



HAMILTON & DISTRICT

**V. V. C. DRIVERS CLUB**  
Veteran Vintage Classic (Incorporated)  
A0009736L

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

## NEWSLETTER SEPTEMBER 2023

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*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](mailto:handdvvc@gmail.com)

Newsletter items and reports  
[editorhanddvvc@gmail.com](mailto:editorhanddvvc@gmail.com)

Return Address

P O Box 174

Hamilton Vic 3300



### Club Runs:

- **Wednesday 13th**- Terry Walker's Lockview Farm
- **Sunday 17th**- Mt Gambier club visit
- **Sunday 24th**- There will be NO run this day.

**See page 3 for details**



Craig Tosetti had been working for Vickery Brothers for 11 years when in 2012 he took over as General Manager. We are lucky to have Craig as our guest speaker this month.

Vickery Bros is an independent supplier of fertiliser to farmers in Western Vic and SE of South Australia. Established in 1948, they are now the largest vertically integrated fertiliser distributor in Australia servicing a wide range of farming clients.

## Committee 2020/21

Position	Contact	Position	Contact
<b>PRESIDENT:</b> Pam Pollock	0419 145 452 <a href="mailto:pampollock135@gmail.com">pampollock135@gmail.com</a>	<b>VICE PRESIDENT</b> vacant	
<b>SECRETARY PUBLIC OFFICER</b> Graeme Ralph	0418 344 390 <a href="mailto:handdvcdc@gmail.com">handdvcdc@gmail.com</a>	<b>ASSISTANT SECRETARY</b> Vacant	
<b>TREASURER</b> Peter Dowdle	<a href="mailto:peterdowdle@aussiebroadband.com.au">peterdowdle@aussiebroadband.com.au</a> 0428 574 296	<b>ASSISTANT TREASURER</b> Vacant	
<b>CLUB EVENT COORDINATORS</b>	Pam Pollock	<b>NEWSLETTER EDITOR</b> Bianca Higgins	0435 973 839 <a href="mailto:editorhanddvcdc@gmail.com">editorhanddvcdc@gmail.com</a>
<b>COMMITTEE MEMBERS</b> 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	<b>FEDERATION REPS</b> Graeme Ralph Doug Palmer	0418 344 390 0409 010 730
<b>BUILDING COMMITTEE</b> 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	<b>PERMIT RENEWALS</b> Richard Neaves Rod Potter Graeme Ralph Pam Pollock	0488 231 835 0427 507 693 0418 344 390 0419 145 452 <b>Phone for an appointment</b>
<b>SUPPER COORDINATOR</b>			
<b>WELFARE OFFICERS</b> Doug Palmer	Please contact if you know of an illness, death or any special occasion.	<b>CLUB LIBRARIAN</b> Caroline Belcher	(03) 55734517
<b>NEW MEMBER CONTACT</b>	President/Secretary/ Treasurer or Doug Palmer 0409 010 730	Information for new members is available on the website.	<a href="http://hamiltondistrictvcdriverclub.webs.com/">http://hamiltondistrictvcdriverclub.webs.com/</a>

## 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.**

<b>Wednesday 13th September</b>	The Annual Memorial Run– named in honour of members who are no longer with us. Meet at the club room at 9.00 am for 9.30 departure. Rob Brody has organised a visit to Terry Walker’s Lockview Farm Near Willaura. Please bring a picnic lunch and a chair. Terry will give us a tour and a talk on the history of his property. After this we will have lunch at his property which is only about 3km from Willaura, so those who wish to go in to the bakery for their lunch may do so. Once lunch is over, we will wander in to Willaura and you might like to purchase something from the bakery or have a look over the road at the McMurray gallery which has artwork and second-hand books for sale.
<b>Friday 15th September</b>	General Meeting. 7.30pm Start, please bring a plate to share. The speaker will be Craig Tosetti from Vickery Brothers and I believe he is a very interesting speaker. Vickery Bros is an independent supplier of fertiliser to farmers in Western Vic and SE of South Australia. Established in 1948, they are now the largest vertically integrated fertiliser distributor in Australia servicing a wide range of farming clients.
<b>Sunday 17th September</b>	Note this is in the same week. We will be catering a BBQ lunch at 12.00 pm for the Mt Gambier club. After which we will join them on a walk around the Old Hamilton Cemetery. For those participating, don’t forget to wear something warm and bring a broolly (just in case). Some helpers will be required for the lunch, so please let Pam know if you are available. Thank you. Hoping to see a few members come along to this get together with a fellow club.
<b>Sunday 24th September</b>	There will be NO run this day. October is an extremely busy month for us and helpers will be required on several days. If you possibly can spare even an hour on one of the days listed it would be much appreciated. We have several clubs visiting and it would be good to show them our good old Hamilton hospitality.
<b>Friday 6th October</b>	We are catering a morning tea for approximately 70 members of the Triumph Club who will be visiting Hamilton over the weekend. Helpers needed please and members are welcome to bring their cars along and come and make it a social morning.
<b>Sunday 8th October</b>	We will be providing the Triumph club visitors with an evening meal comprising BBQ and sweets. (as above).
<b>Saturday 7th October</b>	Pastoral Museum Open days. Members are asked to bring their cars along for display. Also give an hour if you can to help on the gate or in the kitchen.
<b>Sunday 8th October</b>	Pastoral Museum Open Days. (as above).
<b>Wednesday 11th October</b>	We will be taking a run out to Rick Schaap’s at Tahara Bridge to see his collection of European motorcycles and vehicles and other memorabilia. The BENDIGO club will be joining nus as they are conducting their rally in the Hamilton area over this week. There are approximately 30-35 members coming so far. We are catering a BBQ tea for them at 6.30pm on our return from the outing. Again some volunteers will be required

Greeting one and all.

A very busy year has come and gone culminating in our AGM which I am pleased to say had a good turn up of members. Most stayed on for the social side of the evening, enjoying some supper and a chat.

Richard stepped down as president, a role he has held for the past seven years. I would like to congratulate him on a wonderful job in leading the club so well over that time. Richard has given so much of his time to the club in the role of president, permit scrutineer, helping our club captains when needed and manning the bbq on our many events held at the clubroom. A quiet achiever whose leadership will be missed by all. My personal thanks to you, Richard for having a "good ear" and for being such a support to me as secretary. I hope you will continue to enjoy the fellowship of the club without the burden of leadership.

I also thank the outgoing members of committee for their work over the past year and wish those not returning to office the very best for the new club year. Things do not run smoothly without everyone pulling together, and I believe we have been a good team. Thanks also go out to the building committee and to all those willing workers, both male and female who come forward and donate food, time and effort whenever they are called upon. Thank you all.

On that note I give a GINORMOUS thank you to all members who have faith in my ability to lead HDVVDC into our new year by electing me the very FIRST FEMALE president in the club's 53-year history. It is for me a great honour. I don't think I will be able to fill Richard's shoes, but will do my best to help move the club forward, listen to what members want from the club and try, with the committee's help to accommodate those wishes.

I welcome and congratulate the new committee for 2023/24 who I am sure will all work well together for the benefit of the club and its members.

To all who are not in the best of health or feeling a bit low our thoughts are with you. Stay strong. Keep smiling. Think positive thoughts.

Keep those wheels turning.

PAM.

At our recent AGM the membership elected the very first female president in the club's 53 years; making club history.



**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: **R U OK? day**



If you are needing extra support or help you can contact **Lifeline** on **13 11 14** or SMS **0477 13 11 14** or visit <https://www.lifeline.org.au/>



Pictures sourced from <https://www.ruok.org.au/>

## General Minutes 18.8.2023

Pam Pollock took the chair as incoming President. Saying that she was expecting a very positive year ahead and that the committee would be taking a forward- looking approach. Positive, helpful input from the general membership is required and is vital to the ongoing success of the Club.

**Present:** 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:** Russell Ward, Warrick Hansted, Peter Cay, Glenyce Kuilboer, Peter Wilson, Lorraine Wilson, Kevin Watt, Jenny Watt.

**Minutes:** Minutes of the July general meeting were confirmed on the motion of Doug Palmer, seconded Richard Neaves.

**Business Arising:** Nil

**Treasurer's Report:** the report as presented to the AGM was accepted.

**Correspondence:** IN: Various Newsletters.

Russell Ward, resignation from committee. Feedback letters from several members on direction of the Club: referred to Committee for analysis and action if deemed appropriate.

Government letter regarding climate change. Hamilton Racing Club advise of availability of venue for functions.

OUT: Thank-you letters to King's Birthday rally participants and sponsors.

**Club Captain's Report;** Pam reported on the variety of activities undertaken in the past year and thanked all members who participated and helped in any way. She anticipates that the coming year will feature a wide variety of activities and urged members to contribute by arranging an event during the year and of course, supporting all club activities. (see separate report in newsletter)

Report received on the motion of Brian Simkin, seconded Denis Polack.

**BUILDING COMMITTEE:** Denis Polack reported that we were aiming to acquire some pine lining boards from a building that the Council is to demolish and are waiting on a response from Council. Some more work has been done on the Club Austin 12 and it will be ready for a test drive soon!

**Federation:** our reps were apologies for the last meeting which was the AGM. Volunteers are urgently required for the Bendigo Swap. Denis Polack is taking a tandem trailer to our site (No16) Members may send items with Denis and are urged to participate and volunteer.

**Newsletter:** Bianca Higgins thanked members for input and advised that Bigpond was continuing to cause problems with Emailed copies. The consensus, is that a switch to a Gmail account was preferable.

**Annual Rally;** Volunteers are sought for the Rally Committee, A review of the 2023 Rally has been completed with the rally being rated as a great overall success with only some minor fine tuning issues requiring attention. A good cohesive team creates a good Rally!

**Welfare:** Doug has visited and sent cards to various members with welfare issues.

### GENERAL BUSINESS:

**Sound absorbent curtains** have been ordered for the glass partition to improve acoustics.

**The Honour Board** has been completed and was unveiled to a round of applause from all the appreciative members present.

**Photos** of the Annual Rally can be purchased from the Hamilton Spectator.

**Meeting Night:** Several members have indicated that they would prefer a night other than Friday for the General Meeting. The Committee will review this and arrange a trial (at least) of an alternative night.

**Bendigo Club visit** will be in October and they will be inviting us to join in some of their activities, More details are to come

**Meeting Programmes:** September: The Vickery Brothers story.

October: Wes Hill from CFA on all aspects of fire safety in the home.

#### CLUB CAPTAINS REPORT 2023

Firstly, I would like to thank the members who have supported myself and the club by attending the runs that have been organised for your pleasure over the past year and for those who have stepped up and put a run together. This helps to take the load off the club captains who are responsible for seeing there are two runs a month.

I would like personally to thank my sister, Judy for her help this year. Because without her helping to navigate the paths we took and note all the corners and landmarks while I did the driving, working out the routes we took would not have been the fun they were. It is not a one-person job.

Having said that we have had quite a busy year with visits from other clubs, invitationals and our own club events. Some of these include Around the Garages which was restarted this year after a break of a couple of years; the Welcome Back Tour, Fun Family Day (previously the Concours) and Pastoral Museum Open Days. Not to forget the Pub lunches which proved to be very popular with up to and exceeding 40 people in attendance.

The trial two-day event was not well attended but those few who did come along thoroughly enjoyed the trip, the camaraderie within the group and the places we visited.

The rest of the year is going to be equally busy with two clubs visiting and our club catering in October and the Pastoral Museum Open Days once again. There are several invitation events happening that we usually participate in including the St. Mary's Christmas Parade, Byaduk Show, Balmoral Show'n'Shine to mention a few.

Don't forget this year we are hoping for a visit from Santa so bring your family and grandies along for a fun day.

I'm hoping members will support the incoming club captains by attending the runs and by having a go at organising one themselves.

That's it. Thank you all.

*Pam Pollock*

#### **Note From The Editor:**

Thank you to those wonderful people sharing articles and photos with us all; it is greatly appreciated. If you have anything to share, don't hesitate to send me an email. If you are having trouble receiving the newsletter via email I am sorry; I am trying to work out those bugs currently. Some email addresses such as Bigpond and Pfizer are either not registering or are rejecting my emails as spam. Thank you for your patience working through this.

May your travels always be safe.

-Bianca Higgins

## UPCOMING EVENTS 2023

THE FOLLOWING EVENTS ARE SUBJECT TO CHANGE. PLEASE CONTACT THE APPROPRIATE PERSON TO GET MORE DETAILS

Some events have been lifted from other car club newsletters. Mistakes may have been made, so please check details.

### SEPTEMBER

- 4-17 Vintage Driver Club "Where the Rivers Run" 2023 Tour. Chivers 0431 709 248 Rhodes 0410 597  
460 17 Buloke Collectable Vehicle Club Show 'n' Shine. 0437 846 988 OR 0427 922 691  
10 Shepparton Swap Meet, Showgrounds. [Www.gvmvdc.com.au/GVMswp.html](http://www.gvmvdc.com.au/GVMswp.html)  
Lloyd Healey 0438 294 351  
24 Distinguished Gentlemans Drive, Mornington Peninsula. <https://www.gentlemansdrive.com>

### OCTOBER

- 7-8 Hamilton Pastoral Museum Open Days. 0409 926 095  
22 Ford Flathead Festival, Melbourne Steam Centre,  
Ferntree Gully Road, Scoresby.  
29 2023 Mustang Roundup, Dandenong Showgrounds. Mustang Owners Club Inc. Aust.  
29 Baw Baw Picnic, Old Engine &Auto Club Warrigul. [Www.bawbawvintage.com](http://www.bawbawvintage.com)

### NOVEMBER

- 5 Point Nepean Heritage Motor Show. [Pointnepeanmotorshow.com.au](http://Pointnepeanmotorshow.com.au)  
[rotaryclubofsorrento.com](http://rotaryclubofsorrento.com)  
19 American Motoring Show, Carribean Park. 0428 596 975

### DECEMBER

- 3 Llanelly Motorbike Swap Meet (motorcycle only) At the Public Hall (near Bendigo).

### 2024

#### MARCH

- 29-1ST Broken Hill 2024 Bushman's Rally. David Stellini 0488 521 753 OR  
[bhvcc@outlook.com](mailto:bhvcc@outlook.com)

#### APRIL

- 24-29 Morris Register's 24<sup>th</sup> National Rally, Shepparton. [Www.moreg.org.au](http://www.moreg.org.au)



## Happenings

Here are some happenings that you may be interested in:

- September 29th– **Coleraine Cup**
- September 29th-30th– **Model T Club of Victoria** will be visiting the Coleraine area. For more information go to [mtfcv.com](http://mtfcv.com)
- The last weekend in September– **The Mazda MX5 Club** will be in Hamilton. The Rotary Club will be catering for them.
- October 6th-8th– **Triumph Car Club of Victoria** will visit Hamilton. Our club will cater morning tea and a BBQ evening meal; and provide a leader for a run to Halls Gap.
- November 18th– **Run to Heywood for Peter Cook**. More information as it is available.
- An interesting place to visit: **The Naked Racer Bar & Café**. 1 Grange Rd Cheltenham Victoria (behind DFO). Includes a museum and workshop, a club room, antique motorcycles and more. Can also issue club permits for members.



**Ford Flathead Festival**

*With some 250 vehicles on display last year, the 2023 festival is set to be something really special with even more cars expected to participate.*

**When: Sunday 22<sup>nd</sup> October 2023**  
from 10:00a.m. to 3:00p.m.

**Where: National Steam Centre**  
- 1300 Fernside Gully Rd, Scarsdale -

Admission: \$5/10 per exhibit or show car.  
Gold coin donation for Spectators.

The show is open to all Ford Flathead powered vehicles originally built from 1903 to the end of the Flathead era, including Ford Flathead powered Hot Rods & Race Cars.

*On site parking for non Ford Flathead and DIN powered chrome bumper classic vehicles*

*A large range of food and drinks available on site or BYO*

Model T Ford Club - New South Wales: 0407 219 402  
Model A Ford Club - Full Towner: 0420 685 816  
Early Ford V8 Club - for Lightweights: 0408 204 404  
T. O. R. D. 23268 Road - 03 9342 9676



**HAPPY BIRTHDAY TO THE EH**

**60<sup>th</sup>**

Come and celebrate the 60th Birthday of the mighty EH Holden

**Sunday 27 August 2023 \* 10am - 5pm**

at the Trafalgar Holden Museum  
in Gippsland Victoria

Join fellow enthusiasts as we remember all 256,959 EH Holdens that were produced and sold from 1963 to 1965

**10am - 5pm \$10 Museum entry**

More info: [trafalgarholdenmuseum.com.au](http://trafalgarholdenmuseum.com.au)

## Membership fees are now due.

An invoice will be **mailed out** this year, so keep an eye out for it in the mail.



## Exhaust Notes



Last month we reported that Geoff Sharrock had attempted to add some bush tucker to the Woolsthorpe Hotel menu. Apparently, the boot of the Austin Healey Sprite couldn't accommodate the protein supply!

Denis Polack normally gets reliable service from his attractive little Austin 10 Litchfield sedan. Sadly, the Austin let him down badly recently. Three cylinders full of water would be sure symptoms of a faulty head gasket!

Welcome to our newest members Bob and Kath Mulley. The Mulley's were members in the early days of the club and it's great to see them back in the club with a very attractive 1938 Morris 8 Roadster.



Also, recently back on the road is Cameron Delahoy's FE Holden utility and we look forward to seeing these new additions to the club out and about with us soon!

Hamilton has become a popular destination for Historic Motoring Enthusiasts of late With October shaping up as a busy month for us as we greet several visiting clubs, We have the Triumph Club, the Bendigo Club and the Lancia Club all coming our way, so don't miss the chance to see some attractive vehicles in our midst and, of course. Be prepared to give a helping hand as we entertain our visitors.

### FOR ALL YOUR PROPERTY MANAGEMENT NEEDS

Contact:

Elizabeth & Rachael on  
0436116995 or 0427944881

YOUR INVESTMENT, OUR PRIORITY

 **SOUTHERN  
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PROPERTY MANAGEMENT

62 Thompson Street,  
Hamilton VIC 3300  
P 03 5571 1404  
sglrealestate.com.au



A good sized group assembled at the clubrooms for the run to the Bay of Whales Gallery and coffee shop at Narrawong. The weather was cool but fine and sunny as we travelled down the Henty Highway dodging pot holes to Condah where we turned off to Tyrendarra. This is a lovely drive through farmland, blue gum plantations and forests with lots of lambs around. From Tyrendarra we turned right and soon arrived at the gallery set on a rise, up a rather steep driveway. The views of Portland and the bay were fantastic, especially on such a fine day.

Soon everyone was enjoying coffee and cake while viewing the fantastic artwork on display. Brett Jarrett is a world renowned wildlife artist and his work is second to none. The gallery is well worth a visit if you are in the area even just for the views.

Once we had finished there it was time for lunch so we all travelled into Portland. Some went off for fish and chips but most of us ended up at the RSL for a fantastic lunch.

After we had had our fill most of us travelled out to the Cape Nelson Lighthouse which has just had a major renovation. It has been sandblasted and painted as well as other repairs and is looking brand new. We also spent some time along the cliffs edge looking out into the ocean hoping to see a whale. There was some excitement when something was spotted but it just turned out to be some seaweed. From there we all headed for home at our leisure after a most enjoyable day.

I think that we had 16 cars and about 29 people along for the day and I would like to thank all of those who attended.

Rod Potter



## Great Western & Cellar Tour Club Run

On Sunday the 27th of August, Dennis Dawson led a contingent of 8 vehicles, out Mill road, up Victoria Point, over the Gap and into Great Western; where we spent a very pleasant day. We started with a tour of the Wine Barrel Room and were given an informative talk on how sparkling wine was made and corked.

We continued our tour down into the cellars where we were enthralled with the wine cellar tunnels, the history of the winery and some of the collections that we saw.

After the tour we were all keen to partake of the wine tasting before the group all sat together and enjoyed a light lunch after which we went our separate ways to home.



By Pam Pollock  
Photos courtesy of Rob Brody

**Part 1**

Happy September members, the days are longer, birds are chirping again, daylight savings is soon upon us again (sorry to our farming members), hopefully car activity starts up in earnest again. I know at the very least we have Shepparton & Bendigo Swaps (finally) & Geelong Sprints on the way.

It has been refreshingly quiet for me on the car front, the neighbours are still tolerating the XJS parked in the street and the Berliet hasn't budged another inch since our great efforts of a month & a half ago. In between sport & work, I have had a little bit of time for some research and revision.

One of the topics I have been trying to research and find information on is the 1906 Dunlop Reliability Trial – the third on the Trials and sadly the least recorded of them all. Why sadly? Because the Destination decided upon was Melbourne – Hamilton – Hamilton – Melbourne and other destinations over 6 days.

In 1904, the small number of cars in Victoria were still viewed upon with scorn by members of the public, police, councils and other users of the roads generally Horse & Carriage owners. Still a noisy play-thing for the rich and mostly unreliable, breaking down often. To try and boost the general public opinion, fostering motoring and the best type of vehicles for Australian roads, Dunlop Rubber Company decided to sponsor a long distance 'Reliability' Trial. Based on a points system, motorists lost points for any breakdowns, required repairs or accidents. The first edition was decided between Sydney – Melbourne and the second Melbourne-Sydney. Most of the early pioneer motorists of the period entered including Harley Tarrant, W.R Grimwade & C.R Kellow. The first 2 trials as stated received huge publicity from the papers of the day and reference can be found in most books of Australian motoring including the James Flood Book Of Motoring but get to 1906 and there may be one sentence if any reference at all. Research on-line will always direct you to 1904 or 05 but not much else outside of The Trove Archive.

In June 1906 it was announced that the 3<sup>rd</sup> Trial would take place over Victorian Roads as the previous 2 trials were held over appalling and wretched road conditions between the capitals. A 100 guinea "Dunlop Cup" was up for grabs and in no way was this to be described as a race as any driver found speeding through towns would face heavy penalties. The trial was set for 1 week after the Melbourne Cup with actual dates between the 12<sup>th</sup> - 17<sup>th</sup> November. Drivers will be supplied with daily maps of destinations marked with dangerous turns and steep hills. The following classifications were set Class A – Single Cylinder, Class B – Multi Cylinder cars with less than 13h.p, Class C – Multi Cylinder cars with not more than 20h.p and Class D – multi cylinder cars over 20h.p. Conditions being a non-stop engine-run from start to finish other than compulsory stops of 30 minutes on 4 specified days for lunch, each competitor will be allocated 1000 points at the start. No repairs or adjustments will be allowed (other than tyres) at the finish of each day. Petrol, oil & water tanks can be only refilled at the end of the day under observer's supervision. Each vehicle will be locked up overnight under supervision and handed to competitors 5 minutes before the start of each day. As can be seen below (***The Sydney Morning Herald, Wed 13 June 1906***), conditions imposed on the competitors were quite extensive. Nominations closed on 20 October 1906. 23 vehicles were

Cars will be handed to contestants five minutes before starting each morning. During this time allowance, any necessary adjustments, but not repairs, may be effected under the observer's supervision. Changing or removing sparking plugs will be permitted, but substitution of any part of a car, except where specified, will not be allowed during the five minutes' grace. Any such replacements will be penalised according to penalty schedule. Points will be debited against competitors for engine stops as follows:—Class "A," one point per minute or every part thereof; class "B," 2 points per minute; class "C," 3 points per minute; class "D," 4 points per minute. Similar penalties will be enforced in their respective classes for every minute or part thereof that the time allowance is exceeded on every day's run, but no benefits will be derived from early arrival at each day's destination. Car stops for tyre trouble will not be penalised, but will count against the competitor's time allowance. The engine must be kept running during any such repair, and no adjustments can be made. The following is the schedule of penalties in addition to points lost on account of duration of engine stop:—Steering gear trouble, or broken axle or wheel, 100 points; bent axle, 20 points; broken car spring or changing coil, 15 points; fractured petrol, oil, induction, water, or exhaust pipe, 10 points; substitution of any part of motor or driving mechanism, 10 points; broken fan belt or chain, or replacing same, 3 points; changing sparking plug on the road, 2 points; tightening up any nut or using spanner or any tool on any part of car (excepting for tyre repairs or necessary brake adjustments), even if the engine is kept running, 2 points.

eventually entered for the trial with represented makes of De Dion Bouton, Talbot, Clement Talbot & Bayard, Beeston Humber, Darracq, Tarrant, Napier and Decauville.

On Monday 12 November 1906, the cars assembled at the Melbourne Hay Market with the first car of Class A, departing from the starting point, a 6hp De Dion Bouton driven by F.F. Fay at 6.27 a.m. The last departing vehicle, a 20hp Decauville at 8.39am driven by Mr Sydney Stoit.

The day one route, Melbourne to Hamilton (201 miles) taking in Lara, through Geelong to Colac with a compulsory 30 minute stop in Camperdown. Then on through Hexam, Penshurst & onto Hamilton. Cars were expected to arrive in Hamilton between 3pm & 5pm. From The Argus, Tuesday 13 November 1906, - **The first stage of the motor**

reliability contest 202 miles resulted in a very successful run. There was excellent weather conditions all through except between Camperdown and Terang when a gale in the face was encountered.



(Above) – Believed to have been taken at start of the 1906 trial (Darracq, De Dion, Tarrant, Clement)

# Jaguar XKSS

**T**HE NIGHT of 12 February 1957 started normally enough at Jaguar's Coventry factory. The last workers cycled home through the gates of the Browns Lane plant; the nightwatchman settled down with the local paper for what he imagined would be an uneventful shift.

But, by morning, a raging inferno had ripped through the Browns Lane works, scorching its way through everything in its path. Around 270 cars were destroyed, among them the few existing examples of the scintillating new XKSS sports car.

Launched just weeks before the blaze, the XKSS looked pretty much like the Le Mans-winning Jaguar D-Type. Not surprisingly, really, as it was merely a roadgoing version of the racer with decent seats, wind-up windows, bumpers and a hood. Jaguar had withdrawn from

The XKSS (right and opposite), being a road version of the D-Type racer, was killed in Jaguar's catastrophic 1957 fire, rendering brochure imagery (below) obsolete.



*'Nine gutted XKSSs were still smouldering in the cold light of that February morning.'*

competition and this was its novel ruse to use up unsold D-Type structures and, perhaps, put the XKSS into production as a proper sports car.

Nine gutted XKSSs were still smouldering in the cold light of that February morning; some had literally melted away as their aluminium bodywork was consumed by the intense heat. Only 16 reached customers and, as Jaguar poured its all into rebuilding the factory, the 250bhp XKSS was put on the backburner – forever.

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

Rally Report-Hamilton & District Vintage Car Club "Welcome Back" Kings Birthday Long Weekend Rally.

As a kid, I used to attend club meetings and rallies with the family at events organised by the Hamilton Vintage Car Club. One such event was the Queens Birthday Rally which the club has been hosting for many years. We lived at Casterton at the time and used to drive the 75KM trip across to Hamilton in the 1916' T Tourer which I now own. I have always wanted to go back with my own car and attend a rally myself. This year's rally, now renamed the "Welcome Back" Kings Birthday rally, being the first event hosted post Covid, provided a perfect opportunity for Dad and my self to get away for a weekend of Vintage motoring.

With a big thanks to Secreary Pam for accepting our late entry, we firmed up the plans to attend.

We left home mid-morning on the Friday of the long weekend to ensure that traffic would be light as we crossed Melbourne heading for our first stop at Ballan to pick up some parts form Henry's T & A parts. Always good to check out the projects and stock at Henrys. We picked up some parts for another Gippslander to save postage on a large package, and also picked up some new capacitors for some coil rebuilds. A Late lunch at the Freeway Roadhouse before continuing on through Ballarat then the Glenelg highway to Hamilton. Arrived in Hamilton late in the afternoon in time to get to the Hamilton Car Club clubrooms and pick up our rally pack. Unloaded the T from the trailer, gave it a wash then dinner at the Motel restaurant and an early night.

Up early Saturday to meet at Rally Headquarters at Hamilton showgrounds for a briefing then off for the 75km trip to Catterton via Coleraine. Always a guage of how the old T was going back in the 70's was if the old T would pull the Muntham hill in top gear. No such problems as we pulled the hill easily in top even at the reduced speed because of roadworks. A fellow rally participant in a neat red sports car, kept a good distance behind the slowest car in the convoy, ensuring no one arrived behind us at speed! On arrival at Casterton, the town was thriving, with the town hosting the annual Kelpie Dog festival. We watched the street parade, various dog trials and activities before heading off on a lap of the town to check out our old family house, the primary school I went to and even get a photo of Dad outside the old SEC office that he was manager of for 5 years!



Figure 1 Kelpy dogs everywhere in Casterton



Figure 22 of the 3 T's on display in Cramps Museum

We returned back to Hamilton via Coleraine with a stopover at a fellow Model T enthusiasts place to check out the Haddon families collection of cars and Vintage machinery. A hot pie and a drink from the only shop open in Coleraine and also a look in the window of an old shop with Vintage cars and bikes on display. Also, a quick Tour through Camps motor museum in Hamilton late in the day. Three Model T's on display and lots of other nice cars. Well worth the visit. We arrived back at the motel in time for Dad to have a quick snooze and for me to give the car a quick check over. We headed off to rally headquarters on dusk to get to the showgrounds in time for happy hour. Everyone was fladshing their light at us. Arrived at the showgrounds to find I ha no headlights. Enough light left, just, to drive back to the Motel and get a lift with our Motel neighbour in his very nice EJ Holden sedan. Dinner and drinks were fantastic and it was nice to meet some new Vintage motoring enthusiasts.

We were up bright and early for Sunday's trip to the historic township of Harrow. Touring along pleasantly with all the other "Vintage" Cars on what was clearly a very well thought out and scenic route, the Fordor failed to proceed. First time for Dad to experience the noises associated with a broken crankshaft. The backup support trailer was quickly on the scene and transported us for the rest of the day. Despite travelling with the support crew and the T on the trailer, the rest of the day was thoroughly enjoyed visiting a historic shearing shed and the town of Harrow. Fantastic local catering in the Harrow town hall for lunch. Our backup trailer took us back the short route to Hamilton where the T was unloaded from one trailer to another and we prepared for the evening presentation dinner. We enjoyed another lovely meal and good company at the dinner table. We were awarded the Hard Luck trophy for the broken crank episode! A nice feature of the dinner tables were the laminated placemats made from old club newsletter articles. Dad was particulalry stoked when a rally participant gave him their placeat which was probably the only article Dad ever wrote for the Hamilton club newsletter during his time of membership!





A Bacon and Egg breakfast was served at the club rooms in the morning before heading back for home. We had a stop over at Lismore to check out an interesting Vintage sign and petrol bowser restorer. Unfortunately, arriving Back towards Melbourne late in the afternoon meant a very slow crawl in the traffic over the Westgate and into the tunnel. Once clear of the tunnel it was an easy trip back to Traralgon.

We would like to convey our sincere thanks for what was a wonderful weekend rekindling old memories and creating new ones. Hopefully we will be back again next year with a few more friends and a few more Model T's to enjoy the delights of your region.

The Model T now has a new crankshaft and is back to its happy self.



Figure 5 The broken Crankshaft



Figure 6 Breakfast at the clubrooms



Figure 7 Plenty of help to fix the broken BMW



Figure 8 Many participants enjoy the sherry and history talk

Just prior to the morning of the 6th August our now Ex. President, Richard, had received a phone call from a Farming Family who lived close to the outskirts of Hamilton.

The call was in relation to helping raise money for a fully re-built Ford Sedan that was about to take part in a 'Special Variety Bash' for a badly-needed community fund.

An article was hastily added to the 'about to be published' Club Newsletter asking members to support the function if possible. The Family had invited other clubs, such as Portland, the Motorcycle fraternity and the Hot Rodders to join in as well and the fund raiser was very well supported by most who had heard of the morning event.

The fully re-built Falcon Rally Car sat proudly near the barbeque area and looked great in its Green and Gold colour scheme. It was great to see a large turn-out of motoring enthusiasts willing to part with the \$10 dollar donation asked.

In return we were allowed to explore the farm sheds that were full of trucks, tractors and machinery of all kinds and in one of those sheds was a large collection of the owner's motor bikes, covering all ages. In another was a staggering group of superbly restored Falcon cars housed in a centrally heated environment.

The barbeque and coffee area was enthusiastically supported as it was a very cool morning.

As you will see from the photographs Our Club was well represented on the day, as well as our two Macarthur Members in Geoff Sharrock (A.H. Sprite) and Roger Moodie (Ferrari).

Some that I remember seeing there (and apologies to anyone I have missed) were Chris & Sharon Watt, John Lawson (Coleraine), Simon Neaves and Peter Cay.

Club cars there:- Rod Potter's Morris 840, Richard Neaves' Mini Van, Pam Pollock's Mustang, Bob Martin's MX5, Ron Ainger's Ford, Chris McKay's Willys Tow Truck, Rob Brody's Dodge Tourer, my Ford Falcon XC and Les Toohey's Motorcycle.



Many months ago in the 'Unique Cars' Magazine an advertisement appeared featuring a 1925 Rolls Royce 20h.p. Boat-Tailed sports car was listed in the 'For Sale' pages.

It immediately sparked memories of the early days of Our Club in regards to Ted & Maisie Spencer, of Dartmoor, who originally owned the vehicle. Ted & Maisie joined Our Club in 1978 and were also the owners of a huge 1927 Rolls



Royce P1 Saloon. Some weeks later a photo turned up on the Internet showing 3 Rolls Royce vehicles as shown here



The vehicle on the right hand side is Ted's Saloon and the story as told is that the middle car (a 20h.p. Shooting Brake - or Estate Car, so called) is the vehicle that Ted purchased and after removing the rear part of the body had the 'Boat-Tailed' style de-

signed and the end result was what we early members remember seeing on some of our early rallies. The owner of the other vehicle is not known.

In the early days of our Club there were many members with Rolls Royce vehicles on the Register. But that story may come at a later date.

At our recent K.B.W. Rally (actually 'Back to Hamilton') a 1930 Model Ford A Coupe was taking part. This was driven by Anette Moodie, daughter of Bob Moodie, who drove up from Melbourne to our 1980 Q.B.W. Rally in this vehicle and who



subsequently attended many of our Annual events for a large number of years. The car was very distinctive by having the names (in fine silver wire) on the radiator core of many places the car has visited over many years of rallying.

Anette first visited Hamilton during the 1980 Rally on a 1934 Norton Motor Cycle whilst Dad drove the Ford.

Another very rare car to appear on our 1990 Q.B.W. Rally was a massive 1919 Lancia Kappa Limousine owned by Tom and Margaret Ivory of Geelong



This as fitted out with a glass separation between the driver and passengers who could lounge about in the luxurious cloth seats with their drink cabinets on both sides of the compartment for their enjoyment. This vehicle only turned up on three more of our rallies and for most yearly events there after (and before the 1990 event) the Ivory's drove up in a variety of Lancia Lambda vehicles.

Marg Ivory is still alive and only lives about a 5 minute walk from from my daughter (Sara's) place in Leopold so I see her every time I can when visiting there and have a chat about the enjoyable times they had in Hamilton. Their last attendance at the Hamilton Rally was in 2003 when they drove a Lancia Fulvia.

Their Son, Greg, runs the Brown Street Printing business.

Another couple I visit when in Geelong (besides Club Member Peter Hughan) is Clarrie and Jean Ogle who were regular attendees at our Q.B.W. Events from 1985 and they drove up in a variety of vehicles which included a 1935 Austin Saloon, a 1947 Riley 1 and a half Saloon, a 1955 Jaguar Mark 5 Saloon and a 1954 Holden FJ Sedan. Jean was a real character (and still is) as she always turned up with a large umbrella, rain, hail or shine, and always taunted me personally because she never knew what Hamilton's weather was going to do.

Their Son, Scott, runs a maintenance and home repair business here in Hamilton.

Another regular attending couple from Geelong were Doug and Lois Riches who turned up in 1985 in a superbly restored 1927 Hudson Sedan (well it was for a while) as when he pulled up at the Cox and Lonsdale Streets corner (now KFC) a young lady on her 'P' plates didn't like the look of the sedan and promptly crashed into the back of it totally destroying a superb restoration. But Doug and Lois came back on many occasions in a variety of vehicles.

More memories in a later issue. Hope you enjoy these.

### Monthly General Meetings– feedback needed

It appears that Friday evenings are not convenient for our monthly meetings, can we please have feedback from members suggesting a better day and time. Perhaps we could even look

**Veteran, vintage, classic– they are not Jurassic  
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**-Pam Pollock**

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Nomination forms will be available closer to the event.

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