

MILDURA VINTAGE VEHICLES CLUB INC.

# THE BULBHORN



**July 2023**

Circulated to MVVC members and reciprocating clubs.

Not for Sale.

The Official Monthly Newsletter of M.V.V.C. Inc.



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**2022 – 2023**

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## THE BULBHORN

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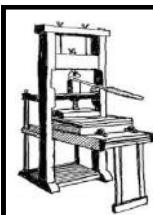
### CLUB MEETINGS

Held on the first  
Friday of each  
month,  
**except January.**  
Start Time: 7.30pm  
Wilkinson Hall,  
Cnr William Street  
& Burns Street,  
Gol Gol N.S.W.



### ON THE COVER

Peter Horwood's HR  
Holden



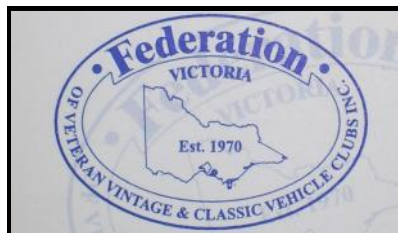
#### Editorial Time Constraints!

Could all members please note.

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

Editor.

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



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

Committee / licensee

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

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

<http://southernmotoring.com/>

The views and or comments expressed in this publication are those of the individual contributor and are not necessarily endorsed by the Club or the current Committee of the Club. Whilst every care is taken to determine the safety of any technical information provided and the accuracy of the information supplied for inclusion in this newsletter, it is printed in good faith and neither the Committee nor the Club accept any responsibility for any inaccuracy, loss or injury incurred by any application of such Information.

# Club Events

**PLEASE NOTE: Club Meetings Commence at 7.30 p.m.**

## July 2023

- Saturday 1st** Autobarn car display. 8.30 to 12. They sponsor us so good support would be nice.
- Friday 7th** General Meeting at clubrooms
- Saturday 8th** Smoke meat festival at Wentworth showgrounds. Car Display 12—7
- Wednesday 19th** Meet at club rooms at 10am for morning tea. Bring a plate. Then to Merbein Pub for lunch.

## August 2023

- Friday 4th** Meeting at clubrooms
- 18th-20th** Silo 3 day run has been CANCELLED
- Saturday 19th** Vanilla Slice day. Info still to come.
- Sat 26th & Sun 27th** Wentworth Show car display on both days although the Saturday last year was the popular day to attend.

## September 2023

- Sunday 17th** Sunassist Motorshow and Swap meet. Mildura Senior College oval. 10am — 2pm. See information on page 19

SWAP MEETS: See page 5

NOTE: I would like to endeavour to circulate the bulhorn a little earlier than has been the case. To help with this could you send anything for inclusion by the 20th of the month so I have some lead time to put it together. Thanks to those who contribute to what I hope is an interesting read for the members.

Regards, George

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

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

# President's Report

Hi Members,

Members are reminded that our Annual General Meeting is due next month, nomination forms for committee positions will be available at our July meeting.

There is still a lot of members who have not paid their membership, if you have a vehicle on club plates you must be financial before the Registrar can sign your registration form . The registrars will have an up to date members list so avoid disappointment or unpleasant discussion with the registrar, membership renewal is due on 30th June.

Some people never learn: A classic car was impounded after doing alleged burnouts in front of police. The classic car, a Ford LTD was impounded for 30 days at a cost of \$1075, on top of that he will face court for the offence, a costly little exercise more money than sense .

Regards Don

Club Permit

**C H 1 9 6 6**

Victoria

**Could All Members Please Note!**

**If you have a car on the Club Permit Scheme, It is your responsibility to ensure that your club permit are current. They are easily overlooked.**

**Important for Members with NSW registered vehicles.**

The paperwork for NSW club registration can only be signed by the club members authorised by the NSW authorities

These members are Bob Jones and Robert Rigby.

Please do not get your paperwork signed by those not authorised to do so.

## SWAP MEETS COMING UP....

### Victoria

#### August

Hamilton 27<sup>th</sup>

Avalon 20<sup>th</sup>

#### **September**

Shepparton 10<sup>th</sup>

Castlemaine 17<sup>th</sup>

#### **October**

Colac 22<sup>nd</sup>

#### **November**

Bendigo 11<sup>th</sup>

Maldon 26<sup>th</sup>

#### **December**

Llanelly-Motorcycle only 3<sup>rd</sup>

### South Australia

#### August

Willinga 13<sup>th</sup>

#### **September**

Morgan 17<sup>th</sup>

Gawler 17<sup>th</sup>

#### **October**

Strathalbyn 8<sup>th</sup>

### **ATTENTION MEMBERS**

### **FEDERATION**

### **IMPORTANT NEWS**

Current CPS renewals that are being sent out have the expiry date on the sticker of 2023. This should be 2024.

If you require further clarification you can contact Ken Andrews, Permit Scheme Officer.

Vic Roads have said:

"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 log-book.

**VicRoads will be writing to impacted customers and will be re-issuing renewal notices with the correct dates."**

Thanks

Neil Athorn

Federation President

## **Historic Winton 2023.**

If racing wasn't so much fun, you would have to be mad!!

Earlier in the year I had mentally conceded to myself that I wouldn't be competing at Historic Winton again, making it two years in a row. Last year was spoiled by the after-effects of covid rules, and this year there were finance and race car development concerns. But with only a few weeks to the event I decided bugger it, we're going!!

All we had to do was completely strip and rebuild three SU carbies, and fit longer wheel studs to the rear axles, as we are now running bigger rims that necessitated the change. And lucky we did, as Phil discovered a loose slip ring on one of the axles.

So after a few weekends of messing around, the weekend before and leading up to leaving on Thursday the 25<sup>th</sup> of May became a thrash to get everything ready and packed onto the race car transporter.

Phil's much loved and well travelled 1968 Austin 3-38N was given the nod and was treated to some new 8.25-20 rear tyres in the hope of gaining some more-relaxed top end speed.

A new leisurely top speed of 80kph was instructed, but with me, the more enthusiastic if not as mechanically sympathetic driver at the wheel, a far greater top speed of up to 95kph was achieved. Much to Phil's horror of course, but that had more to do with the fact that we ended up travelling at night in the pouring rain.

As always seems to be the case, things rarely go to plan. We were to leave early Thursday morning, but had to wait for the mail to arrive that we were hoping would materialise three sets of SU rebuild kits that had been express posted on Monday. I had ordered them in frustration after my previous rebuild had netted multiple fuel leaks from banjo fittings and throttle tubes, and rough running.

Hence, we finally left at 3pm for Tongalah and our overnight stay with a friend who owns a few old trucks, cars, and an original 1956 Mainline ute. Tongalah is near Kyabram.

Our friend Loudon runs a 100 acre organic farm, growing mainly wheat, and was to accompany us to Winton to enjoy the weekend with us.

Friday dawned and the skies had cleared, and besides a very lazy breeze we had a great day to continue our one and half hour travel to Winton where we had to sign in and set up for the weekend's festivities.

When we got to the track it was buzzing, with Friday practice sessions running already, there were vintage and classic motorcycles and cars going every which way.

The atmosphere is electric, with the pits being open to all spectators as well as competitors, it creates a scene of barely controlled chaos. The constant noise of every type of engine being tuned or warmed up at the same time is an assault on the ears that would bring a smile to any petrol-head.

For our crew however, we still had three SU's to strip again and this time rebuild with new gas-kets, washers, needles and throttle tubes. So after getting the marquee set up and the race car off the truck, we set to the task that took about three hours to complete. Everyone had left by that time except for ground staff and security so we were happy to head to our Airbnb accommodation just up the road.

We had organised to stay in a little house on a working 250 acre cattle property East of Winton, it was beautifully renovated with central heating and a combustion fire and it had picturesque views of the valley and rolling hills beyond. We couldn't have asked for a better retreat, and our assigned catering officer (my wife Kirsty) had organised food and meals to cook for the weekend.

Race car drivers are a special breed don't you know, that require not just constant ego stroking and validation, but also hearty square meals .

Saturday dawned and with a very early breakfast we all made our way to the track, with an 8am scrutineering check up first, we arrived an hour early to start the car and check how we had done with the fuel leaks and tune.

Unfortunately that's where the problems continued, as there were fuel feed leaks at each SU which made it impossible to check the tune.

Now you may have heard of the comradeship and helpfulness of fellow competitors, but this is the first time I have experienced it. Our friend Loudon had mentioned a man that he knew that operates a workshop in Shepparton by the name of Malcolm Church, and that he happens to be a rather talented mechanic and absolutely loves old engines with a particular penchant for flathead V8's. Say no more, I already liked the man!!

Anyhow, it turned out that we had set up our pit station across from the 'Milthorpe Special' team, which is who Malcolm Church spans for and hangs out with over the weekend.

They're all mates, and campaign a very special flathead V8 powered open top car that was custom built in the 50's.

As soon as we are introduced to Malcolm we are off to see another team that he knows will have some flange sealant or goo to stop the fuel leaks, and along the way I notice a multitude of people saying g'day to Malcolm. We are gladly loaned some various goo's and head back to fix our problem. It turns out that 2 part Araldite is a great option.

By now we have missed our scrutineering deadline and are looking like missing out on the first free practice session as well.

Just breathe.....

Over the next three hours or so, not only did Malcolm advise on how to fix the fuel leaks, but he gets an SU expert that he knows on the phone to help us with the finer points of SU tuning. There is a lot of back and forth with the expert, check this now do that, and eventually the SU's are sounding good with equal vacuum and fuel levels across the three.

Now lets check that timing he says, so we get a crash course on how to correctly tune a hotted up grey Holden engine and now the old 138ci grey is sounding happier than I can remember.

After finishing the tune, Malcolm states with a grin that the engine seems to have the largest cam available for a grey Holden fitted to it. That was the best news I'd heard all day .

But something is still not right as there is a persistent miss down low until the revs get up, especially before the engine warms up. We deem the exercise a limited success and are just in time to head to pre grid for the first official race for the day at 1:30pm.

But the god of drama has not finished with me yet.....

With one minute to fire up and warm up before being marshalled onto the track, I hit the starter button and all I get is one big puff of smoke from each of the SU's. It refuses to start and after a push start from the marshal's I get the car started and head to the track entry but all is not well. The engine sounds strangled and I can't get the revs up.

I take the exit road and head immediately back to the pits where I park and switch off. Phil and Kirsty turn up seconds later with 'what the hell' looks on their faces.

Ah, the racer's life.....equal parts adrenalin and frustration.

I start to think, there must be an electrical gremlin, we have played with everything else and the problem is inconsistent. Upon talking to Malcolm again shortly after, I suggest that there must be a Lucas part somewhere, and that we should find where it is hiding, pull it out, and unceremoniously throw it over our shoulders.

It's then that I remember that I have packed in with other spares for the car, a new in the box Bosch condenser for the distributor. Throw it in says Malcolm, you never know, as at this stage it is a process of elimination.

Approximately one hour later after struggling with tiny bolts and nuts and dropping them in the gravel more than once, everything is buttoned up once more and ready for a test fire.

I hit the starter and this is where the angels started singing and my smile returned!! It was the bloody condenser all along.

I hadn't actually ever heard this engine sound so smooth or sweet. What I had thought was a grumpy old race spec engine was in fact caused by an irregular spark.

The engine was instantly idling at 1000rpm on start up and was smooth, and I barely dared to believe that it would rev cleanly, but when I turned that accelerator linkage there was no hesitation and the revs were clean. The more I revved it, the higher and better it sounded.....hallelujah!!

The day was done race wise so with an unburdened mind and heart I was able to enjoy the rest of the day's racing with my family and friends, and could look forward to Sunday's racing. Hopefully the weather would hold out.....

Come Sunday morning and another early start, we were being called for pre-grid by around 9am. The car had started up beautifully and once warm enough I made my way to the starting area feeling confident, if not cold and a little wet.

The heavens had opened the night before and had not relented so far, with the track resembling a series of black rivers with standing water at every corner and a lake forming on the infield. Nice weather for ducks!!

Having not been on track and posted a time so far this weekend, I had to start at the rear of the field and followed out a Model T racer, resplendent in faded black paint and original large diameter wheels with what looked like bicycle tyres. The roadster didn't offer him any weather protection either, in fact, all of the entrants in the classic fields have no tops and are lucky to have a rudimentary windscreen. This is bare knuckles historic racing after all.

Because of the water everywhere there was very limited grip for everyone, and across the board lap times were down by around twenty seconds, regardless of your potential times. In the first race for Sunday I logged a best time of 1:45, some 27 seconds slower than my PB set with road spec rubber.

I had hoped a recent switch to vintage Dunlop R7 racing rubber would transform the car, but I guess they're not meant for wet weather and cold tarmac.

Regardless, I did have a wonderful back straight drag race with two 6-cylinder Healey powered open wheelers. At three abreast it was a blast, with my car beating them all to the esses and start/finish line straight, where I was able to pull away and enjoy a clear track for the rest of the race.

Another highlight (not for the driver) of that race was watching the T-model powerslide (yes, powerslide) it's way into a spin before heading backwards off the track into a muddy mess.

Race 1 complete, and my crotch wasn't even wet!!

With the second race set for 2:30pm there was plenty of time to cruise the paddock and check out the cars on display, to have a chat with enthusiastic owners and to bump into locals like Ian Cook and his friend. Ian advised that he had planned to road trip his lovely Jaguar to the event but relented, and lucky he did otherwise we would have been blaming the weather on his pommy steed.

It was still raining steadily at this time and showed no sign of abating. My catering officer (otherwise known as the weather girl, my wife Kirsty) reliably informed us that the rain would stop by lunch time but that was not to be.

The only warm place at the track as we found, was in the cafeteria where we had an amazing lunch of various Asian stir-fries in combination lunch packs while we watched the feature and display car parade do their laps of the track. Our friend Loudon had been invited to drive his '56 Mainline around the track and was thrilled to be out there, raining or not.

By 2pm we had headed back to the race car and fuelled it up, kicked the tyres and hit the starter. Still running beautifully .

Heading to pre grid at the bottom of the hill it was still raining steadily, but we were there. Well I was there, I couldn't convince my wife to stand in the rain as my grid girl, she would like a raise apparently.....

Out on track again and it was still slippery, as evidenced by the T-model, once again ahead of me and on the first lap was displaying an obvious disregard for the laws of physics. If you have never seen an over 100 year old car four wheel drift it's way through a tight corner with its wheels uselessly flapping from side to side in the vain hope of finding traction, then you haven't seen anything!! My heart was in my mouth in sympathy for him but I think I was also laughing out loud as I watched the T-model drift through the corner and to the very edge of the track, where somehow, his frantic wheel flapping had found some grip and allowed him to stay on the track.

After that hilarity, I figured I should hang back a bit and see what happens, and sure enough, the very next lap on the proceeding corner to his previous antics, he was off the track and bouncing through a very muddy area off track near the wall. Gladly he was able to keep it moving forward and rejoined the race behind me.



With a clear track ahead I was free to hunt down those cheeky Healey powered cars and give them what-for again. A lap later that's what I had done, and my exuberance had resulted in a substantially quicker time of 1:38. Twenty seconds slower than my PB and quite acceptable for the conditions.

To add insult to wet race-suits, the very next race saw the clouds open up and the rain stopped for the rest of the day's racing. The Lb Sports and Racing category drivers had to put their sunnies on and they looked like they were having a ball.

This is the category that we are aiming to compete in with our car, open to historic and replica racing cars of the era 1946 to 1960.

Suffice to say that the weekend was well worth it, and although we're probably mad for it, we intend to do it all again next year. Hopefully it's a dry event and we have no issues leading up to the racing.

Wish us luck, and if you can, come over for a look. Historic Winton is an amazing event. I hope you've all enjoyed my recount of a great weekend and thanks for reading .

Hayden Muir.

(and thanks for the report Hayden. Sounds like you had a great time. Ed)



An Edelbrock Special running a Ford Flat-head V8 leading the way....



A Milthorpe special that burst its radiator top tank, a bit of solder and back the next day!





All loaded up ready to go.



Looked like a fresh build also and is a Buick Special, running a straight 8 that you could have eaten off!!



A covid build special with a flathead ford engine, fuel injection and centrifugal super-charger....absolutely awesome!!

## 1987 Veteran Car Club of Australia National Rally

During a recent tidy up, I found a program for the above event, which was held in Mildura. The coloured cover of this booklet featured four cars of members of the MVVC, being a 1915 Trumbull of Larry Cole, 1927 Talbot of Alan Warwick, Ros Burr's 1923 Fiat (later owned by Adam Zinich) and Larry Cole's 1924 Chic. The photo was taken by Don Turvey, on the river front near the wharf with the PS Melbourne in the background. Larry Cole, Bernard Livingstone & Ross Burr were members of the eleven-man organising committee.

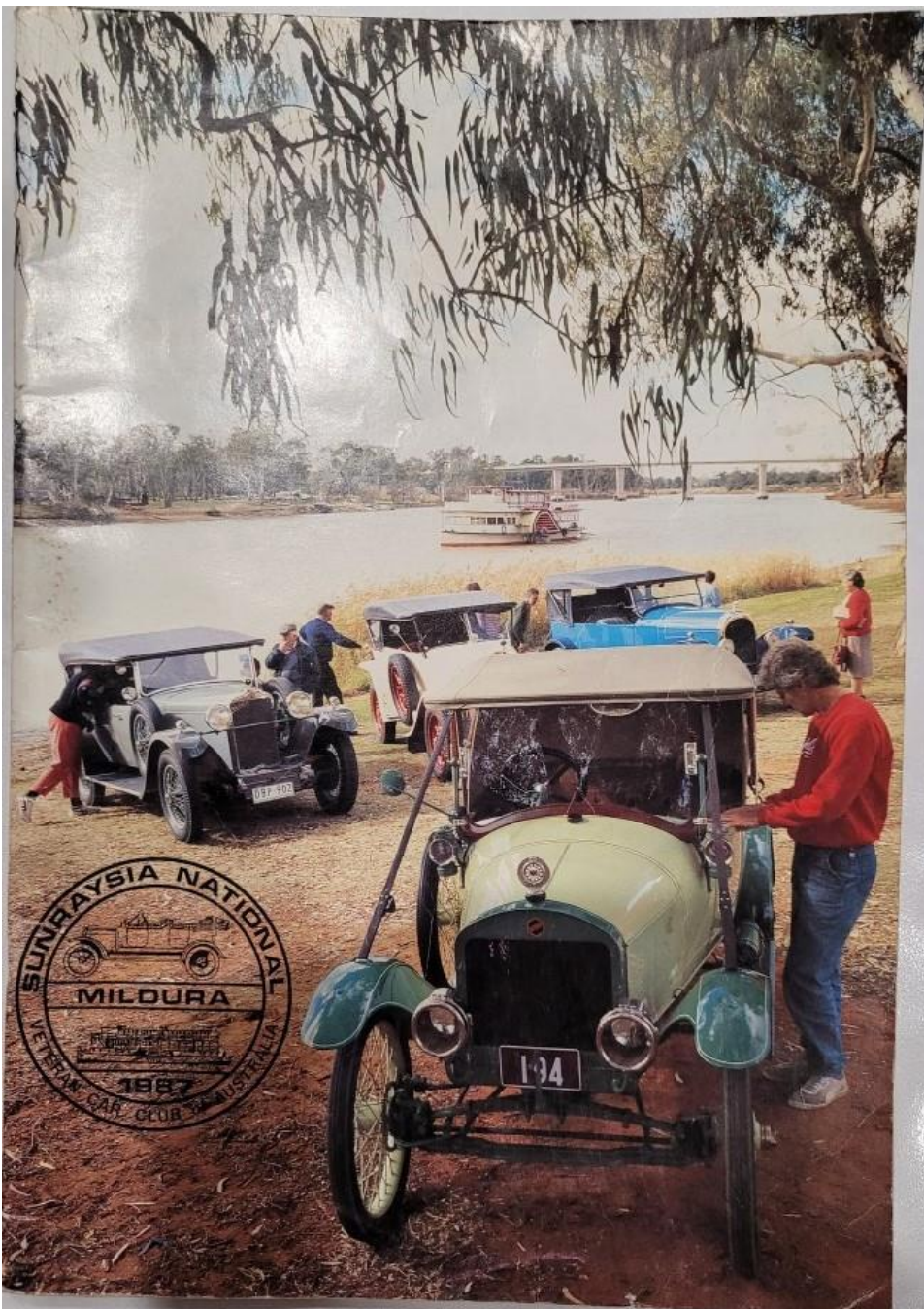
Looking through the list of 150 entrants, there were 7 vehicles earlier than 1910, 26 between 1910 & 1920, with the remaining 106 between 1921 & 1930, which was the cut off year. The rally extended over 7 days, with day 1 being a get together & briefing. Day 2 saw the cars head to the Euston Club for lunch, with the slower ones travelling straight up the Sturt Highway while the quicker ones travelled via Hattah & Robinvale. Next day they all travelled to Lake Cullulleraine for lunch and home via Werrimull & Red Cliffs. Next day comprised a boat trip and a visit to local attractions. Day 5 incorporated a visit to Wentworth for lunch, a look around Vintage Traders which was operated by Keith Forster at the time, then home via Dareton. Day 6 was a free day, with the final day having lunch supplied by the MVVC at their clubrooms at the Mildura Airport.

Some of our older members may remember this great event, with the invitation to attend the runs if so desired.

I was extremely lucky in being asked by some of the visitors to "come for a ride". I rode in a 1914 Fiat to Euston & back, a 1918 Daimler to Werrimull and a 1912 Overland back to Mildura.

The oldest vehicles were two 1903 Oldsmobile's which were a very popular car in that era. This was an excellent rally, and no doubt boosted the local economy, with entrants voicing their praise on the area and its attractions.

Rig.



"You know you're getting old when your idea of a wild night is staying up past 9 pm."

"You know you're getting old when you start saying things like 'back in my day...'"

"The older you get, the more you appreciate a good nap."

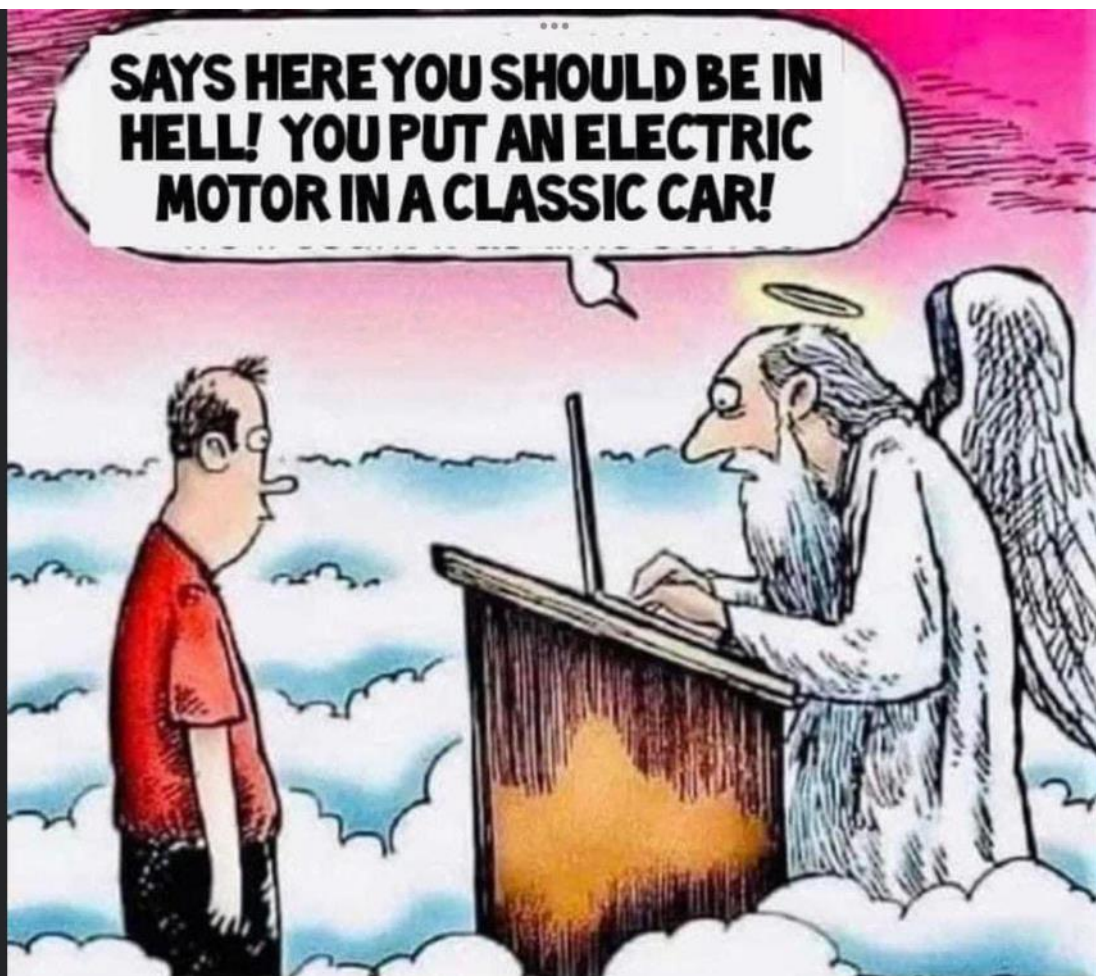
"The only thing worse than getting old is not getting old."

"As you get older, your memory fades. But the good news is, you can hide your own Easter eggs."

"You know you're getting old when you start to forget things, like what you had for breakfast...or if you had breakfast at all."

"Growing old is like a marathon. You may not be as fast as you used to be, but you're still in the race."

"As you get older, you start to realize that wrinkles are just road maps of your life's journey. And sometimes those roads had a lot of pot-holes."





## Federation's North West Tour 27<sup>th</sup> August 2023 to 1<sup>st</sup> September 2023

The Federation North West Tour is open to all Vehicles 25 + years. The Tour will start on Sunday 27<sup>th</sup> August 2023 at Federation's "Marong Picnic", travelling to Kerang for our first overnight stay. The Tour is being sponsored by RACV and Federation.

We are seeking **Expressions of Interest** for people to attend the North West Tour travelling through the October 2022 Flood Affected Areas of Victoria.

### The Tour Itinerary

Day	Travel
Sunday 27 <sup>th</sup> August 2023	Marong-Kerang
Monday 28 <sup>th</sup> August 2023	Kerang-Quambatook-Kerang
Tuesday 29 <sup>th</sup> August 2023	Kerang-Lake Boga-Nyah-Swan Hill
Wednesday 30 <sup>th</sup> August 2023	Swan Hill-Benjeroop-Cohuna-Echuca
Thursday 31 <sup>st</sup> August 2023	Echuca-Moama-Rochester-Shepparton
Friday 1 <sup>st</sup> September 2023	Shepparton-MOVE
Saturday 2 <sup>nd</sup> September 2023	Shepparton – Farewell Breakfast

### Accommodation Suggestions Only - Please book your own Accommodation

Dates for Accommodation	Locations & Phone Numbers
27 <sup>th</sup> -28 <sup>th</sup> August 2023 Kerang 2 Nights	Loddon River Motel /MV Highway Kerang Ph: 54522511
	Kerang Motel/77 Wellington St. Kerang Ph: 54503517
	Kerang Caravan Tourist Park/21 Museum Drive Kerang Ph: 54521161
29 <sup>th</sup> August 2023 Swan Hill 1 Night	Australian Settlers/354 Campbell St. Swan Hill Ph: 50329277
	Burke & Wills Motor Inn/370 Campbell St. Swan Hill Ph: 50329788
30 <sup>th</sup> August 2023 Echuca 1 Night	Comfort Inn Lady Augusta/375 Campbell St. Swan Hill Ph: 50329677
	Paddlewheel Motel/385 High Street Echuca Ph: 54823822
	Philadelphia Motor Inn/340 Ogilvie Avenue Echuca Ph: 54825700
31 <sup>st</sup> August – 1 <sup>st</sup> September 2023 2 Nights	Courtyard Motor Inn/58 Wyndham St Shepparton Ph: 58312355
	Pines Country Club /103 Numurkah Rd Shepparton Ph: 58312022
	Shepparton Golf Club/15 Golf Drive Shepparton Ph: 58212717

Email: Expressions of Interest to [jw-magoddard@bigpond.com](mailto:jw-magoddard@bigpond.com) or mail to 175 Boundary Street, Kerang. Vic. 3579

Phone: Michelle 0409185906 or Lloyd 0458299466

Information collected for this will only be used in the planning of the North West Tour and for future correspondence with you for the Tour.

Drivers Name:	Passenger/s:
Address:	Town/Postcode
Mobile:	Email Address:
Club:	
Vehicle Make:	Rego No:
Model:	Year: Colour:

### Please Note:

We suggest you have RACV Total care cover for your vehicle, please note that although RACV are sponsoring this event no RACV Patrolman will be available to join us for the duration of the Tour.

## Club Items Available From The Property Officer

Stubby Holder	\$ 8.00
Key Rings	\$ 6.00
Car Badges	\$ 15.00
Large Hat Badges	\$ 5.00
Cloth Badges	\$ 5.00
Caps	\$ 13.00
Polo Shirts	\$ 25.00
Polo Flash Shirts	\$ 27.50
Polar Vests	\$ 25.00
Polar Fleece	\$ 35.00
Bumper Stickers	\$ 1.00
Transfers	\$ 1.00
Car Plates	\$ 15.00
Name Badges	\$ 10.00
Flags Large	\$120.00
Flags Small	\$ 20.00

### **Change of Postal or Email Address**

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

[2014mvvc@gmail.com](mailto:2014mvvc@gmail.com)

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

## **The Suggestion Box!**

In line with the idea bought up in the last committee meeting, members are welcome to put forward suggestions relating to any aspect of the club such as activities to do or places for runs.

Suggestions can be left in the box provided at the club rooms.



Most people have heard of Karl Marx, but few know of his sister Onya, an Olympic runner. Her name is still mentioned at the start of every race.



### **A Message From Our Club VIC Permit Officer**

#### **IMPORTANT NOTICE**

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

#### **New Vehicles for VIC club permit scheme.**

All vehicles must have a certificate of roadworthiness plus photos for club records and Vicroads.

Hard copy photos required of your car:

Front view

Rear view

Drivers position (Side on view with door open)

Passenger side

Drivers side

Body and Engine numbers, stampings and plates or VIN number

Present this information to the permit scheme officers, they will do the appropriate paperwork for Vicroads.

Also remember to keep your old logbooks for 12 months.

From Hayden Muir, some one may be able to help him out.

Further to the subject of our race car, I have a couple of mysteries that I am trying to work out. The first picture is of the nosecone of our race car and you can see we have a badge and a mascot. We know that the winged badge is from an Austin 7, but we have no clue about the mascot. I purchased the mascot a couple of years ago at an online auction site that liquidates deceased estates and collections, and it was listed as a "Morris Flying M Bonnet Mascot". However, I have contacted the Vic. and S.A. Morris Register car clubs and they both say that it is not from a Morris.

You can see that it would have fitted over a chrome strip or body molding, and it has two mounting threads underneath. There are remnants of red paint left where the tails come off the M also. I thought we could include this picture in the Bulbhorn and phrase it as a "do you recognise what this mascot is from?" piece. The other pictures are of a 17" wire wheel, and I was hoping to identify what car it was from by the hubcap design. I searched on the internet years ago and thought it looked like a very old Rover wheel, but I can't find that information again now.

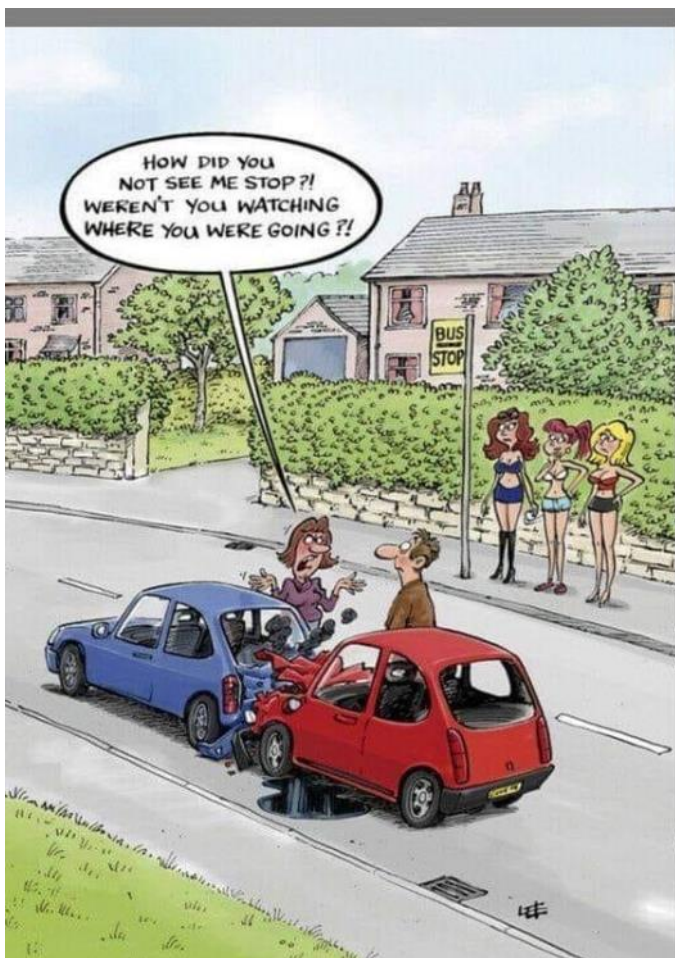
The wheels, which are fitted to an ancient timber framed trailer, seem to be alloy which is very unique. Whatever car they came from has had its whole front end used for the trailer. The maker simply set the steering linkages at the straight ahead with bits of steel bolted on.

Dad wants to restore the trailer, but I'm thinking of using the wheels for the race car 😊.





# Why cat racing never took off.





FESTIVAL OF MOTORCYCLING SA

# The BSA Owners Club of South Australia Inc. is proud to bring you the FOMsa Ride to the Veteran and Vintage MCC of SA Balhannah Motorcycle only Swap Meet



Stands up from the Tower Hotel Magill

- Arrive : 8.00 am Sunday tba October 2024
- Start : stands up after briefing 8.30 am
- Finish : Balhannah Oval 3pm
- Ride registration includes swap meet entry of \$5
- Parking for entrants on oval
- Pre pay for your morning tea tba on your event registration form
- Event : Community, Social, onsite catering
- Pre-event briefing for those participating
- Prize draw for entrants before we start the ride
- Following the event Riders can continue on to lunch at the following towns.
  - a. Lobethal – popular with motorcyclists
  - b. Stirling – popular tourist destination
  - c. Hahndorf – popular tourist village
  - d. Other – head off to explore the Adelaide hills

From the Web site it appears to be the 2nd October but use the following site for more information:  
<https://fomsa.org/fomsa-motorcycle-ride-week-day-2-balhannah-swap-meet-ride/>

# MOTORSHOW & SWAP MEET



ALL DONATIONS GO TOWARDS SUNASSIST COMMUNITY SERVICE ACTIVITIES



**COME ALONG AND SEE OUR DISPLAYS!**

HOT RODS, MOTORBIKES, STREET MACHINES,  
VINTAGE VEHICLES AND MORE!

MARKET STALLS & KIDS ACTIVITIES – LIVE MUSIC – FOOD & BEVERAGE VANS  
PRIZES AND GIVEAWAYS

**FUN FOR THE WHOLE FAMILY!**

GENERAL ADMISSION- \$5 (CHILDREN UNDER 12 FREE) - VEHICLE REGISTRATION- \$10 - SWAP MEET SITE- \$30 3M X 3M STALL / \$50 3M X 6M STALL

## 17TH SEPTEMBER 2023

10am - 2pm | Mildura Senior College ovals



GET YOUR TICKETS



CLICK HERE TO SECURE A TICKET

SHOW YOUR VEHICLE



SCAN HERE TO SHOW YOUR VEHICLE

WANT A SWAP MEET SITE?



SCAN HERE TO WANT A SWAP MEET SITE

SPONSOR THE EVENT



CLICK HERE TO SPONSOR THE EVENT

**Minutes of the Mildura Vintage Vehicles Club Inc.**

**Meeting 2nd June 2023 at the Club Rooms**

Meeting was opened by President Don Carr at 7.35pm

Members paused for one minute of silence in memory of life member, Dan Richards.

**Apologies:**

Apologies were received as per apologies book page 50

Moved by David Blanch. Seconded by Hayden Muir. Carried

**Visitors & Prospective New Members:** Nil

**Minutes of the previous meeting:**

Minutes of previous meeting held on 5th May 2023 as circulated in the Bulbhorn.

Moved by Trevor Combe. Seconded by David Blanch. Carried

**Business arising from minutes:** Nil

**Correspondence Inwards:**

1. Louise James re Colleen James having a car parts sale
2. Trafalgar Holden Museum - Ex Holden employees day on Sunday 18th June. \$10
3. Michelle Goddard - fuel emissions calculator
4. NSW Historic Motoring Association - membership renewal
5. Zeller updates
6. 46th Historic Winton news
7. Shannons Autumn on line auction
8. Twin Bridges Rally in Murray bridge 13th to 15th October
9. Sydney Antique Machinery Club - display 16th/17th September
10. Wentworth Shire Council - Smoked Meats Festival at the show grounds on July 8th
11. Wentworth Shire Council - Community Choices program - nominations opened on 31st May - have looked at criteria and our Club doesn't meet the requirements
12. State Library of Victoria - confirmation of e-deposit of June Bulbhorn
13. Vanilla Slice Triumph Merbein - August 19th
14. Michelle Goddard - AHMF newsletter
15. Michael Keenan - planned event for Werrimul pub in August clashes with Wentworth show
16. RSL Mildura - thanking members for assisting with Anzac Day march.
17. Membership renewal forms

Newsletters from other Clubs – 17 electronic (uploaded to the website) and 4 Hard copy

**Correspondence Outwards:**

1. Thank you card to Ann Bell
2. Mildura City Heart - information re our Club and joining procedure
3. Rally thank you letter to Federation
4. Rally thank you certificates to sponsors
5. SMS messages to members re
  - Mother's day
  - Colleen James car part sale
  - Life Member Dan Richard's passing and funeral details
  - Fish and Chips at Lock 11
  - Casserole night
6. June Bulbhorn to all members

**Correspondence** moved by Robert Storey. Seconded by Trevor Combe. Carried

**REPORTS:**

**Treasurer's Report:** read by Rod Gleeson

Moved by Rod Gleeson. Seconded by Marjory Kissick. Carried

**Federation Report:**

Ken Andrews mentioned the information on CO<sub>2</sub> emissions that is in the Bulbhorn.

**Events Report:** Phil Muir spoke about the events as listed in the Bulbhorn.

**June 2023**

- **Sunday 4th** Fundraiser for Peter MacCallum Cancer Centre - 6pm at Club rooms. \$10 per head. Trivia night. Bring a casserole to share - sweets provided. Leonie needs names.
- **Saturday 10th** Sunraysia Sport Aircraft Fly in. 9.30 am. Wentworth.
- **Friday 23rd** (not Saturday 24th) Meet at Deakin McDonalds at 9.30am for morning tea. Then to Murray House in Wentworth for display. Coomie Club for lunch.

**July 2023**

- **Friday 7th** Meeting at clubrooms
- **Sunday 9th** Big Lizzie at 10am for BYO morning tea then Nangiloc Pub for lunch. Names on sheet being handed around.
- **Wednesday 19th** Meet at club rooms at 10am for morning tea. Bring a plate. Then to Merbein Pub for lunch.

**August 2023**

- **Friday 4th** AGM followed by monthly meeting at clubrooms. Pizza night before meeting commencing at 6pm.
- **18-20th** Silo 3 day run. More information to come. Need numbers at meeting prior to trip. Veronica asked for a show of hands for members interested in attending - no hands raised.
- **Saturday 19th** Vanilla Slice day at Merbein
- **Saturday 26th** Meet at club rooms at 9.30, bring a plate for morning tea. Then cruise to Werrimul pub for lunch. 10.45 departure from club rooms.

**Editor's Report:** George asked for contributions for the Bulbhorn to get to him by 20th of each month so as to give him enough lead time.

**VIC Permit Scheme Officer's Report:** Nil

**NSW Responsible Person's Report:** Nil

**Property Report:** In Jan's absence, Carolyn had 2 names badges for members.

**Welfare Report:** Flowers were sent for the passing of Dan Richards.

**Building Committee:** Nil

**Librarian:** Alan Hassett reported that the library is functioning well. He showed a bound set of "On The Road" which have kindly been donated by the children of Darcy Malycha. There are 10 folders with an index in the last folder. Some books dated 1978/79.

**Historian:** Nil

**Publicity:** Nil

**Rally Committee:** Nil

Reports were moved by Brent Gowers. Seconded by Robert Storey. Carried

## General Business:

1. Don Carr reminded members that the AGM will be held in August. Nomination forms will be available at the July meeting.
2. Membership fees for 2023/24 are due by 30th June.
3. Brent Gowers said he has been busy at the Men In A Shed making stands for the NSW Standard newspaper. He made an extra to donate to our Club for displaying magazines.
4. Dennis Jacka spoke about his trip to Cooma for Easter to join the Land Rover 75th anniversary event. There were approx 1000 vehicles. Dennis took his 1948 - the first year that land rovers were manufactured. A 1948 and a 1948 drove from Perth to Cooma and return. Dennis said it was a really good show and it is pleasing to see the number of younger people (18 to 35) has increased in the last few years. Also the quality of restorations has improved as younger people tend to buy new parts rather than look for second hand ones.

**The raffle was drawn** by Graeme Skinner. Raised \$163

Due to lack of interest, the casserole evening was cancelled. Carolyn to send SMS tomorrow. The July raffle, and matched amount from the Club, will be donated to Peter MacCallum.

Jenny Lloyd asked for another 2 members to volunteer for the July supper roster.

**Meeting was closed** at 8.15pm followed by supper.

This diagram shows which companies control which brands. Thanks to Shane for sending this in.



## THE UNCLASSIFIED COLUMN

Bulbhorn Advertisements for Sale/Purchase of Vehicles or Parts will attract a \$15.00 fee for non members for three issues only Members Ads are free and will be advertised for 3 Issues then removed, unless resubmitted. Please note: Government legislation requires that we publish the **registration number** or the **engine/chassis number** and **cash price** of any vehicles that are offered for sale in this publication. Please Inform the editor if you sell or acquire what you have advertised in the Bulbhorn. Check your shed. Are there any unwanted spare parts? Help others restore their vehicles and advertise in this space.

### **For Sale**

1937 Chev Standard Sedan, 6cyl, currently on club rego. Been in the family about 30 yrs and was originally bought in Broken Hill. Original restoration was 1982. Engine fully reconditioned 9000 miles ago. Excellent running condition. Spare working engine. Brown deerhide upholstery. 6 volt system – new battery 1 yr ago. Standard reg tyres – not radials, excellent spare. Towbar and driving lights fitted. Car is started each week and bought to running temp. Stored in enclosed shed. Original handbook with car. Body Condition – small amount of rust in some panels, front quarter window winders don't work, needs a rear taillight glass. Drivers seat upholstery beading needs a restitch and a small tear in seat. Few small stone chips. Would like to see the car go to someone who will appreciate it as we do.

Registration CH-6989

\$25000. Please contact Colleen – 0484000821 or [colleen@eziway.net.au](mailto:colleen@eziway.net.au)



### **Wanted to Buy:**

Mitsubishi Cordia. Prefer an Auto. Turbo not important. If you have any leads please contact the editor on 0410010996. Something like this would be ideal.



1963 Falcon Futura 4 door. Original condition. 120,000Km. Eng No D11999S.


Vic Reg 8157H7 \$35,000 ono. Phone Ian 0427 102 664 (Phone number corrected)





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**10KG JACKHAMMER**  
**GENERATOR - ROLLER**  
**CONCRETE SAWS**

General Excavation/Vine Removal  
Concrete Works & Rabbit and Roo Fencing



**DAVID SCREATON 0428 340 272**

## For Sale

Full set of "On Four Wheels" magazines in binders from 1974, 132 issues.

These magazines came out weekly, and in alphabetical order covered makes, people, race tracks and other information. Included are most covers, which had a nice A4 picture of a vehicle suitable for framing.

Now a desirable addition to your library, these sell for anything up to several hundred dollars.

Yours for \$100. Robert Rigby 0427 274998



# Bendigo National Swap Meet

## Featuring:

- 4 Wheel Drive Display
- Barn Finds & Survivor Car Display
- Die-cast Models & Toys
- Over 1700 Sites

**11<sup>th</sup> & 12<sup>th</sup> November 2023**



## Entry Prices

Saturday Only \$15

Sunday Only \$5

Children 15 and under Free

(if accompanied by an adult)

## Gates Open to the Public

Saturday 6am

Sunday 7am

Sheds Open 7am



[www.bendigowap.com.au](http://www.bendigowap.com.au)

Site Bookings 0427 446 660

General Enquiries 0434 730 822

[info@bendigowap.com.au](mailto:info@bendigowap.com.au)





# Mildura Vintage Vehicles Club Inc.

P.O Box 1301 Mildura Victoria 3502

Incorporation Reg No 200060083V

ABN 12686982026

## SUBSCRIPTION RENEWAL & NEW MEMBERSHIP 2023 - 2024

SURNAME: \_\_\_\_\_ GIVEN NAME: \_\_\_\_\_ PH: (Home) \_\_\_\_\_ (Mbl)

EMAIL ADDRESS: \_\_\_\_\_ PARTNER'S NAME: \_\_\_\_\_

CHILDREN / S NAME / S: \_\_\_\_\_

POSTAL ADDRESS: \_\_\_\_\_ P / CODE: \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_ (FOR DELIVERY OF YOUR BULBORN MAGAZINE)

PLEASE FIND MY SUBSCRIPTION ENCLOSED (\$55.00 / NEW MEMBERS PLEASE ADD \$10.00 JOINING FEE) \$ .

FOR DIRECT DEPOSIT: MILDURA VINTAGE VEHICLES CLUB INC. B.S.B. 633 108 ACCOUNT NO 152447272  
 YOUR FIRST INITIAL AND SURNAME MUST BE USED AS A REFERENCE (SO THE TREASURER CAN CORRECTLY RECORD YOUR PAYMENT).

**COMPLETION OF THE FOLLOWING DETAILS ARE COMPULSORY:**

**IF THERE HAS BEEN NO CHANGE SINCE LAST RENEWAL PLEASE WRITE "NO CHANGE" BELOW.**

**N.B. IF YOUR VEHICLE IS ON THE C.P.S. ONLY LIST THOSE REGISTERED THROUGH THE M.V.V.C.**

YEAR	MAKE	MODEL	BODY TYPE	COLOUR	ENGINE #	CHASSIS / VIN #	Vehicle Condition. Original, Restored or Unrestored	Full Registration Or Club Permit Plate Number	1. New 2. Addition 3. Existing

**NOTE: RENEWAL SUBSCRIPTIONS MUST BE PAID BY JUNE 30TH ANNUALLY**

**MEMBERS ARE REMINDED THAT THE MILDURA VINTAGE VEHICLES CLUB INC. MUST NOTIFY VICROADS OF ANY MEMBER WHO REMAINS UNFINANCIAL AFTER THE 7TH JULY IN EACH YEAR.**

