

MILDURA VINTAGE VEHICLES CLUB INC.

# THE BULBHORN



**APRIL 2021**

Circulated to MVVC members and reciprocating clubs.

Not for Sale.

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2020 – 2021**

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Official Newsletter of the MVVC

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**CLUB MEETINGS**

Held on the first  
Friday of each month,  
except January.  
Start Time: 8.00pm  
Wilkinson Hall,  
Cnr William Street &  
Burns Street,  
Gol Gol N.S.W.

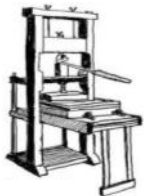


**ON THE COVER**

Stephen, Ken and Malcolm  
Bennett with the Riley  
Saloons.

\*Photo courtesy of  
Mildura Weekly Newspaper.

See feature story page 4



**Editorial Time Constraints!**

Could all members please note.

All contributions towards each Bulbhorn publication, including advertisements and committee reports are to be on the editors desk no later than the 20th of the month prior to the next general meeting.

Editor.

M.V.V.C. Inc is a proud member of "Federation (Victoria)" &  
The New South Wales Southern Motoring Association Inc.



For information of members and guests:  
alcohol is not for sale prior to or during meetings.

Committee / licensee

Click on the links below to view the Federation and SMA websites

<http://www.federation.asn.au>

<http://southernmotoring.com/>



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Wentworth & District  
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# Club Events

## April 2021

Friday 2<sup>nd</sup> – Monday 5<sup>th</sup> Easter Weekend. The Rally Committee are organising a series of events instead of the normal Easter Rally, details when available.

Friday 9<sup>th</sup> **Club Meeting at 8:00pm**

Sunday 11<sup>th</sup> Afternoon Tea at Princes Court Village. Display cars at the Village at 2:00pm, a/noon tea will be provided in the Village Centre. A short drive in members cars will be offered to those residents wishing to go for one. This run follows a request from Alan Downes, pre 1970 cars are requested where possible.

Friday 16<sup>th</sup> – Monday 19<sup>th</sup> Camping weekend at Fort Courage for those with caravans. Veronica is organising the weekend with everybody to book their own sites, enquiries to Veronica please. All other members are invited to join the campers for a picnic lunch on Saturday at approx. 12:00 noon.

Sunday 25<sup>th</sup> ANZAC DAY. The Parade is going ahead and we have been requested to provide vehicles to transport Veterans. Due to the need for a “Covid Safe” plan no details are available yet. Would all members who are willing to provide a vehicle for the march please give me their names and a contact no. I will supply pick-up details and times as soon as I have them.

## May 2021

Friday 7<sup>th</sup> **Club Meeting at 8:00pm**


Sunday 16<sup>th</sup> National Motoring Heritage Day, I am trying to organise a run that will tie in with the Vintage Truck run on their return up the Calder Highway, possibly a run to Ouyen Lake for a picnic lunch and follow the trucks back to Mildura. Once I know times etc I can work out a plan.

### **FROM THE TREASURER**

Member's membership cards for 2020 - 2021 will be available for collection from (Shane Downes) Sunraysia Garage Doors, Scott Crescent, Mildura, from Tuesday September 1st.

The views and or comments expressed in this publication are those of the individual contributor and are not necessarily endorsed by the Club or the current Committee of the Club.

Whilst every care is taken to determine the safety of any technical information provided and the accuracy of the information supplied for inclusion in this newsletter, it is printed in good faith and neither the Committee nor the Club accept any responsibility for any inaccuracy, loss or injury incurred by any application of such Information.



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**Merv Jones - Services Representative**

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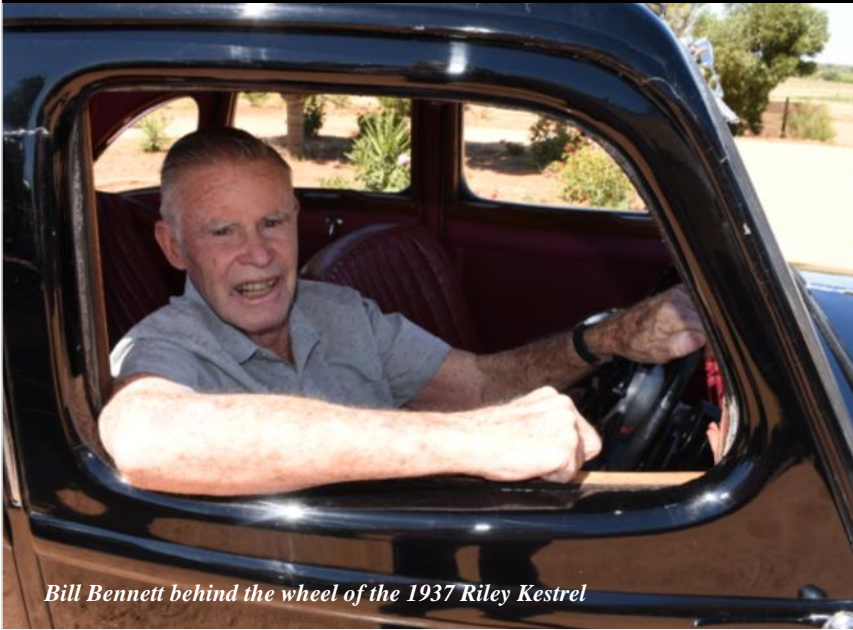
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# Living the life of Riley

By John Dooley, Mildura Weekly Newspaper



Bill Bennett behind the wheel of the 1937 Riley Kestrel

OWNERS of vintage and classic motor cars the world over share a common bond and this is their passion for meticulously restoring and preserving vehicles from a by-gone-era.

And so it is for Mildura's Bill Bennett and his sons, Stephen and Malcolm and Bill's brother Ken, who are the proud owners of a number of classic cars, including three beautifully restored and well maintained British built Rileys.

The Bennett's Rileys date back more than seven decades and are the pride and joy of these classic car enthusiasts.

The love of the Rileys is certainly a family affair for the Bennetts, which began when Bill's grandfather acquired a Riley in 1936.

"In 1936 he bought a Riley, which was very similar to the Kestrel of Malcolm's but called a

Merlin, but it didn't have quite the same sporty fast back body, but it had the wire wheels and the sunroof, as well as the same engine and transmission." Then in 1939, he bought an Alvis car, but in 1947 he saw the new (1946) Riley on display in Kellow-Faulkner's showroom in Melbourne, which is the one here today," Bill said.

He said: "I must have that". He was 80 years of age at the time and he owned it until he died aged 84, in 1950. It was one of the first eight Rileys sold in Victoria.

Bill said his interest in classic cars stemmed from his father's love of them too. "My dad was very interested in English and Continental cars, and in particular, he loved racing cars like the Bugattis – he never owned one – but he used to follow them around to where they raced," he said.

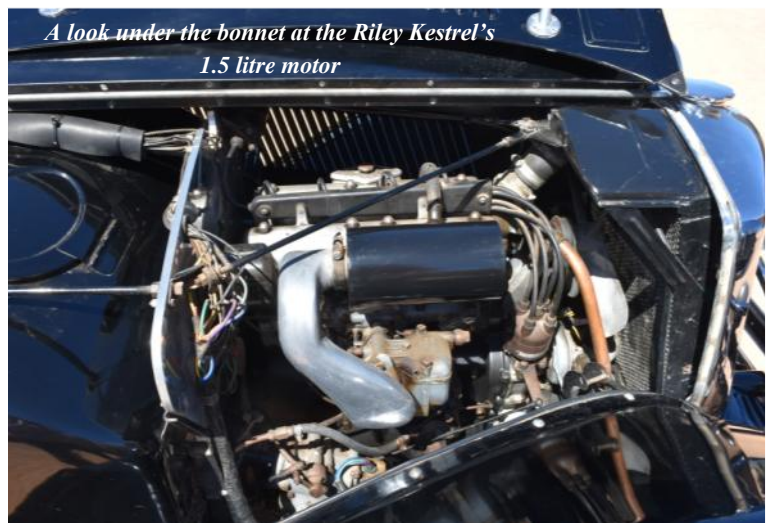
The history of the Riley, which spanned 1899 to 1969, had its origins in Ireland where the Riley family were cotton weavers. They moved to Coventry in England in the late 1800s, to continue their declining weaving business, and by 1890, they had started manufacturing bicycles and motorcycles. Small cars were soon to follow.

The first Riley car was a small single-cylinder, belt driven light car built by father William's third son, Percy, aged just 16 in 1898, which didn't go into production.

Motor tricycles followed in 1900, and a handlebar steered tri car with two forward speeds driven by a 517cc engine with mechanically operated inlet valves in 1903 (the world's first).

Tri cars were made until 1907, later examples being V-twins with drivers' seats in place of saddles, water cooling and wheel steering. The 1034cc V-twin engine was also fitted to the company's first four wheelers, which had amidships mounted engines with gearboxes alongside and chain drive. Bigger V-Twins of two litre capacity, more conventional layout and round radiators were made from 1908 onwards.

These incorporated pressure lubrication, shaft drive, constant mesh, three speed gearboxes.



• Continued Page 5





*Stephen Bennett is the proud custodian of a silver grey, 1953 Riley 'R.M.F', which is powered by a 2.5 litre, inline four cylinder engine – twin cam shaft with a hemispherical head and a four speed manual gearbox.*

*"It was quite an advanced design for its day, although when this model came out, it was starting to become a fairly old design," Stephen said.*

*"It's a bit more powerful than the other Riley's we've got. I've been operating it for two years and my father has had it since 1990, when he purchased it pretty much in the condition it is in now, and he's looked after it*



*well ever since. It's in excellent condition and has been a really good car." Bill bought the R.M.F from the owner in Victor Harbour, South Australia, in 1990, becoming its fourth owner and said it is basically in original condition, with only minor work needing to be carried out on it.*

*"Maintaining the vehicles requires some work including protecting the duco," Bill said.*

*"You need to ensure they are kept in the shade – garaged preferably, and every now and again, give them a polish.*

*"The Riley Merlin my grandfather had in Mildura was originally a maroon colour, but it faded badly. Maroon duco was prone to fading, in our climate .*

*"My grandfather was a keen bowler and would have the car sitting exposed to the sun while he played all day at the Mildura Bowls club." Eventually it was re-ducoed in green and white.*

*Ken Bennett has a black, 1.5 litre, four cylinder, four speed Riley 'R.M.A', which is a very similar motor to the 2.5-litre model, which is the car bought by his grandfather from Kellow-Faulkner in 1947.*

*"He passed away in 1950 and my aunty and her husband purchased it from the estate and they kept it until 1971, when my wife and I purchased it," Ken said.*

**• Continued Page 6**



*“These Riley’s had rack and- pinion steering and torsion bar front suspension, which was quite advanced for the day, and it too has a twin cam and hemispherical head, making it a very efficient motor.*

*“It’s a fairly heavy car for the engine, so the 2.5 litre does perform a lot better than this model.”*

*Ken said owning cars from a bygone era is a wonderful interest to have. “Bill and I were brought up in this era and so we can think back and remember what they were like and of course they are so much different to drive than the modern car – more challenging,” he said.*

*“We belong to the local Mildura Vintage Vehicles Club and we go on outings and short trips with the club and so they get used reasonably often, although with COVID, that has been curtailed.”*

*Bill’s other son, Malcolm has a black, 1937 Riley Kestrel, which is in immaculate condition and still boasts the original red leather upholstery.*

*“It was built prior to the Second World War and is the fore-runner of the other two Rileys we have,” Malcolm said.*

*“It has a similar 1.5-litre engine, but this model features a ‘pre-selector’ gearbox (which was the forerunner of the automatic gear box), sunroof and centre lock wire wheels.*



*“Dad purchased this car in 1958 from Stuart and Harrison’s used car yard in Mildura and used it as his only car for a couple of years.*

*“It became a little bit ‘tired’ and needed the engine to be rebuilt and the duco repainted, which he did over the years between 1959-1973.”*

*Mal said that when he took possession of the car in 1997, he carried out further restoration work as well.*

*“It’s been to lots of rallies in different places over the years,” he said. “In 1997, it competed in the Bay to Birdwood Run and I continued to drive it to Melbourne and Adelaide for various Riley rallies.”*

*The Bay to Birdwood Classic is a one-day event and every second year is for vehicles manufactured from 1900 to 1956. It starts from Adelaide’s West Beach, after which the event follows a route through metropolitan Adelaide to the finish at the National Motor Museum in Birdwood, 65 kilome-*

*tres away.*

*Bill said and he and his wife Margaret used the Kestrel for a 2200 mile (3540 km) honeymoon trip in 1960.*

*“They were pretty solid cars, which meant they were a bit heavy, but that was compensated for by virtue of the good engines they were fitted with,” Bill said.*

*“In saying that it’s heavy, it actually has a wooden body-frame with an aluminium body and bonnet but steel mudguards and running boards. They were also fitted with mechanical brakes - hydraulic brakes were still being developed before the Second World War.”*

*Malcolm still has the original instruction book that came with the Riley Kestrel.*

*In years gone by, Bill entered a number of Classic Car Concourse exhibitions and was recognised for his vehicle’s excellent presentation.*

*“You enter your car all spit and polished. It has to be just as clean underneath as the interior and exterior,” Bill said. “A lot of people entering concours would bring them to the event on a trailers so they’d stay clean, but car club members nowadays prefer to drive their cars on runs.*

*“I entered three concours in 1966, 67 and 68 and gradually improved the car and have a few trophies to show for it.”*

*Bill said the family has another Riley which is currently being restored.*

*“It’s a 1924-25 model and it has been assembled and we have some of the original parts, the two the head lights, Speedo, the clock and side lights.*

*“It’s a work in progress, and at 85 years of age I’m not sure I’ll see it completed, but I’m urging the boys to finish it soon!” a spritely Bill said with a chuckle.*



## Acknowledgement

*The Mildura Vintage Vehicles Club Inc, acknowledges and thanks the author John Dooley and the Mildura Weekly Newspaper for their kind permission in allowing the republication of the previous article "Living The Life Of Riley"*

*B. Gowers,  
MVVC  
Editor*



A couple of club minis travelled out to Woodsies Gem Shop on Tuesday the 16th of March for a luncheon run. They had to park amongst the Old Chevs, Jags, Rovers, Mercs and a couple of moderns. It was a beautiful day for a run and as usual a great atmosphere and great food!



**Transport  
for NSW**

### **Historic Vehicle Scheme (HVS) Period Options, Accessories & Safety Items**

The New South Wales Government has issued a draft of guidelines to assist motoring clubs in determining whether a vehicle is suitable for Club Registration in that State.

Items being proposed are mainly for modifications to club vehicles. They include Original Equipment Manufacturer (OEM)

To change wheels and or tyres, they must have been available for the vehicle and conform to VS109 (OEM) diameter and tyre profile for vehicles pre-1970). Both the wheels and tyres must have been available in the defined period.

**Technical considerations:** Period accessories and options relative to a vehicles age or build date are considered to be within 2-3 years ('defined period') of the build date of the vehicle. Note: There may be exceptions to this rule and clubs are invited to seek clarification where appropriate.

Other items are, Exhaust Systems, Wire Wheel conversions, Air Conditioners, Lowering Kits, Bonnet Scoops, Transmissions and Disc Brake Upgrades.

*For further reading and information see the NSW Government draft document emailed out with this issue.*



# Picnic Run to Lock 10 Wentworth



Sunday March 7th, saw Fourteen club members gather at Varapodio Estate café for a morning coffee prior to the run to Lock 10 at Wentworth for a picnic lunch.

It was a beautiful day for a drive. It is just that some got further than others. Firstly, when we were about to leave the coffee venue, Franks Customline decided it didn't want to play the game, well the battery actually. But alas, Frank was on it! He knew the battery was a bit sad, so he had a spare battery in the boot of the Customline (with jumper leads). Within minutes he had the big Ford ticking over beautifully. So we all headed off to Wentworth, or so we thought.

Rod Gleeson and co-pilot Anne had made a small detour to the Buronga servo to get some fuel for the Studebaker. Preparing to leave the servo, Rod noticed that his car was leaking water all over the place! Further inspection revealed

the water pump was the culprit. So filling the radiator up again, they headed for home to get a more reliable vehicle. I could say something about Rod's other vehicles being English and French, but I won't. Suffice to say they did finish their journey in a modern vehicle.

Moving right along! On arrival at the picnic area adjacent to the Lock in Wentworth, we were joined by about eight more members and guests for our picnic lunch. It was a good attendance and it was great to just relax and chat with other members. It was a great shady spot, with lovely river views. We really are very lucky to live in a region such as this, as there are just so

many places to visit and so many things to see and do.

[More photos next page](#)

Brent

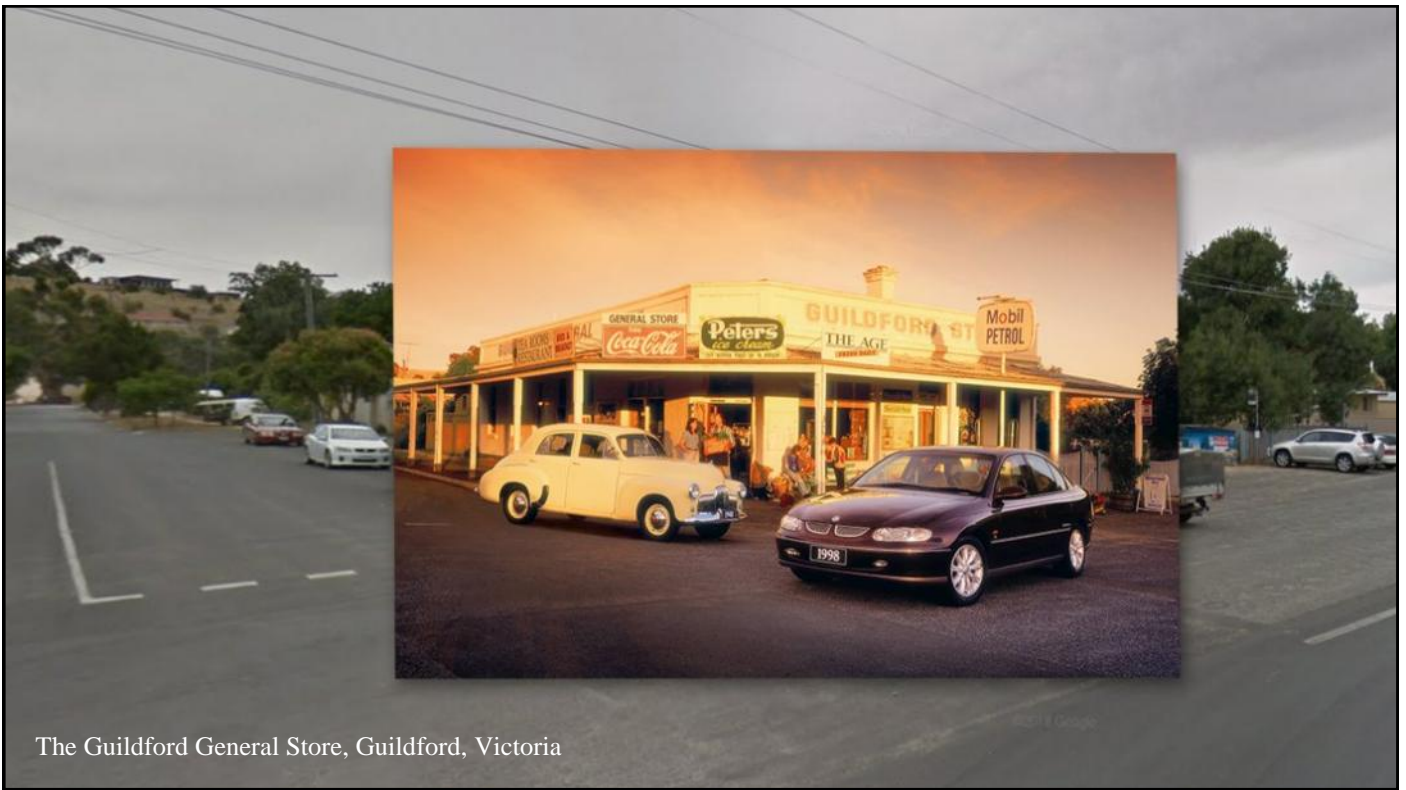


Photos by Carolyn Gowers, Liz Wallace and Editor









The Guildford General Store, Guildford, Victoria

Our Vice President Hayden has passed this one on. It is a Holden initiative, to use your old car photo taken somewhere that they can match with Google map streetscape images. Holden then post it on the following website, link attached. They take your image and an up to date Google image and overlay yours on the new, up to date streetscape, doing their best to match up the angle and position of the shot taken.

Looking through the submissions, there are a lot of old test ground pictures at Lang Lang and glamour shots as seen in the advertising brochures of the time.

Very nostalgic and pretty cool!!

Click on this link to view more photos ([rewindingholden.com.au](https://rewindingholden.com.au)) <https://rewindingholden.com.au/>

For example, here is a photo of Vice President Hayden's first car, with him as a 16 yo proudly sitting on the huge bull bar at Glenelg S.A. circa 1992.







At 12.5 kilometres (7.7 miles) Mildura's Deakin Avenue, is arguably the longest Avenue in the southern hemisphere. Here is a visual comparison between about 1930 and 2021 (old photo sourced from the State Library of Victoria). Notice the double storey State Savings Bank of Victoria building, left of centre with it's vaulted façade and chimney.

### **IMPORTANT NOTICE**

Members with vehicles on the Club Permit Scheme must remember to produce their vehicle log book (for the previous year) to the Club Permit Officer / Registrar when requesting club verification for the following permit period.  
**If the log book is not produced, the permit renewal will not be signed!**



# MoT OUTLAWS LED BULBS ON HISTORIC VEHICLES

New rules from Britain's vehicle testing agency will now fail any classic that has been fitted with LED headlights – here's what you need to know

**T**he Driver and Vehicle Standards Agency (DVSA) has clarified the rules on LED bulbs fitted to classic headlights – it's an instant MoT fail. A re-written paragraph, which appears in the latest update to the MoT inspection manual, reads: 'Existing halogen headlamp units should not be converted to be used with HID bulbs. If such a conversion has been done, you must fail the headlamp. Existing halogen headlamp units should not be converted to be used with high intensity discharge (HID) or light emitting diode (LED) bulbs. If such a conversion has been done, you must fail the headlamp.'

The clarification applies to all voluntarily-tested historic vehicles and modern classics – it's also worth noting that LEDs cannot be fitted anywhere else on your historic, either, unless the LED bulbs you're fitted conform to (UN) ECE standard 128 as a component and (UN) ECE standard 148 when fitted. Very few bulbs on the market currently meet this standard, and are thus illegal.

Nick Rawlinson, who owns Barnack Test Centre in Cambridgeshire, said that owners are better off seeking the best halogen headlamps that they could find: 'Halogen headlamp units are available for most classics [as replacement for a fixed beam setup]; you're better off

finding a new unit than adding an unregulated LED bulb.'

Clubs now want to see a standard of conformity for LED bulbs; many say that the rules are unclear after many members fit LED bulbs to their classic, unaware that they're breaking the law.

A spokesperson for the TR Register said: 'Unlike brake pads, which are made and produced by reputable sources, there are no regulations governing the use and output of LED bulbs, and in some cases can represent a downgrade compared to a filament bulb and lens designed to work with it.'

[tinyurl.com/3mod2neo](http://tinyurl.com/3mod2neo)

## 'MORE INVESTMENT IS NEEDED ON LED'

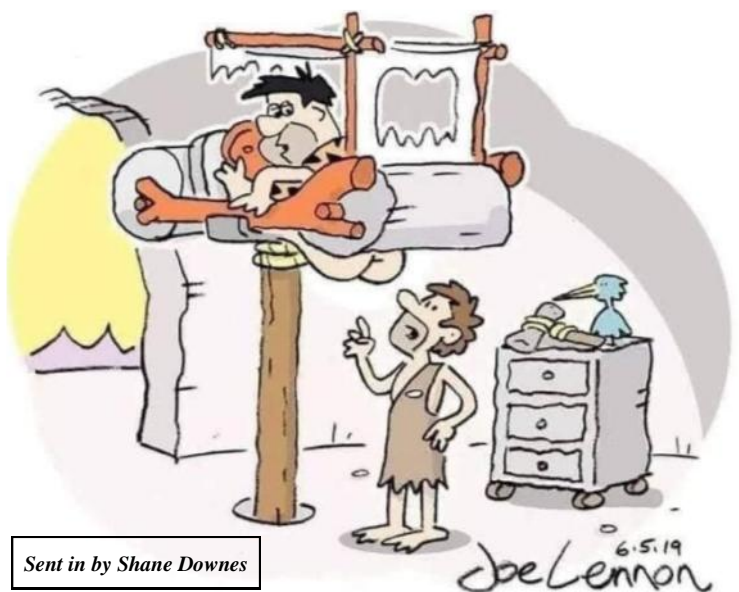
Owners of daily-driven classics will miss the extra visibility that LED bulbs afforded – but the aftermarket has a long way to go in making its offerings conform to UNECE regulations. A manufacturer's investment would surely be rewarded were it to step up and properly test LED bulbs and LED replacement units.

**JON BURGESS**  
NEWS EDITOR



Sent in by Andrew Kynaston

Despite drop-in replacement LED headlights being available for some classics used off-road, like older Land Rovers, roadgoing classics can't use LED replacement bulbs, the DVSA has clarified.



Sent in by Shane Downes

6.5.19  
Joe Lennon

WELL THERE'S THE PROBLEM – YOUR EXHAUST SYSTEM'S SHOT.



# 1975 Panel Van Passion



This 1975 model Holden Panel Van is owned by Shane Downes. Shane has been restoring this vehicle for a few years, with the help of fellow club members Phil, Peter and Ken.







Alan McKenzie's  
Leyland P76 Sedan, all ready to  
participate in a family  
wedding recently.



*In the December 2020 issue of our magazine, I asked members if they would like to share any old motor dealer stickers.*

*Alan McKenzie has sent in this beauty. Another relic of our motoring past here in Mildura. This one is from 1974 and is on Alan's Leyland P76 Sedan. He has owned the car since completing his apprenticeship with Syd Mills Motors in that year.*

*A very descriptive sticker / transfer, Thank you Alan.*

*Editor*

46 Commercial St, Merbein VIC 3505 Ph 0407 092 687





# 2021 FEDERATION, GOLDEN OLDIES TOUR



## 2021 Federation Golden Oldies Tour



1919 – 1930 Vehicles only  
29 August-5 September 2021

The *Federation Golden Oldies Tour* is only open to Vintage vehicles (1919-1930). This Tour will travel through North-Central Victoria and will cover 1100km/680mile taking in Echuca/Moama, Deniliquin, Rushworth, Avenel, Seymour, Mitchelstown, Nagambie, Heathcote, Kyneton, Castlemaine, Maldon, Dunolly, Wedderburn and Bendigo. This is an opportunity to renew friendships with fellow Golden Oldies and visit museums, private collections and enjoy fun evenings and beautiful scenery.

At this time, we are seeking an **Expression of Interest** for people who would like to attend the Tour – please only complete the below if you are genuinely planning to attend the Tour. The decision to go ahead with the Tour will be subject to obtaining a sponsor and COVID-19 restrictions, and if there is a risk to congregate 120 people, offer accommodation or travel into NSW we reserve the right to alter, amend or cancel the Tour. **We will confirm on 2 April 2021** or advise everyone of a new date.

ENTRY FEE is planned as \$240per vehicle (depending on sponsorship) and **will be payable with the Entry Form (when the tour is confirmed)** Entry will include 2 adults for lunch at Marong, the final dinner and breakfast in Bendigo, some entertainment, tour numberplate and assorted memorabilia. For only 1 adult a discount of \$75 will apply. **Key dates – Confirm event 2/4/2021**, Entry opens 2/4/2021, Entry closes 30/6/2021. Meal Orders close 18/7/2021 (meal costs will not be refunded once meals are confirmed). Entry fee is payable when entry is confirmed. Cancellation fee after 1 July 2021 will be \$50.

Once we are able to confirm the Tour, we will recommend accommodation so anticipate this will be booked between April and June 2021 (discounts will be arranged and the motels will hold rooms for this period). Booking accommodation ahead is not recommended as some venues are not refunding deposits.

### Itinerary (see approx route to the right):

Day	Travel
Sunday, 29 August 2021	Marong-Echuca/Moama
Monday, 30 August 2021	Echuca/Moama & surrounds
Tuesday, 31 August 2021	Echuca/Moama - Nagambie
Wednesday, 1 September 2021	Nagambie & surrounds
Thursday, 2 September 2021	Nagambie-Castlemaine
Friday, 3 September 2021	Castlemaine - Bendigo
Saturday, 4 September 2021	Bendigo
Sunday, 5 September 2021	Bendigo



EMAIL Expression of Interest to [GoldenOldies-Tour@outlook.com.au](mailto:GoldenOldies-Tour@outlook.com.au)  
or MAIL To: Golden Oldies Tour, 41 Faradale Drive, Faraday, 3451  
Questions? Call/text Anne on 0412848797 or Glenda on 0418345499

### Golden Oldies Tour: 29 August – 5 September 2021 Expression of Interest (EOI)

I/We wish to take part in the 2021 Federation Vintage *Golden Oldies Tour*

Information collected for the EOI will only be used for the purposes for which it is being collected: (i) planning the Golden Oldies Tour 2021; (ii) processing and managing your registration and associated administration (such as hospitality, events and accommodation) including correspondence with you; and (iii) analysis of attendance statistics for Golden Oldies Tour evaluation purposes.

Drivers Name	_____	Club	_____
Passenger/s	_____	Vehicle Make	_____
Address	_____	Year	_____ Colour _____
Suburb/Postcode	_____	Reg No	_____
Mobile	_____	Model	_____
Email address	_____		



# RACV ALPINE TRIAL CENTENARY

20-27 NOVEMBER 2021

In 2021 RACV will celebrate the centenary of the RACV Alpine Trials, events that were significant milestones in Australian automotive history. To commemorate those milestones, RACV, along with the Vintage Drivers Club, will be organising an event recreating the original 1921 Alpine Trial. The RACV Alpine Trial Centenary will be held from Saturday 20 November to Saturday 27 November 2021.

## HISTORY

RACV held a series of reliability trials between 1921-1926. The route of the inaugural 1921 trial ran from Melbourne to Lakes Entrance, Tallangatta, Mount Buffalo, Wangaratta and Healesville before returning to Melbourne via a final loop through Ballarat and Geelong.

The trial focused on Victoria's Alpine region, advocating for both tourism and the construction of better roads and services to expand the touring potential of north-east Victoria. They were both reliability and efficiency contests. Hill climbing contests and fuel consumption tests were also included with automobile companies using the associated publicity to promote their vehicles.

The RACV Alpine Trial Centenary event will follow, as close as practicable, the route of the 1921 RACV 1000 Mile Reliability Trial.

## THE CENTENARY EVENT

A maximum of 100 vehicles will be permitted to enter, with preference given to vehicles that competed in the original events and to other vehicles manufactured during the period of the trials: 1921-1926.

Entries will be accepted in 3 Tiers. Preference for acceptance will be in the order of these tiers.

**TIER 1:** Vehicles that actually contested any of the four RACV events between 1921-1926.

**TIER 2:** Vehicles of the same make and model as the original contestants of the 1921-1926 trials.

**TIER 3a:** Other vehicles manufactured between 1921-1926.

**TIER 3b:** Vintage vehicles up to 1930.

## EVENT PROGRAM

Day 1 - Saturday 20 November 2021	RACV Noble Park to Traralgon
Day 2 - Sunday 21 November 2021	Traralgon to Lakes Entrance
Day 3 - Monday 22 November 2021	Lakes Entrance to Wodonga
Day 4 - Tuesday 23 November 2021	Wodonga to Bright
Day 5 - Wednesday 24 November 2021	Bright to Mt Buffalo, Harrietville & return to Bright
Day 6 - Thursday 25 November 2021	Bright to Mansfield
Day 7 - Friday 26 November 2021	Mansfield to RACV Healesville Country Club
Day 8 - Saturday 27 November 2021	Healesville to Ballarat and finishing at RACV Goldfields Resort

Entry is now open for the RACV Alpine Centenary Trial at

Visit [vintagedriversclub.com.au](http://vintagedriversclub.com.au) for details

Secretary RACV Alpine Trial Centenary  
Glenda Chivers, 10 Beaufort Rise, Warrandyte 3113  
Phone: 0431 709 248 Email: [racvalpinetrialcentenary@vdc.org.au](mailto:racvalpinetrialcentenary@vdc.org.au)





# LOCKINGTON'S VINTAGE RALLY

## 24 & 25 APRIL, 2021



### HERITAGE COMPLEX 23rd RALLY

Bring your Vintage Tractors, Engines, Trucks, Motorcycles, Cars, Farm Machinery, Your Pride & Joys, etc.

**Saturday: 9.00AM - 4.00PM**

**Sunday: 10.30AM to 4.00PM**

*(No activity please until after the 9.00am ANZAC service at Lockington Community Centre, to which you are invited, preceded by 8.45am march through town)*

**Entry fee per person: \$10**  
Primary aged children free  
(when accompanied by an adult).

**Free entry for Exhibitors to rally -  
Proof of Insurance, regardless with whom,  
must be shown or entry could be denied.**

(Dogs on leash only on rally property please).

**NB: THIS IS A COVID SAFE EVENT**

**LOCKINGTON & DISTRICT LIVING HERITAGE  
COMPLEX INC.**

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### LOCKINGTON SCARECROW COMPETITION AND DISPLAY

Terri Hateley,  
Coordinator  
Tel: 0499 170 329  
Email:  
[nhldbc@gmail.com](mailto:nhldbc@gmail.com)



### RALLY CONTACTS:

Lindsay Govett  
0419 527 661

Joe Chappel 5486 2226

Beryl Marshall (Secretary)  
0428 862 353

Email: [lbmarshall@bigpond.com](mailto:lbmarshall@bigpond.com)

**CATERING:**  
Saturday & Sunday



**STALL  
SITES**

**AVAILABLE**  
Contact: Lorry Forster  
Tel: 5486 2563



### ACCOMMODATION

Camping, Showering & Toilet Facilities available next to rally ground. Phone: 0447 787 581.

Lockington Community Hotel Co-operative Ltd. Tel: 03 5486 2501

'Birds of a Feather Lockington'. airbnb. Tel: 03 5486 2518

'Cottage Garden B&B'. Tel: 03 5486 2392



## ***CLUB PERMIT OFFICER'S REPORT***

### ***New Members and their old vehicles!***

*Victoria : Nil*

*New South Wales: Ashley Beechey with a 1956 Hillman Sedan*

### ***Existing Members adding to their collection***

*Keith Stewart with a 1951 48/215 Holden Utility*

### ***Interesting Facts About Old Cars!***

- *Each member of "The Monkees" was given a new Pontiac GTO. As part of their contract, everyone on the hit TV show got a hot car for their personal use.*
- *There is no 1983 Chevrolet Corvette. Instead, Chevy skipped a year and introduced an all new model in 1984. However, there were prototypes of the car, and all but one was destroyed. It now lives in the National Corvette Museum in Bowling Green, Kentucky.*

### ***Interesting Things To Watch On The Tube!***

- *This on is sent in by Leonie Lyttleton. It shows the driving skills required to be a chauffeur for the President of the United States Of America: Click on the link to view. <https://www.youtube.com/watch?v=s3qKH2UAiqA>*
- *Settrington Cup at the Goodwood Revival U.K. 2018 <https://www.youtube.com/watch?v=sWV7TcKsxM&t=10s>*

## ***RIG'S TIPS***

Workshop tools! How many, how expensive, what sort, do I really need this? All good questions most of us have no doubt asked ourselves at times.

Apart from the normal spanners, hammers, etc., we occasionally need a bit of special kit to carry out a job. I remember after I retired from work, the two things I missed were the lathe and the press, which I had access to in the workshop. An offer of a job with a friend through the wheat harvest solved the lathe problem. A bit of a sketch, a sort through the steel scrap heap and I knocked up a frame, mounted a 10-ton bottle jack, instant press! They both get a lot of use at my place.

Straightening pieces of steel, etc. requires a flat hard surface like an anvil, and these are now worth big money. A cheap alternative is a short length of railway line or H iron. These small items are relatively easy to come by, or can be purchased cheaply from scrap yards, etc.

When straightening/bending metals, different procedures are needed for different metals. Steel can be worked cold or hot. Copper is easy to bend when annealed, which is heating it up pretty hot and quenching it in water. Brass is a bit tricky, as hot or cold can lead to failure. Depending on how severe it must be bent, warming is possibly the best advice. If it breaks, it's easy to braze up. Diecast or pot metal is possibly the hardest to tackle. Try room temperature or slightly warm. Don't blame me if it fails! Sometimes it is easier to buy a repro item or have some cast.

Remember, money can usually solve most problems.

Rig



Minutes of MVVC meeting held 5.3.2021 at Clubrooms.

The meeting was opened by President Robert Rigby at 7.35pm

Apologies:

Apologies were received as per apologies book page 32  
Moved by B. Gowers, Seconded by S. Downes, Carried.

Visitors & Prospective New Members:

5 prospective members are in attendance tonight, Royston introduced them to club members.

Minutes of the previous Meeting:

As circulated in the Bulbhorn. Moved by K. Telford,  
Seconded by A. Downes, Carried.

Business arising from the minutes of the previous meeting:

Because of the current uncertainty due to covid 19 will not host an office rally. There will however be a low key claytons rally at Easter. Details to be published soon.

Correspondence Inwards:

- Mildura City Heart show and shine
- 15 electronic newsletters
- 12 Newsletters
- Movie extra's asking for specific cars.

Correspondence Outwards:

Christine lodged an extension to hold our AGM in August 2021 via Consumer Affairs Victoria website.

Correspondence moved to be accepted. Moved K. Andrews,  
Seconded R. Grant, Carried.

Reports:

Treasurer's Report:

As circulated and read by Rod Gleeson. Moved by R. Gleeson, Seconded by G. Skinner, Carried.

Event Director's Report:

- 7<sup>th</sup> March picnic lunch at lock 10. BYO everything.
- 16<sup>th</sup> Woodsies lunch.
- 20<sup>th</sup> picnic tea 6pm at tennis courts.

April

- Easter Friday maybe a show and shine up the mall.
- Claytons Rally Easter Saturday and Sunday.
- 9<sup>th</sup> Meeting at clubrooms.
- 15<sup>th</sup> – 19<sup>th</sup> Fort courage
- 25<sup>th</sup> Anzac day.

Editor's Report: Asked for some articles for the magazine. Robert mentioned again that the Bulbhorn was the only thing that kept members in touch during the extended covid 19 break.

Federation Report: Still trying to organize the logistics of how to run Bendigo swap. Can't work out how to make it covid safe. There appears to be a massive amount of work to be conducted to make the venue covid safe. There is also another big concert being held in Bendigo at the same time which may be of concerned.

Victoria Permit Scheme Officers' Report: 1 new car

New South Wales Registrar's Report: Nil

Librarian's Report: There are plenty of books for members. Allan recommended collections of trucking stories.

Building Report: Nil

Welfare Report: Nil

Property Report: Nil

Rally Committee Report: Quick meeting after tonight's meetings, will advise closer to Easter what is planned.

Historian Report: Nil

Publicity Report: There may be a Show and shine Good Friday in the mall. Please let Royston know if you want to attend. Would need to be present from 8am so club can be escorted into place. Club must have a covid Marshall and Fire Marshall, both must do training. Can display as many as cars as we want. Must supply a fire blanket and extinguisher. Attendance is required 8 am to 1pm for all members who attend with cars.

Reports were moved by D. Hill, Seconded, by R. Munro, Carried.

General Business:

Bay to Birdwood are taking entries.

Naracoorte swap is maybe on.

Robert recommended Star track if you want to send a parcel, no account required to send consignment.

Tracs hope to have their Calder run on the 15<sup>th</sup> May & 16<sup>th</sup> May. Start at Calder park 8.30am and tea Saturday at Charlton then home on Sunday.

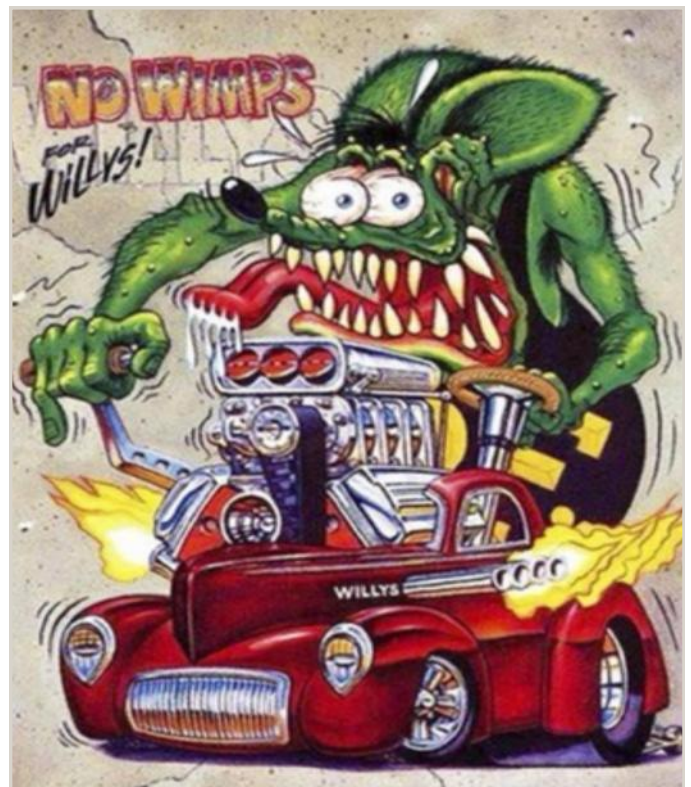
Junction and Fergie rally will be next year.

Speed week starts Monday at Lake Gairdner South Australia. Robert recommends the experience.

Leonie looked at the fridge at National Ag. By turning off the old drinks fridge the club saved a considerable amount of money. A new fridge will pay for itself in the power savings. Shane moved a motion to purchase a new fridge for around 1500 seconded J. Waters.

Raffle was drawn.

Meeting closed 8:15pm





# President's Report

Greetings members, how good was it to be able to conduct a meeting in the clubrooms for the first time in 12 months. Whilst we are still limited to 64 persons inside the hall, it looks like we are gradually returning to normal. With the roll out of the vaccine, it may even happen faster.

The Rally committee have quickly organized a couple of runs for the Easter period, and we hope that quite a few members will take part, along with some visiting regulars from Broken Hill & Adelaide. Briefly, Saturday will commence with morning tea at Big Lizzie, then a run to the new Ouyen Lake, for a BYO picnic lunch. That evening we will have a catered meal at the clubrooms, (a small fee will be charged), followed by a suitable movie.

Sunday we will meet after lunch to view the number plate collection of member Trevor Thomas, and following afternoon tea, we will leave on an observation run through Gol Gol, Buronga, Mourquong, Coomealla, etc., arriving at the Coomealla Club in time for an evening meal. This will be off the normal menu at your own expense.

A few slices/cookies will be required for the morning/afternoon teas, and if you are able to supply something, please contact myself or Leonie.

The car scene in Australia has undergone some changes over the last year, helped somewhat by the pandemic. The supply of new vehicles slowed considerably which boosted the values of used ones. This rise was also helped by the abandonment of public transport by many people in the cities, and motorbike sales were boosted by these same circumstances. For some reason, ute prices increased at the greatest rate. Sources in the trade tell me that the supply of new cars is now returning to normal.

Rig



**Club Permit**

**CH 19 66**

**Victoria**

## **Could All Members Please Note!**

**Whilst the Covid19 pandemic rules are in force, you must ensure that your club permit/s are current. They are easily overlooked, especially if the vehicles are not being used.**

**NO SMOKING  
IN THE CLUB ROOMS  
OR ON THE GROUNDS  
TO COMPLY WITH REGULATIONS  
SET BY THE WENTWORTH SHIRE**

If you are able to provide transport for those members unable to drive themselves to meetings, or are a member who is unable to attend a meeting and would like other members to assist with transport, please contact Jan Collins on the Monday prior to the meeting.



## THE UNCLASSIFIED COLUMN

Bulbhorn Advertisements for Sale/Purchase of Vehicles or Parts will attract a \$15.00 fee for non members for three issues only Members Ads are free and will be advertised for 3 Issues then removed, unless resubmitted.

Please note: Government legislation requires that we publish the **registration number** or the **engine/chassis number** and **cash price** of any vehicles that are offered for sale in this publication.

Please Inform the editor if you sell or acquire what you have advertised in the Bulbhorn. Check your shed. Are there any unwanted spare parts? Help others restore their vehicles and advertise in this space.

**Disclaimer:** Readers are advised that the views and opinions expressed in the Bulbhorn are solely the views and opinions of the contributors, and are not necessarily the views and opinions of the members of the M.V.V.C Inc.

### FOR SALE

Few items for sale by negotiation

- Prefect engine with twin carbies
  - unknown radiator
  - collection of hub caps

**Ian Cook 0428 165 355**

02/21



## Club Items Available From The Property Officer

Stubby Holder	\$ 8.00
Key Rings	\$ 6.00
Car Badges	\$ 15.00
Large Hat Badges	\$ 5.00
Cloth Badges	\$ 5.00
Caps	\$ 13.00
Polo Shirts	\$ 25.00
Polo Flash Shirts	\$ 27.50
Polar Vests	\$ 25.00
Polar Fleece	\$ 35.00
Bumper Stickers	\$ 1.00
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Flags Large	\$120.00
Flags Small	\$ 20.00

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### Change of Postal or Email Address

Any members wishing to update either their postal address or email address, are asked to email the Club Secretary at

[secretary.mvvc@gmail.com](mailto:secretary.mvvc@gmail.com)

If any difficulty is experienced receiving the Bulbhorn, please email the Secretary so your correct address can be recorded in club records.



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