

VINTAGE & VCLASSIC

CAR CLUB BALLARAT INC.



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

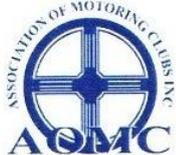
www.vccc.org.au

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August 2023



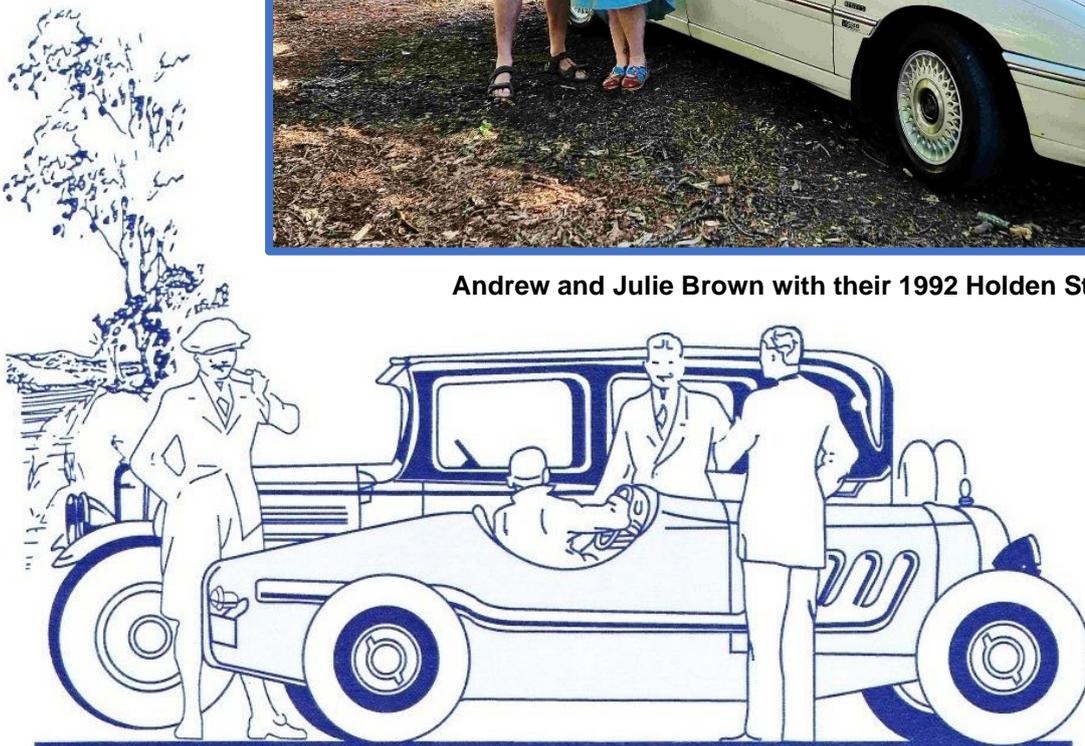
Member Club



Working for Motoring Enthusiasts



Andrew and Julie Brown with their 1992 Holden Statesman



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, 18th August 2023** at the VCCC clubrooms.

This will be followed by the **Annual General Meeting**

Life Members

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

Newsletter

Articles for the **September 2023** newsletter are required no later than **5 pm Tuesday 29th 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
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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

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AOMC Rep 2	Ruth Wood (Damian)	0419 894001	erw42@hotmail.com	
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	
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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 **9th August**, then **13th September** and **11th October**

EDITOR'S COMMENT

We are now at the business end of the club year with the Annual General Meeting being held on Friday 18th August. You'll notice in the list of nominations on page 4 that there are four vacancies – please consider putting your hand up to help fill these positions.

Catrina Sargent's veteran rally adventure continues on page 12. I have added extra pages to this newsletter in order to put a great deal of the story in. It is a long story and by putting so much of it in this time, it won't take as long to tell it all.

There are interesting stories from Ian Trembath and Brendan Stevens, as well as run reports held during the last month. I hope you enjoy this edition.

Nerene Backhouse, Editor

HEALTH MATTERS

Roland Whiting has been having some health issues lately – and we send him our very best wishes for brighter days. No doubt there will be some of you who are also not in the best of health, so we send you our caring thoughts and hope you have more good days than bad.

Secretary's Notes from the Committee Meeting held on Tuesday 25th July 2023

1 New Member Applications

Membership applications have been received from –

- i) **Alan Darrell and his partner Leanne Caddy** from Miners Rest who were nominated by Dale Everett and seconded by Graham Lambourn. They have the following vehicles – 1966 HR Holden Premier Sedan, 1972 Valiant VH Ute, 1975 Chrysler Centura Sedan and a 1928 Ford Model A Tudor.
- ii) **Garry and Hayley Marks** from Lal Lal who were nominated by Dale Everett and seconded by Warrick Pitcher. They have a 1971 Ford XY Sedan.

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

2 Bendigo Swap Volunteers

If you would like to volunteer for a shift at the Bendigo Swap, please add your name to the list of Members who have already volunteered. Shifts are two-hour duration and duties available include manning the gates or supervision of displays and sheds. Each volunteer receives an entry pass to the Swap, a \$10 refreshment voucher and volunteer badge. In addition, \$20 is paid to the Club for each completed shift

Shifts available	Friday 10 th November	8:00 am to midnight
	Saturday 11 th November	3:00 a.m. to 10:00 p.m.
	Sunday 12 th November	6:00 a.m. to 1:00 p.m.

3 Moving Forward Workshop

Julie White has been in contact re the findings of the workshop. She has had some personal issues to deal with and has advised that the notes from the workshop will be collated and forwarded by the end of August. She has apologised for her tardy response.

4 Death Notices of Members in the Courier

At the July Club Meeting there was much discussion about placing Death Notices in the Courier, and the matter has been held over to the August Meeting when the President will be in attendance.

5 Australian Motor Heritage Foundation

The AOMC, together with some other State level bodies, have agreed to partner in conducting a National Survey to gain valuable data on the economic value of the enthusiast movement in Australia. The data can be used to demonstrate to the Government and other key stakeholders the value of our Clubs' and the enthusiast vehicle movement to the Australian economy, and also the associated social benefit through travel and events. The survey has been sent via email to all members (with email addresses), and should take 10 – 15 minutes to complete - it is totally voluntary.

6 Bunnings BBQ

We have been fortunate in securing a date for a BBQ at Bunnings at Delacombe. The date is yet to be confirmed, but possibly the end of September. Please volunteer to assist on the day, or come and buy a sausage.

7 Ballarat Swap Meet

As members will know by now – the Ballarat Swap will not be proceeding under the Combined Rotary Clubs of Ballarat.

Nancy Jackson, Secretary

REMINDER: The Annual Membership Renewal Fee is NOW due, and needs to be paid by 31st August 2023

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of the Vintage and Classic Car Club Ballarat Inc. will be held on **Friday 18th August 2023** at the clubrooms, cnr. Humffray and Gladstone Streets, Ballarat. This meeting will be held at the conclusion of the August Ordinary General Meeting of the Club, which will commence at 7.30pm.

Business to be conducted will be the presentation and adoption of annual reports, including the financial statements for the 2022-2023 Club Year.

At the close of nominations, the following nominations have been received for Committee and Team Leader positions for the 2023-2024 Club Year:

EXECUTIVE

		<u>NOMINATED BY</u>	<u>SECONDED BY</u>
PRESIDENT	Andy Burns	Mike Simpson	Thomas Quinlan
VICE PRESIDENT	Brett Holloway	Andy Burns	Mike Simpson
SECRETARY	Nancy Jackson	Mike Simpson	Andy Burns
TREASURER	Dale Everett	Brett Holloway	Noel Trengove

COMMITTEE

ASS. SECRETARY	No nomination received		
ASS. TREASURER	Graham Lambourn	Garry Hayward	Robert Watson
CLUB CAPTAIN	Brendan Stevens	Nancy Jackson	Richard English
PROPERTY OFFICER	Tom Quinlan	Graham Lambourn	Graeme Bell
PUBLICITY OFFICER	No nomination received		
COMMITTEE POSITIONS (3)			
	Nerene Backhouse	Ian Watson	Daryl Mitchell
	Richard English	Nancy Jackson	Andy Burns
	Mike Simpson	Brett Holloway	Greg Anderson

TEAM LEADER ROLES

EDITOR	Nerene Backhouse	Trevor Madden	Ian Trembath
LIBRARIAN	No nomination received		
MEMBERSHIP	Graham Lambourn	Dale Everett	Frank Whitfield
SOCIAL/CATERING	No nomination received		
WEBMASTER	Karen Lawrence	Dale Everett	Malcolm Bandy
PERMIT OFFICER	Richard English	Noel Trengove	Nerene Backhouse
FEDERATION REP 1	Brett Holloway	Noel Trengove	Dale Everett
FEDERATION REP 2	Kevin Holloway	Dale Everett	Noel Trengove
AOMC REP 1	Damian O'Doherty	Nancy Jackson	Nerene Backhouse
AOMC REP 2	Ruth O'Doherty	Nancy Jackson	Nerene Backhouse

Notes

As there are no nominations for the positions on Committee of Assistant Secretary and Publicity Officer, and the Team Leader Positions of Librarian and Social/Catering, nominations for these positions will be called for on the night.

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

*Nancy Jackson,
Secretary*

Cover Story – 1992 Holden Statesman – a touch of luxury

The VQ Statesman, introduced in March 1990, was an important car for Holden. As the first long wheelbase sedan based on a Commodore, it saw the return of the Statesman name after a gap of 6 years. It also introduced a number of innovations for Holden. The VQ was the first Holden (and in fact the first Australian made car) to feature independent rear suspension. There were also options of climate-controlled air conditioning, anti-lock brakes, air bags and cruise control, giving plenty of technology for the times.



November 1991 saw the release of the VQ series 2. Although looking almost identical to the series 1, it was now based on the newly introduced VP Commodore. This was also the first Holden officially designated as a series 2, and saw the option of a V6 engine available for the first time in a Statesman. There was also a model refresh in early 1993 which is sometimes referred to as a series 3, but is still officially a series 2.

My Statesman is a December 1992 built series 2 with a 3.8 litre V6. After driving all over western Victoria looking at classic cars of all sorts, I found this for sale barely more than 10 minutes from home! It was originally a Ballarat car when new, sold by Peter Amor Motors in Mair Street. I believe it spent part of its life in Queensland with the original purchaser, but if the previous owner was correct then I'm the third owner, all from the local region.



I purchased the car a year ago in good original condition, with only 190,000 k's on the clock. Mechanically, it's very solid, needing only minor tweaking to have it running sweetly. Current tasks with the car are mainly cosmetic. The 30-year-old paintwork is coming up nicely, and the interior is neat and tidy, with everything working the way it should. The intention with the car is to keep it as factory original as possible.

The car has been on a few Club runs so far, including the 50th (and my first) Begonia Rally earlier this year. Keep an eye out for me enjoying this modern classic with a touch of luxury!

Andrew and Julie Brown

COMING EVENTS – August - September 2023

Keep an eye on the Facebook page for updates. Also, see the Calendar on page 19

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

Contact Daryl Meek 0407 881 288

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

This month we will be trying our hand at macramé – don't worry if you haven't done it before as it will be something we can learn together. Contact Jenny Ure 0409 954 077

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

Supper provided, so no need to bring any.

Sunday 20th August – Annual Restoration Roundabout – Trophy Points Run

This is a MEMBERS ONLY event.

Meet at clubrooms for 9am departure to look at a member's collection and morning tea, then to an automotive parts supplier business. BYO Lunch at the clubrooms, tea, coffee, cocoa provided. Then 1.15pm departure to a venue to be confirmed followed by a visit to another club member's collection and afternoon tea.

Any queries call Mike Simpson 0419 935 147

Tuesday 22nd August – Club Committee Meeting – 7.30pm

Wednesday 23rd August – Chat, Coffee, BYO Lunch Get Together at Clubrooms – 11am-2.30pm

Contact Ray Drury 0417 840 623

Sunday 27th August – Federation Picnic at Marong

All VCCC members are invited to travel together to the Federation Picnic at Marong leaving from Karingal Flooring (beside Sovereign Caravans) in Creswick Road, Ballarat at **8.30am**, approx. 66 miles (110 kms). Hot food is available at the picnic or bring your own. Vehicles must be in by 10.30am. Don't forget to bring your Club newsletter. Any queries call Mike 0419 935 147.

Tuesday 29th August – Newsletter Deadline

Monday 4th September – Fold and Label the Newsletter

Saturday 9th September – Ladies Craft Afternoon – 1.30 – 4pm

Sunday 10th September – Sports Car Run

We will be leaving the Ballarat East Bus exchange on Melbourne Road at **9.30am**. The run will be about 130 kms and will finish at a cafe in Buninyong.

Please note. This run will involve several sharp turns and twists, plus some very steep hills in the Steiglitz and Maude areas plus a short distance of gravel road under repair.

John & Gayle Pickering 0408 914 943

Wednesday 13th September – Club Library Open – 10am – 12 noon

Contact Daryl Meek 0407 881 288

Wednesday 13th September – Chat, Coffee, BYO Lunch Get Together at Clubrooms – 11am – 2.30pm

Contact Ray Drury 0417 840 623

Thursday 14th September – Rustless Wanderers Lunch – National Hotel, Clunes

Make your own way there. Bookings required by Monday 11th September – ring Rick Thege 0428 518 770

Friday 15th September – Club General Meeting – 7.30pm

Sunday 17th September – Monthly Club Run (Trophy Points)

PAST EVENTS

Xmas In July Bingo – Saturday 22nd July

It was great to see so many people in attendance at this popular event, and more pleasing to see so many either dress up in the Xmas in July theme, or wear some Christmas bling. About 70 people enjoyed the fun and hilarity that Warrick and Wendy Pitcher always impart, with a little bit of banter from us.

Games were mixed such as the first one with an appointed line, before completing the full card. Something else of interest and entertainment was the very impressive raffle. A huge thank you to Wendy for the tremendous effort she went to produce such wonderful prizes, and for making this night very special. Thank you, too, to Jenny Ure for all her efforts in securing such a great attendance. And thank you to all who came out on a cold winter's night because without you, it would not have been so much fun. Some are already asking when the next one is.



Caller Warrick Pitcher, visitor Peter Clarke (who Warrick called 'Creeping Moses') and Caller's Assistant/Co Organiser Wendy Pitcher



Organiser Jenny Ure came prepared for a cold night



Brendan Collier and Leonie Souied looked the part

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

About 40 cars gathered at the old Masters car park for a run to the Metcalfe Holden Museum. Several other cars joined up with us along the way. After a lot of chatting and checking out the cars, we finally got away about 9.40am.

We drove out along Gillies Road on the back way to Creswick. We then passed through Broomfield, Allendale and Smeaton where 3 cars joined in. It was then through Campbelltown and finally arrived at Newstead where another car joined us. Newstead was its usual busy Sunday morning with the cafés being very busy. After about a half hour stopover for morning tea and a toilet break, Mike and Lyn took over the lead role.



Waiting to sign the attendance book Graeme Bell, John Peart, Ivan Tarrant, Wayne Harrop, Jan Tamis

It was then onto Castlemaine and through the historic Chewton area until we arrived at the Metcalfe Holden Museum. The owner, Jason Lee, gave us a brief talk about the history of the Museum. He told us it took 3 generations of the family more than 60 years to set up the museum. A lot of the cars and memorabilia came from the family-owned Mollison Motors in Kyneton.



This EJ in the Museum showing what we used to have at the Drive-In

Inside and outside the museum was a large collection of various Holden cars from the late 1940's to cars from the 1970's plus a few more modern models. There was a massive collection of memorabilia open to view and under glass cabinets. There was a lot of old NOS still in their boxes.

Upstairs there was even a large collection of items bolted to the ceiling. There was a Holden covered bed, a lounge suite and a TV in the upstairs area where Jason can spend plenty of time. Among all the pamphlets there was one relating to the new 1968 XT Falcon. Outside the building there were many Holden cars mainly from the 1960's in various states of needing repairs.

Before we left, Jason told us he is planning on increasing the size of the museum so he can put more of his cars and memorabilia on display. We need to follow up on this in the future for a further visit.

After seeing the display many people headed back to Castlemaine while several others took advantage of the nearby reserve to have lunch where there were also BBQ's and toilet facilities.



Thank you to all who attended. We hope you had a good day.
John & Gayle Pickering

Geof Baulch is always prepared for a feed in his Kombi

Attendees – July Club Run – 23rd July 2023

Brett & Kevin Holloway	1954 Holden FJ
Graham & Kerry Quemard	1954 Austin A40
Jenny Groves & Jennifer Trewin	1955 Austin A30
Colin & Anne Anderson	1956 Humber Hawk
Murray & Robyn Cook	1963 EJ Holden
Wayne Lineker & Bruce Kerr	1963 EH Holden
Merv & Maree Sherlock	1966 Rover Mk III
Neville Finch	1966 Ford Thunderbird Coupe
Martyn & Anne Jones	1967 MGB Mk I
Mike & Lyn Simpson	1968 Ford Exec Zodiac
Roy Littlehales, Joe Curry, Paul Irvine	1970 Valiant Coupe
Graeme Bell	1971 Holden Monaro
Ron & Suzanne Damen	1972 VF Valiant
Graeme Musgrove	1972 Holden Torana
Dave McHattie	1973 Mercedes Benz 350SE
Tony & Lyn McDonald	1974 Ford 150

Rod White	1976 Holden HJ Ute
Geof Baulch	1976 Kombi
Frank & Jan Tamis	1978 Holden Ute
Malcolm & Judith Bandy, Jenny Ure	1978 Pontiac Grand Safari
John Clonan	1978 Holden HZ
Peter & Lyn Ure	1979 Holden HQ Panel Van
Alan & Joy Rogers	1980 Ford Escort
Brad Mollison	1984 VH Commodore
Barry & Cyndy Allison	1987 Nissan Skyline Silhouette
Nerene Backhouse	1988 Nissan Skyline
Moyle Bunworth	1988 Toyota Celica
Wayne & June Harrop	1988 Porsche 944S
Mick Murphy, Ricky Bishop, Brendan Collier	1992 Commodore
Andrew Brown	1992 Holden Statesman
John & Gayle Pickering & Ray Allen	1994 ED Falcon
John Peart	1997 Mercedes CLK

Modern - Warren & Barbara Harris, Rick Thege & Heather Gingell, Graeme & Karin Johns, Rodney & Dianne Gardner, Bob, Tracey & Jonty Bennetts, John Stevens, Nancy Jackson, Rob & Annette Ferguson
Visitors – Dennis & Sandra Virgona – 1972 VH Valiant Town & Country ute, and James & Sarah Stephens



Some of our Club cars outside the Metcalfe Museum

Inaugural Street Drive – Saturday 29th July

What a fantastic day the inaugural drive and cruise turned out to be. The weather started off a bit chilly, brilliant sunshine on one side of Ballarat and foggy and misty on the other, which did not deter the enthusiasm of the group that gathered at Pipers on Lake Wendouree. Approximately 35 vehicles arrived to take part in the drive. Rick Thege and Heather in the 1910 Renault drove the oldest vehicle, along with quite a few vintage era cars, the classics as well as special interest vehicles, and a variety of commercial vehicles.



After a brief welcome from Andy Burns, we all headed to our vehicles and drove in small groups around the Lake in either



direction and then headed out to the different centres around Ballarat. Sturt Street proved to be a bit of a challenge as the light sequences did not allow the cars to flow through.

The cars and their drivers attracted a lot of attention from the public; at the Lake people were stopping and taking photos and admiring the line-up of cars, and whilst cruising, many heads turned to look at the vehicles as they drove by. Back at the Lake afterwards, it was coffee, and for a few members lunch at Pipers. A fantastic day - looking forward to the next cruise.

Nancy Jackson

Ian Trembath's visit to New Zealand

It's funny how your memory actually works. When asked about doing a trip to New Zealand recently, my mind instantly went back to a presentation at a club meeting several years ago, when club member Mike Simpson presented a talk and slide presentation on the car and truck museum in Invercargill, (The Fastest Indian territory).

Although the planned trip was a Coach, Train, and Boat tour covering both Islands, with some amazing scenery, and a boat stay on the Famous Milford Sound, the lynch pin in my agreeing to participate, hinged on being able to visit the car museums. In past years I have visited some amazing car and motor cycle collections overseas, in Amsterdam in the Hague (the Lauder collection) in Holland, and some fabulous museums in Europe, England, and the USA, but the scope and number of examples contained in the Wellington and Invercargill museums, were world class.

To get to the car museum in Wellington, we were advised to catch a train to "para para moo moo," and to be honest, I thought someone was pulling our legs, but found this to be correct when buying train tickets (I later found out it was written as Paraparaumu). This museum was set in six acres of beautifully manicured grounds, with the museum building housed in a six thousand square metre hall. I found it hard to imagine how anyone could amass the dollars required to gather such a vast collection of absolutely world class examples.



A huge range of very early and later type vehicles, ranging from an 1897 LUX, Lagonda, 1949 Davis 3-wheeler, Bristol, Nash, Studebaker, Austin, Alfa Romeo, Mitchell, Stutz, Maserati, MG, Marendaz, Morgan, Rauch & Lang electric of 1918 vintage, Rover, White steam car, Lea Francis, FN, Maudslay, Star, Buick, Clement Talbot, Fiat, a 1913 Mercedes with a sleeve valve engine and water cooled brakes and a 1920 Dodge Coupe with a copper body, just to name a small sample.

A lovely assortment of fire vehicles including a beautiful 1900 Merryweather fire truck. Also included was a Canberra jet suspended from the roof with a spare engine underneath. Friendly staff, and a coffee from the cafeteria topped off a really great visit.

If you are travelling to New Zealand this museum should not be missed.

When we arrived in Queenstown, fellow club member Rodney Gardner, and myself, hired a car and drove the hour and a half journey to Invercargill.

We first visited the collection at the E Hayes Motor Works collection, to view the famous Indian Motorcycle, featured in the film "The World's Fastest Indian". The collection was very well presented, with some very interesting and very valuable exhibits which included among other outstanding exhibits of Triumph, BSA, Ariel, Vincent, Suzuki Rotary, an extremely rare custom built Chevrolet Corvair motorcycle prototype, 6 cyl horizontally opposed engine fitted with Offenhauser cylinder heads and with a two-speed automatic gearbox, a number of JAP and Suzuki powered motor cycle and sidecar racers.

A "homemade" engine was built as a challenge, using very unusual parts. The carburetor was made from an ordinary half inch water tap, the fuel tank was made from a pressure cooker, the float bowl was a preserving jar, a brass toilet cistern formed the water tank, and a stirrup pump provided the water circulation. Power was transferred through a wooden coupling to a flywheel of sorts (similar to a steam train.) The exhaust was originally a hospital bedside night water bottle and a trip magneto furnished the power for the spark plug.

The next stop was the Bill Richardson Motor Cycle Collection.

Now I don't claim to be a motor cycle person, but one couldn't help but be overwhelmed by the number and makes of bikes in this museum. One circle of motor bikes, contained six Brough Superiors. Other clusters contained Vincent Motorcycles of various models; I think I counted ten Vincent Motorcycles in total. Of the several hundreds of bikes on display, they only varied from fantastic to superb. Each exhibit had been fully detailed, and it was hard to pick any faults with paintwork or nickel plating.



Another room contained motor cycles from a very early era, some with the most beautiful side cars, made from woven cane, and a selection of racing and scramble outfits too numerous to mention. There was also a small number of very exotic cars in the display including a three-wheel Morgan Aero Sport of 1931 vintage, a 1953 Vauxhall Racing Special, a beautiful Austin Healey 100 and a beautiful 1905 Invicta Tri Car. If time hadn't been a factor in our visit, we could have easily spent an entire day just in this museum alone.

Friendly staff and a well-stocked canteen were also part of this exhibit. The next visit was located about two kilometres further on, but owned and run by the same family.



This is Bill Richardson Transport World

The car and truck collections of around 300 individual exhibits at Invercargill were housed in their own building, and included a vast collection of ford letter cars, from veteran to around mid-sixties. I would estimate that the truck collection consisting of numerous makes, would number around eighty trucks from very early to mid-eighties, many restored to original. The value of the cars, motorcycle, trucks, tractors, caravans and associated automotive



equipment, including a huge number of fuel bowsers, would be staggering, let alone the cost of the purpose-built buildings required to house such collections. A number of very early caravans, a very early motorhome with a wood fired oven, a number of Volkswagen cars, Kombi vans, and a VW Kombi van towing a kombi van built into a caravan. Not content with cars and trucks, a number of early, tractors, including such names as Lanz Bulldog, Allis-Chalmers, International, John Deere, Field Marshall, Case, Massey Harris, and many more that I fail to remember.

Upstairs on a three-sided balcony were vast collections of oil bottles, fuel tins of all shapes and sizes, and a huge display of memorabilia of all sorts, including garage equipment, tyre changers, tyre repair gear, a huge assortment of mechanics tools from eras past, model cars and trucks and signs of every shape, brand and size - many that were not seen in Australia. THIS MUSEUM IS DEFINITELY WORTH PUTTING ON YOUR BUCKET LIST.

Regards Ian

Noosa Heads - Concourse d'Elegance - Saturday 15th July 2023

Hello from Cooktown from the Club Captain. My beloved wife and I have escaped winter this year and have taken 4 weeks to drag the caravan up north and should be back before the AFL Grand Final. Having a great time thanks - enough bragging.



While we planned to always get away at this time, I kindly offered my wife a few days in Noosa to break up the trip. It just happened to overlap with the inaugural Noosa Heads Concourse d'Elegance, the first ever "MotorClassica" for the Sunshine Coast. The best part - it was a free outdoor event, held in the



closed main drag which is Hastings Street.

The cars drove into the closed street at 10am with the assistance of around 100 volunteers to guide them to their parking spots, fence them off and keep the building crowd apart from the precious metal. Along with show cars was a display of high-end sports cars from BMW, Porsche, Mercedes, Lamborghini, Aston Martin, McLaren plus the usual Shannon's Insurance and various cleaning and restorative products. Mingling with the crowd and giving the occasional impromptu presentation about special vehicles were representatives from the big auction houses, historical car specialists and guests from Pebble Beach and Goodwood to give the international perspective.

The cars ranged from a 1911 Benz W1 Tourer Wagon (a Qld car) to a 2021 Ferrari SF90 Stradale (hybrid 3.9litre twin turbo V8 780hp plus 3 x electric motors 220hp =1000hp). In between were 48 elite, immaculate vehicles from Europe, Britain and US from all eras. Pagani, Lamborghini, Bugatti, Porsche and Ferrari covered modern multi-million-dollar modern sports cars, and Morgan, MG, Jaguar and Aston Martins gave the pre and post war era great representation.

The Rolls Royce, Bentley and Mercedes vehicles covered the luxury post war period well, and the USA was mixed in with an original Shelby Mustang and Cobra, T Birds and Corvettes plus the obligatory immaculate Mini Cooper, VW Kombi, Bristols and early BMW. Of course, the chrome and colour plus immaculate interiors of the concourse level of vehicles make it almost an art show rather than a car show.



This event was 4 years in the planning with local council throwing up plenty of hurdles along the way, but the local clubs and volunteers involved should be proud and it looks like this Concourse event will be on the calendar again next year and hopefully into the future.

The local larrikin Clive Palmer had 3 of his collection on show, a XK Jag, a Hitler Mercedes open roof tourer and a 70's stretched special Rolls Royce with every possible extra imaginable added in, including matching cheese boards that

mounted to the front panels for the butler to serve off at the races. Clive has a proposal to local council at the moment for a large permanent display of classic vehicles housed in a new museum on his Coolum Resort. Love him or hate him, he keeps on dreaming.



The interesting but sad part of the day for me was after I spoke to people and they heard that I was from Ballarat, the first question was, "Is the Swap Meet on again in 2024". Not 2-3 times, it was 30-40, literally everyone I spoke to.

Cheers Brendan

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

A3804

CARS WE USED TO DRIVE

August, 2023

AUSTRALIANS ON THE MOVE, 1940S TO 1960S

By Don Loffler

Published in 2021

Donated by Ron & Marg Gay

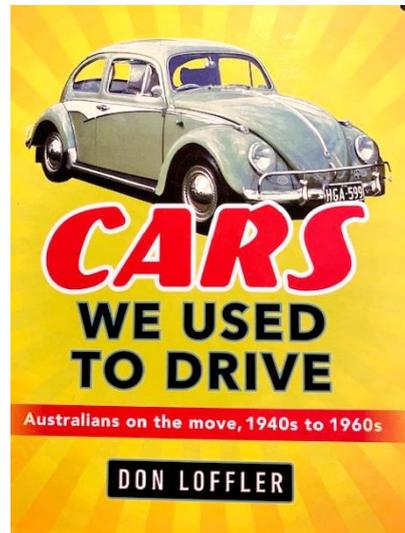
253 Pages

In this new book, Don Loffler from South Australia – the well-known Holden author – reveals his life-long interest in all makes of cars on Australian roads in the years 1946 to 1966. In fact, Don has owned a number of Volkswagen Beetles and the later Volkswagen 1500 cars over the years.

Don has assembled a remarkable collection of 280 coloured slides and black-and-white photographs of owners and their cars from Austin to Zeta. Makers like Morris, Vanguard, Wolseley, Oldsmobile and Hudson, which have long disappeared from the new car scene, were once household names, with owners making sure their favourite marque was included in a photograph of a beautiful Australian scene.

These images record the social history of an era very different from today, when people were content to sit on travelling rugs by the roadside to enjoy a picnic lunch brought from home. Caravan holidays were also popular at the time when motels were not yet in vogue.

Older readers can be assured of a great nostalgic trip in to times they remember, while younger people will gain an insight into what it was like living in those times. But it is the wide variety of cars on Australian roads during this time that is the main feature of this excellent new book.



Postscript

Yes, it is our 1960 Volkswagen 1200 Deluxe sedan on the front cover of this book taken from a colour slide in our drive in Hamilton in 1967. Part of the reason Don used our car on the front cover was that the car was a mango green 1960 Beetle – a car he had always wanted, but had never owned!



Don wrote a letter to Eddie Ford some years ago to be inserted in the current copy of Restored Cars Magazine announcing his intention of producing a new book covering all the different cars on Australian roads in the period 1940 to 1960 and he was looking for colour slides. As I have a huge collection of colour slides, I sent them off to Don in Adelaide. A couple of nights later Don rang to say how delighted he was to receive the collection and how he had missed out on his 1960 mango green beetle.

In Melbourne in October 1960, I placed an order for a new mango green beetle with a white flash. The night before I took delivery of it, the Federal Government placed an extra tax on all new cars. Overnight the sales tax on all new cars sold in Australia would rise from 30% to 40%. The price of a new Volkswagen Beetle jumped from 971 pounds to 1046 pounds, which was a serious blow to most Australians.

This had such an effect on car sales that the Federal Government reduced it back to 30% a few months later. (A friend of mine purchased a new Hillman Minx paying the higher price - he was not happy!) I contacted the dealer the next morning and, as my car was in their panel shop having the white flash put on it, I would obtain the car at the old price – which was a real relief!



Over in Adelaide, Don had also placed an order for a mango green Beetle from a local dealer at the same time. After work the next day Don turned up to take delivery of his new mango green Beetle only to find that it had been sold to a cash buyer earlier in the day. As there were to be no new mango green cars to be produced, he had to unwillingly take a Paprika Red one instead – which he disliked from day one. Don didn't keep his red Beetle very long, and purchased

over the years new blue and white versions, but never a mango green one! A few years ago, Don called in to Ballarat and his son took a photograph of Don standing next to our Beetle outside the Club Rooms.

Ron Gay

Continuing the Brisbane to Broome Veteran Rally – Catrina Sargent Day 2 (Tue 19th July) Yarraman to Miles 225km

Dad was a bit cranky that Richard and I weren't ready to leave as early as he had hoped. Margaret had the Travelander to herself while Richard and I had the tent Richard took to Norway on his Square 4 Ariel last year. A small easy tent to travel with, quick to put up and down, but it did add to our packing up routine in the morning, along with Richard's minimum 2 cups of Yorkshire tea.

Anyway, I rushed around, and Dad and I set off at 8.30 and Richard left not long after us. Yes, it is good to get off early and get miles under our belt leaving the afternoon to set up camp and check over bikes, but Richard felt everyone left early just to rush to get to the next caravan park and sit around and do nothing for the rest of the day or work on bikes. More like boot camp than a holiday. Richard treated this as a holiday and enjoyed each morning leaving when he was ready, after enjoying his tea and porridge and filming/recording his spiel for the day.



We get around 100kms out of our tanks but 74km to Kaimkillenbun seemed a good spot for a refuel and frothy coffee and shapes. Just as Dad and I pulled up, Richard pulled in next to us. Perfect timing. His thermos had Yorkshire tea, of course. Richard had calculated that we would need four boxes of tea for the trip. We headed for Dalby, but Dad had a rear tyre blow out on the DeLuxe. Dad was behind me but as we were using the intercoms, I could hear what was happening, so I pulled over and helped him wheel the bike off the road. As Mum never follows immediately behind us, I was about to ring her to see how far behind she was - that's when I realised, I didn't have my phone. I'm not one to lose my phone - it is such a horrible feeling. We are so heavily reliant on them, all our accommodation bookings, other people's numbers etc.

Anyway, it was locked and if anyone picked it up the screen saver was, "if you find this phone, please call my father" I had changed it to Dad a few weeks earlier while Richard was in Ireland, and I hadn't changed it back. Rushing around in the morning I remember having it in my back pocket, not the usual front inside pocket of my motorcycle jacket. It fell out as we were leaving Yarraman and an honest person found it and was trying to ring Dad to say they had my phone, but as Dad didn't recognise the number, he didn't answer the call.

After a few attempts Dad did take the call and drove back to get my phone. When it was handed back to me the screen was badly damaged and looked like it was full of bullet holes where it had obviously been run over and the screen was punctured by the bitumen road, but at least it still worked, and I could use it.

I met up with Richard at Dalby for fuel, along with Julie Wright who put petrol instead of Diesel into the Range Rover. Luckily, Julie realised this before trying to start the vehicle. Richard spent some time looking to see how he could drain it. Eventually he put a hose into the tank and started to syphon the fuel out. Murray was on the phone and eventually a tilt tray came and took the Range Rover to a garage, drained all the fuel and got Julie back on the road again.

The main road was deteriorated, full of potholes, lots of road works, lots of white litter on the sides of the roads, lots of trucks and heavy vehicles and a lot of impatient car drivers. I'm accustomed to curious and courteous drivers. The white litter turned out to be cotton. This became evident as we started to see semi-trailers loaded with huge bales of cotton. It was a late arrival to Miles, where we set up camp and changed the rear tyre on the DeLuxe. Rather than a puncture, the beaded edge on the tyre had come away from the tyre carcass and the tube had split.

Day 3. (Wed 20th July) Miles to Mitchell. 227Km

So far, we have experienced nice sunny days, but today was grey and a chance of a shower. Dad and I rode off and Richard caught up with us at Wallumbilla for a cuppa and fuel. We had pulled into a service station and a few spots of rain were threatening to become more. We continued towards Mitchell, but before the day was out Dad said the DeLuxe wasn't happy and the front cylinder was getting 'rattly'. He pulled over and decided to put it in the van. Richard and I rode into Mitchell and I had to buy Richard's fuel and an ice cream for losing a bet on fuel consumption calculations. I was only .3 of a litre out!

Anyway, we set up camp and then helped Dad swap DeLuxe engines. Lucky, we packed the 'spare' engine. That done, we enjoyed a super dinner. We had lots of super dinners. It never ceases to amaze me how Mum can just whip up something tasty. We had the fridge and freezer stocked in the Travelander, along with Mum and Dad's car fridge and fridge in the camper trailer, so very self-sufficient.

Day 4. (Thurs 21st July) Mitchell to Augathella 180kms

Overnight the wind picked up and you could hear objects blowing about the caravan park. So far, the tent was working out well, but that night, Richard and I opted to sleep in the Travelander.

We awoke to dark skies and gentle rain that was going to get worse looking at the radar. With no wet tent to pack up and with full wet weather gear on, Dad and I headed off. Richard always seemed to catch us by our first morning tea stop.

We planned to meet at Morven for fuel and cuppa. It just got wetter, and Dad ran out of fuel within 500m from the petrol station. He had fuel in his pannier so he topped up but was bogged and couldn't take off. Mum and Margaret had caught up to Dad and had to give him a push out of the mud. It was very sloppy and mud was going everywhere. Mum was upset as she saw a bit of the accident with Andrew Repton coming off as the front forks on his Yale broke. The bike was a bit of a mess but Andrew was lucky - he walked away with just a painful knee.

Richard rode in and we all had a hot drink, then headed to Augathella. I got to our next stop for a lunch break and waited for some time. It started to clear, but no Richard. Eventually, Richard and Mum arrived in the van. The GEM JAP was completely waterlogged - Carb, mag and belt. With Richard still recovering from COVID, he found it hard to run and jump, especially if it didn't start within a few metres, and wearing all the wet weather gear didn't help. The GEM was loaded into the van as clearly it was not a roadside fix.

The rain had cleared by the time we arrived at Augathella, but the paddock across the road from the pub where we had planned to camp, (as the caravan park had closed), was a bog-hole and not accessible. All the other Sargent's went further down the road, and the girls had a great time running around in the mud. We camped on the high ground behind the pub and extracted a lot of water from the GEM. Lucky I packed the hair dryer! Richard couldn't understand how my JAP powered bike with magneto also mounted out the front, didn't have any trouble. I think my mag is on a slightly different angle, and I do appreciate an all-chain drive bike with a hand crank as opposed to run and jump.

Day 5. (Fri 22nd July) Augathella to Blackall 215kms

We left Augathella with wet weather gear on again, but the day fined up. During the day I had stopped for a cuppa and refuel and received a call from the Blackall Caravan Park saying they were very boggy and didn't think they could fit us all in on dry land. It was suggested we try to the show grounds.

Jess was on the job and found a neat spot to camp in the show grounds near toilets and showers that had hot running water. Luxury, and just a short walk across the show ground was the local pool which had hot spas. For a \$5 entry fee we enjoyed a swim, soak and hot shower. What a treat. There is no cold water in Blackall. All the water comes out of the ground from the Great Artesian Basin at high pressure and 60 degrees C; we were told no one here owns a hot water system. It is also home to the "Black Stump" and anywhere west of this was considered beyond civilisation. We'd be heading that way tomorrow!

Day 6. (Sat 23rd July) Blackall to Longreach 209kms

Today we travelled through Barcardine. Dad and I stopped just on the edge of town and filled up at a small servo. I forgot there was a bigger service station a bit further ahead at the highway intersection. We waited a while for Richard and when he finally arrived, he happily informed us that he was busy helping Graham Donges with his 1911 Brush that had broken a fuel tap and was leaking petrol everywhere. Luckily Richard had an empty fuel container to catch 'free fuel'.

While waiting, Dad and I couldn't believe the 4WD and trailers queuing for fuel. They all wanted Diesel and we later learnt that the larger servo had ran out of Diesel. We rode into Barcardine, to the Tree of Knowledge, which is where the Australian Labour Party was founded. It must have started to warm up around here as Richard was seen buying sunscreen. As we rode up to the Longreach Caravan Park, we were greeted by my other Auntie Jenny and Gary from McKay. Jenny and Gary were on holidays and exploring this area of Queensland with lots of camping and bush walking.

Day 7. (Sun 24th July) Longreach, Lay Day - Our first 'free' day.

The caravan park was like a miniature city. It was huge. This is where we started to get a real feel for how heavily booked everything was, and if there was anything extra you wanted to do, this needed to be done in advance. There was an evening river cruise and dinner on offer, but it was booked out 2 weeks ahead.

Where possible, I had pre booked all the Sargent camping spots a year earlier. I requested 5 powered and 1 unpowered site. Richard and I were finding that we able to fit our tent along with Margaret on her powered site, so we gave up the unpowered site. We went to reception to see if they wanted to on sell it as they were turning away vehicles, and before we had left the office, it had been rebooked.

Richard asked what was the attraction. Why so big and busy after the smaller camps we had been at. I guess Longreach has the Stockman's Hall of Fame, Qantas Founders Museum and a huge caravan park that can accommodate those humongous double-axle caravans and mammoth motor homes. Some of them really are a fully furnished home on wheels.

Anyway, our free day wasn't so free. Washing and shopping for food for some, tinkering with bikes for others, and rotating tyres on the Hilux ute for us. Tyre pressures were checked but they weren't wearing as well as we had hoped. It was a good day for us to catch up with Jenny and Gary who made the effort to see us here.

They told us about their previous day's trip to see the footprints of the dinosaur stampede. Jeremy, Jess and the girls along with Margaret were interested, so before too long they were online and luckily booked the last tour tickets for 2 days' time.

Day 8. (Mon 31st July) Longreach to Winton 177kms (No fuel en-route today)

I just tootled along, enjoying a bike ride and countryside until about 20kms from Winton where my seat felt very unstable. Dad rode alongside me and said that it was OK as the saddle was resting on my mudguard, frame and pannier. Still unnerving.

Anyway, we found our caravan park out of town and we immediately set about repairing my seat that had a broken stem. Richard was flat out, machining a new piece, brazing part of it and Colin Stoddart welded part of it. As the sun was setting 'we' fitted it up. Neat job, and great sunset.

Day 9. (Tue 26th July) Winton to Julia Creek 240kms

Margaret was up, the Travelander was packed and parked outside the caravan park by 7.30am. Margaret jumped in with the Best Sargent's to go to the Dinosaur Stampede National Monument. I think it was over an hour's drive away with the last 11km down a dirt road for a 2-hour tour. There were over 3,300 footprints from a stampede of at least 150 dinosaurs over 95 million years ago. When we caught up with Margaret at Julia Creek, she said it was just amazing. Well worth it.

For us, we had an uneventful ride to Kynuna where we refuelled and stopped for lunch. Richard and I were told to remove our bikes from the grassed section. I guess it was the only square metre of grass in a 100km radius. It was windy and dusty, which put a dampener on the freshly made sandwiches Mum made from Richard's 'home-made' bread, he had prepared the night before. I thought Richard was joking when he said he was going to pack the bread maker. I must admit, it did smell good of a morning. Kynuna to Julia Creek was a new road for me. Hardly any traffic and we really did feel like we were in the outback now with no telegraph lines, or fences. Just vast openness.

That evening, some of us had pre booked a 'sun set bath house'. With a platter topped with some local produce we walked over to a round tank with opening looking out over the wildness where we could soak in artesian water and watch the sun set and stars appear. Something different.

It was at Julia Creek that Chris and Di Ridsdale left us, and they drove to Darwin. Sadly, Chris's brother had passed away and they were flying to Melbourne for the funeral in Ballarat.

Out of interest, I was on track with my usual oil consumption, averaging 100ml per 100kms. Our 3 bikes were all running the same Valvoline oil. We filled the bikes at the start after travelling dry from home. It was here at Julia Creek we jettisoned our first 5 litre container of oil.

Day 10. (Wed 27th July) Julia Creek to Mt. Isa 252kms

We left Julia Creek and rode to Cloncurry for lunch. The first flight of the Royal Flying Doctor Service of Australia took place from Cloncurry in 1928, using a de Havilland DH.50 aircraft. Some rally entrants visited the Royal Flying Doctor Service Museum in town. As we ride and drive across the country, we are raising funds for the Royal Flying Doctor Service and Beyond Blue. The veteran cars helped by taking locals and other tourists for drives in their cars for a donation. As we left Cloncurry, we said goodbye to the flat plains for a day or so as we ventured into mining territory, and into Mt. Isa

The night before there was a lot of discussion between campers who had just come from Mt. Isa and their experiences of theft. The couple next to us had their keys and handbag stolen; others had their car stolen from the caravan park. I think one just needs to be cautious, don't leave things lying about and lock everything up of a night.

Day 11. (Thurs 28th July) Mt. Isa, Lay Day

Another 'free' day. Again, busy with food restocking, washing, and checking over bikes. My primary drive chains were worn and in need or replacement, so Dad and Richard did that messy job while I went off to buy essential items including hard core screw in tent pegs suitable for hard ground. Dad's forks were also seized up so they were stripped, greased and reassembled so they actually worked. I also took Margaret into town so she could go exploring and do an underground hospital tour.

We helped Brian whose JAP had done a big end and our spare engine should just fit into his frame. It is always easier said than done and the mags were changed but the carb was good to go, so not too bad. The other Sargent's were busy tinkering with the Rudge all day and as it was getting dark, they were pushing the Rudge up and down the caravan park.

Richard thought it was firing but didn't have compression. A quick inspection revealed the valve insert had come loose. Thoughts of welding it led to discussions of distortion, so a small pin punch tapped around the insert held it in place and restored compression again. That night I didn't hear anything, but Richard could hear someone trying to open car doors and could hear whistling. I think this is how the thieves 'talk' to each other, as they do not work alone. Some campers lost property, but not us.

Day 12. (Fri 29th July) Mt. Isa to Camooweal 192kms (No fuel en route today)

The night before Murray and Julie, who were in another caravan park, hadn't quite snibbed their caravan door, and had an intruder. They would have got the fright of their life as Murray yelled obscenities and ran after them with only his jocks on.

Around 7.30am we wheeled our bikes out the front of the caravan park where we were met by Julia who was a reporter for the ABC North West Queensland. Julia wanted to interview me and share our story of riding old motorcycles across Australia.

I spoke with Julia for over 20 minutes and the link is a 2m54sec edited version of our conversation, and a glaring mistake is that I said veteran was pre 1918 but we all know it is pre-1919.

<https://www.abc.net.au/radio/programs/storystream/vintage-rally/13998304>

Ironically, Ian Dawson (also riding a 1913 Royal Enfield) was interviewed by the Ballarat ABC that morning. Ian listens to the morning Quiz and often writes in with his handle Smokey, and fellow listeners noticed Smokey was signing off from different parts of outback Queensland. So, they made contact and wanted to hear what he was up to. He gave a great account of our rally so far and mentioned that there were 5 bikes and riders from their listening area.

This morning there was no fuel or toilets after 58kms, so we stopped at 58kms for fuel, cuppa and toilet break which was a WWII history rest area. Richard got some great footage of bikes leaving and riding up the road. At 152kms I pulled up at the Big Windmill for a lunch break. Dad and Richard soon appeared, followed by Mum who then prepared another beaut sandwich from Richard's bread. Lucky he packed the bread maker! Richard kept saying he was having a great time and was on holidays.

As we rode towards Camooweal Dad said his bike felt funny and just as he approached the Roadhouse, he discovered his rear tyre was flat. A short push off the road and into the camp site behind the Roadhouse, we took out the rear wheel again, his third tyre in 12 days. Not happy with these tyres. Camooweal - population 208, two caravan parks. I'm not sure how we ended up in split camps in such a small town, but we did. Tools at one site, bedding at another. Anyway, bikes sorted and ready for another day.

Day 13. (Sat 30th July) Camooweal to Barkly Homestead 257kms (No fuel en-route today)

We departed Camooweal and Dad, Richard and I stopped 13kms out of town for a pic in front of the "Welcome to the Northern Territory". Margaret couldn't believe it took us 13 days to reach the Queensland – Northern Territory border. The 'route sheet' also amused Margaret. "Leave Camooweal, 69km rest area, 133km rest area, 217kms rest area, 257kms Barkly Homestead". No turns, just follow the road to Barkly Homestead. Simple.

We all met up at the 133km rest area, which was the Old Wunara Store. There were no facilities, but it was a safe spot to pull over. The old store was fenced off. Dad pulled in on one cylinder, his inlet rocker was missing. We set about taking the rocker parts off the spare engine whilst Mum prepared some wraps and Margaret had the kettle on. Lunch was had and it was starting to get hot.

I left before Dad and Richard, as they always catch me up, I tend to ride a few kms slower than them. It was another 90kms to Barkly Homestead and I rode for some time before a modern car started flashing their headlights behind me. I pulled over, and a lady handed me a note in Richard's handwriting saying Dad had had an accident and come off, suspect broken ribs, he is talking, services have been called, meet you at Barkly Homestead. I rode into Barkly Homestead and I wasn't waiting too long before Mum drove in with Dad in the front seat and the DeLuxe loaded in the back. Dad was telling me he'll be right and just needed to lie down. "I've hit the ground harder before when I used to race moto cross". Yep, but that was 50yrs ago. Anyway, the ambulance was driving around looking for him. Jenny, Julie and I were happy he was breathing and making sense. Nurses everywhere. The ambulance crew wasn't far away, checked Dad over and gave him some strong pain relief. He was in a lot of pain.

Before too long the RFDS was called and they airlifted Mum and Dad to Mt. Isa, after they got the snake off the runway. Dad had no loss of consciousness and recalled he hit a rut in the road and got into a tank slapper. I started to clean and check over my bike while trying to think of options.

Do I continue and ask Deidre or Colin Stoddart to drive the van and camper, and Mum and Dad get a hire car and drive to Katherine when they are ready? Do I put the camper on a backup trailer and drive back to Mt. Isa in the van for them to use when they are ready and I charter a flight back to join the rally? After some internet searching there was no hire cars available from Mt. Isa for another week, there was no train service from Mt. Isa and no buses to Katherine for at least another week.

It was all uncertain until we knew how long Dad would be in hospital. Dad said the doctor in the plane scanned and ultra-sounded him en-route and said he had 3 broken ribs and a badly bruised wrist and ankle. Dad kept getting praise for having good riding gear on. He wouldn't have been so lucky with an older helmet. Dad's helmet was badly damaged, but saved his head, as he did have a big bump on his head. Dad had many X-rays, ultrasounds and CT's at the hospital and they confirmed what the flying doctor said.

That night I had many rally entrants asking after Dad and offers of help. After something to eat, Richard and I decided to load my bike gear and Royal Enfield into Murray's trailer, keep the camper at Barkly Homestead for whenever Mum and Dad got on the road, Richard would continue to ride the GEM JAP and I would drive the van to Mt. Isa the next morning. I started to decant the Aliner fridge into the car fridge and Travelander fridge and anyone walking past was handed anything from lettuce, corn, cheese to yoghurt. Maggie Cripps helped me out and then came back with clean empty containers and kept offering help. Thank you all.

Day 14. (Sun 31st July)

Richard - Barkly Homestead to Renner Springs 323kms. (Longest Day)

Catrina - Barkly Homestead to Mt. Isa 450kms.

Dad - Mt Isa Hospital Paediatric Ward 0kms.

Morning broke and although the nights are cool the days soon warm up. We packed up the Aliner and chained it up to a tree on the edge of the camp ground. I left my name and number at the homestead, saying "will be back to collect, just not sure when". I gave Richard a hug and a kiss goodbye and off he rode to Renner Springs. I did warn him and Margaret about Renner Springs and to be prepared for mayhem, and advised them to cook their own meals tonight.

I stopped at Camooweal for fuel and the same as 2 days ago, there was a constant queue of half a dozen 4WD and caravans. As soon as one left another one was in the queue. I arrived at Mt. Isa and found Mum. This time I made her a wrap for lunch. It was a Sunday, and the town was deserted and very still and quiet. No supermarkets were open, just service stations. Such a contrast to the hectic bustling I witnessed a few days ago.

The hospital had helped Mum with accommodation the previous night, but she arranged another place for both of us tonight. She was stoked, it was a donga (modular building). It was very clean, quiet, and safe as it was behind a security fence and the owner had 2 dogs. It was a 4min walk to the hospital, but the manager and the hospital staff couldn't emphasise enough to not walk even that short distance after dark. Drive or get a taxi.

We made our way into the hospital and found Dad in a room with walls covered in cartoon stickers of animals. They were short on beds, so he was in a paediatric room. Mum said he had a lot more colour and Dad proudly showed me how he could get in and out of bed, even with IV lines and a morphine pump attached to his arm. He said all the staff were pleasant and he can't believe his foot wasn't broken. It was very swollen. Dad was making sense and I was relieved to see he was just badly bruised and swollen. Mum and I left Dad to rest, while we drove around Mt. Isa, and went to the lookout. Something we missed last visit.

That evening I had a quick chat to Richard and the GEM ran well. Yes, Renner Springs was mayhem. We had prepaid powered sites, and they still charged them for sites and then wouldn't refund the cash, so Margaret and Jess stood there until they opened the till next. All sites were double booked, and they were crammed in like sardines. They were feeling the serenity. Richard cooked up some pasta and then taught the Best Sargent's how to play Top Trumps.

Day 15. (Mon 1st Aug)

Richard - Renner Springs to Daly Waters 243kms.

Catrina - Mt. Isa to Barkly Homestead 450kms

After a super breaky Mum and I went to BCF to buy Dad a taller sturdier camp chair with solid arms and a side table. Something to help make life easier for him. Good suggestion Richard. While doing this, I got a call from Dad saying "I'm out, come get me". So, as we drove towards the hospital at 9.30am, there he was hanging onto the Give Way sign waiting for us. Geeze.

We loaded him into the van, and he said he just wanted a shower and then he would be right to get on the road and head for Barkly homestead. Dad was moving independently and better than I thought. He had a shower and I checked out all his cuts and bruises. Dad checked out the new chair while we loaded a few things into the van and off we went. The drive back to Barkly Homestead wasn't too busy but the Camooweal Roadhouse still had a queue of 4WD's and caravans.

We stopped for lunch then continued. We arrived at Barkly Homestead mid-afternoon, found the Aliner still chained to the tree and intact. It was a smart move not towing the Aliner all the way back to Mt. Isa and back again. We moved it to a powered site and enjoyed a meal at the Homestead while Richard and Margaret enjoyed a Barramundi and steak at Daly Waters, so no cooking for any of us that night. Richard reported the bike ran well again and enjoyed looking around the iconic Australian pub.

Day 16. (Tue 2nd Aug)

Richard - Daly Waters to Katherine 269kms.

Catrina - Barkly Homestead to Katherine 837kms

We didn't plan to drive all the way to Katherine in one day. We were aiming for Daly Waters, but we got there early and Dad said he was travelling okay. Mum and I shared the driving, stopping every 2 hours for Dad to get out and walk around the van a few times and for us to swap drivers.

In all honesty I think Dad got more physio by climbing in and out of the van and by me making him walk around the van every time we stopped and take 10 deep breaths every 30 minutes. It is along this stretch of road that I always wonder, where is Paddy Moriarty from Larrimah?

The Katherine Caravan Park was a welcome sight and as I remembered it. In our booking I treated Richard and I to a safari tent, a bit more spacious than our little green Norway tent, so no need to set up camp, the Aliner went up in seconds and Margaret well and truly had the Travelander set up and sorted. Back with all the other Sargent's and Co we walked over to the restaurant for Uncle Ian's birthday dinner.

To be continued next month . . .

NOTICE BOARD

Upcoming Events from other regions you may be interested to go to if you are in the area:

16 th & 17 th September	Show & Shine (Sunday)	Deniliquin at Memorial Park
1 st October	Show & Shine	Euroa – online tickets now available
29 th October	Show & Shine	St Arnaud at King George's Park

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.

GARAGE SALE

This one below was submitted by Damian O'Doherty – thought the Garage Sale might be of interest to some members.

A Real

GARAGE SALE

Saturday 9th September 2023

Gates Open 8.30am

Car Parts, Tools & Accessories including Veteran Austin, Pontiac, Austin 7 and Austin 12 items. A hug collection of Austin 20 parts, rolling Chassis, tools and memorabilia.

No reasonable offers refused Strictly Cash Only
Nye Residence – 355 Paternoster Road Cockatoo
(Mt Burnett)

Marong Picnic - Sunday August 27

**Veteran Vintage & Classic Cars,
Engine Display & Tractor Trek**

This is a private event and not open to the public. There will be no traffic movement between 10.30am and 1.00pm. Rotary will be onsite providing catering.

"Malone Park" 41 Marong Park Road, Marong
Show your Club Newsletter mentioning the Marong Picnic for free Entry into the oval

Enquiries to Neil
0408 03383



Ed note: Neil's Phone Number is 0408 033 839

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 29th August 2023 Editor, Nerene Backhouse – nbackhouse.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

1942 Blitz Truck with large crane \$500 Ballarat area

Contact – Phyll Eason 03 5341 2161

FOR SALE

Chain block and tackle. 1.5 ton capacity. Heavy duty industrial quality, not a light hobby type machine. Cost new \$180, sell for \$90.

Contact - Reg Rhook regrhoock1@hotmail.com 0437 707 724

FOR SALE (some new prices)

1936 Austin 10 front axle c/w hubs and wire wheels	\$250
Ford 1930's front bumper requires resto	\$200
Holden Gemini diff and 2 x brake boosters	\$200
Chrysler 1920's engine complete	consider offers
1960's English fog light.	\$10
VW Beetle 1960's rear window stainless trims	\$20
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 \$300

Contact Roger - 0422 750 352

FOR SALE

1989 XJS Jaguar V12 Coupe 155,000 Automatic
Transmission Fuel Type Petrol Price \$38,000
Chassis number SAJJNAEW3BF159098, engine number
85689295A, club registration is 75444H

This stunning car has been garaged at all times, exterior and interior in excellent condition. This car is a real head turner, beautiful to drive with the power of the V12 under the bonnet. Currently on club plates

Contact Paul Browning 0459 063 457



CLUB CALENDAR – AUGUST - OCTOBER 2023

For the Details of Events, See Pages 5 and 6

AUG	Date	What	Where	Contact	Phone	Time
Wed	9th	Club Library open	Come and have a cuppa and chat	Daryl Meek	0407881288	10 - 12noon
Wed	9th	Chat, Coffee, BYO Lunch	Clubrooms	Ray Drury	0417840623	11am-2.30pm
Sat	12th	Ladies Craft Afternoon	Clubrooms	Jenny Ure	0409954077	1:30-4pm
Thurs	17th	Rustless Wanderers	Queens Head Hotel Humffray St Nth	Rick Thege	0428518770	12 noon
Fri	18th	Club General Meeting and Annual General Meeting	At Clubrooms Pie Night – no need to bring Supper			7:30pm
Sun	20th	Restoration Roundabout Trophy Points Run	Clubrooms	Mike Simpson	0419935147	9am
Tues	22nd	Committee Meeting	Clubrooms			7:30pm
Wed	23rd	Chat, Coffee, BYO Lunch	Clubrooms	Ray Drury	0417840623	11am-2.30pm
Sun	27th	<i>Federation Picnic at Marong</i>	<i>Meet Karinalg Carpets, Creswick Rd</i>	<i>Mike Simpson</i>	<i>0419935147</i>	<i>8.45am</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	Melbourne Road Bus Exchange	John & Gayle Pickering	0408914943	9.30am
Wed	13th	Club Library open	Come and have a cuppa and chat	Daryl Meek	0407881288	10 - 12noon
Wed	13th	Chat, Coffee, BYO Lunch	Clubrooms	Ray Drury	0417840623	11am-2.30pm
Thurs	14th	Rustless Wanderers	National Hotel in Clunes	Rick Thege	0428518770	12 noon
Fri	15th	Club General Meeting	At Clubrooms			7:30pm
Sun	17th	Trophy Points Presidents Run	TBA	Andy Burns	0428935988	TBA
Tues	19th	Committee Meeting	Clubrooms			7:30pm
Wed	27th	Chat, Coffee, BYO Lunch	Clubrooms	Ray Drury	0417840623	11am
Sat	30th	<i>AFL Grand Final</i>				
OCT						
Sun	1st	Naked Radiator Run	Depart from Clubrooms	Frank & Jan Tamis	0475192372	10:30am
Tues	3rd	Newsletter Deadline		Nerene Backhouse	0427348060	5pm
Mon	9th	Fold & Label Newsletter	Clubrooms			
Wed	11th	Club Library open	Come and have a cuppa and chat	Daryl Meek	0407881288	10 - 12noon
Wed	11th	Chat, Coffee, BYO Lunch	Clubrooms	Ray Drury	0417840623	11am-2.30pm
Sat	14th	Ladies Craft Afternoon	Clubrooms	Jenny Ure	0409954077	1:30-4pm
Sun	15th	<i>Bathurst</i>				
Sun	15th	<i>Colac Swap Meet</i>				
Thurs	19th	Rustless Wanderers	Brown Hill Hotel, Humffray St Nth	Rick Thege	0428518770	12 noon
Fri	20th	Club General Meeting	At Clubrooms			8:00pm
Sat/Sun	21/22nd	<i>Dunolly Gold Festival</i>				
Sun	22nd	Trophy Points run to Ballan CFA sheds for demonstration	Lunch provided \$20/head	Brendan Stevens	0409018867	Melbourne Rd at 9:30am
Tues	24th	Committee Meeting	Clubrooms			8.00pm
Wed	25th	Chat, Coffee, BYO Lunch	Clubrooms	Ray Drury	0417840623	11am

Events in italics are hosted by other clubs/organisations. Calendar info to Brendan Stevens – 0409 018 867



Elaine Excavations
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0408508303

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www.autopartspro.com.au
 Tel. (03) 5332 2187 (03) 5332 9333
 2/422 Suffon Street, Delacombe, VIC 3350
John Irving

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David Waight Club Member
INSURANCE FOR MOTORING ENTHUSIASTS
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shannonsballarat@hotmail.com



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