



HAMILTON & DISTRICT

V. V. C. DRIVERS CLUB
Veteran Vintage Classic

(Incorporated)
A0009739L

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

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*Please check emails for
upcoming events.*

Facebook [@handdvvc](#)

Please email all club correspondence to
handdvvc@gmail.com

Newsletter items and reports
editorhanddvvc@gmail.com

Return Address

P O Box 174
Hamilton Vic 3300



NEWSLETTER APRIL 2025

Club Runs:

- Wednesday 9th— Tai Rak
- Friday 27th— Family Fun Day



HMAS Toowoomba

Source: <https://www.seaforces.org/marint/Australian-Navy/Frigate/FFH-156-HMAS-Toowoomba.htm>

Thursday 10th APRIL

IMPORTANT. Our general meeting has been brought forward to the 10th due to Easter and ANZAC Day. Meeting starts at the normal time of 7.30pm and our guest speaker is Belinda Bland. Belinda is going to speak on some of her experiences as a woman in the Navy. She served on HMAS Success and Toowoomba as well as Op Relief on HMAS Warramunga.

Committee 2023/24

Position	Contact	Position	Contact
PRESIDENT: Pam Pollock	0419 145 452 pampollock135@gmail.com	VICE PRESIDENT vacant	
SECRETARY PUBLIC OFFICER Dennis Dawson	0417 328 622 handdvvcdc@gmail.com handdvvcdc@gmail.com	ASSISTANT SECRETARY Bianca Higgins (Minutes)	0435 973 839
TREASURER Peter Dowdle	peterdowdle@aussiebroadband.com.au 0428 574 296	ASSISTANT TREASURER Bev Ainger	0407 910 796
CLUB EVENT COORDINATORS Rod Potter Michael Woodward	0427 507 693 0428 319 530	NEWSLETTER EDITOR Bianca Higgins & Pam Pollock	0435 973 839 editorhanddvvcdc@gmail.com
COMMITTEE MEMBERS Rod Potter Robert Brody Denis Polack Rodger Garland Graeme Ralph Cameron Delahoy Geoff Roberts	0427 507 693 0458 252 226 55723284 0407 720 809 0418 344 390 0457 922 723 0418 893 333	FEDERATION REPS Graeme Ralph	0418 344 390
BUILDING COMMITTEE Denis Polack (Chairman) Graeme Ralph Ern Polack Russell Ward Robert Brody	55723284 0418 344 390 0428 352 538 0412 407 893 0458 252 226	PERMIT RENEWALS Richard Neaves Rod Potter Graeme Ralph Pam Pollock	0488 231 835 0427 507 693 0418 344 390 0419 145 452 <i>Phone for an appointment</i>
SUPPER COORDINATOR Betty Ralph	0428 030 075		
WELFARE OFFICERS Roger Garland	0407 720 809 Please contact if you know of an illness, death or any spe-	CLUB LIBRARIAN Les Toohey Keith & Karen Arnold	0447 669 144 0419 855 490
NEW MEMBER CONTACT	President/Secretary/ Treasurer		

2025 CLUB CALENDAR

Meetings, club runs and events

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

Friday 4th April	Coffee and chat at the clubrooms from 10am.
Sunday 6th April	Coffee and Cars at Campe's Museum
Wednesday 9th April	Lunch at Tae Rak. Meet at the clubrooms at 10 am for a 10.30am departure. The menu is at the back of the newsletter. <u>Numbers will be needed;</u> can you please ring the Tae Rak Aquaculture Centre and Café on 0437 712 114 to let them know you are coming and give them your menu choice by Friday the 4th of April. Please ring Pam if you run into any troubles, on 0419 145 452.
Thursday 10th April	IMPORTANT. Our <u>General Meeting</u> has been brought forward to the 10th due to Easter and ANZAC Day. Meeting starts at the normal time of 7.30pm and our guest speaker is Belinda Bland. Belinda is going to speak on some of her experiences as a woman in the Navy. She served on HMAS Success and Toowoomba as well as Op Relief on HMAS Warramunga.
Friday 11th April	Coffee and chat at the clubrooms from 10am.
Friday 25th April	Club Rooms Closed due to ANZAC Day
Friday 27th April	<u>Family Fun Day.</u> Previously known as Clun Concours Day; this is our last chance to get points for the yearly trophies; make sure you come along, grab those points and have some fun!
Sunday 4th May	Coffee and Cars at Campe's
Sunday 4th May	Deniliquin Car Club visit. We will be hosting approximately 20-25 people and providing a BBQ lunch at a small cost. We will also be taking a short drive afterwards; helpers will be needed. More information via email/\.
Friday 9th May	Coffee and chat at the club rooms 10am
Wednesday 14th May	To be advised (possibly the Coleraine Blacksmiths shop and a pub lunch)
Thursday 15th May	General meeting 7.30pm. Guest speaker will be Michael Woodward on the Volcano Trail.
Friday 16th May	Coffee and chat at the club rooms 10am
Saturday 17th May	Federation Meeting at Swan Hill
Saturday 17th & Sunday 18th May	Pastoral Museum Open Days. We are obliged to help man the gates and in the kitchen on these days, please let Pam know if you are able to assist.
Sunday 18th May	This is National Motoring Day. You can celebrate this by attending <i>Around The Garages</i> , hosted by the Portland Car Club. Let Pam know if you can attend for catering purposes
Friday 23rd May	Coffee and chat at the club rooms at 10am

I hope you have all been taking advantage of all this fine weather and getting your cars out there on the road. It won't be long and we will be making excuses for staying indoors because it will be too cold to venture out.

Our meetings continue to be well attended with some very interesting speakers coming to share some of their life stories and/or adventures. We thank them for their time and effort on our behalf.

We have a very full couple of months ahead, so please put the events on your calendar so you don't miss out.

Thanks to those who have put runs together and who have encouraged our speakers to come along. We still have some spaces to fill on the calendar so if you have ideas let's hear them.

So far this year the club has been ticking along quietly with our club runs being well attended and enjoyed by those able to come. There has been no major business to attend to and the rally preparations are continuing smoothly with entries starting to roll in.

It is school debutante time again so it was great to see so many mostly vintage and classic cars being used for the arrivals and photos. This year there was a couple of girls who chose to arrive in slightly unconventional transport- one being a prime mover, the other a fire truck. Nothing like making an entrance! (Well of course the Mustang was there too!)

That's it,

Pam.

Health, Wellbeing & Welfare

To all members, families and friends we hope you are doing well during this time.

Please remember to reach out to anyone of us if you are struggling or need an ear to listen.

This Month is Falls Awareness Month. This year the aim is to raise awareness and make resources available to help reduce the risk of falls, get active and improve balance to work towards fall prevention.



Exercise for fall prevention

As part of the recommended guidelines: **150-300mins/week**



Emphasis on functional **balance & strength training.**
Variety is the key!



Every bit of activity helps.
At least 3 days a week.



If it's too easy...
...safely increase the challenge!

Falls Prevention is Everyone's Business



Safe Travels to everyone.

May your rubber stay on the road.

General Minutes 20.3.2025

Meeting Opened	The meeting convened at 7.30pm and adjourned immediately to allow members attending to have a look at Ken Smith's vehicle whilst it is daylight.
Members Attending	As per the attendance register.
Apologies	Graeme and Betty Ralph, John Wilken and Richard Neaves, Geoff Sharrock and Roger Moodie, Bob Martin
Minutes of Previous Meeting	Published in the newsletter and confirmed on the motion of Denis Polack Seconded by Robert Brody and carried.
Business Arising	None
Treasurers Report Outstanding Accounts	<p>No Receipts</p> <p>Accounts paid: Balmoral Rec Reserve – Xmas function \$200.00 Grangeburn Office – Photo paper \$42.00 Pam Pollock – Feb postage \$58.00 Pastoral Museum – Electricity \$145.23 Dennis Dawson – Computer repair \$40.00 Bianca Higgins – Newsletter \$50.00</p> <p>General Account \$15225.48 Rally Account \$15878.14 Investment Account \$41916.44</p> <p>Moved the report be received and the account payments be confirmed by Peter Dowdle and Seconded by Ron Ainger and carried</p>
New Membership Applications	Mark Bristow, Michael Golding
Correspondence	Various newsletters received by e-mail and distributed Renewal Australia Post Box Letter to Federation requesting trophy for the June Rally
Club Captains Report	<p>Report on run to Cave Hill Gardens at Heywood and Wednesday's run to Byaduk, Walkers Quarry and Penshurst.</p> <p>Sunday 23 March visit to the Airport joining with BSA Club and Hamilton Aero Club. Numbers required for breakfast at the price of \$15.00. Numbers to John Wilken.</p> <p>30 March Federation Picnic at Mortlake departing clubrooms at 9.30am</p> <p>5 April Horsham Swap at the Horsham Showgrounds</p> <p>5 & 6 April Hotspur Vintage Rally. Entry \$10.00</p> <p>6 April Coffee and Cars at Campes Museum</p> <p>9 to 13 April Dimboola Steam event</p> <p>Wednesday 9 April run and lunch to Tai Rak. Numbers to Pam by 4 April.</p>
Building Committee	Repair of downpipe on back wall
Federation Report	Representative required to attend Federation Meeting at Swan Hill on 17 May. Dennis Dawson to represent the club at that meeting.

Newsletter Report	Further request for newsletter items for the newsletter.
Rally Report	Nothing further to report at this time but we encourage our own club members to attend.
Welfare Officer	Not present. Nothing to report.
General Business	That the club consider application to be affiliated with the Association of Motoring Clubs . It was decided that the Secretary make some enquiries as to the costs associated with such an application and bring forward information as to any benefit that may come from the membership.
Meeting Closed	Formal meeting closed at 8.14ppm
Next Meeting	Next meeting to be held on Thursday 10 April due to Easter and the Anzac Day long weekend
Guest Speaker	Ken Smith from Portland on the topic of speedway cars and including an inspection of his latest vehicle used in historic speedway events.

HAMILTON, VIC

COFFEE &

CARS



1st Sunday of every month, 9am - 11am

Campe's Motor Museum - 226 Coleraine Rd




Wednesday 12th March—Walkers Quarry and the Byaduk Store

Approximately 8 vehicles left the club rooms to take a leisurely drive out to the Byaduk store where we were greeted by Robin and her husband whom allowed us free reign in the store. There were discounts galore and a raffle for those in attendance; congratulations to Peter Cay on his win. Some bargains were purchased and everyone went away happy.

From there we ventured across to Walker's Quarry; the neatest and cleanest quarry you will ever see anywhere. Tom Barber gave us a great talk about what goes on at the quarry, what they produce, the machinery they use and where they transport their resources to. From there we headed across to the Penshurst Bakery where everyone enjoyed some of the scrumptious delights presented. Although famous for their pies, the iced coffee and vanilla slices are well worth the trip out there.

-Pam Pollock

Sunday 23rd March— Brunch at the Airport

The Sunday morning brunch at the airport was a popular event with about 18 cars in attendance and several bikes from the motorcycle club. We all lined up for bacon and egg rolls prepared by members of the aero club at their clubrooms. Some sat inside while others took advantage of the sunshine outside.

Everyone checked out the planes in the hanger and then Kelvin Rogers took to the sky and entertained us with some low passes for our entertainment.

After a while we all wandered across to the firefighting aircraft and spent quite a while checking out the aircraft and talking to the pilots and operational staff. They were very informative and only too happy to answer any questions that were asked.

As time passed everyone departed at their leisure after a very enjoyable social morning. Thanks to John Wilkin for organizing the event and the aero club for providing brunch and the venue. It was also good to mix with the members of the motorcycle club as we all have a similar interest. This could easily become a regular event in our club calendar as it is a most enjoyable morning.

- Rod Potter



It was nice to see the Grampians again after a 6 month absence. March madness is over and provided an unexpected extra and some great moments.

The start of March opened with the Yarra Glen Swap meet, held by the Vintage Drivers Club. With an expected 33 degrees, once again stall holder numbers appeared down but some nice items were located and added to the collection.

The following weekend was the Veteran Car Club 1 & 2 Cylinder rally in Koondrook/Barham. Callum, Brendan and myself headed off nice and early Thursday morning, the official start of the rally being a shake-down run for the cars upon arrival, Thursday afternoon. On the way up we had a stop at Up The Creek restorations in Castlemaine. What an eye-opener that was, my first ever visit. Marques including Talbot Lago, Delage, Bentley, Bugatti, all awaiting the attentions of staff members. My affection was captured by an original condition c1912 Cottin Desgouttes awaiting re-generation instead of restoration which was a relief for such a rare and original Melbourne bodied car. Can't wait to see it on the road.

Continuing onto our destination we arrived to a very warm 33 degrees and wasted no time checking in and

hitting the pool while watching veteran cars move in and out of the motel car park.

A nice early start on Friday morning in beautiful conditions, I was very lucky to be able to get a navigational role in a 1903 Humberette, the earliest car I have ever had a ride in. Motoring along at a speedy 29 kph, there is plenty of time to view the scenery, luckily the area is flat as a tack. Due to the expected temperatures, my driver/owner Greg Smith decided to drive back to Barham after



the first stop at Cohuna, unfortunately we didn't get too far with a failure of the atmospheric valve. Luckily we were only 25 kilometres from Barham so after a short wait on the side of the road a trailer arrived to collect and then onto lunch in air-conditioned comfort. After lunch and my first ever Camel ride, I was ready for the next leg of the trip in the van when to my surprise, Greg pulled up next to me, this time driving his 1909 Schacht Motor Buggy. Now this isn't just a rare automobile but the actual Narrapumelap Schacht. Purchased new by **Gerald Neville Buckley (1855-1935)** and stored at Narrapumelap in usable condition until 1947. Now there are several pronunciations of Schacht, the most accepted is (Shot) or second (Schat). Now how Buckley who was obviously a man of serious wealth came to purchase a motor buggy for his property was most likely never recorded but the local representative for agents Dalgety was a very good salesman.

The main sales pitch for motorised high-wheeler buggies was they could go anywhere with their ground clearance and narrow buggy wheels an early All Terrain Vehicle as such, I am sure which would have been the main sales pitch of the Dalgety rep.

What is totally surprising is that they are not so 'All Terrain' as you would think. As soon as soft dirt or mud is struck, the thin wheels dig straight in and the buggy becomes an early 'drift car' where steering concentration is

paramount. I found this out first hand when we struck a section of newly graded dirt road. Luckily what is well known is the High wheelers are as slow as a wet week, so the chances of losing control are lessened. Apparently Buckley also owned a very large Renault touring car in his stable which I am sure with the buggy averaging around 25-30 kph was used for trips to Hamilton, Melbourne and other larger centres.



period photo of the Schacht taken in the Hamilton district, c -late teens



Outside of the soft ground issues, the Schacht chugged along at a leisurely pace without any hassles, its horizontally opposed 2cyl engine humming away. A bit of a different style of air conditioning but with the hood up, protecting us from the sun it proved a pleasant trip. On Saturday with temps hitting 41 degrees only the true enthusiasts ventured out for the longest run of the weekend. I retreated to the modern for the day acting as tail end charlie. We only had one customer for the morning when the LM (Little Midlands) Cyclecar threw a chain and came to a stop right next to a very unperturbed Eastern Brown Snake. Not initial-

ly seen by the departing passenger, quicker movements were made when observed, still the snake remained exactly where it was. I agree with it – to bloody hot to bother moving. A quick tow out of dangers way and the chain was repaired in a couple of minutes and off the LM went again. With a nice canoe paddle along the Murray ending the day it was a very fun weekend indeed.

With a week free, mad March came to a close with Kalorama and an unexpected Concourse d Elegance held at Rippon Lea Homestead . My nephew Callum had a hand in organising some aspects of the Concourse and I had no idea that it was the same day as Kalorama, so why not make a day of it.

Another beautiful Autumn day greeted Kalorama but even though the weather was lovely, numbers were well down on previous years. Although there was a nice variety of lovely cars. I followed a late 30's Austin 7 saloon at a very creditable 40kph up the Dandenong Tourist Road, the 20's model T in front of us was well outpacing the Austin. Amongst the exceptional cars was a 6C Alfa Romeo Zagato, SS100, Nash Healey Coupe and very nice short

wheelbase Bristol Zagato Coupe. What you don't see every day was a pair of Flat Nose Morris Roadsters (Oxford & Cowley) side by side. The orange Cowley had a detailed dossier with it, which was quite amusing to read.



Being advised of the cars existence by the owners girlfriend (now wife) in the 60's, upon trailering it home, his father's only words were "you have been ripped off" before storming back into the house and his mother told him to take it to the tip the next morning. Luckily he ignored them and restored it over the next 20+ years. I guess persistence can pay dividends in the end, it must be a Morris owners trait - (Dennis P).

After an enjoyable morning watching owners drive their cars, the afternoon destination was I guess the polar opposite. Extremely expensive cars, I am sure mostly trailered to manicured lawns of Rippon Lea. Maybe I am being harsh but to see how the other half live. I must admit, some beautiful cars including Mercedes 540k Supercharged, newly restored 1932 Chrysler Imperial Le Baron Roadster, 1952 Ferrari 195 Coupe and a gorgeous 1956 Maserati A6G Allemano Coupe.

But amongst all the expensive beauty it was the motorcycles that caught my eye, including this Mabeco manufactured in Germany. If it looks familiar, it is due to them importing an Indian and copying it exactly then re-branding it. Apparently Indian were aware but took no action!

And so another mad March is behind me. Happy motoring.



The Begonia rally was held from 21st to 23rd February 2025 and attracted 75 entrants.

The rally commenced with registrations and a welcome dinner at the Ballarat Masonic Centre on the Friday evening. Traditionally the Begonia Rally welcome has been at the clubrooms of Ballarat Vintage and Classic Car Club in Humffray Street, but work is underway to demolish the old clubrooms to make way for a grand new building, due to open in 2026, which will serve the club well into the future.

The evening commenced with the ceremonial cutting of the rally cake by Life Members Alan Firms and Kevin Holloway.



Our Saturday run commenced at the Sovereign Hill Car Park and we wended our way via Buninyong and Shelford to Lethbridge Airport. The route was scenic, but a little depressing as we traversed a very parched countryside, with sheep stirring up the dust as they sought refuge in the scanty shade or struggled at the muddy edges of dams to reach a dwindling water supply.

Lethbridge Airport is a privately owned facility, established in 1992 by Gary Baum and includes around 50 hangars, all privately owned which house around 80 small aircraft and some helicopters.

We were able to inspect several hangars and their contents which included toilets, kitchens and short term sleeping facilities.



The airport has a flying school, maintenance centre and permanent aviation fuel supply service and is the home of the Geelong Sports aviators Club.

Gary Baum spoke about the history of the facility and praised the local shire for their assistance and cooperation in the establishment of the complex.

We enjoyed lunch and afternoon tea here before returning to Ballarat for the Rally Dinner at the Masonic Centre. We were entertained by a superb guest speaker, Graeme Kent OAM, who told us of the work of Aussie Action Abroad in Nepal where teams of Australian volunteers do amazing work alleviating the effects of severe poverty, limited health services and primitive living conditions.

Our Sunday outing started at the Eureka Stockade car park which was conveniently opposite our motel.

We took a slightly "greener" route than the day before with some delightful little hedgerowed lanes past Gordon and Dean, with some quite lush potato crops, to Bungaree and the amazing collection of Ron and Heather Trigg. They have spent around forty years collecting horse-drawn farm implements, household

items, clothing, masonic regalia, glassware, crockery, tools for woodwork and metalwork etc. etc. etc. Every time you looked you discovered more. There was simply not enough time to take it all in!!



The Rally concluded at the Dunnstown recreation reserve with an excellent lunch and trophy presentations. . In preparation we had done the usual checks on the BMW 320i and replaced the network of little vacuum pipes to overcome a rough idling problem. Apart from the air conditioner struggling to counter the heat our trip home was warmish, but uneventful.

Pam Pollock and her sister Lyn were the other representatives of our club. Unfortunately Pams Mustang remains recalcitrant suffering from a mystery ailment, so they travelled in the classic Hyundai!

The rally was well organised and interesting. The Rally committee of the Ballarat Club did an excellent job with rout planning and marking and as always we enjoyed the company of fellow enthusiasts from a variety of participating clubs.



The 21st Federation Mortlake Picnic was held on Sunday 30th March 2025. Clubs represented included Ballarat, Warrnambool, Colac, Geelong and, of course, Hamilton with a good contingent of a dozen vehicles.

In total around 100 vehicles attended. We were well catered for by the Lions Club, the CWA and a very efficient coffee van. Musical entertainment was supplied by the Lakes and Craters Band which was easy to listen to and most relaxing.

In cool but dry conditions it was a great opportunity to socialize with fellow enthusiasts and admire the very nice variety of vehicles present.

At the end of the day the crowd showed their appreciation for John Kennett, Brett Holloway, Kevin Holloway, John Smith and the many willing Federation helpers who again made this popular event most enjoyable.

Our President Pam took the opportunity to promote our King's Birthday Rally and when lucky numbers were drawn, several of our members won prizes.



1935 Hudson Terraplane. Mileage 52,000 when restored.

After spending six years restoring our Terraplane we set off, in 1991, for Canberra as the initial run. After saying goodbye to Mum and Dad, Dad's parting comment was "don't call me if you break down". All went well on that inaugural trip but I was concerned at a tap in the motor that sounded like a loose tappet.

I picked the brains of the old Hudson guy's to see if they could tell me what the cause was and the majority opinion was thought to be something with the tappets. As well as doing local rallies, we headed off once again to Cowra two years later for the next Hudson Rally.

When we arrived back home a local club member suggested he thought the problem was a gudgeon and he said he would help me put new pistons, rings and gudgeons in the engine, so armed with the new parts we pulled the motor down and installed the new pistons etc. During the rebuild I noticed a shiny spot on the crankshaft journal and found it lined up with the gear off the oil pump and "hey presto" that was the illusive tapping noise, but it has got to go better now – new pistons, rings and gudgeons what could possibly go wrong!

The next Hudson Rally was in Bowral just south of Sydney and we excitedly set off- at Gundagai we started to have fuel problems, then at Bowral among the mountains there was a clatter in the front of the car and the ignition light came on. Inspection found the new water pump shaft had broken (a stainless steel shaft stepped down from 5/8" to 9/16" and no radius was put where the step was) thus putting the fan through the radiator. Fortunately a guy from Sydney had just joined the rally and he was a radiator repair man so with some temporary repairs done it was homeward bound. Inspection of the dipstick found we were now using oil -5 litres of oil and burnt out a valve in the process.

Once home we pulled the motor down and sent the pistons back to J.P. Pistons in Adelaide. Their reply was to give me a new set of rings- they said "because there was less wear in the bore than they expected"! So rebuild number two and we are headed this time to Parks in N.S.W.

I quickly became aware that the engine was using A LOT OF OIL. That trip saw us use twenty litres of oil so once home I put the car in the shed and left it there for ten years all the time asking the question "why" from mechanics and the reply was always the same – "we only use three ring pistons today"!

Eventually a club member in Adelaide put the question on the Hudson forum and the reply came back from New Zealand- "You will never get a three ring piston to work in a Hudson motor for two reasons. First- Hudson motors have a five inch stroke and second there is a lot of oil to be controlled in the engine" due to the splash fed system.

So armed with that knowledge I procured a new set of pistons from America and had the engine rebuilt yet again. (#3) The next Rally was in Wagga Wagga and confident we had our problems sorted we headed off. The car went well until we arrived in Wagga, then it became hard to start, however we eventually made it back home. When I started the car from time to time, the engine would miss, and then pick up on all six cylinders. As time went by it became harder and harder to start and when hot would refuse to start at all.

One day I went to start it and it refused to even turn over so I thought the starter was crook, so I rebuilt it only to find no go. I removed the head and found water in number three and five and lots of rust in those bores, so I called in the engine builder and was told the head was the cause of the water leak. With the

head restored and planed and a new head gasket I headed out the road for a test run only to find it missing on number three.

Totally frustrated I removed the engine and fitted a spare one I had previously re-built by another engine re-builder, and then I took the old engine to that rebuilder. I was called in to see for myself that the engine was history. There were cracks from water jackets to cylinder, studs to cylinder and valve seat cracks as well. But worse still a sleeve had been installed in number three bore and was leaking water. So it is all thanks to J.P. Pistons engineers for changing the original design of the piston thus ruining a motor due to the overuse of oil that has only done 72,030 miles in 90 years,.



Ruined Block!



Original Hudson piston on left. J.P. Piston on right.

KING'S BIRTHDAY RALLY 2025

**Our Annual Rally is on again on the King's Birthday Long Weekend
June 7th 8th and 9th.**

**We will be supplying morning and afternoon teas at various times
during the rally and would greatly appreciate donations of home-
made slices, biscuits etc. from members.**

**Betty Ralph is coordinating this part of the rally. Please contact Betty
(0428 030 075, bralphgb452@gmail.com) and advise what you are
prepared to contribute.**

Hello fellow club members. Rodger here, writing up on Queensland's Atherton Tablelands. Megan and I are on a caravanning road trip of 10 weeks and 15,000km. We are completing a 'half lap' - up the east coast and down the red centre. We are ½ way along.

Our tow vehicle is our 2007 Fairmont Ghia (BF). That is pulling a 17' 6" full height, single axle caravan, semi offroad, but we are staying on black top. By long ownership and associated maintenance, we were confident of our car's mechanicals. It already wore a Poly Roo-Bar so we added a Towbar. We also installed raised, heavy duty springs all round with airbags to the rear. I put a lot of homework into the suspension combo but was a little anxious until it proved itself on the road, which it did. But it's no longer a Fairmont, rather a Hardmont!

One of our two cautions as we drive is the car's capacity for running a temperature under load. This due the engine's iron block and alloy head. It already sported an upgraded intercooler and all I could do was ensure all other fundamentals were ticked and monitored. When we left Hamilton, it was 37-39 degrees and that heat has remained with us for 6 weeks now, plus the added humidity. On the east mountain towing was regular, and long rises abound many places.

We quickly worked out the Fords temp is best controlled at 85kph while towing in a hot or hilly environment. Unfortunately, as the climate got hotter and the hills bigger, engine temp was only kept safe by windows down and the aircon off – long days of it!

Yet, travelling at 85 kph has proved steady and safe for towing, less demanding on concentration, more leisurely for scenery, and helpful for those needing to pass. We've only been honked once in anger, but we'd watched him, and he had no reason. We must have been on HIS road! Travelling off-peak has been good too, traffic wise, cost wise, just its hot!

Where have we been? We went to Adelaide to get to the NSW East Coast! Along the way the Coorong, the Barossa, Mildura, Tamworth, over the Great Dividing Range to emerge at Port Macquarie. A bit of time south, within, and west (hills) of Brisbane. Hervey Bay was next. Cyclone Alfred was on the map but went out to sea before coming in, so we snuck past. It made for some beautiful breezes and surf in 1770/Agnes Water. We came off the coast to scale the Atherton Tablelands and now we are in Cooktown (7th March). Cooktown being the end of the bitumen and as high as we will travel in Qld. Scenery, scenery, and lots of being together.

A few encounters: Writing from Katherine NT now. Our first stop was at the Narrung Ferry free campground. What I encountered there was already being relaxed – one day in! In Mildura, still getting used to the van dynamic, I drove under a canopy at Aldi and damaged the roof mounted aircon. But that was a Godsend. On insurance, within 24hrs, our 15 years old aircon was swapped out for a superior new unit that surely, we needed. It was super-hot travelling windows down over days through Karumba, Cloncurry, Mt Isa. Fatigued, we rested well at the magnificent, revamped Barkley Homestead. Praise God we did because the next day we broke down and were well rested to cope with a long time nowhere.

We are in Katherine now as the auto gearstick console internals have collapsed (375,000km). Heat on the grommets and much changing etc. That left us stranded and RACV have seen us in a two-stage journey through to Katherine. New caravan park friends have helped here. A road train driving cousin is seeing us to Darwin today. We'll come back the 300km to pick up the car and van later, hopefully in only a few more days.

I noticed in a recent newsletter an excellent explanation of gas producers and their use particularly during the Second World War when automotive fuel was at a premium. We should file this sort of information as we may, in the future, have to resort to such fuels or, alternatively, have to follow down the forlorn path of electrification. I wonder how an Austin 7 would go toting the weight of an appropriate battery? And where would it fit?

This article sent me on the path of odd tips which may be of interest to those of us with a motoring bent and a not so modern motor car.

I am sure that one or two of us will remember trying to find the right size spanner for that pesky bolt which defied the logic of metric, SAE, Whitworth or BSF. An old tip was to find an appropriate size spanner slightly larger than the pesky nut, or bolt and then form one or two thin forms of sheet steel or brass sheet into a U shape so as to slide over each of the spanner shoulders. This device can then be very firm on the nut or bolt and will not be affected by the bulk or awkwardness of a shifter.

Then there are those of us often annoyed by persistent squeals emanating from brake linings; the front in particular. The one advantage is the linings take a long time to wear because it creates embarrassment particularly when they are applied in a town setting.

I found the following tips for drum brakes, but assuming the principles remain the same the following could be tried:

1. Drill a small hole, about 3/16th, in the brake drum and inject a small quantity of kerosene from time to time. With discs perhaps a light spray of kerosene would do the same thing.
2. An alternative is to mix a little powdered graphite with petrol and put a small quantity on the linings. This was said to perhaps make the brakes more efficient. It may be worth a try on the pads of disc brakes if nothing else worked.

Also, the fastidious amongst us would have noted the new bitumen being used these days is less solid when applied and we often have tar spots along the side of our vehicles particularly when the weather is hot or when we have driven over a newly sealed road. There are a number of inexpensive and efficient ways to remove these spots without purchasing expensive specialty products.

1. Clean the surface and then using a soft rag rub the spot with coconut oil until the rag is warm.
2. Eucalyptus oil and a clean rag. Leave the oil to soak in if the tar is hardened.
3. The juice of a lemon with a little furniture cream left to soak into the spot and polished off with a chamois.

Lastly an anti rust preparation for nickel plate is to varnish the fittings with a paste formed by whisking the white of an egg. It cannot be seen when applied and it forms a rain resistant varnish.

You will lose nothing by trying some of the old remedies. They sometimes really are the best.

NOTICE OF INTENTION TO MOVE TO AFFILIATE WITH THE ASSOCIATION OF MOTORING CLUBS

At the next General Meeting I propose to move a motion that would see our club affiliate with the Association of Motoring Clubs (AOMC).

At present the Club is associated with the Federation of Motoring Clubs and as such attends quarterly meetings in various locations where information is disseminated to attending club representatives. As a member of the Federation the Club benefits from funds being provided for a trophy for our Annual Rally. The Federation is also responsible, in association with the Bendigo Club, for the operation of the Bendigo Swap each year and running the Federation Picnics. The Federation is an affiliation of some 60 clubs and was established to principally cater for cars 25 years or older.

Our club was, some years ago, a member of the AOMC but I am unsure as to why the membership ceased. The AOMC has a current membership of some 240 odd clubs and caters for clubs which include Veteran, Vintage and Classic cars, to hot rod clubs, specialist car clubs, commercial and other clubs of individual motoring interest.

The AOMC has proved itself over recent years as being a progressive organisation catering for the changing and ongoing needs of clubs catering for historic motoring. Their strong membership is involved with the promotion of a wide range of events relating to historic vehicles and they produce an excellent newsletter with a variety of information on topics of interest.

In recent times the AOMC has been negotiating with specialty Insurance Brokers to arrange a bulk policy for member clubs covering issues of public and products liability insurance, voluntary worker's insurance and management liability insurances. As a member of AOMC the benefits of a combined insurance policy will be available at what should be a discount to the club's current public liability insurance premium.

Of the greatest importance is that Information seminars in relation to the insurance program and particularly taxation matters are to commence with a series of seminars on 10 May this year and will be targeted at the executive of member clubs. The Seminars will cover important subjects including Club Management (Risk and Finance) and Taxation Updates for Non Profit Organisations; led by the Assistant Commissioner of the ATO for not for profit organisations such as ours. Our Treasurer will be happy to enlighten members on this important issue and the value to be obtained from the assistance available from the AOMC in this regard.

The AOMC has dedicated staffing to assist clubs with their offices open on two days every week. Information of motoring issues is regularly disseminated to member clubs in a very timely manner and advice is readily available from their offices on topics of particular interest or concern. They are also up to date in allowing regional member club representatives to attend regular meetings via zoom reducing the time and cost of travel.

The subscription fee for our Club as being between 101 and 250 members is \$250.00 p.a and is pro rata dependent on the date of joining.

Dennis Dawson

FULL OF IT

Karen was showing a rich tourist around her Aussie sheep station. He was so arrogant that he belittled anything she showed him. He constantly boasted how much better his ranch was— everything was “bigger”, “better” or “more scenic” back at home.

Karen was getting more and more irritated, but managed to hold her tongue until she pointed out an impressively large grain solo. The visitor said, “that’s nothing. I have an outhouse bigger that that on my ranch”

“well you sure need it!” she replied.

Dick Wenkel, St Paul, Minnesota, USA

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