

VINTAGE & VCLASSIC

CAR CLUB BALLARAT INC.



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

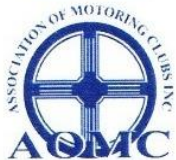
www.vccc.org.au

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July 2023



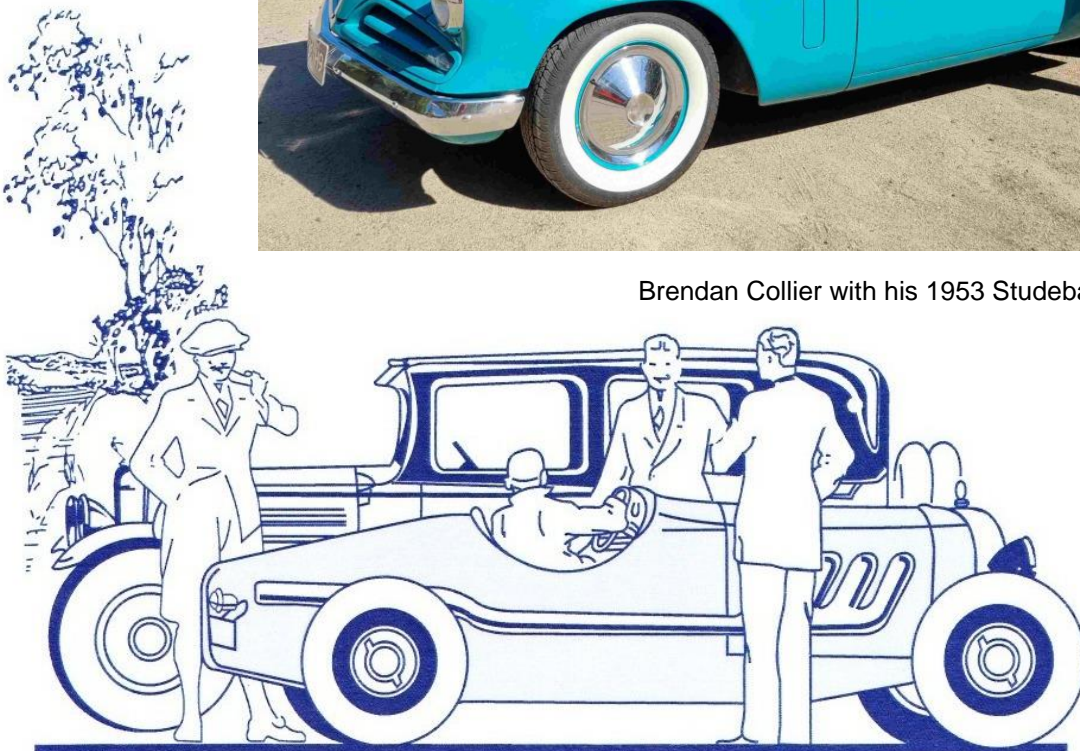
Member Club



Working for Motoring Enthusiasts



Brendan Collier with his 1953 Studebaker Starliner



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 during Eastern Standard Time

NOTE: The next General Meeting will be held Friday, 21st July 2023 at the VCCC clubrooms

Life Members

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

Newsletter

Articles for the **August 2023** newsletter are required no later than **5 pm Tuesday 1st August 2023**

All contributions should be in MS Word with photos in JPG format and emailed to npbackhouse.a30@gmail.com

All contributions acknowledged.

Code Red Fire Rating Days

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

Club Office Bearers 2022 – 2023

President	Andy Burns (Lee)	0428 935 988	burns_group@bigpond.com
Vice president	Warrick Pitcher (Wendy)	0408 508 303	warrickpitcher@gmail.com
Secretary	Nancy Jackson	0408 583 174	bobandnancyj@gmail.com
Treasurer	Dale Everett	0438 316 711	dalee@ppt.com.au

Committee

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Assistant Treasurer	Graham Lambourn (Debbie)	0497 181 750	grahamlambourn@yahoo.com.au
Club Captain	Brendan Stevens (Gaida)	0409 018 867	brendan27@iprimus.com.au
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Publicity Officer			
Committee	Nerene Backhouse	0427 348 060	npbackhouse.a30@gmail.com
Committee	Richard English (Ann-Marie)	0418 355 338	renglish51@gmail.com
Committee	Mike Simpson (Lyn)	0419 935 147	mikelynsimpson@bigpond.com

Team Leaders and Assistants

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Membership Officer	Graham Lambourn (Debbie)	0497 181 750	grahamlambourn@yahoo.com.au
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Permit Officer	Noel Trengove (Glenis)	6 Arrandale Av, Alfredton	0400 599 707 ntrengove@live.com.au
Assist Permit Officer	Ian Watson (Sandra)	305 Barkly St Bunninyong	0419 020 140
Assist Permit Officer	Peter Ure (Lyn)	18 Hillview Rd, Brown Hill	0419 118 837 peterure@bigpond.com

VCCC Website – Members area password: vccc2021

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The Club Library will be open 10am until 12noon – 2nd Wednesday of each month – next is **12th July** then **9th August** and **13th September**

EDITOR'S COMMENT

Nomination Time – see Secretary's Report. Can I just say, by becoming a Committee member or Team Leader, it really is a great way to learn what is involved in keeping our club going, as well as having an input in how the Club moves forward. It is also a great way of meeting a lot of like-minded people.

In this month's issue, there is an interesting cover story, as well as reports from club runs. Our delegates from both Federation and AOMC have very useful information to convey. Alan Rogers has a report on the All British Motorcycle Rally at Maldon. Catrina Sargent has given me a detailed account of the Brisbane to Broome Veteran Rally held in July/August last year. What an absolute adventure for a few of our members! The first instalment sets the scene.

Nerene Backhouse, Editor

HEALTH MATTERS AND CELEBRATIONS

Welfare

Bruce Kerr has been in the wars. He had a fall and ended up with a broken arm – yes, the one he uses the most. Our best wishes have been sent for a full recovery.

To anybody else who is not travelling too well on the yellow brick road – we send you our very best wishes, and hope you are back on track very, very soon.

Bereavements

We are very saddened to report the passing of three members in the last month. The family of **Fred Lewis** who was from Lal Lal originally but moved to Jeparit in recent years is the first one that we have conveyed our condolences to via a Courier notice. We then lost two of our longer-term members in **Jean Rhook** and **Dawn Goad**. Again, our condolences were expressed via notices in The Courier. Dawn was the wife of our Life Member and former Property Officer, Ron and mother of member Neale. Our caring thoughts are with all of these families.

VALE – Jean Rhook

How do you jam a full life into a couple of paragraphs. You can't, except scratch the surface, and therefore can only provide a thumbnail sketch which really doesn't do the person justice. Jean was born Jean Alexina Buckley in 1936 in Colac.

She moved around with her family in the western district and finally pitched up in Lismore where she caught the eye of a young fella, Reginald Rhook. Jean was married at 21 and had 66 wonderful years with her husband. Jean was the consummate housewife, in that she bore three children, Ian, Catherine and Mandy. She was an excellent cook, dress maker, and quilter. As a dress maker for instance, she made her own wedding dress and those of her bridesmaids, amongst countless others subsequently.

She enjoyed her gardening, and was a very social person with a kind and generous nature. She had a wide range of friends as demonstrated by the large number of people who attended her funeral.

She was very interested in nature and enjoyed bird watching with Reg. It was Reg and Jean's habit to winter elsewhere, and I recall spotting the old Inter campervan in the '90's pulled up at a roadside verge somewhere in northern Victoria, with Reg and Jean intensely studying the bush and its birdlife with binoculars.

Jean was a very competitive bowler and has a stack of trophies to prove it including at least one at State level. The bowling balls were always packed for the three-month winter sojourn to Maroochydore.

Jean has always supported Reg in his hobbies, including his motorcycle period, and was always a willing passenger both as a pillion rider and in the side car when one was finally attached to the 1925 Harley Davidson. Jean always thought it ironic that she wore white to bowls during the week and was a leathered-up bkie of a weekend!

Jean's other passion was jigsaw puzzles, the 1000-piece ones, and there was nearly always one on the go. It was a mark of respect that attendees at the funeral were given a jigsaw piece to pin on their clothes in memory of Jean.

Jean joined the VCCC in 1971 when Reg became a member while he was still working in Lismore. However, it was not until 1985 after their move to Springmount, when they became more involved. So, Jean has been on countless car club runs but always in a vintage car, latterly the Model A Ford or the 23-60 Vauxhall. Her last run was the April Naked Radiator to Triggs, and she missed the June event by a day.

However, Jean's finest attribute was her love for her ever-expanding ranks of grandchildren and great grandchildren. Family was the most important part of Jean's life. It was a life well lived.

RIP Jean

Damian O'Doherty



Secretary's Notes from Committee Meeting held on Tuesday 20th June 2023

1 Notice of the Annual General Meeting

Notice is hereby given that the Annual General Meeting is scheduled for Friday 18th August 2023. Enclosed with this Newsletter is a Nomination Form for Committee and Team Leaders positions for 2023 – 2024. Please give some thought to standing for a position, or for nominating somebody to fill a role as the Club cannot function without some willing leaders.

Closing date for nominations will be at the close of the Committee Meeting on **Tuesday 25th July 2023**

Committee Positions to be filled –

President	Vice President
Secretary	Assistant Secretary
Treasurer	Assistant Treasurer
Club Captain	
Property Officer	
Publicity Officer	
Committee (3)	

Team Leader Positions to be filled:

Editor
Librarian
Webmaster
Membership Officer
Social/Catering
Permit Officer
Federation Reps 1 and 2
AOMC Reps 1 and 2

2 Bendigo Swap Volunteers

The Bendigo Swap organisers are looking for volunteers to help during the weekend of the swap. Volunteers are required for two-hour shifts for duties such as manning the gates or supervision of displays and sheds. Each volunteer receives an entry pass for the swap, a \$10 refreshment payment and volunteer badge. In addition, \$20 is paid to our Club for each shift completed.

Shifts available -	Friday 10 th November 2023	8:00 am to midnight
	Saturday 11 th November 2023	3:00 am to 10:00 pm
	Sunday 12 th November 2023	6:00 am to 1:00 pm

3 Classified Notices in the Courier

The Committee has been discussing the cost of inserting a Death Notice in the Courier. The current cost for a Wednesday insert is approximately \$120 for a basic notice. The suggestion has been made that the Club discontinue placing a notice in the Courier, and instead sending an appropriate Sympathy card to the family, and acknowledging the loss of a member in the Newsletter. Members' views and thoughts would be appreciated at the July Meeting

Nancy Jackson - Secretary

Two Notes from Brett Holloway – Federation Delegate

It was noted at the last Club meeting that a new line item has appeared on the Club Permit renewal sticker – “Conditions – None”. The question has been asked of VicRoads as to what this means, for now and ongoing.

The bigger issue, however, is that the expiry date on some renewals is incorrect – both on the renewal form and the sticker – it is incorrectly showing 2023 instead of 2024, so this was taken up with VicRoads via the Joint Working Party. The response from VicRoads is as follows:

"VicRoads are aware that a small number of club permit holders have received an incorrect club permit renewal notice, reflecting incorrectly a 2023 expiry. This error impacted renewals with an expiry between 1 and 25 July 2024. Impacted customers are still able to use this notice for payment of their club permit. Once paid, VicRoads will issue the correct label for your vehicle and logbook. VicRoads will be writing to impacted customers and will be re-issuing renewal notices with the correct dates. This issue is limited to club permit vehicle renewals only and does not impact driver licence or normal vehicle renewals".

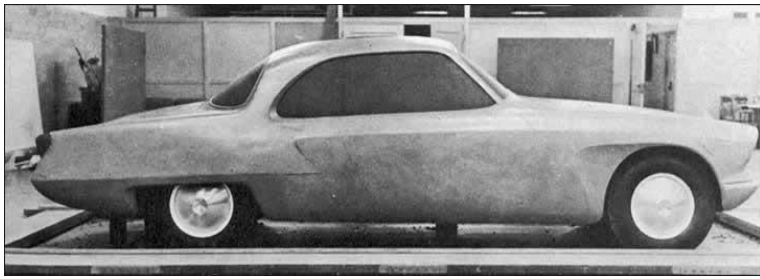


The latest edition of the AHMF Newsletter is now available. This is edition #3 of **Spoke 'n' Hub Torque** and has 17 pages of information, including an article by Operating Heritage Australia on carbon emissions, details of the new Brisbane Motor Museum, and the proposed (Clive) Palmer Auto Museum on the Sunshine

Coast, together with a success story for the Robert Shannon Trust. You can find this newsletter at <https://ahmf.org.au/info/> or <https://www.federation.asn.au> and to Affiliates.



Cover Story – 1953 Studebaker Starliner



The 1953 Studebaker Starliner was originally built as a show car for the International Motor Show. In 1950 Studebaker used the Raymond Loewy Associates design studio to conduct the design with Bob Bourke in charge. It took 10 weeks to come up with the design with engineers working on the four separate 1/4 scale clay models designs finishing off with one final full scale (as shown) to show the Studebaker Board.

Bob Bourke used inspiration from the new Lockheed Constellation aircraft to help with the design and based the dimensions on the Studebaker Landcruiser chassis, giving the European looks with American ride. The Studebaker president Harold Vance was so impressed that a wooden body was made to present to the International Motor Show in 1951 and production commenced. A lot of the original designs to the Starliner concept vehicle had to be changed due to the engineering costs and manufacturing restraints. In 1953 the Museum of Modern Art called it a "work of art".



Just before Covid hit in 2019, Ashley Cronin from Daylesford had a '53 Studebaker Starliner for sale. I contemplated on purchasing it, thinking I could use it while my Studebaker Golden Hawk was still under restoration, and that all the leftover old and new parts collected for the restoration could be used to maintain the '53 and so they would not be wasted.



Full scale wooden design for the 1951 International Motor Show

Later that year I went to the accountant to do my tax assessment for the year. He said, "You know you could put up to \$25,000 into your super as a concessional contribution. You won't have to pay as much in tax, and it will increase your super balance. Now that would make you happy, wouldn't it?"

I replied, "I could spend up to \$25,000 on a Studebaker Starliner and that would make me even more happier, wouldn't it?". He replied, "You haven't got enough super." I returned with, "I haven't got enough cars either".

During Covid, I had noticed that the share price had dropped and that our super had taken a severe hammering. So, that's when I decided not to add to my super but instead to invest in the '53 Studebaker Starliner (knowing this would upset Leonie, my fiancée).

The only problem I had now was how do I let her know I'd bought another car. With her birthday due shortly, I approached her with, "I've got you a present for your birthday." She replied with, "It better not be another bloody car". I showed her a picture of the car - she wasn't happy and said, "You can just give it back to the person that owns it". Fortunately, I had already purchased it so I returned it to myself.

One day we had to go to the shed where she saw it. Once Leonie had finally settled down, she actually liked the car and said, "Well, I will have it then". But it was too late as her birthday had passed by this time. I said, "You will have to wait until your next birthday and I will get you another car."

Leonie replied, "NO YOU BLOODY WON'T".

A very happy Brendan Collier!



COMING EVENTS – July - August 2023

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

Wednesday 12th July - Club Library Open 10am – 12noon

Wednesday 12th July – Chat, Coffee, BYO Lunch Get Together at Clubrooms – 11am – 2.30pm

Contact Ray Drury

Thursday 20th July – Rustless Wanderers Lunch – Wallace Hotel – Xmas in July

Make your own way there. Bookings required by Monday 17th July – ring Rick Thege 0428 518 770

Friday 21st July – Club General Meeting – 7.30pm

Saturday 22nd July – Bingo Night – Xmas in July theme – 7pm – 7.30pm eyes down

Come dressed with your Christmas bling on or come in a Christmas outfit. Prizes for the best dressed. Bingo books \$3.00 each - Tea/coffee supplied - BYO drinks and nibbles, and glasses.

Bookings essential – contact Jenny Ure 0409 954 077

Sunday 23rd July – Monthly Club Run – Metcalfe Holden Museum

We will be leaving from the Old Masters/Ballarat Doctors/Centrelink car park on Learmonth Road at 9.30am. The run will be just over 100kms in each direction.

Along the way, we will have a morning tea/toilet break before we arrive at the **Metcalfe Holden Museum** about 20kms east of Castlemaine. This is a small privately run museum that is only open to the public by appointment. It contains several historic Holden vehicles and a lot of memorabilia from a local family owned Kyneton Holden dealership. Outside is a large collection of early Holden cars in various states of repair - some of them are currently for sale.

The museum has requested a \$10 cash donation for everyone who enters the museum. This is the only fundraising they have to run and maintain the museum.

John & Gayle Pickering 0408 914 943



Tuesday 25th July – Committee Meeting; close of Nominations for the AGM

Wednesday 26th July – Chat, Coffee, BYO Lunch Get Together at Clubrooms – 11am-2.30pm

contact Ray Drury 0417 840 623

Saturday 29th July – Inaugural Around Town Drive

The first Town Drive will be on Saturday 29th July, from 10:00 am to 12:00 noon. Gather at Pipers in Wendouree Parade (Botanic Gardens) from 9.30 am and then details for the drive route will be decided, depending on how many cars turn up.

Contact Andy Burns 0428 935 988

Tuesday 1st August – Newsletter Deadline – 5pm

Sunday 6th August – Naked Radiator Run

Depart from the Clubrooms at 10.30am and you'll need to bring a picnic lunch with you

Contact Frank and Jan Tamis – 0475 192 372

Wednesday 9th August – Club Library Open – 10am – 12 noon

Wednesday 9th August – Chat, Coffee, BYO Lunch Get Together at Clubrooms – 11am-2.30pm

Contact Ray Drury 0417 840 623

Saturday 12th August – Ladies Craft Afternoon – 1.30pm – 4pm

Contact Jenny Ure

Thursday 17th August – Rustless Wanderers Lunch – Queen's Head Hotel Humffray Street North

Make your own way there. Bookings required by Monday 14th August – ring Rick Thege 0428 518 770

Friday 18th August – Club General Meeting 7.30pm followed by the Annual General Meeting

Sunday 20th August – Annual Restoration Roundabout

Details are still being finalised. Organiser is Mike Simpson - 0419 935 147

PAST EVENTS

AOMC report from the meeting held on 22nd May at the Jaguar-Austin Healey Clubrooms

Matters of interest that arose from this meeting were: -

1. A Strategic Plan is being developed to address members services, communication, data management, policy and research, and cultural aspects with a 3-5year outlook
2. A submission has been made on the "Fuel Efficiency Standard – Cleaner and Cheaper to run cars for Australia". The concepts being promoted include vehicles are part of cultural heritage, the movement injects significant funds into communities, clubs are important component for the health and well-being of their members, and the environmental impact is insignificant which can be offset through GreenFleet schemes.
3. An AHMF survey is to be released seeking information on the Economic Value of historical motoring to the country, again with the purpose of preserving the heritage fleet and its use.
4. Treasurer's Report showed a healthy balance of \$290,838.
5. The AOMC has developed a Code of Conduct for its delegates and members which is detailed in the May AOMC newsletter. Comment sought before finalisation.
6. Brief reports were given on Trentham Cavalcade of Transport Heritage Day with circa 100 cars in attendance, and 52 cars at the National Steam Centre in Scoresby.
7. The joint working party with Federation continues to work well and the group have procured a meeting with the Department of Transport and VicRoads. The primary purpose of the first meeting with DoT and VR was to ensure that there would be future meetings. Amongst matters raised were: - Abuse of the CPS scheme, Rights to display plates, retention of Log books, appropriate clubs to be included in the CPS scheme, and the validity of some vehicles incorrectly categorised as H, M or HR etc. These and other issues are for future discussions.
8. The next AOMC Delegates meeting is to be in Ballarat – Saturday 26th August, and the November meeting, including AGM, will be 20th November
9. Seminars – Club Management – 17th June, and Vehicle Restoration – 15th July
10. Event – The American Motor Show – Caribbean Gardens – 19th November
11. Presentation – Daryl Meek gave a very interesting presentation on his work on Early Victorian Registration Numbers. Daryl has correlated a number of sources and consequently is compiling a significant data base which will provide original ownership and vehicle details for many early numbers. This includes photographs of the vehicle where they have been provided. His interests lie in the veteran and vintage period and he would welcome period photographs of vehicles where the registration number is displayed. The ultimate aim is to make his data base accessible by anyone.

Damian and Ruth O'Doherty
AOMC Delegates

Naked Radiator Run - 4th June 2023

We arrived at the Clubrooms - no one else was there. We checked that we had the correct date as we had been caravanning for nearly six weeks. Other Club members slowly arrived; of course, a lot of chatting and catching up on news. Then Frank gave a brief about our new adventure.



1930 Buick, 1930 Ford Model A, 1929 Marquette

Twenty-two cars and forty people left the Clubrooms in beautiful calm sunny weather. We travelled on well-planned back roads to avoid traffic, travelling through Napoleons, Shelford and on to Teesdale. By this time the sun had gone and we were travelling in thick fog; the temperature had certainly dropped, coats and hats appeared.

We arrived at our destination in Lethbridge - a beautiful property with a very large garage - what a surprise inside! The garage was full of horse drawn vehicles lovingly restored, also some in the process of being restored. Don's passion was for commercial vehicles. Don and Denise both had special skills to restore these vehicles with some help from other trades people.

Thank you, Jan and Frank, for another great day. A special thank you to Don and Denise for sharing and showing us their amazing collection.

Pam Roberts



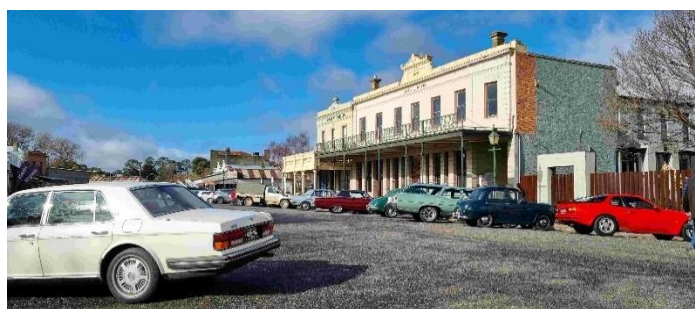
Attendees Naked Radiator Run – 4th June

Tony & Lyn McDonald	1927 Dodge
Colin & Joy Feltham	1928 Pontiac
Darren & Jono Miles	1928 Model A
Frank & Jan Tamis	1929 Plymouth
Warren & Barb Harris	1929 Marquette
Gordon & Pam Roberts	1929 Chrysler
Peter & Judy Fitzgerald	1929 Chrysler
Tom Quinlan	1929 De Soto
Annette Moodie	1930 Model A
Peter Todd	1930 Buick
Damian O'Doherty	1930 Model A
Neville Finch	1930 Model A
Modern – Daryl & Barb Mitchell	

Bob, Tracey & Jonty Bennetts	1939 Pontiac
Bruce Kerr	1951 Morris Minor
Jenny Groves, John & Jennifer Trewin	1955 Austin A30
Nerene Backhouse	1956 Austin A30
Kevin & Lorelli Huggins	1956 Riley Pathfinder
Wayne Lineker	1963 EH Holden
Ivan & Helen Tarrant	1966 Mustang
Ray & Marj Drury	1986 Jaguar
Barry & Cyndy Allison	1987 Nissan Skyline Silhouette

June Club Run – 18th June 2023

On a bitterly cold Sunday morning, 21 intrepid Ballarat locals braved the weather (at least it wasn't raining) and met at the Doctor's Carpark in Learmonth Road for the monthly club run. A fairly good turnout considering the weather, the 13 cars ranged from Brendan Stevens' 1955 MG to Tamis' 1990 Bentley.



Our morning tea stop in Clunes

On our departure from Clunes, Tony and Lyn McDonald's Rolls Royce was smelling heavenly of meat pies courtesy of the warmer in their boot! What a fantastic invention and an ideal way to easily provide a hot lunch on a cold winter's day at our next stop – Cricket Willow at Shepherd's Flat. What a pity it didn't take up the entire boot and was able to hold enough pies to feed us all!

We travelled through Smeaton, and turned off at Daylesford, and then on to Shepherd's Flat – me, for one, not realising that the closer we got to our destination and the more of those non bush style trees I saw, that they were English willow trees that were used to make cricket bats.

The Dynamic Duo again were ready to escort us on another day out, with Brendan Stevens leading and Ron Damen rounding up any strays. Leaving via Miners Rest and travelling through a very foggy Coghills Creek, we finally drove into clear skies and morning tea at Clunes. Who was it that Rick had 'locked' in the Cooper S so she couldn't have morning tea? All turned out well with the able assistance of Tony McDonald.



Rick's looking decidedly worried – will Tony get her out - or won't he?



Part of the willow tree plantation

On arrival, we were welcomed to Cricket Willow by our hosts, Ian and Trish Tinetti, with Trish opening up for hot drinks for those that didn't carry thermoses (or one of those fantastic pie warmers in their boot!). Lunch was eaten inside the café/Sam Morris Museum in the pavilion.

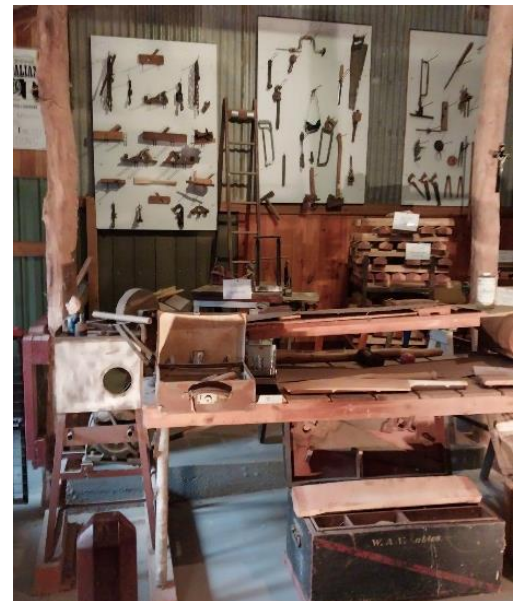
This building is just chock-a-block full of cricket memorabilia from all over, and is still receiving donations from the public to this day. Memorabilia ranges from the historical written and pictorial journey of cricket bat manufacture in Shepherds Flat, with photographs of family members with cricketing legends such as Sir Garfield Sobers, and heaps of local items from junior cricket through to VFL, including finals and Grand Final banners.

There is even a doll collection. For this Blues fan, a highlight was Carlton Legend of the 70s and early 80s, David 'Swan' McKay's team woollen playing jumper and gold Australian representative jacket. Interestingly though, Ian told me he is a Pies man through and through! Ian is a font of cricket knowledge and stories, historical to present. A regular visitor to England during the Ashes tours, he takes part in speaking engagements as a manufacturer of note and a long-time cricket related personality.

A tour of the Cricket Gallery manufacturing building followed our lunch, with Ian providing a wealth of information from harvesting their willow trees for the bats, importing the solid cane for the handles and wedges from overseas suppliers through to the actual manufacturing machinery on display.

Starting with one surviving English willow tree planted early last century by the Crockett family, these trees take a minimum of 15 years to grow to harvesting age, although some are up to 80 years old. Each average sized willow tree results in around 100 clefts (the raw shape of a bat), hopefully with minimal defects such as knots. Ian advised the clefts are no longer kiln dried in their manufacturing process and the process of air drying the clefts takes up to 2 years.

Following the increase in overseas manufacturing, particularly in India where manufacturing costs were greatly reduced, the Tinetti company ceased full time manufacturing in 2010. Ian has kept his bat making skills going, and the Jabaroo bats produced on site are now all hand made. Unfortunately, with family moving into city and town-based careers and locations, like most country producers, he has become a one-man production line.



Part of the workshop



Ian (short sleeves) talking about the memorabilia

Aiming to keep cricket and bat making in the area part of the local heritage, Cricket Willow was developed almost 25 years ago, with the building of the Pavilion (housing the café and museum) and a lush looking cricket oval and amenities. These are now open by appointment only.

The Tinettis also house historical information on the Swiss and Italian families that settled in the Shepherds Flat and wider Daylesford area in the mid-1850s gold rush. After the rush was over, many returned to farming bringing the production of wine and cultural foods to the region. Historical buildings in the area, created in miniature form, are part of the manufacturing building tour. There is even a small movie theatre which was used for local historical meetings and screening sessions. And, if anyone knows where the DVDs holding the stories of the local Swiss Italian families that were held at Cricket Willow, Ian would be greatly appreciative of the information, as they have been missing on loan for some years now.

If you can, please take the time to make an appointment and head out to Shepherds Flat to look at everything they have on display as well as the tour of the manufacturing building. You will need to wait a few weeks though, as

Ian and Trish are yet again enjoying the English summer cricket season from the end of June.

Bon voyage Ian and Trish and thanks for an interesting and informative visit. Thank you also to Brendan for a most interesting day.

Cyndy Allison

Attendees – to Cricket Willow

Brendan Stevens	1955 MG Magnette	Malcolm & Judy Bandy	1973 Pontiac Grand Safari
Jenny Groves	1955 Austin A30	Tony & Pauline Newman	1974 Rover P6
Nerene Backhouse	1956 Austin A30	Tony & Lyn McDonald	1986 Rolls Royce Spirit
Rick Thege & Heather Gingell	1966 Morris Mini Cooper S	Barry & Cyndy Allison	1987 Nissan Skyline Silhouette
Neville Finch	1966 Ford Thunderbird	Wayne & June Harrop	1988 Porsche 944S
Mike & Lyn Simpson	1968 Ford Executive	Frank & Jan Tamis	1990 Bentley
Ron Damen	1970 VF Valiant Coupe		

The All British Motorcycle Rally 21st - 23rd April 2023 - Maldon

The 2023 All British Rally, was brilliantly organised by The BSA Motorcycle Owners Association of Victoria.

I heard that the Rally had over 800 entries, and many of our club members attended the weekend. A large contingent of local vintage and classic motorcycle enthusiasts enjoying the ride out to join in the fantastic gathering in the Main Street of Maldon on Saturday. I took the opportunity to meet up with a group of riders and their Triumph Trident T160 bikes on the day, for a line-up of bikes in Maldon, to replicate an old photo of T160s at the factory in 1975. (See photos below)



A lineup of new Triumph Trident T160s at the Meriden or Small Heath UK factory in 1975, ready for dispatch to the USA



A group of fine original Triumph Trident T160s lined up at Maldon on 22nd April 2023

About the Triumph Trident model T160

There were about 7211 of the T160 model produced for the UK and export markets, from November 1974 to April 1976, at the Meriden and Small Heath factories, under the banner of Norton Villiers Triumph.

The T160 engine is an air cooled three-cylinder OHV of 740cc, inclined forward slightly (a la BSA Rocket 3 engine) with 3 Amal carbs and a 4 into 2 exhaust system. The gearbox is a 5 speed, with a single plate dry clutch. The bike incorporated many design changes over previous 'triples', including electric start, left foot gear change, front and rear disc brakes, and styling upgrades. The stated power was 58bhp at 7250rpm in standard trim, with top speed of 109 mph, but the bike was a heavyweight at 528 lb (239kg).

The Triumph and BSA 'triples' were well developed and well engineered, and after performance improvements by various racing engineers, had a great deal of racing success all around the world for many years.

However, by the mid '70s, the writing was on the wall! The T160 was overtaken in the popularity stakes by the growing number of Japanese bikes emerging in the large capacity performance bike market. Sales figures fell dramatically and the T160 model was discontinued.

The Meriden factory continued production of the popular twin cylinder Tiger and Bonneville models until its closure in about 1983. The Triumph name continues under the ownership of John Bloor, producing Triumph motorcycles firstly in Devon and now in the new Hinckley UK factory.

My Triumph Trident T160

My bike is a 1975 Triumph Trident T160, (the middle bike in the Maldon picture above, and at right) and is generally in original condition, with about 6000 miles on the clock.

It has had engine performance upgrades including a Norman Hyde big bore kit, half race cams, heavy duty clutch, free flow air intake and exhausts, and Tri Spark electronic ignition, none of which are outwardly visible.



The bike was despatched from the UK to the USA in 1975, and spent the first 17 years of its life in Denver Colorado, before it was brought to Tasmania in 1992 by a private owner who lived in the states for a while. After three more owners in Tasmania, it came up for sale and I was fortunate to be able to purchase the bike in February 2019.

Since then, I have continued the maintenance and preservation of the bike, with a focus on conservation of its remarkable original condition, and of course, enjoying the pleasure of riding a classic British motorcycle.

Alan Rogers

Brisbane to Broome Veteran Rally - 18th July to 11th August 2022 - story from Catrina Sargent

Our adventure started when my husband Richard and I put Henry (pooch) into storage on 13th July. On the 14th we flew into Brisbane to our friends and also rally entrants Brian and Lesley Fleming who picked us up from the airport. We stayed the night with Brian and Lesley and met up with Margaret, Richard's mother who flew over from the UK to be part of our expedition, and back up and support crew. Margaret drove our Hilux ute with slide on camper 'Travelander' from Ballarat to the Flemings with no worries.

Mum and Dad had left Ballarat almost a week earlier making their way up to Caboolture with the van loaded with 3 bikes and towing their Aliner camper trailer. From Brisbane, we all made our way to Caboolture and stayed in the historic village for 2 nights. It was here that all rally entrants arrived and met up and unloaded vehicles.

There were 23 cars and 20 bikes entered. The Good Sargent's, uncle Ian and aunty Jenny 1916 JAP powered GCS, travelling with Jenny was Deidre Coone (photographer) and Colin Stoddart (essential workshop welder and support crew), cousin Daniel and Tessa Sargent, 1912 Triumph and Tessa was driving their truck towing workshop with lathe, welder, and essential tools. The Best Sargent's, cousin Jeremy, 1912 Rudge with Jess, and their 3 daughters, Scarlett, Larni and Hazel as backup and support crew, the Bad Sargent's, Dad Colin and Mum Merralyn 1915 Spacke DeLuxe, and I was on my 1913 Royal Enfield. Richard Blackburn, 1915 GEM JAP. Also from Ballarat were club members Murray and Julie Wright 1913 Royal Enfield and 1915 BSA, and Chris and Di Ridsdale 1915 BSA.

(Sun 17th July) Shake down run to Beachmere 35kms

It was a cool sunny day for our shake down ride to Beachmere to dip our wheels in the Pacific Ocean. It was fraught with peril, as the night before we were handed an A4 sheet of paper which had a google map printed in landscape format with a blue line and instructions on the side which didn't match the blue line. I rode off and after the 3rd set of traffic lights there was no sign of Richard or Dad in my mirrors. Dad got hopelessly lost and was furious, Richard made his way to Beachmere and I eventually rode up after waiting for them on a corner that they didn't take.

Mum and Margaret were 'following' in the van and picked up Dad and loaded the DeLuxe into the van as the traffic just wasn't veteran bike friendly and not knowing the area or route didn't help. At the Beachmere boat ramp, Richard and I had a pic taken of us dipping our wheels in the Pacific Ocean and then Mum, Dad and Margaret arrived. Dad had decided he wasn't going to bother but then the van was needed to load Jeremy and the Rudge, so out came the DeLuxe and in went the Rudge. We had a coffee, and the world was better, then we all rode back to camp.



Richard and Catrina 'dip their wheels' in the Pacific Ocean

Day 1. (Mon 18th July) Caboolture to Yarraman. 127km

The shortest day's ride for the next 25 days. A very windy hilly and scenic ride once out of Caboolture. Some challenging climbs, but not a problem with our V twins. That night we fitted our panniers to the bikes, which gave us the ability to carry fuel, thermos, and bickies for morning tea. The panniers are a bit big and cumbersome and were only ever made to last Perth to Sydney in 2012, but they were also used on the Adelaide to Darwin ride and now this event. In hindsight I think a fuel bladder would be a lighter option, but then where would we put the tea?

(This is the first instalment of a great story – stay tuned)

Did You Know . . .

. . . these things had names? Handy for Scrabble players or when doing a crossword.

- * The rumbling of stomach is actually called a wamble.
- * The tiny plastic table placed in the middle of a pizza box is called a box tent.
- * The armhole in clothes, where the sleeves are sewn, is called armscye.
- * The condition of finding it difficult to get out of the bed in the morning is called dysania.
- * That utterly sick feeling you get after eating or drinking too much is called crapulence.

FROM THE LIBRARY SHELF

A3834

The Cars of the Rising Sun

July 2023

The Early Years of Cars from Japan in Australia. (1960 – 1975)

By Gavin Farmer

Published in 2022

235 Pages



After the Second World War, Japan was not only defeated, but its cities and industries were in ruins. With the combined efforts of the American military aid and money to rebuild the shattered economy with the Japanese Government, the automobile industry was slowly rebuilt.

From the surrender in August 1945 and the late 1950s, the new Japanese industry built mainly commercial vehicles of various sizes. In 1954 three of the bigger Japanese Companies – Nissan, Isuzu and Hino – negotiated technical agreements with European companies to license-produce certain car models for their home markets.

Nissan worked with the Austin Motor Company of England to produce the then-current Austin A40 Somerset car beginning in 1953. Isuzu worked with the English Rootes Company Group to manufacture under license the then-current Hillman Minx Sedan.

Hino worked with the French Company of Renault to produce the then-current Renault 750 cars.

The Japanese car industry grew very quickly, so from about 1960, the export of small numbers of cars and commercials were exported to Australia and America.

The first Japanese car to arrive in Australia in commercial quantities was the little Datsun Bluebird that arrived in late 1960. The man behind the venture was Sir Laurence Hartnett, formerly Managing Director at Holden. Plans were small at first, but they had to be upgraded as sales grew rapidly. After all, the Deluxe version had a heater/demister, radio, carpets, reversing lights and a very good toolkit as standard equipment. In addition, the cars were better assembled, painted and kitted-out to a higher standard than many of the other marques being sold in Australia at the time.

Soon, other Japanese Companies were selling their vehicles in Australia from Prince (1957), Isuzu (1962), Mazda (1963), Toyota (1963), Hino (1963), Mitsubishi (1964), Honda (1965) and finally Subaru. Since then, the Japanese cars have gone on to conquer the world with huge sales.

Of course, most members would be aware that Frank O'Brien, a Ballarat car dealer, imported around 50 units of the 423cc Maia Subaru car which he sold from his premises at Bakery Hill and Sebastopol from 1960/61. Wheels Magazine drove one of these cars to complete a full road test which was published in the August 1961 issue. It would be interesting to know how many of Frank's original cars still exist in Australia today!



This new book is an important addition to our Club Library as it covers the early history of each company, the details of all the car models sold in Australia from 1960 to 1975, as well as some of the commercial vehicles. The appendices in the back of the book cover the specifications of all the cars as well as Toyota Company production in Australia in 1963 to 1976. The Japanese car production from 1960 until 1975 is also detailed, along with the International Speed Records set in 1965 to 1967 by the Prince R380 cars in distances from 50km to 200km.

This quality book also has details of the road tests carried out by Australian magazines, together with top quality photography throughout.

This is a book we have been waiting for to complete our Library resources on Japanese cars in Australia.

Finally, in one of the early introductory chapters, there are a number of photographs of the black 1957 Toyopet Crown Deluxe Sedan that the Toyota Company entered in the 1957 Mobilgas Around Australia 10500 Mile Rally. There are no details about the car or rally in the book, but we have this information in our Club Library. We have a large folder with period articles and newspaper cuttings covering the Rally. It appears that there was a lot of publicity in the press at the time and speculation on whether the Japanese car could enter the Rally so soon after World War 2. Toyota were allowed to enter the Rally and the car was shipped to Sydney.

When Toyota representatives obtained the car, they found that thieves had stolen fog lights, radio aerial, windscreen wipers, spare parts and tools - all of which were irreplaceable in Australia. Toyota then had to fly in the missing items in order to be able to start the Rally in Melbourne. The car was driven by two young Japanese engineers, Kojiro Kondo and Kunio Kaminomura, and navigated by the Australian Lindsay Hedley of Melbourne who had competed in three previous trials. The Toyota was entered as Car No 100, running near the end of the field.

At the start the Toyota car was surrounded by a large number of Australians very interested in their first Japanese car. In spite of the adverse publicity, the Japanese team were enthusiastically followed by the public right around Australia. They were seen as the underdogs!



Japanese Toyopet, driven by Kondo and Kaminomura and with Australian navigator Hedley, completed the trial in good condition.

The Japanese Toyopet Crown checked into Adelaide 20 minutes behind schedule with a loss of 55 points. A police motor cycle escort with sirens blaring had to clear a path through the crowd, which surged past the barriers to the car. This made headlines in all the Australian newspapers at the time. The car had performed very well up until 15 miles from Albany in Western Australia when an engine valve broke. A passing motorist took the valve into Albany where a new valve was produced and returned to the stranded car. This cost the car 3 ½ hours and the loss of an extra 217 points, which kept it near the rear of the field.

Again, this made headlines in the Australian press, as well as the fact that the car hit 2 separate kangaroos, destroying their driving lights, making night driving difficult. The competitors had to cover 10,632 miles in 19 days, and, from the 86 cars that started in Melbourne, only 52 cars completed the whole course - including the Toyopet Crown, which was still performing very well. Toyota announced at the end of the Rally that they intended to sell their car in Australia the following year. The Toyopet Crown was returned to Japan and placed in the Company Museum as the first of their cars to successfully complete an International Motor Sport Rally.

Postscript:

The 1957 Mobilgas Round Australia Rally was won by Laurie Whitehead and Kev Young in their Volkswagen 1200 sedan. All the next five places went to Volkswagen cars. In seventh place was the well-known racing driver Mrs Geordie Anderson from Queensland driving a Mark 8 Jaguar sedan. This was the best Volkswagen result of all the trials of that era. It is also one of the reasons that I have been driving Volkswagen Beetles for the last 67 years!!

Ron Gay

APPROVED SAFETY CHECKERS

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

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

Please follow this update re getting permits signed:

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

If you are unable to attend a meeting then:

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

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

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

Fifth Option – Contact Permit Officer and make other arrangements.

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

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 – Tuesday 1st August 2023 Editor, Nerene Backhouse – npbackhouse.a30@gmail.com

FOR SALE

1937 Packard – I've owned it since 1974 – beautiful car to drive but it is now time for a new owner to care for it. It is not currently registered/permitted.

Vehicle Number-1082-15826 Engine Number- T27720

Previous Registration Numbers

KVN 635 {expired Feb 1976 - Full reg.}

Red Plate. Expired 9/1/2023

\$35,000 – new price

Contact Clive Carmichael Tel 5472 5136 (Castlemaine)



FOR SALE

1969 MG B GT Good Order VIN 016997 \$20,000 or offer

Contact Bob Aldrich 03 5339 5240

FOR SALE

Sundry parts for 1995 Ford Fairlane NF including:

L & R Tail lights and Valance, 6 CD stacker unit, rear shocks (air pumped) and springs, ext. mirror, etc. All parts used and cheap, asking \$50 for the lot.

2 x Honda SL100 motor cycles (projects) early 1970's.

Two mostly complete bikes, with 3 engine/gearbox units partly dismantled, but it's all there, ready for reco and reassembly. Cheap! Asking \$200 for the whole lot.

Contact: Alan Rogers Phone: 0412017279. email: alan.joy.rogers@gmail.com

FOR SALE

1973 VW kombi camper VIN 2332181906 Full restoration in 2010

Power Steering 2 New Batteries Reconditioned Alternator

\$40,000

Contact - Helen Barton. Ph 0450 634 721



FOR SALE

Leyland Marina service manual	\$0 (free)
1936 Austin front axle c/w hubs and 5 wire wheels	\$400
Ford 1930's front bumper requires resto	\$200
Holden Gemini diff and 2 x brake boosters	\$300
Chrysler 1920's engine complete	consider offers.
1960's English fog light.	\$20
VW Beetle 1960's rear window stainless trims	\$40
Suzuki 1982 GS 1000 'S' owner's handbook	\$60

1960's Jaguar/ Daimler Auto trans and Air-con service manuals and approx. 200 factory Service bulletins.

Lucas 'Fogranger' lamp, suit Jaguar etc.

Jaguar 1960's tachometer.

Jaguar MK II hubs (5 stud)

Jaguar 1960's genuine jacks (2 of)

Jaguar MK II RHR door shell requires small repair.

Jaguar Mk II side window frames. C/W vent windows (7 of)

Will sell all Jaguar parts as job lot \$380

Contact Roger - 0422 750 352

CLUB CALENDAR – JULY- SEPTEMBER 2023

For the Details of Events, See Page 6

JULY	Date	What	Where	Contact	Phone	Time
Wed	12th	Club Library Open	Come for a cuppa and chat	Daryl Meek	0407881288	10am-12pm
Wed	12th	Chat, Coffee, BYO Lunch	Clubrooms	Ray & Marj Drury	0417840623	11am-2.30pm
Thurs	20th	Rustless Wanderers	Wallace Hotel – Xmas in July	Rick Thege	0428518770	12 noon
Fri	21st	Club General Meeting	Clubrooms			7.30pm
Sat	22nd	Bingo – Xmas in July theme	Clubrooms	Jenny Ure	0409954077	7 for 7.30pm
Sun	23rd	Club Run (Trophy Points) to Metcalfe Holden Museum	Doctors Car Park Learmonth Road	John & Gayle Pickering	0409914943	9.30am
Tues	25th	Club Committee Meeting Nominations close for AGM	Clubrooms			7.30pm
Wed	26th	Chat, Coffee, BYO Lunch	Clubrooms	Ray & Marj Drury	0417840623	11am-2.30pm
Sat	29th	Inaugural Around Town Drive and Morning Tea	Meet at Pipers Wendouree Parade	Andy Burns	0428935988	10.00am
AUG						
Tues	1 st	Newsletter Deadline		Nerene Backhouse	0427348060	5pm
Sun	6th	Naked Radiator Run	Clubrooms	Frank & Jan Tamis	0475192372	10.30am
Mon	7th	Fold & Label Newsletter	Clubrooms			
Wed	9th	Club Library Open	Come for a cuppa and chat	Daryl Meek	0407881288	10am-12 noon
Wed	9th	Chat, Coffee, BYO Lunch	Clubrooms	Ray & Marj Drury	0417840623	11am-2.30pm
Sat	12th	Ladies Craft Afternoon	Clubrooms	Jenny Ure	0409914943	1.30pm-4pm
Thurs	17th	Rustless Wanderers Lunch	Queen's Head Hotel, Humffray Street North	Rick Thege	0428518770	12 noon
Fri	18th	Club General & AGM Meetings	Clubrooms			7.30pm
Sun	20th	Monthly Club Run – Restoration Roundabout (Trophy Points)	Clubrooms	Mike Simpson	0419935147	TBA
Tues	22nd	Club Committee Meeting	Clubrooms			7.30pm
Wed	23rd	Chat, Coffee, BYO Lunch	Clubrooms	Ray & Marj Drury	0417840623	11am-2.30pm
<i>Sat</i>	<i>26th</i>	<i>AOMC Delegates Meeting</i>	<i>Ballarat – VCCC Catering</i>	<i>Jenny Ure</i>	<i>0409954077</i>	
<i>Sun</i>	<i>27th</i>	<i>Federation Picnic - Marong</i>				
Tues	29th	Newsletter Deadline		Nerene Backhouse	0427348060	5pm
SEPT						
Mon	4th	Fold & Label Newsletter	Clubrooms			
Sat	9th	Ladies Craft Afternoon	Clubrooms	Jenny Ure	0409954077	1.30-4pm
Sun	10th	Sports Car Run	TBA	John & Gayle Pickering	0408914943	TBA
Wed	13th	Club Library Open	Come for cuppa and chat	Daryl Meek	0407881288	10am-12noon
Wed	13th	Chat, Coffee, BYO Lunch	Clubrooms	Ray & Marj Drury	0417840623	11am-2.30pm
Thurs	14th	Rustless Wanderers Lunch	TBA	Rick Thege	0428518770	12 noon
Fri	15th	Club General Meeting	Clubrooms			7.30pm
Sun	17th	Club Run – Trophy Points	TBA	Andy Burns	0428935988	TBA
Tues	19th	Committee Meeting	Clubrooms			7.30pm
Wed	27th	Chat, Coffee, BYO Lunch	Clubrooms	Ray & Marj Drury	0417840623	11am-2.30pm

Events in italics are hosted by other Clubs/organisations

For Calendar information, contact Brendan Stevens 0409 018 867



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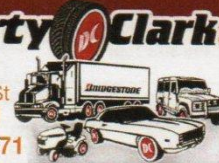
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David Waight Club Member

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