moodie



1911 60-h.p. COTTIN et DESGOUTTES

Dear Lorraine,

In response to your request for material for the newsletter, I hope the following may be of some assistance. I was interested to read in Lloyd Hocking's column about Ray Farley's restoration of an example of the breed. It reminded me that I have a framed photo on the wall of my late friend Jumbo Goddard racing his 1911 60hp model in England many years ago. This large photo used to hang on a wall in his home at Newport Beach, NSW. I am lucky enough to have several of his things, many of which were given to me by his widow, Kate. Kate and I remained friends until she died a few years ago. She was much younger than Jumbo, but would have been in her early nineties by then I think. Kate had her own motoring background as well, being one of the Shorrocks family who made superchargers bearing their name.

What follows is a reprint from the Archives of the English Motorsport magazine of 1957.

Kind regards,

Warrick Hansted.

"Big Edwardian racing cars are comparatively few and far between and "new" ones have not appeared for some appreciable time. Perhaps the most recent to attract favourable attention in V.C.C. and V.S.C.C. circles is J. E. Goddard's beautifully rebuilt 1911 Cottin et Desgouttes. This fine example of chain-driven giant racing two-seater ran in the recent V.C.C. Dorking Trial and was raced at Brands Hatch on August Bank Holiday. I felt the time had come to learn rather more about this car and accordingly drove over one morning in October to the big shed at Bracknell in which Mr. Goddard keeps an impressive stable of motor cars. The Cottin et Desgouttes was standing with its owner awaiting us, in company with a 300SL Mercedes-Benz which had brought its enthusiastic owner to watch the enthralling dispatch of the Edwardian racing car on a trip up the road.

The firm which manufactured the car began motor-car construction at Lyons in 1904. They proceeded to build a wide range of models, and by 1911 were listing 10/12, 15, 22, 40 and 50-h.p. four-cylinder and 20 and 45-h.p. six-cylinder models.

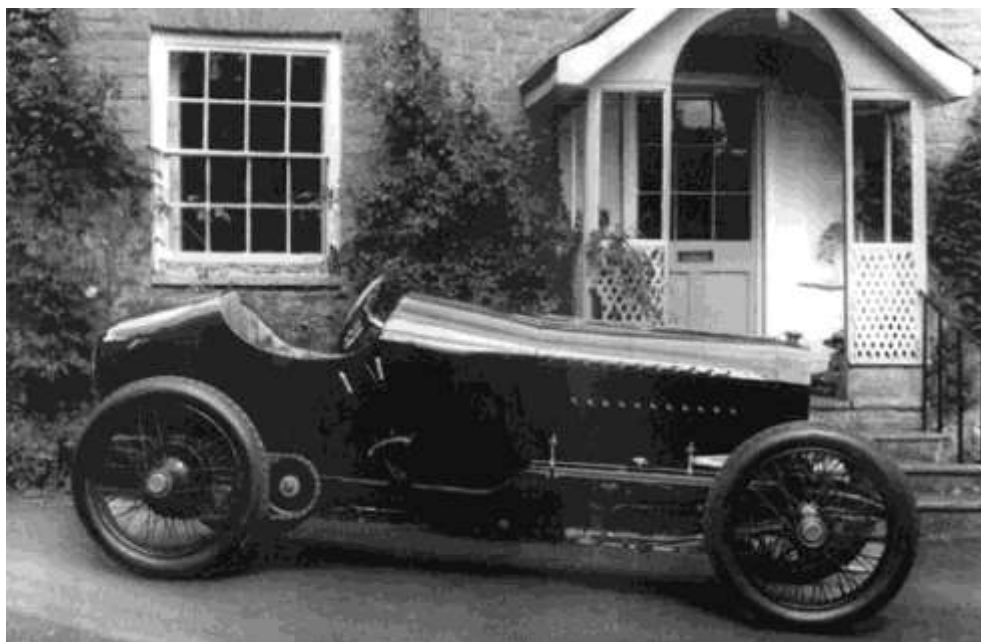
The origin of Mr. Goddard's car is lost in the mists of antiquity but the following year the old-established French company decided to introduce a "Sixty," no doubt to appeal to the young road-burners of that Edwardian age. This car appears to have been acceptable, because it was continued up to the outbreak of war. It was a four-cylinder car, rated at 41.9-h.p. and its cylinder dimensions were 130 by 200 mm. Now Mr. Goddard tells me his engine measures 130 by 203 mm. so it seems likely that this car was either a prototype Sixty or one of a number of special racers, perhaps built to compete in the hill-climbs then prevalent in France, on which the largest production model was subsequently based. It seems that the car was used in England by Lord Carbery, the pioneer sporting aviator, and as Lord Carbery took his pilot's ticket at Villacoublay in 1912 and flew a Morane-Saulnier monoplane back to England before becoming a successful racing and record-breaking pilot at the controls of the Bristol Scout, it is logical to conclude that he had shipped across the Channel the suitably impressive French automobile he had probably used while learning to fly. (If I tell you that Lord Carbery raced a 40-h.p. Cottin et Desgouttes at Brooklands in 1911 and entered a 20/30-h.p. car of this make in 1913 you may consider it confuses the issue or you may decide that this confirms his addiction for this marque). This Cottin et Desgouttes was apparently rebuilt in 1920 but eventually fell into disuse and was discovered by a Mr. Grace in poor condition at Woodbridge, Sussex, during the second World War. Anthony Heal took it under his wing and from Denham it passed into the care of its present owner, who towed it to Bracknell, where it was stripped and restored.

The engine is a most imposing power unit. The massive cylinders are in two pairs of two, a small brass plate on the front pair giving the engine number as G534. By my calculations the capacity is 10.6 litres. The valves are set along the near-side, being of normal side-valve layout, enclosed beneath neat covers. The timing gears are at the front and from them, on the off-side, a big period Bosch magneto is driven from the end of the gear train and between this drive and the crankcase is another drive for the fan pulley, which is set behind the timing case, an extension beyond it driving a big brass water-pump located along the middle of the engine, so that a water manifold can be taken conveniently to each of the great water jackets. The water pipes are of modest diameter; a two-branch off-take pipe takes the coolant back to the radiator. This radiator is a particularly handsome part of this handsome car. It is not massive, its size enabling the bonnet to be blended neatly with it. It has a wide-spaced,

deep honeycomb, rebuilt by Serck, possessing a pleasing pattern effect when viewed head-on, the casing is highly polished and the blue-and-white circular badge incorporates, below the maker's name, the words "Paris-Lyons," which conjures up visions of the car making short work of the long journey along N.7 between the Gay City and the factory!

The connecting rods within the great cylinders are of H-section, some 21 in. long. The original pistons were cast-iron but these have been replaced by a set in aluminium-alloy intended for a Perkins diesel engine, saving some 31/2 lb. on each one over the original and raising the compression-ratio. On the near-side a Zenith carburetter with three separate air intakes feeds into a big -bore two-branch copper inlet manifold. Above this a most impressive four-branch exhaust manifold is coupled by means of a circular flange of battleship proportions to an enormous external exhaust pipe which follows the curve of the original cast-iron pipe away to the back of the car. This exhaust system was presented to Mr. Goddard by Castons of London and is of copper throughout, 10 g. for the manifold and 14 g. for the tail pipe.

The chassis has fairly shallow side-members and 1/2-elliptic suspension front and back, the back springs being flat and rigged outside the chassis. The shock-absorbers are of Houdaille hydraulic pattern. The drive from the engine goes through a small Hele-Shaw clutch fitted behind a comparatively small flywheel over which there is a metal guard. The wheels on the car as it was found were beyond restoration and the body virtually scrap. Luckily someone was located who had four ex-Vauxhall Rudge-Whitworth splined wheels intended for a trailer and these were rebuilt, painted yellow, and shod with new Dunlop 880 by 120 tyres.



The body now consists of two shallow bucket seats set in front of a fine copper fuel tank, The latter came from one of Mr. Goddard's boats but, somewhat modified by Serck, is absolutely in keeping with the character of the Cottin et Dettgouttes, and holds some 30 gallons. Fuel is fed by air pressure supplied either by a pump on the steering column or another air pump conveniently located for the passenger to operate. Originally it was by exhaust pressure. As the engine sump holds only about 3/4 of-a-gallon of oil a spare supply of lubricant is carried in a neat copper tank under the steering column, with a glass tube

Photo sourced from <https://cottindesgouttes.isauter.com/en/grand-prix-1911/>

oil-level sight.

The present body gives the car the starkest effect imaginable. There are no body sides of any kind and no scuttle behind the bonnet. Substantial flaired mudguards, a bulb horn and the spare wheel up behind complete the ensemble. The dash slopes down to merge into a footboard, on which are mounted four period gauges. The two smaller ones indicate water pressure and air pressure and they are augmented by a fine Watford tachometer reading to 1,600 r.p.m., driven by belt from the clutch shaft, and a big oil-gauge showing 10-15 lb./sq. in. pressure. The only controls are a rotary magneto switch flanked by the name "Cottin et Desgouttes" and a 1/2-compression handle. The eye, however, is caught by four foot-pedals. There is a piano-type accelerator, two brake pedals of differing size, and the clutch pedal. One brake pedal operates in one countershaft brake-drum, the other in the drum on the opposite side of the shaft; it is usual to apply both together. The hand-brake lever works brakes on the back wheels. From the foregoing it is evident that the car has final drive by the classic side chains. What is not apparent, is the remarkable gear-change arrangements, The gearbox itself provides only bottom and reverse speeds. The remaining three forward speeds are selected by meshing one of three sets of crown wheels and pinions, The final-drive is in unit with the gearbox, the chain countershafts emerging at right angles. The main crown wheel has teeth on each side and thus, depending on which bevel pinion is driving it, two different speeds are obtained, as the bevels are of differing diameters. The pinion not driving merely idles. Inside the large crown wheel is a smaller crown wheel, which can be driven from a pinion on a shaft inside the shaft carrying the pinion behind it, providing, on engagement, a third variation in speed. This ingenious final-

and that a guard has to be lifted to obtain reverse. The Cottin et Desgouttes hunched itself up and accelerated purposefully, while the hand-brake inspired confidence. The steering, however, is startlingly high-g geared as well as very light: the control quadrant turns somewhat disconcertingly with the small, thin-rimmed wheel on its long, brightly-polished, unsupported column. I had no opportunity to record any performance figures but Mr. Goddard told me he has had over 95 m.p.h., paced by a Jaguar with an accurate speedometer, along the Wrotham-Maidstone highway. The weight of the car is 24 cwt. (wet).

Altogether, the 60-h.p. Cottin et Desgouttes is a highly desirable property. We can expect to hear a lot more of it when its owner can spare time from his other delectable vehicles. These, apart from the D-type and an XK120 Jaguar, include a Type 57 Bugatti two-door saloon, one of the last built with cable brakes, now neatly endowed with four Morris Minor-size S.U. carburettors, a Rolls-Royce Phantom II coupe' de ville ("bought," explained Mr. Goddard, "because I have many God-children") and a Burrell steam traction-engine. The Cottin et Desgouttes' owner has motor cars in his blood, in spite of having crewed the "Mayflower" on its recent expedition. Before I left he showed me the 3-litre Bentley engine which, as an apprentice, he equipped with a Cozette vane-type compressor and Cozette carburetter, mounted on the valve cover and, with a 3-to-1 drive, blowing at 4 lb./sq. in., which transformed the Vanden Plas tourer it occupied and put its maximum up to some 95 m.p.h. "



Note From The Editor:

Hey everyone; it has been nice to put a few faces to the names that I see as I slowly meet more and more of you. Thank you to everyone who has seen me out and about and said hello or stopped for a chat. Also a big thank you to those who send in articles. LIFE SAVERS!

May your travels always be safe.

-Bianca Higgins



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