

VINTAGE & CLASSIC

CAR CLUB BALLARAT INC.



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

www.vccc.org.au

A0026598U

August 2024



Member Club



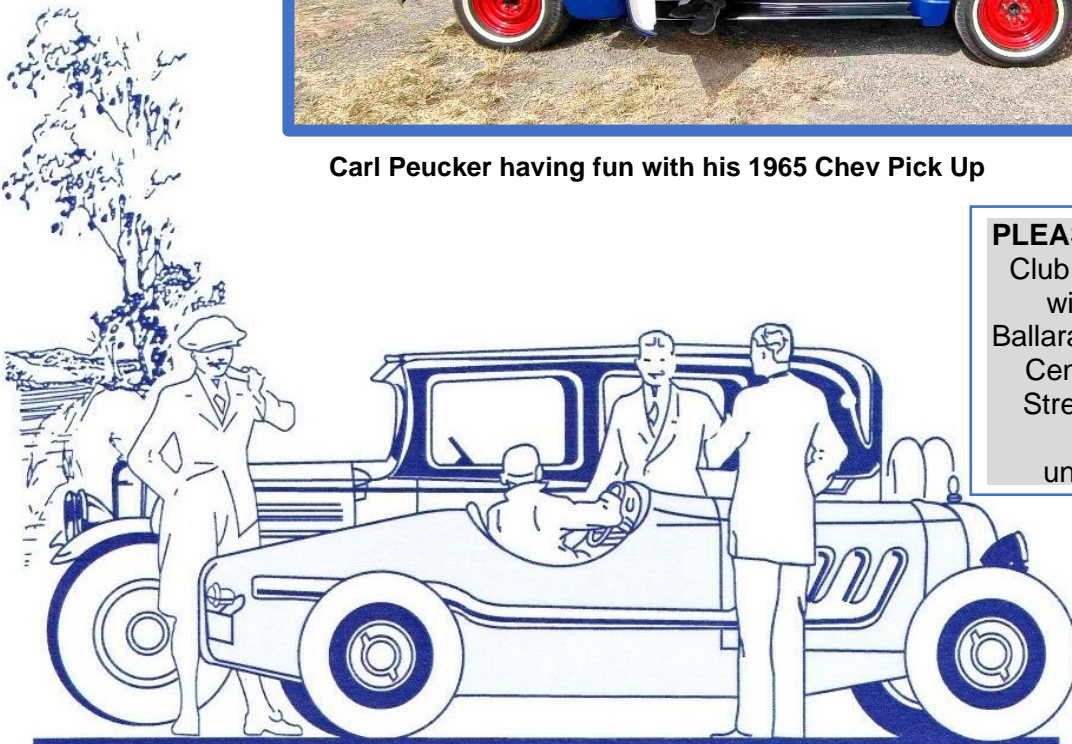
Working for Motoring Enthusiasts



Carl Peucker having fun with his 1965 Chev Pick Up

PLEASE NOTE:

Club General Meetings
will be held at the
Ballarat North Community
Centre – 702 Walker
Street, Ballarat North
at 7:30pm
until further notice



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

Note - Meeting Start Time will be at 7.30 PM

NOTE: The next General Meeting will be held Friday, 16th August 2024 - at
Ballarat North Community Centre, 702 Walker Street, Ballarat North
The Annual General Meeting will follow this meeting

Life Members

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

Newsletter

Articles for the **September 2024** newsletter are required no later than **5 pm Tuesday 27th August 2024**
 All contributions should be in MS Word with photos in JPG format and emailed to **npbackhouse.a30@gmail.com**
All contributions acknowledged.

Code Red Fire Rating Days

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

Club Office Bearers 2023 – 2024

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

Committee

Assist. Secretary	Ross Humphrey	0419 310 605	ross.d.humphrey@gmail.com
Assistant Treasurer	Graham Lambourn (Debbie)	0497 181 750	grahamlambourn@yahoo.com.au
Club Captain	Brendan Stevens (Gaida)	0409 018 867	brendan27@iprimus.com.au
Property Officer	Tom Quinlan (Julie)	0405 644 696	thomasquinlan54@gmail.com
Publicity Officer			
Committee	Nerene Backhouse	0427 348 060	npbackhouse.a30@gmail.com
Committee	Richard English (Anne-Marie)	0418 355 338	renglish51@gmail.com
Committee	Mike Simpson (Lyn)	0419 935 147	mikelynsimpson@bigpond.com

Team Leaders and Assistants

Editor	Nerene Backhouse	0427 348 060	npbackhouse.a30@gmail.com
Librarian	Daryl Meek (Fiona)	0407 881 288.	fafnir@iinet.net.au
Assistant Librarian	Ron Gay (Margaret)	03 5339 4747	margron2003@yahoo.com.au
Assistant Librarian	Graeme Johns (Karin)	0438 355 922	kgmjohns@bigpond.net.au
Membership Officer	Graham Lambourn (Debbie)	0497 181 750	grahamlambourn@yahoo.com.au
Social/catering	Jenny Ure	0409 954 077	jennyure@gmail.com
Webmaster	Karen Lawrence	0438 136 246	kazianlawrence@gmail.com
Federation Rep 1	Brett Holloway (Kirstin)	0418 503 541	brett.holloway@findex.com.au
Federation Rep 2	Kevin Holloway (Helen)	0418 519 148	kevinskjcars@tpg.com.au
AOMC Rep 1	Damian O'Doherty (Ruth)	0417 565 408	damianod@bigpond.com
AOMC Rep 2	Ruth O'Doherty (Damian)	0419 894 001	erw42@hotmail.com
Permit Officer	Richard English (Anne-Marie)	23a Raglan St. Sth Ballarat 3350	0418 355 338 renglish51@gmail.com
Assist Permit Officer	Ian Watson	305 Barkly St Bunninyong 3357	0419 020 140
Assist Permit Officer	Noel Trengove (Glenis)	6 Arrandale Ave Alfredton 3350	0400 599 707 ntrengove@live.com.au

VCCC Website – Members area password: vccc2021

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EDITOR'S COMMENT

There is another 'insert' in the newsletter for you this month – the Proxy Form. This is for those who would like to vote but are unable to attend the AGM on 16th August. This completed form is to be given to the Secretary prior to that meeting.

Nerene Backhouse

WELCOME NEW MEMBERS – 19th July 2024

We have pleasure in welcoming the following as members of the Club:

William DenOuden and Kay Van Eggmond from Cambrian Hill who were nominated by Andy Burns and seconded by Warren Harris. They have several vehicles - a 1940 Ford Mercury Sedan, a 1974 Rolls Royce Sedan and a 1927 Chev Capitol Sedan

Alexander Perrin and Julia White of Smythesdale who were nominated by Philip Perrin and seconded by Judith Perrin. They have a 1950 MG TD Roadster

A warm welcome to you all – we hope you enjoy your time with us

HEALTH MATTERS

Welfare

Robert Watson has had some abdominal troubles of late – we wish him a speedy recovery. **Heather Gingell** was hospitalised last month for chest issues and is home now recovering.

We continue to send our best wishes to all those going through tough times – don't forget – SMILE!!

Bereavements

Many members will remember with great fondness former member, **Bevan Bell** who passed away at the end of July, aged 93. Bevan and his late wife, Betty, were Club members for over 30 years. They rarely missed a run or event and were greatly loved by all. We are sad to hear of his passing, and extend our deepest sympathies to his family.

VALE – Robert M (Bob) Bennetts

04th July 1936 – 26th July 2024

Bob Bennetts has always had an interest in motor vehicles having been born into one of Ballarat's pioneer bus operating families, having earlier had Hansom cabs, (there were some photos of the family's early buses hung in the old clubrooms), and his brother Jack ran the Service Station in Eureka Street, opposite Joseph Street, for many, many years. Bob started driving at a young age, helping in the family's business. He also competed in Speedway for many years and he was a respected competitor at Monza Park, near Buninyong. At last year's Christmas Party, he built a replica of his speedway car, with him in it, to enter into the rocker cover races.

After retiring from Speedway, and having been to a couple of Begonia Rallies in his son-in-law, Peter Holloway's, Mk 1 Zephyr, Bob acquired his very rare 1938 Pontiac Sloper in early 1992 and immediately joined the Vintage & Classic Car Club. He and Joy rarely missed a meeting or Club Run over the years, usually in the Pontiac (known by the family as Mr Ponti) or in the little 1948 Ford Prefect that they acquired a few years later. Bob was very handy and practical and did most of the work on the cars himself. He also helped many members solve issues that they were having with their club cars. It wasn't long before he joined the Committee where he served a total of nine terms between 1995 and 2007 and was always a wise voice when sensitive or controversial matters were being discussed.

The consistency of attendance on runs saw Bob and Joy win the Classic (1931-1950) Touring Trophy in 1996, 1997, 1999, 2004, 2007, 2011, 2012, 2014, 2017 & 2018.



One of the big adventures in Mr Ponti was in 2005 when Bob and Joy, together with Graeme & Val Harris, Warwick (dec'd) & Judy Bromham and Alan Giltrap & Ina Chadwick (both dec'd) tripped across the Nullarbor to Perth and the south west corner of Western Australia, and back. Mr Ponti also went on a number of Bay to Birdwood Rallies in South Australia, and Bob organised a tour to Bay to Birdwood for the Club in 1998.

Bob and Joy were regulars at the Lake Bolac Camp Outs, Naked Radiator Runs and on Tony's Tours, being joint organisers of the 2009 Tour.



Sadly, his life partner, Joy, passed away on 17th August, 2017 and Bob has remained living independently by himself in their home of over 60 years, which was only a few blocks down the road from the house that he grew up in – in fact Bob called Eureka Street home for his entire life, but for two years. Whilst missing his mate terribly, he continued to enjoy the camaraderie of his friends at the Club and to attend most events. Recently, Mr Ponti had become a bit heavy but Bob didn't succumb to upgrading to an "easy-mobile".



For around about twenty years, Bob has been among the stalwarts behind getting the posted copies of the Club newsletter out, meeting at the Clubrooms to fold and staple the newsletter and attach the labels for posting. He and Tony Taranto also quietly made sure that the chairs were set up at the Clubrooms every month for the monthly meetings as well as quietly doing a myriad of other jobs around the club.

Whilst Bob was heavily involved in the Club, his family came first and over the years, he and Joy enjoyed many camping trips up to the River with the family and followed the boys' baseball tournaments. They were regularly accompanied on Club events by their granddaughter Sarah, then, in later years daughter Tracey, and recently grandson Jonty has been getting an

induction into the Club as a passenger in Mr Ponti.

Bob passed away peacefully at home on Friday 26th July, just three weeks after his 88th birthday. He will be sadly missed by all of us as a true Club member and friend.

We extend our love and condolences to fellow Club member Tracey, former Club member Rhonda, his sons Robbie, Peter and Brett and their partners, to Bob's grandchildren and great grandchildren on the loss of your much-loved father, grandfather and great grandfather.

A BETTER BLOKE WOULD BE HARD TO FIND

Daryl Crawley

AROUND THE TABLE AT COMMITTEE – 23rd July 2024

The next exhibition to adorn the walls at the Ballarat North Community Centre will be the works of the photography group.

At this month's Committee Meeting, the Nominations for Committee and Team Leaders were checked to make sure all details were correct. Also, the Club Person of the Year votes were counted, and the person receiving the most votes will be announced at the AGM. There was also discussion on the progress of the Clubrooms and a report will appear elsewhere in the newsletter.

1 Annual General Meeting

The nominations for Committee Positions are listed in this newsletter. There will be a vote on the night to elect the 3 positions for Committee. The Club will provide a hot supper after the meeting.

2 New Member Applications

William James Payne from Brown Hill was nominated by Ron Harris and seconded by Brendan Stevens. Bill has a 1996 Ford Falcon Station Wagon Futura EL

Jacomyna Brown who is the partner of member Dennis Hawkes from Ballarat, was nominated by Dennis Hawkes and seconded by Headen Cuthbert. Mynie has a 1995 Toyota Landcruiser.

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

3 Bendigo Swap Meet – 16th – 17th November 2024

Reminder - volunteers are still needed to help during the weekend of the swap. Volunteers are required for 2 hour shifts for duties such as manning the gates or supervision of displays and sheds. Each volunteer receives a weekend pass for the swap, a \$10 refreshment payment and a volunteer badge. In addition, \$20 is paid to our Club for each completed shift. A list is available if you wish to volunteer.

4 Annual Membership Fees

The Annual Membership Fee of \$75 **is now due** and needs to be paid by **31st August**. You need to be a financial member of the Club to vote at the AGM. Your membership also needs to be current if you have vehicles on the Victorian Club Permit Scheme.

Nancy Jackson
Secretary

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of the Vintage and Classic Car Club Ballarat Inc., will be held on **Friday 16th August 2024** at the Ballarat North Community Centre, 702 Walker Street Ballarat North. The Meeting will be held at the conclusion of the of the August General Meeting of the Club which will commence at 7:30 pm. Business to be conducted will be the presentation and adoption of Annual Reports, including the financial statements for the 2023 – 2024 Club Year.

At the close of nominations, the following nominations have been received for Committee and Team Leaders positions for the 2024-2025 Club year.

EXECUTIVE

		<u>Nominated By</u>	<u>Seconded by</u>
President	Andy Burns	Ross Humphrey	Nancy Jackson
Vice President	Brett Holloway	Gordon Roberts	Kevin Holloway
Secretary	Nancy Jackson	Brett Holloway	Richard English
Treasurer	Dale Everett	Frank Whitfield	Barry Allison

COMMITTEE

Assistant Secretary	Nerene Backhouse	Brendan Stevens	Tom Quinlan
Assistant Treasurer	Graham Lambourn	Tom Quinlan	Brett Holloway
Club Captain	Brendan Stevens	Jennifer Ure	Ross Humphrey
Property Officer	Tom Quinlan	Ron Damen	Ricky Bishop
Publicity Officer	No Nomination received		
Committee Positions (3)			
	Nerene Backhouse	Phyllis Eason	Warren Harris
	Warren Harris	Alan Guy	Brian Drennan
	Mike Simpson	Gary Gibbons	Chris Matheson
	Jenny Ure	Brendan Stevens	Ross Humphrey
	Richard English	Nerene Backhouse	Jenny Ure

TEAM LEADERS

Editor	Nerene Backhouse	Geof Baulch	Ray Reynolds
Librarian	Gordon Roberts	Brett Holloway	Nancy Jackson
Membership	No Nomination received		
Social/Catering	No nomination received		
Webmaster	Karen Lawrence	Damian O'Doherty	Kevin Holloway
Permit Officer	Richard English	Brendan Stevens	Nerene Backhouse
Federation Rep 1	Brett Holloway	Kevin Holloway	Nancy Jackson
Federation Rep 2	Kevin Holloway	Nancy Jackson	Brett Holloway
AOMC Rep 1	Damian O'Doherty	Tom Quinlan	David Gold
AOMC Rep 2	Ruth Wood	Tom Quinlan	David Gold

Notes

As Nerene Backhouse is the only nomination for Assistant Secretary, she will be automatically precluded from the election for Committee positions.

As there are more nominations for the (3) Committee positions than required, an election ballot will be held at the Annual General Meeting.

As there are no nominations for the positions of Publicity Officer, Membership Officer and Social/Catering, nominations for these positions will be called for on the night.

The positions of Assistant Librarians and Assistant Permit Officers will be filled at the discretion of each Team Leader and approved by Committee.

Where there are more nominations than required for a position, names are listed in order of receipt of the nomination form.

Nancy Jackson
Secretary

Cover Story – 1954 Chev Pick Up – Carl Peucker

Growing up in the Mallee - the son of a farmer - I spent as much time as I could at my Grandparents' farm. Having a fascination for all things mechanical, I can remember the big red 1954 5-ton Chev truck my Pop had bought new. Driving it as a young boy and also working on it - the starting procedure which involved lifting the bonnet and then putting a squirt of petrol into the carburettor!

This was the inspiration for my project many years later which began around 15 years ago when I bought my own truck; although living in town with limited space, I had to go with a smaller version of the '54 Chev.

The restoration was a complete strip back to chassis and some modifications to make driving at today's speeds and traffic easier while keeping the original look - and the 235 Blue Flame engine.



Parts were sourced locally where possible - some bits and pieces from the US, but it's amazing how many of these vehicles are still around as the cabins were built by Holden.

Seatbelts and a heater, reupholstering the original seat, adding carpet and some sound deadening - the truck is fun to drive.



COMING EVENTS – August - September 2024

Keep an eye on the Facebook page for updates. Also, see the Calendar on page 15

Saturday 10th August - Ladies Craft afternoon 1:30-4pm

We will be meeting again at **Lilly's at Eureka Café in the Eureka Centre Ballarat East**

Contact Jenny Ure – 0409 954 077

Thursday 15th August – Rustless Wanderers Lunch – Royal Oak Hotel 402 South St Ballarat – 12 noon

Make your own way there, bookings by Monday 12th August – **Contact Rick Thege 0428 518 770**

Friday 16th August – Club General Meeting – 7.30pm - followed by the Annual General Meeting

To be held at the Ballarat North Community Centre – 702 Walker Street, Ballarat North. Supper will be provided.

Sunday 18th August - Restoration Roundabout (Trophy Points) – 9.30am

We will be departing from **GRV (Greyhound track)** car park at **9.30am** with the first stop at a Hot Rod Builders' workshop. Next will be a members' collection and cuppa at Ross Creek. Due to the clubrooms being emptied out in anticipation of the new build, you will have to arrange your own lunch venue.

We will be starting again from Learmonth Road, Wendouree in the Doctors car park near Pie Face Servo leaving at 1pm for a nearby member's collection and then to a member's place we haven't visited for 15 years or more.

Remember, club members only

Contact Mike Simpson - 0419 935 147

Tuesday 20th August – Club Committee Meeting – 7.30pm – 1 Traminer Court Wendouree

Sunday 25th August – Federation Picnic at Marong –

Depart 8.45 sharp - Karingal Carpets, Creswick Road

Contact Mike Simpson - 0419 935 147

Sunday 1st September - Dean Kite Festival – 12 – 4pm

Not car related but a great day out is the Kite Festival at the Dean Recreation Reserve – this is Father's Day. Great day to take the kids/grandkids. The kites are amazing! And the kids are just spell-bound. It is good to make a kite together before you go, and then enjoy flying it with others on the day. Great fun.

Saturday 14th September - Ladies Craft afternoon 1:30-4pm

We will meet again at **Lilly's at Eureka Café in the Eureka Centre Ballarat East**

Contact Jenny Ure – 0409 954 077

Thursday 19th September – Rustless Wanderers Lunch – Gordon Hotel

Make your own way there, bookings by Monday 16th September – **Contact Rick Thege 0428 518 770**

Friday 20th September - Club General Meeting – 7.30pm

To be held at the Ballarat North Community Centre – 702 Walker Street, Ballarat North. Please bring a plate of supper to share.

Sunday 22nd September – Ladies Drive Day – Club Run (Trophy Points) 10am start

This is an opportunity to kick the men folk out of the driver's seat, and for the ladies to drive their classic vehicle for a change. Further details will be in next month's newsletter but for now the run will be going to the Pig & Whistle Hotel at Trentham East for Lunch.

Contact Jan Tamis – 5342 0621

Looking Ahead

Sunday 20th October 2024 Monthly Clun Run - Picnic At Mt Franklin (Trophy Points)

The Picnic at Mt Franklin is on again after a (long) pause due to covid. This is an interclub event with any other car clubs welcome to join us. Bring yourselves a picnic lunch and seats. Leaving from Ballarat Showgrounds in Creswick Road at 9.45am for a leisurely 70km drive through the countryside to arrive at the Mount about 11.15. After lunch feel free to continue your journey by visiting nearby Daylesford & Hepburn.

For further information **contact Mike Simpson, 0419935147.**

VCCC Clubrooms Redevelopment – Update #6

Our temporary relocation spaces are working well, with the last two General Meetings held at the Ballarat North Community Centre (the July meeting was very well attended!) and the last two Committee Meetings (and three newsletter productions) at the meeting room generously provided by Warren and Barb Harris.

Following lodgement of all the information for the Planning Permit, and as reported last month, the statutory requirement of the advertising period has concluded, which gives time for feedback (and objections) to be lodged. From this process, there were four objections received. Their concerns were based around trees, landscaping, and the overall design and look of the structure. Curiously enough, one objector was concerned about the Club not having sufficient funds to complete the build all in one go!

The options for dealing with these objections include requesting a consultation meeting, providing a written response (to be circulated for consideration), providing amended plans (to be reviewed by the planner and sent to submitters for reply), or taking no action (proceeding based on the current proposal). In the interests of timeliness, and given that we have been open and transparent, we requested a consultation meeting so that we could work with Council and the submissions. This was attended by President Andy, myself, Tony De Jong, our assigned City of Ballarat Statutory Planner and a Minute Taker, together with two of the four objectors. We engaged with the process, listened to the concerns and collectively talked through options.

As the Planning Permit has not been issued yet, we have the opportunity to submit amended plans. The alternative was that we stand firm, but this would mean Council could put requirements and conditions on us. This is not ideal, so we have redrafted to have a level of control on the design and implementation.

From the consultation meeting, Tony De Jong has altered the design to incorporate changes to the front façade (by adding a long window, a feature column and showing the position of signage), additional windows and textured timber cladding to the north side, planter boxes, garden beds, and updated to show our intentions around landscaping, trees, shrubs etc. This has been resubmitted and Council will share with the objectors, from which they will either keep or remove their objections. At the last General Meeting there was an opportunity to view these updated plans and elevations.

The timeline has been pushed out a bit, but not enough to be a concern at this stage. Once the objections are cleared and the Planning Permit gets issued, the demolition permit can proceed.

The pack down of the existing Clubrooms is now complete and I will provide more details on the work undertaken for this part next month.

Brett Holloway

On behalf of the Building Subcommittee

PAST EVENTS

Club Run – President's Bridge Run – 21st July (Trophy Points)

President Andy promised an interesting outing discovering the historic bridges that surround Ballarat and district, and he lived up to his words. After such a wet dismal day on Saturday, Sunday had a hint of blue sky breaking through the fog. 37 cars and 53 people packed the carpark adjacent to Starbucks at DTC. Hot coffees were the order of the day by many before heading off. The poor 7/11 servo was still out of action with the world outage of Windows computers so we parked around the unused bowzers as well.



It was a bit crowded at the meeting place – President Andy Burns (with the white paper) telling us where to go!



Mal & Judy Bandy's Pontiac Safari and Merv & Maree Sherlock's Rover P5 look like they're filling up! But no – the pumps still weren't working so they're just there for their good looks. (Actually, they were waiting for the start gun.)

Andy gave us a briefing and we followed him

down the Glenelg Highway to just past Scarsdale and turned left to eventually get onto the Rail Trail that was kindly accessible. We then moved cautiously along the dirt road and drove down a slippery track and over a creek below the very impressive wooden Nimons Bridge that serves as a path for the Rail Trail bikes and walkers. We slid our way back up to the top of the valley. A certain Mustang failed to engage its starter motor after stopping at the top and big thanks to Mal and Judy Bandy for ripping into town for a car trailer to

retrieve troubled vehicle and get it home. The rest of us proceeded to Napoleons and through Buninyong to Andy's place in Scotsburn to get under cover and warm for a picnic lunch.

A big thank you to Andy and Lee for having heaters blasting in the sheds to lift the temperature to a comfortable level and the urn boiling. After lunch Andy walked around with a few who had never seen what he has tucked away in the sheds. Quite a surprise for some to see the wide array of historic vehicles and machinery.

At about 1:30 the slightly reduced group ventured towards Geelong to turn off at Elaine and past a couple of bluestone bridges. The group circled around at Lal Lal Falls and went through the middle of the wind farm turbines and continued towards Millbrook, Wallace and Bungaree. From there we crossed the freeway and were on our way to Creswick. We regrouped at the Creswick Tourist Information carpark and chatted to allow everyone to catch up. After that the procession was off again to the other side of Sulky Hill and turned right to go through what must be the smallest single lane railway underpass along a bit more dirt road and come out adjacent to the old Bald Hills School.

Then it was back into Lake Wendouree and gathered around the old, restored Gate Keepers Cottage. Somehow, we had managed to only strike a brief shower or two, but the black clouds were certainly gathering by mid-afternoon. So, we scattered towards home to hose a bit of mud off the cars and throw a log on the fire and settle in for the evening. Thanks again to Andy for giving us an adventure and insight into the early engineering feats around the district.



Left – Tom Quinlan leads the way over the ford at Nimons Bridge; middle – Ron Damen leads this lot – and the drivers were so pleased to get through – Ricky Bishop, Ron Damen, Nancy Jackson, Nerene Backhouse and Wayne Harrop - they celebrated!

Congratulations to the brave souls who ventured out for the day. Those who had no heaters or demisters probably appreciated a hot toddy when they got home.

Brendan Stevens

Attendees – President's Bridges Run

Led by Andy Burns & Lee Day

Darren & Jono Miles	1928 Ford Model A
Brett Holloway	1928 Chevrolet
Andy Burns & Lee Day	1937 Oldsmobile
Graham Lambourn	1938 Singer Roadster
Kevin Holloway	1939 Chevrolet
Dale Collins	1940 La Salle
Brendan Stevens	1955 MG Magnette
Nerene Backhouse	1956 Austin A30
Frank & Jan Tamis	1965 Mustang
Merv & Maree Sherlock	1966 Rover P5 Mk3
Ross Humphrey	1967 HR Holden
Mike & Lyn Simpson	1969 Ford Executive
Ron Damen	1970 Valiant VF Coupe
Rod & Dianne Gardner	1970 Datsun 1200 Coupe
Tom & Julie Quinlan	1972 Mercedes Benz
Malcolm & Judith Bandy	1973 Pontiac Grand Safari
John Taylor	1974 Triumph TC 2500
Simon & Liz Nuttall	1979 Peugeot 504
Alan & Joy Rogers	1980 Ford Escort
Frank Whitfield	1981 Mercedes Bens 300
Moyle Bunworth	1988 Toyota Celica
Tony McDonald	1989 Jaguar XJ6
Wayne Lineker	1990 Mercedes Benz 300SE
Andrew Brown	1992 Holden Statesman
John Peart	1994 Lexus SC 400
John & Gayle Pickering	1994 Ford Futura ED
Karen Otto	1997 Ford Mondeo
Judy & Peter Fitzgerald	1999 Daihatsu Terios

Modern - Bruce Kerr, Tony Newman, Rick Thege, Gordon & Pam Roberts, Wayne & June Harrop, Chris Matheson



Partaking lunch at Andy's – Ron Damen, Chis Matheson, Ricky Bishop and Simon & Liz Nuttall



The last bridge – Brendan Stevens' Magnette and Nerene Backhouse's A30

Club Captain Reminder

Advice and Etiquette for Club Run Organisers/Leaders

At the start of any run, brief participants on the route and hand out course map and trip notes to avoid people getting lost.

Make sure that the Club Run Attendance book is filled out by all drivers.

When on a run with other vehicles, please keep the vehicle behind you in view, ie; when you come to a turn, wait for the car behind you to signal its intent to follow you and the same thing will happen to you with the car in front at the next turn.

Allow plenty of room between yourself and the car in front so if any vehicle wishes to overtake you, they will have room to safely pull in front of you.

Also be aware of any modern vehicle following you and ease over to the left to allow them to pass safely.

Make sure that someone is arranged to write up a report for the next Newsletter at the start of the run, not at the end.

Thanks for your assistance

Brendan Stevens

Club Captain

FROM THE LIBRARY SHELF

A3919

August, 2024

The Cars of the 50's

A History of Cars Manufactured and Assembled in Australia During the 1950s

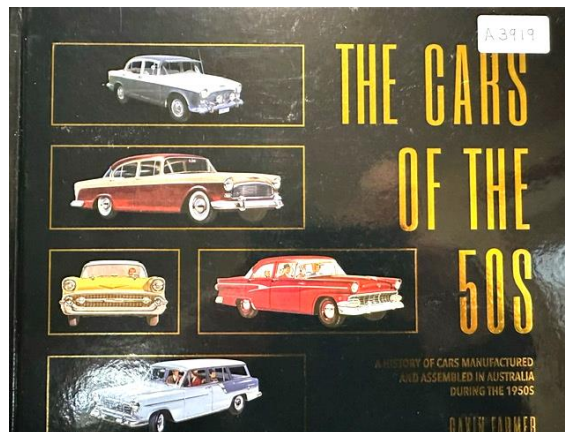
by Gavin Farmer

Published in 2022

192 Pages

It was always our intentions over the years to build up as much information as possible of our Australian Manufactured and Assembled Cars in our Club Library. In most cases, there are differences between Australian cars and Fully Imported Versions which this new book covers in detail. In the early years it was always difficult to obtain this information!

After World War Two, the Australian Federal Government made the decision to establish a functioning car industry in this country. The circumstances experienced during the War made such a decision imperative. As we all know, General Motors was the successful applicant for full manufacture with the Holden, while Ford continued with their assembly process in Geelong and Chrysler continued with their arrangement with Richards Industries in Adelaide. Ultimately, both Ford and Chrysler would follow General Motors into full manufacture, but that came later.



Meanwhile, Lord Nuffield purchased the old racecourse at Victoria Park, south of the Sydney CBD and established an assembly plant for his Morris, and Wolseley Cars and Morris Commercials. From 1954, after the merger of Austin and Morris, the assembly of Austin Cars was added to the range on offer. Previously, Austins had been assembled by Ruskins in Melbourne.



The Rootes Group began assembling Hillmans and Humber Cars in a factory previously used to assemble aircraft during the War and never moved to local manufacture. Volkswagen from Germany, however, did make the leap, as the ubiquitous Beetle quickly became the top selling four-cylinder car in Australia.

Along the way a variety of entrepreneurs tried their hand at building their own cars, but without any notable commercial success. However these Australian Cars have all become very collectable in recent years and for each, there is a flourishing club of intrepid enthusiasts who love and cherish them.

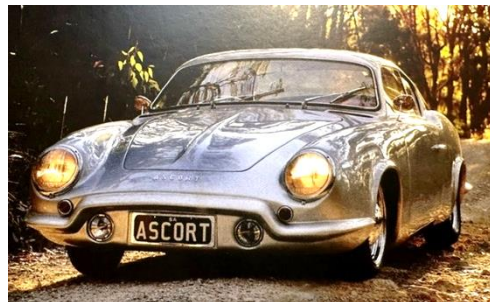
It was inevitable that as the Australian Car industry grew in the year after World War 2, so, too, would there be a corresponding growth in the spare parts and accessory supply industry. They both needed each other! This



book covers this area in a great deal of detail. The Commercial diversity in the 1950s in Australia was astounding and showed the world that we could build anything we needed, usually better than our international competitors. It was an exciting decade that led to bigger and better things in the 60's and 70's!



The early part of the book covers a good summary of the popular cars such as Holden, Ford, Chrysler, Standard, Volkswagen, Rootes and BMC vehicles. The latter part of the book is the important part which we do not have as much information about, in our Library. The details of the Australian produced products



from Goggomobil, Jeep, Land Rover, Simca, Mercedes Benz, Vauxhall, Peugeot, NSU, Renault, Hartnett, Loyd Hartnett, Buckle and Ascort, are all in this important book. The Australian Ascort Coupe is the one car I always wanted as it was built by Mirek Craney using a slightly modified VW Beetle floorpan with a beautiful fibreglass Coupe body. Only 19 cars were built because Volkswagen stopped supplying the necessary floorpan, as it was a better car than their own Karmann Ghia Coupe. Today it is believed that 10 or 12 Ascort Coupes still exist in Australia.

At the rear of the book there are the model specifications of our Australian Cars from 1947 until 1959; small car comparisons for 1954; Mercedes Benz Australian Production 1959 to 1964; Morris Marshall Productions 1957 to 1960; Australian Registration Figures from 1948 to 1959; Austin A30 Cars' Australian Registration Numbers and Renault Car Assembly details from 1950 to 1959! Information such as this is very important in our Club Library.

Ron Gay

The article below was submitted last year by Steve Rattle – it is 4 pages but there is only enough room this time for 2 – so stay tuned next month for the end of the story.

WILLIAM MORRIS & BERT CHENEY – An Australian challenge



Many older car enthusiasts will remember the early South Australian and Victorian dealer, demonstrator and salesman Sydney Albert (Bert) Cheney. His autobiography *'From Horse to Horsepower'* was published in 1965 and is an interesting read of the pioneer Australian days of car sales and how the automobile tamed the outback.

Initially Adelaide based, Cheney moved to Melbourne in the 1920's and many will recall Cheney Motors as Vauxhall dealers at 22 Flinders Street near Spring Street. But before selling Vauxhalls, Cheney was involved with Oldsmobile, Argyll, the Model T Ford & the four-cylinder Dodge.

In 1920 he took up the Chevrolet agency selling through Fred Mann (Mann's Motors in Adelaide) and a metropolitan franchise in Melbourne. As expected, Cheney & Mann were arranging car bodies with Holden and as General Motors (GM) expanded in Australia,

Holden's entered into a three-year contract with GM and by 1926 took control of the Adelaide body builders.

This left Cheney perplexed. He felt he had built up Victorian Chevrolet sales considerably from 100 cars in 1919 to 5650 in 1925/26. His contacts at Holden had sold out and GM were too large to argue with. He decided to visit the USA and Britain to decide his next move - he and his wife sailed in April 1926. While away Cheney received word that his current GM sales agreement would not be renewed from 30 June as they were starting Australian operations on 1 November that year. He could remain selling GM cars but now on strictly GM terms.

While away, Cheney explored the U.K. motor industry in particular and visited Austin and Hillman. He seemed impressed with a 4 cylinder 20 hp Hillman borrowed to motor around in and wondered how this car would sell in Australia. This didn't eventuate and Hillman were later taken over by Humber - both marques became part of the Rootes Group in 1931.

Cheney also visited Morris. They were restructuring to Morris Motors (1926) Ltd. with Billy Morris (Sir William from 1929 and later Lord Nuffield) taking a less active role in daily car manufacture. The famous 'bullnose' was given a facelift and flat radiator (flatnose) but still a narrow track car. Cheney recalled that both Morris and Austin offered to do 'all in their power to assist me' in establishing an Australian dealership and increasing sales of both marques.

Upon his return to Melbourne, Cheney purchased outright the business of Angus McOwan (F. McOwan & Co.) in Melbourne, Morris agents for Victoria and the Riverina, Franklin's in Adelaide, Morris agents for South Australia,

Broken Hill and the West Darling district and Williams Brothers, Morris agents in New South Wales. He now controlled Morris vehicles in Victoria, New South Wales and South Australia (and the Austin in Victoria). Vehicle orders were placed and he started to get organised, awaiting their arrival.

At the end of 1926, a major advertising campaign was commenced using the caption, 'Swinging the pendulum from Uncle Sam to John Bull' mainly to compete with General Motors Australian operations adverts. Morris was successfully using the slogan 'Buy British and be proud of it' and Cheney ran with this – to the sentiment of many Australians' loyal to the mother country.

But as cars and trucks arrived and sales increased, problems with the Morris vehicles were increasing. Broken frames and axles on Morris trucks, problems with alloy pistons, rear axles and electrical problems on Morris cars. Cheney remembered that his company rectified these at their own expense and often loaned cars and trucks to customers while repairs were carried out.

By the end of 1927 Cheney felt that these problems could not be dealt with by correspondence so he sailed to England to deal with Morris Motors directly. Upon his arrival he sensed a change in attitude towards him – he was now visiting them as a dissatisfied dealer. Cheney states that Billy Morris listened attentively to his concerns, but had trouble believing that his vehicles were failing in Australia, just one of their many international markets. Morris vehicles were performing well elsewhere, so why were they failing in this country he had never been to?

Morris referred him to his two chief engineers, Landstad and Rowse, but found it difficult to see either. After days of trying, Cheney again spoke to Morris and his team, producing a prepared report detailing the problems his company had been experiencing. He was reminded that before he took over the agency, no serious Australian complaints had been received. Those present had no idea of road travel and conditions in Australia or the challenges and problems.

As discussions continued, Cheney suggested that Morris and his engineers come to Australia and see for themselves. As Mr. Morris was a very busy man, he could not be spared a six-week trip – Cheney scoffed and said that it would take at least four months to correctly see for himself, do the trip properly, travel around the country and understand the conditions.

At that point he was frankly told that Mr. Morris could not possibly undertake such a long trip and be absent for such a duration. Cheney feeling 'a little hot under the collar' then realised he was getting nowhere, the financial risks he was undertaking and their reluctance to assist. Explaining to all present his efforts, losses and problems encountered, he advised that they had received his last order, he would return to Australia and dispose of the Morris agency.

That was the turning point – Billy Morris saw him again the next day and promised a visit to Australia. He arrived in Sydney on 14 February, 1928 with Wilfred Hobbs, his private secretary, Mr. Seaward his chief body engineer, Alfred Timms, chief engineer of Morris Commercial (truck division) and Norman Seaman, the newly appointed Morris Australian representative. Cheney recalled that the 'media and meet and greet circus' in Sydney went on for days. Everyone wanted to meet the successful U.K. car magnate and it was a never-ending whirl of social engagements. The press begged for appointments and interviews - Morris agreed and even held a press conference one morning in his bathtub at 6.30 am. When later questioned on this, Cheney confirmed it by stating, "This I know, because I was present"!

Finally, a tour of N.S.W. and Victoria commenced – Morris and Hobbs travelling in a Morris sedan brought with them from England – a 15.9 hp Empire Oxford. Seaman drove a Morris Oxford, Timms a Morris Cowley. As they motored Cheney felt his concerns were justified when the Cowley twisted its rear axle housing and broke an axle. A replacement car for Timms was arranged by Cheney and their tour through New South Wales and on through Victoria to Melbourne continued.

A civic reception was held in Melbourne for Mr. Morris by the Lord Mayor, Sir Stephen Morell. During his speech, Morris commented that this was the first such event ever given to him and he had to travel 12,000 miles to get it. At Cheney's Melbourne office at 22 Flinders Street, he now finally had the chance to thrash out his problems with the magnate.

As Cheney recalled and stated, Morris said to him, "I wish I had never seen or heard of Australia. The business out here has been more bother to meand every second blighter I meet out here tells me that I don't know how to make a car". Cheney assured Morris that he would not quit, he was prepared to see things through, but reminded him that he was only an agent and without his wholehearted co-operation he could do no more. Morris replied, 'I believe you are right. We must go on and finish the job". Next day, Morris with his team returned agreeing to send out the parts necessary to repair and rebuild vehicles in Australia at their expense. A supervising engineer from England was sent out with the parts to watch over the repair work and slowly the Morris vehicle reputation in Australia was returned.

This decision Cheney also believed was the impetus for the Morris car to become wider. By late 1928 wide track vehicles appeared, allowing easier country road driving and improved family seating. Morris had also attempted

to improve his vehicles for the antipodes, creating the Empire Oxford – a four cylinder 15.9 hp model with dry plate clutch – a commercial motor not using the familiar cork and oil clutch standard used in earlier Cowley & Oxford vehicles. The Empire Oxford had a three-year production run from 1927 to 1929 boasting a four-speed gate change gearbox, four-wheel brakes and S.U. carburettor. Sadly, it was not a success, with production numbering only 1740 vehicles. Some early models sent to Australia were returned as unsaleable.

I asked Stephen Hands, vintage Morris expert and historian for his input into Cheney's memories of his dealings with Billy Morris. Stephen comments that Cheney was an old man when he wrote his autobiography and he no doubt worked from personal recollections for portions of the story. Like many men who were 'movers and shakers in their day', he was a master of self-promotion and as a very successful businessman and salesman, he first had to sell himself. While I have no doubt that the facts are broadly correct, his memory and desire to tell his side of the story has allowed time shifts to enhance his narrative.

Ed. Many thanks Steve – very interesting – sorry it took so long to put into the newsletter.

APPROVED SAFETY CHECKERS

The Club's approved safety checkers for pre 1949 vehicle initial Club Permit applications are:
Neale Goad Automotive, 206 Burnbank Street, Wendouree Phone 5339 2056 Contact Neale
Reptile Gulch Motors, 209 Doveton Street, Ballarat Phone 53337206 Contact Henry

CLASSIFIEDS – FOR SALE AND WANTED

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

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

Deadline for articles – Tues 27th August 2024 Editor, Nerene Backhouse – npbackhouse.a30@gmail.com

Items for Sale re demolition of clubrooms

As the demolition of the existing VCCC clubrooms proceeds, the following items will be available:

14 x windows, aluminium 1 sliding, 1 fixed, bronze colour

Gas underfloor heating unit and in excess of 50 metres of ducting, floor vents, natural gas, thermostatically controlled

Ceiling fans, 4 of, with hard wired controllers

Doors & frames, 2 x double, 1 / 2280h x 1400w, 1 / 2040h x 1900w –

7 single, 1 / 2080 x 950, 1 / 1960 x 790, 1 / 2000 x 800, 1 / 2040 x 910, 1 / 2090 x 840, 1 / 1980 x 820.

Evaporative coolers, roof mounted in good operational condition

Westinghouse DSK9635NG 900mm freestanding cooker with a 118 litre electric oven and grill, and electronic ignition to 5 gas burners

Urinal, 2 x hand basins, 3 x toilet bowls & cisterns

Make a reasonable offer to any committee member (see page 2 for contact details)

For Sale - 1963 FORD CORTINA – MK1

Immaculate 2-door Deluxe sedan

Cortina 1200cc engine

4sp manual

Registered HTC 113 until 22/7/2024

Fully restored. Tastefully modified.

No work needed

Selling on behalf of deceased estate

\$42,000 neg. Genuine offers only

Contact - Email: colaccollectable@gmail.com



For Sale

3 windows from either an FB, FE or FC Holden. Any reasonable offer accepted
Some starter motors (condition unknown) from Holden engines

Contact Ross Block – 5339 0606 - 0407 834 884 or rossblock@hotmail.com



For Sale

For health reasons, I'm selling my 1926 Rugby Tourer.
In good condition. Club registration No. 6-478 (not transferable),
Chassis No. C362148, Engine No. 372313.
Currently on jacks in my garage so that I can start it up regularly.
Price \$14,000

Phone John on 0419 127 945



For Sale

Assorted tools – see photos

**Contact Mike Simpson
0419 935 147**



For Sale – 2 Mercedes as follows -

1987 300D Mercedes, 1IQ-9JY, Willow Green,

bought from NSW in 2016 and re-registered in Vic at ~300,000km

Chassis W124 VIN WDB1241302A535394

Engine 6039 1222 0202 96 Odometer - 556,300 km

Registered until October.

Log book kept of work done and maintenance completed

Basic model of the time, good condition,
Sunroof, sheepskin seat covers all round,
brown vinyl interior.

New spare parts.

\$4000 o.n.o.

1987 300D Mercedes, DCF 888, Iceberg White

Bought from Geelong in 2008 at ~273,000km

Chassis W124VIN WDB1241302A464971

Engine 6039 1222 017274 Odometer -
550,300 km \$5000 o.n.o.

Registered until 22 May 2025.

Log book kept of work done and maintenance completed

Luxury model of the time, good condition,
Cruise control, electric front seats and windows, navy blue leather interior ABS braking
New spare parts.

Contact: Greg Andrews

email: greg.andrews.1955@gmail.com (preferred)

phone: 0491 090 492 (no text service)

or Maxine Andrews

email: maxine.andrews.1955@gmail.com

phone: 0408 354 022



For Sale – 1970 Jaguar E-Type 4.2 Series 11 2x2

Selling this car on behalf of our father, the late Bevan Bell, an avid car enthusiast, and member of VCCC Ballarat and Western District Historic Vehicle Club for many years.

The car is running but is being sold unregistered – no RWC supplied

Manual transmission Mileage 25,111 miles Chassis No 1R35844 Engine No 7R399869

Colour is Gunmetal Grey Some spare parts \$110,000

Car has always been very well looked after, garaged and kept undercover

To be sold separately - Number plate JAGE 70 Negotiable

Contact Kerry Burns – 0408 538 494 or email: kcb7416@gmail.com



Something a little different – FOR FREE – but could be very useful for you in your workshop

The Brown Hill Uniting Church Op Shop has a huge amount of cotton and flannelette sheets to give away – perfect for rags. (Govt regulation now says they can no longer donate to be recycled in India)

The Op Shop is on the corner of Thompson Street and Humffray Street North

Open times are 9am-12:30pm on Thursday & Friday

Ask for Angela and bring a bag.

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

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

If you are unable to attend a meeting then:

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

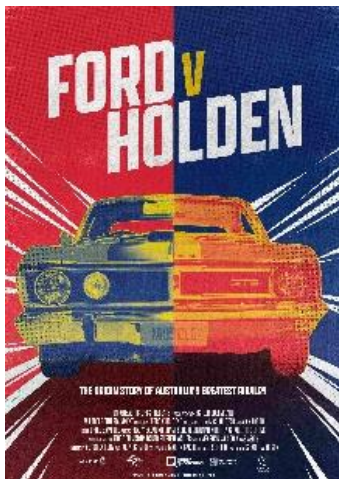
Third Option – Mail to Permit Officer address and include a stamped DL size self-addressed envelope.*

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

Fifth Option – Contact Permit Officer and make other arrangements.

VERY IMPORTANT – When applying for a new Permit - PLEASE make sure you have ALL the necessary documents. This will save both you and the Permit Officer a lot of wasted time.

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



Dear Members

This flyer is for a documentary which is now available on BINGE and FOXTEL. Doco has a number of commentators including race car drivers, Colin Bond, Dick Johnson, Holden Stylists Phil Zmood and Richard Ferlazzo and even our Norm makes an appearance.

You can watch a trailer on Youtube, searching Ford v Holden.

Norm and Heather Darwin

REMINDER - Annual Membership Fees – DUE NOW!!
If you want to vote at the AGM – you need to be a financial member; and you also need to be financial in order to drive your Club vehicles that are on the Permit Scheme.

CLUB CALENDAR – AUGUST - OCTOBER 2024

For the Details of Events, See Page 6; also refer to the 12-month calendar.

AUG	Date	What	Where	Contact	Phone	Time
Sat	10th	Ladies Craft Afternoon	Lilly's at Eureka Café	Jenny Ure	0409954077	1:30 - 4pm
Thurs	15th	Rustless Wanderers	Royal Oak Hotel	Rick Thege	0428518770	12 noon
Fri	16th	Club Meeting & AGM	Ballarat North Community Centre			7:30pm
Sun	18th	Restoration Roundabout	Greyhound Track, Morshead Park	Mike Simpson	0419935147	9.30am
Tues	20th	Committee Meeting	1 Traminer Court Wendouree			7:30pm
Sun	25th	Federation Marong Picnic	Leave from Karingal Carpets	Mike Simpson	0419935147	8.45am sharp
<i>Sun</i>	<i>25th</i>	<i>Hamilton Swap Meet</i>				
SEPT						
<i>Sun</i>	<i>1st</i>	<i>Kite Festival</i>	<i>Dean Recreation reserve</i>			<i>12 – 4pm</i>
Sat	14th	Ladies Craft Afternoon	Lilly's at Eureka Café	Jenny Ure	0409954077	1:30 - 4pm
Thurs	19th	Rustless Wanderers	Gordon Hotel	Rick Thege	0428518770	12 noon
Fri	20th	Club General Meeting	Ballarat Nth Community Centre			7:30pm
Sun	22nd	Club Run (Trophy Points)	Ladies drive	Jan Tamis	0475192372	10am
Tues	24th	Committee Meeting	1 Traminer Court Wendouree			
<i>Fri-Sat</i>	<i>27-28th</i>	<i>45th Mad Max Anniversary</i>	<i>Maryborough Trotting Track</i>			
<i>Sat</i>	<i>28th</i>	<i>AFL Grand Final</i>				
Sun	29th	Sports Car Run	TBA	J & G Pickering	0408914943	TBA
OCT						
Sun	6th	Naked Radiator Run	TBA	Frank & Jan Tamis	5342 0621 0475192372	10:30am
Sat	12th	Ladies Craft Afternoon	Lilly's at Eureka Café	Jenny Ure	0409954077	1:30 - 4pm
<i>Sun</i>	<i>13th</i>	<i>Bathurst Races</i>	<i>Mt Panorama</i>			
Thurs	17th	Rustless Wanderers	TBA	Rick Thege	0428518770	12 noon
Fri	18th	Club General Meeting	Ballarat Nth Community Centre			7:30pm
Sun	20th	Picnic Mt Franklin (Trophy Points)	leave Ballarat Showgrounds	Mike Simpson	0419935147	9:45AM
Tues	24th	Committee Meeting	1 Traminer Court Wendouree			
<i>Sat-Sun</i>	<i>26-27th</i>	<i>Dunolly Gold Rush Festival</i>				

Events in italics are hosted by other clubs/organisations. Calendar info to Brendan Stevens by **25th of each month**



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John Irving

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David Wright - Club Member

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