



HAMILTON & DISTRICT

V. V. C. DRIVERS CLUB

Veteran Vintage Classic

(Incorporated)
A0009736L

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

NEWSLETTER AUGUST 2023

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*Please check emails for
upcoming events.*

Website:

[http://
hamiltondistrictvvcdriversclub.webs.com/](http://hamiltondistrictvvcdriversclub.webs.com/)

Facebook [@handdvvc](#)

Please email all club correspondence
to handdvvc@gmail.com

Newsletter items and reports

editorhanddvvc@gmail.com

Return Address

P O Box 174

Hamilton Vic 3300



ANNUAL GENERAL MEETING

Come on down to the club rooms; our Annual General Meeting will be held on Friday the 18th of August. We look forward to seeing everyone.

Nomination forms for committee are at the end of the newsletter; please think seriously about nominating for positions on the committee. The nomination form is attached to this newsletter. We hope this will be a short meeting and then we can enjoy a social evening afterwards, so please bring a plate of supper to share; and drinks will be provided.



Committee 2020/21

Position	Contact	Position	Contact
PRESIDENT: Richard Neaves / Pam	0488 231 835 (Please ring mobile only) richard.neaves@bigpond.com	VICE PRESIDENT Warrick Hansted	0417 865 048
SECRETARY PUBLIC OFFICER Pam Pollock	0419 145 452 pampollock135@gmail.com handdvcdc@gmail.com	ASSISTANT SECRETARY Vacant	
TREASURER Peter Dowdle	peterdowdle@aussiebroadband.com.au 0428 574 296	ASSISTANT TREASURER Warrick Hansted	0417 865 048
CLUB EVENT COORDINATORS	Pam Pollock Peter Cay	NEWSLETTER EDITOR Bianca Higgins	0435 973 839 editorhanddvcdc@gmail.com
COMMITTEE MEMBERS Graeme Ralph Rod Potter Robert Brody Russell Ward Warrick Hanstead Denis Polack Andrew Anson	0418 344 390 0427 507 693 0458 252 226 0412 407 893 0417 865 048; 55723284 0429 402 904 0407566863	FEDERATION REPS Graeme Ralph Doug Palmer	0418 344 390 0409 010 730
BUILDING COMMITTEE Denis Polack (Chairman) Graeme Ralph Doug Palmer Ern Polack Russell Ward Robert Brody	55723284 0418 344 390 0409 010 730 0428 352 538 0412 407 893 0458 252 226	PERMIT RENEWALS Richard Neaves Rod Potter Graeme Ralph Warrick Hanstead Pam Pollock	0488 231 835 0427 507 693 0418 344 390 0417 865 048 0419 145 452 Phone for an appointment
SUPPER COORDINATOR			
WELFARE OFFICERS Doug Palmer	Please contact if you know of an illness, death or any spe- cial occasion.	CLUB LIBRARIAN Caroline Belcher	(03) 55734517
NEW MEMBER CONTACT	President/Secretary/ Treasurer or Doug Palmer 0409 010 730	Information for new mem- bers is available on the website.	http:// hamiltondistrictvcdri- ersclub.webs.com/

2023 CLUB CALENDAR

Meetings, club runs and events

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

Sunday 6th August	Matt Dohle is holding a viewing at the Green & Golds Depo (8k out of Caven-dish). Starting at 9am and running through until 11am; you will be able to view Matt's Ford Car Collection, as well as the vehicle he is taking on the Variety Bash. Admission is \$10 and there will be a sausage sizzle available to purchase from on the day.
Saturday 12th August	Meet at the club rooms at 1pm for a 1.30 pm start. We will meander out to Col-eraine to view the art and photography show; then cruise on back into Hamilton to have afternoon tea at the clubrooms (BYO afternoon tea).
Friday 18th August	AGM 7.30pm start. Please make an effort to attend. Don't forget your nomina-tions please.
Sunday 27th August	Put this one in your calendar! Dennis Dawson is organising a run to visit the drives at Seppelts Winery, Great Western. Group tour will cost \$18, takes about an hour with wine tasting afterwards. A light lunch can be provided for \$15 per head, or you may wish to make your own arrangements. Numbers will be re-quired, at least a week before. So put this one on your calendar and let us know as soon as possible if you would like to come.
Wednesday 13th September	The Annual Memorial Run– named in honour of members who are no longer with us. TBA but be prepared for a morning start.
Friday 15th September	General Meeting. 7.30pm Start, please bring a plate to share. The speaker will be Craig Tosetti from Vickery Brothers
Sunday 24th September	TBA. Be prepared for an early start.
Friday 29th September	The Colerain Cup is on!

Note From The Editor:

Thank you so much to everyone who has sent in articles; it has been amazing to see. We also thank those who have sent through any feedback on meeting times; this is very much appreciated and your voice has been heard. Feedback is still welcome for those who still wish; please don't forget to nominate for committee. Thank you.

May your travels always be safe.

-Bianca Higgins & Pam Pollock

The car club ventured down to the Union Station Hotel at Woolsthorpe for lunch. An organised route was chosen, taking in the miner scenic country roads to Woolsthorpe. The lunch meal was great, the venue was excellent and the general atmosphere was vibrant. Twenty five car travel down which was great, and the weather also good, sunny all day and no wind one out of the bag. We have been lucky to have Tracey Kruger come to general meeting, and spoke on her extensive history of surrounding Woolsheds and the individual atmosphere each shed has. Tracey's has a large range of children's books to show children what country farming life is all about. Thanks to Rod Potter for organising a trip to Narrawong to visit the Bay of Whales art gallery, a great collection of art work, great scenic views of the surrounding coast line and excellent coffee. This was then followed by Lunch in Portland and a drive to the Cape Nelson Lighthouse to absorb the renovations to the Lighthouse and other attractions at the venue. Don't forget the Annual General Meeting is fast approaching, so give some serious consideration to nominating, as all positions are open. Help the club stay vibrant. To all those on the sick list we wish a speedy recovery and hope to see you around the club soon. For now happy and safe motoring.

Richard Neaves

President

Health, Wellbeing & Welfare

To all members, families and friends we hope you are doing well during this time. Please remember to reach out to anyone of us if you are struggling or need an ear to listen.

This month is: **Active August**

head to <https://www.actbelongcommit.org.au/programs-initiatives/active-august/> for more ideas.



This calendar is sourced from <https://www.actbelongcommit.org.au/programs-initiatives/active-august/>

General Minutes 21.7.2023

President Richard opened the meeting at 7.30 pm and welcomed all including guest Bob Mulley whose application for membership has been submitted.

PRESENT: 30 people as per attendance book.

APOLOGIES: from Lorraine and Mark Rye, Warrick Hansted, Don McArthur, Geoff Sharrock, Roger Moodie, Pam Pollack, Michael and Caroline Woodward and Peter Dowdle were accepted on the motion of Robert Brody, seconded Doug Palmer.

MINUTES OF JUNE MEETING, as published, were confirmed on the motion of Les Toohey, seconded Denis Polack.

BUSINESS ARISING:

TREASURERS REPORT: In the absence of the Treasurer, President Richard reported that the finances of the club are in a healthy state. Financial details of the Rally Account following the King's Birthday Rally are yet to be finalised, but a small surplus will be achieved. Report accepted on the motion of Richard Neaves, seconded Bob Martin.

CLUB CAPTAIN REPORT: Mid-week run to Woolsthorpe Hotel well attended. Nice drive followed by good food and company at the hotel, an excellent venue.

Coming events: 23rd July, Rod Potter will lead us to the Bay of Wales Gallery at Narrawong for morning tea then to Portland for lunch and a visit to the Cape Nelson Lighthouse.

August Mid-week Run Wednesday 9th August: Assemble at Clubrooms 1.00 pm for a short run followed by afternoon tea and social gathering back at Clubrooms.

SUNDAY 27th AUGUST: Day run to Great Western Winery lead by Dennis Dawson. Details in newsletter.

BUILDING COMMITTEE: No report. Meeting to be held soon.

WELFARE: Doug has sent cards and contacted several members with various health and welfare issues.

FEDERATION: Volunteers still required for Bendigo Swap. Club site No 16 is available for member's use. All Reports received on the motion of John Lawson, seconded Betty Ralph.

GENERAL BUSINESS:

Annual Meeting: Friday 18th August. Nomination forms in Newsletter. We need some new faces on Committee to help maintain the momentum of the Club.

GENERAL MEETING NIGHT: Feedback to date indicates that a change of night to, perhaps, Thursday **needs to be considered.** The incoming Committee will take this on board!

VARIETY BASH: In support of this charity event, a sausage sizzle is to be held at Matt Dohle's property on Cavendish Road on Sunday 6th August from 9.00 to 11.30 am \$10.00 entry includes Ford Museum.

Rev PETER COOK: A fundraising drive, in support of the work of Rev Peter Cook involving a drive to the Heywood Hotel for lunch is being proposed. More details later!

MEETING CLOSED 8.00 pm

Tracey Kruger then gave a most entertaining and informative address in her work photographing district farm activities and publishing books and calendars for people of all ages.

UPCOMING EVENTS 2023

THE FOLLOWING EVENTS ARE SUBJECT TO CHANGE. PLEASE CONTACT THE APPROPRIATE PERSON TO GET MORE DETAILS

Some events have been lifted from other car club newsletters. Mistakes may have been made, so please check details.

AUGUST

- 13 Past to Present BHVVCC Auto Show, Broken Hill. Gavin Hill 0407 188 123
- 27 South West Street Rodders Automotive Swap Meet, 0428 289 502
Hamilton Showgrounds.
- 20 34th Bathurst Annual Swap Meet. LeeAnn 0400 751 668
bhccswapmeet@outlook.com
- 27 2023 German Auto Show, Calder Park Thunderdome. Volkswagon Club of Vic. & BMW Drivers
Club of Melbourne.

SEPTEMBER

- 4-17 Vintage Driver Club "Where the Rivers Run" 2023 Tour. Chivers 0431 709 248 Rhodes 0410 597
460 17 Buloke Collectable Vehicle Club Show 'n' Shine. 0437 846 988 OR 0427 922 691
- 10 Shepparton Swap Meet, Showgrounds. Www.gvmvdc.com.au/GVMswp.html
Lloyd Healey 0438 294 351
- 24 Distinguished Gentlemans Drive, Mornington Peninsula. <https://www.gentlemansdrive.com>

OCTOBER

- 7-8 Hamilton Pastoral Museum Open Days. 0409 926 095
- 22 Ford Flathead Festival, Melbourne Steam Centre,
Ferntree Gully Road, Scoresby.
- 29 2023 Mustang Roundup, Dandenong Showgrounds. Mustang Owners Club Inc. Aust.
- 29 Baw Baw Picnic, Old Engine & Auto Club Warrigul. Www.bawbawvintage.com

NOVEMBER

- 5 Point Nepean Heritage Motor Show. Pointnepeanmotorshow.com.au
rotaryclubofsorrento.com
- 19 American Motoring Show, Carribean Park. 0428 596 975

DECEMBER

- 3 Llanelly Motorbike Swap Meet (motorcycle only) At the Public Hall (near Bendigo).

2024

MARCH

- 29-1ST Broken Hill 2024 Bushman's Rally. David Stellini 0488 521 753 OR
bhvcc@outlook.com

APRIL

- 24-29 Morris Register's 24th National Rally, Shepparton. Www.moreg.org.au

Happenings

Here are some happenings that you may be interested in:

- August 29th –30th– **'Weekend with Hooks 2023'** at Maryborough. The Mad Max car will be present; for more information go to southofheaven.net.au
- September 29th– **Coleraine Cup**
- September 29th-30th– **Model T Club of Victoria** will be visiting the Coleraine area. For more information go to mtfcv.com
- The last weekend in September– **The Mazda MX5 Club** will be in Hamilton. The Rotary Club will be catering for them.
- October 6th-8th– **Triumph Car Club of Victoria** will visit Hamilton. Our club will cater morning tea and a BBQ evening meal; and provide a leader for a run to Halls Gap.
- November 18th– **Run to Heywood for Peter Cook**. More information as it is available.
- An interesting place to visit: **The Naked Racer Bar & Café**. 1 Grange Rd Cheltenham Victoria (behind DFO). Includes a museum and workshop, a club room, antique motorcycles and more. Can also issue club permits for members.



The Ford Flathead Festival

With some 150 vehicles on display last year, the 2023 festival is set to be something really special with even more cars expected to participate.

When: Sunday 22nd October 2023
from 10:00a.m. to 3:00p.m.

Where: National Steam Centre
- 1100 Fernside Gully Rd, Scarsdale -

Admission: \$10 per exhibit or show car.
Gold coin donation for Spectators

The show is open to all Ford Flathead powered vehicles originally built from 1909 to the end of the Flathead era, including Ford Flathead powered Hot Rods & Race Cars.

On site parking for non Ford Flathead and OHV powered show/homage classic vehicles

A large range of food and drinks available on site or BYO

Model T Ford Club - Owen Albertson 0457 235 810
Model A Ford Club - Bob Turner 0429 685 816
Early Ford V8 Club - Ian Lightowler 0432 036 466
Ford & Ford Club - Bob Turner 0429 685 816



HAPPY BIRTHDAY TO THE EH

60th

Come and celebrate the 60th Birthday of the mighty EH Holden

Sunday 27 August 2023 * 10am - 5pm

at the **Trafalgar Holden Museum**
in Gippsland Victoria

Join fellow enthusiasts as we remember all 256,959 EH Holdens that were produced and sold from 1963 to 1965

10am - 5pm \$10 Museum entry

Here info: trafalgarholdenmuseum.com.au

Exhaust Notes

Congratulations to Jeane and Peter Pollock on the recent arrival of their baby son Archie. Of course, Archie is another grandson for our busy secretary Pam who has been on a railway travelling adventure up north and we believe, has used her time gainfully knitting booties while relaxing in her comfortable carriage.

A happy contingent made its way to Woolsthorpe for our Club outing on Wednesday 12th July. Mostly the trip was without mishap. However, Kevin and Jenny Watt had a shaky start when the fuel flap on the Mercedes refused to open forcing them to return home for a more cooperative vehicle and eventually catch up with the gang at the pub.

Penelope King, travelling without a navigator, missed the Gerrigerrup turn and took an alternative route to the pub, but still enjoyed the journey and followed up with a happy birthday celebration in good company.

The menu at Woolsthorpe was first class, but Geoff Sharrock tried to add to the variety when his old Park Ranger instinct kicked in and he attempted to gather up some roadkill and an extra red meat option!

John Barke was rather pleased with himself after ongoing trials and tribulation with the Sunbeam Rapier. Issues with oil leaks, carburation and a wonky rotor button, the car decided to behave itself and performed admirably all day.

Clive Whitehead. Now a Port Fairy resident, joined us at Woolsthorpe. Clive now drives a 1964 EH Holden. The EH replaces the Austin 1800 utility which misbehaved rather badly on its last outing (quite some time ago)

Quite a few of our regulars have joined the swallows and flown north for winter, or part thereof, with Barbers, Schultz's, Woodwards and Frasers spending time in the "Sunshine State" and a big "Happy Birthday" to John Barber as he celebrates another decade!

Rod Potter coordinated a very successful trip to the Bay of Whales Gallery at Narrawong followed by a visit to the Cape Nelson lighthouse. An impromptu lunch break at the Portland RSL Bowls Club was a pleasant interlude. Then, try as we might we could not make the distant floating mass of kelp morph into a whale as we gazed out to sea from the spectacular wind-swept clifftops.

Dave Falkenberg was pleased to have his Torana out and about for the first time this year. Dave has had this very smart little green machine in his possession since new and can be justly proud of having maintained in excellent authentic condition.

Rod's choice of roads from Condah to Portland via Tyrendarra and Narrawong gave us some surprisingly good surfaces to drive on, but the Henty Highway was certainly a challenge, presenting as a slalom course more suited to a Winter Olympics ski run as drivers strived to avoid the continuous array of pothole and broken bitumen!

Peter Dowdle's Bristol 403 is an impressive sight and it seemed to handle the blustery conditions at Portland with ease! The Bristol displays the heritage of the Bristol Aeroplane Company with its smooth aerodynamic lines. The **Bristol 403** is a luxury car which was produced from 1953 to 1955 by British manufacturer Bristol Aeroplane Co. (whose car division later became Bristol Cars). The 403 was the third of the

eventual five series of Bristols powered by the BMW-derived pushrod straight-six engine. It replaced the [Bristol 401](#) and 402 in 1953 and continued in production for two years.



Car Spotting: This Riley (C19280 appeared in Gray Street recently- a very attractive little British vehicle, but we have no information on ownership or where it was going to or coming from.



Club Run Photos

12.7.2023

Photos courtesy of Colin Warfe



23.7.2023

Photos courtesy of Colin Warfe



Another month passes since a most enjoyable local return of our annual rally. Well done to the committee and organisers for a wonderful weekend of driving. What made it an even better weekend for me was the Chenard actually ran quite well, after starting which on the Friday before the rally it remained reluctant to do, thank heavens for Start Ya Bastard.

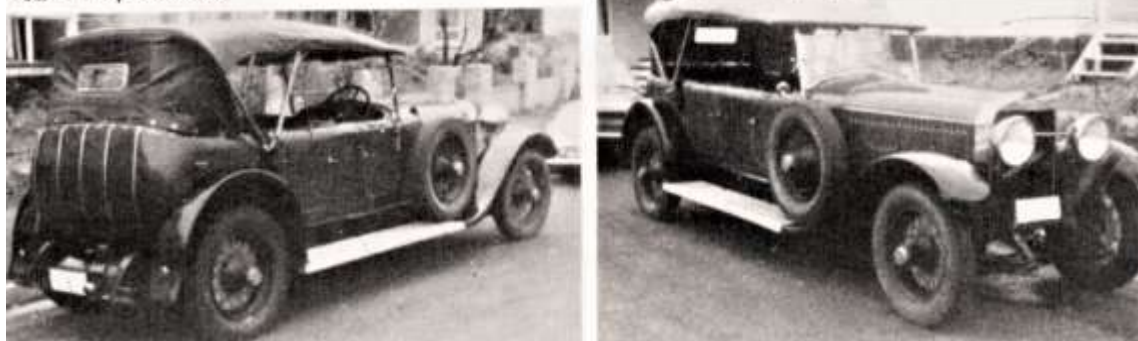
I did have a laugh upon driving in on Sunday morning when I was advised rather loudly that the “slow cars” had already left. I guess the non-marque specialists didn’t know that the 3 litre Chenards were the 1st winners of LeMans in 1923, although with OHC and 4 wheel brakes. With the 100 year anniversary of that win and the first LeMans this year, I have been surprised by the lack of commemoration at Australian motor sport events given how recognised the race is now. Anyway back to the story, that “slow car” sat very nicely at 55mph on the way back from Harrow, being paced in front by dad’s Mk2 Zephyr and chased by Brendan’s 3.8 Mk2 ‘S’ type, not too bad for a 1922 car.

More surprising was climbing up the big hill out of Coleraine which she pulled up in top gear never dropping below 35 mph the whole way up. I was dreading the change upwards which is notoriously difficult and usually requires a pull-over to go back to first to start again.

Although I don’t really believe in fate and only follow a couple of superstitious habits as in, “touch wood”, I will relate a coincidental event which happened just after the Hamilton rally. Being the first time that I had visited Harrow since the mid 1980’s with a Queens Birthday Rally, whilst driving home on the Sunday, between checking temperatures, settings and all else that needs monitoring on a 1920’s car, my mind wandered back to that QB rally where I remembered us club teenagers being both fascinated and highly amused by Marg IVORY’s fur boots which looked like a couple of Afgan Dogs had been skinned to make. For those not in the club in the 80’s a regular attendee was Tom & Marg Ivory and their beautiful blue Lancia Lambda Tourer. It is something I will never forget. But apart from those boots, I have never forgotten the appearance of a large 1924 Hispano Suiza tourer (possibly a H6B), a car you do not see in the wild very often at all.

It was the only time I had ever seen that car and always wondered what happened to it.

1924 Hispano Suiza



(Graeme QUINN’S Hispano Suiza Tourer at Harrow, courtesy of “And Another 19”)

Upon returning to Melbourne on the Monday night, I settled into my usual position on the computer to search all the selling sites for treasures. Searching through Facebook Marketplace, I saw an advertisement for some nice car books and made arrangements to visit the seller on Wednesday. Wednesday came and I attended the seller’s house. After some chit chat the conversation turned to cars owned which went something like,

“Yeah dad had a couple of Hispano Suiza’s, Bugatti’s, Alfa Romeos” (the list went on)

“Oh that’s interesting, I was just in Harrow on the weekend where I believe I saw my last Hispano in the wild”

“That would have been my dad, we used to live near Hamilton, I went to Hamilton College for a while”

So it turned out I was talking to Jack Quinn whose father Graeme was member 142 of Hamilton V.V.C.D.C and owner of that very car I had been thinking of. And to make it even a little weirder only 6 months prior Mark Roberts (one of the club teenagers at that QB rally) had sent me a picture from his photo album of those same two cars (Hispano & Lancia) where my first comment was “remember those boots”.

Anyway, unfortunately the Hispano has made its way to America like many of our great cars.



(similar to the Ivory's Lancia)

Since the rally, car life has been pretty quiet, some more additions to the original period photo collection and some other nice book finds. Two weeks ago, I was finally able to organise the final delivery leg of the 1913 Berliet from Shepparton to Melbourne. For those familiar with the Australian movie *The Castle*, I had to remove the Mercedes, to push out the Jaguar to push in the Berliet. With an assembled posse of friends probably wondering “what the hell has he bought now” and a few sniggers when they saw it, the tow truck was able to just sneak into the driveway where I think I can actually say it was ‘dropped’. 5 meter long cars weighing around 2.5 ton with square tyres don’t exactly roll very well. It wasn’t long before it came to rest on an angle into the side fence. I could see my helpers were over that little adventure. During the week I was able to jack it up under the diff and pull it straight for another attempt (I wish it was as easy to push it backwards as it was to pull sideways). So I thought removal of the gearbox and body tubs should lighten it up! So on Sunday with another assembled posse, four of us were able to push it a whole 2ft backwards and it fought the whole way. At least Karen can park the Mercedes back in the driveway which I knew I was on a very short “patience” timeline.

They say the life usually goes full circle, so I have now ended up back where I was in 2013 when the Auburn arrived from America and was unceremoniously placed in the driveway, until meeting its ultimate restorer fate but that is a story for another time.

Well that’s enough of my ramblings, happy August motoring, I’ll speak you all when the birds are chirping again, the days are longer and the weather finer.



(You can see the obvious level of excitement of one of my helpers on delivery day!)

26 CARS THAT TIME FORGOT

Daihatsu Trek

THE POPULAR idea might be etched on your mind that Japanese car makers have got where they are today by copying what Europe and America already did so successfully. But these days you can hardly accuse them of being mere mimics. There's a real spirit of innovation in their industry.

Every two years, the Tokyo Motor Show throws up more wacky ideas and quirky design concepts than you'd find at a dozen American motor shows.

Fortunately enough, Daihatsu, one of Japan's smaller makers, begets more than its fair share of 'concept' cars.

Here's one from around 1990 which was designed specifically to turn the average 10-year-old quadbike addict back into a boy scout.

Perhaps proving that the Japanese car industry can innovate just as well as it can and to imitate, the Daihatsu Trek could have been the answer for every child of the wild, if only it had gone into production.

The Trek, with its single seat, rugged construction, reassuringly sturdy roll-over bar and high ground clearance would certainly have been a lot of fun off-road.

However, should junior have found himself too far away from home at night to get back again, the steering column

'Designed specifically to turn the average 10-year-old quadbike addict back into a boy scout.'

dropped down, the seat folded shut and the Trek became a comfy single bed.

Mosquitoes or downpours? No problem: simply pop up the instant tent for a perfect night's sleep.

The Trek never went into production. How very surprising.



FOR SALE

Triumph TR2. Rolling chassis restored with all receipts of work carried out. Body dismantled and with some new panels. Reasonable offers considered.

Contact Bob Martin 0427711858

Monthly General Meetings— feedback needed

It appears that Friday evenings are not convenient for our monthly meetings, can we please have feedback from members suggesting a better day and time. Perhaps we could even look at a Sunday meeting and include a lunch. What do you think? Please email the secretary or editor or SMS with any suggestions.

This article was sourced from "Cars That Time Forgot" by Giles Chapman; printed in the UK in 1997 by Parragon

Vale: Barry Ladd

Barry Ladd joined the Club in 1986 as the proud owner of a 1937 Buick Century straight 8 sedan. He held membership number 164. Barry and Joan quickly settled in as active members. The Buick won the Classic Section of the Annual Concours in 1987 and Barry managed to secure the Y DIDENYA in recognition of the thirsty nature of the Buick, which ran out of petrol on a regular basis. Barry was involved in a variety of service groups including Apex, Rotary and Mulleraterong committee. He joined the club committee in 1992 and was Club Captain for three years, organising a great variety of trips and venues for monthly runs. In recent years failing health precluded him from active participation, but he always showed a keen interest in the welfare of the club. Condolences of the Club have been extended to Joan and the Ladd family.



How the Ute Began

L.J. Hartnett

This article is from "Great Motoring Stories of Australia and New Zealand" by Jack Pollard.

How the Ute Began

by L. J. HARTNETT

There are many opinions about who was responsible for the development of the utility. One of the most successful of all motor dealers gives his slant on how General Motors were first out with them.

WHEREVER you drive in Australian cities and towns and along the country highways, you share the road with a type of vehicle that Australia can call its own; the coupe utility. It has the front end of a modern sedan with a comfortable, even luxurious, driving cabin, and a section at the back for carrying loads.

The story of the birth of the coupe utility, or "ute" as it is more generally known in Australia, is worth recalling, for it illustrates a point I have always strongly maintained: that every manufacturing business should be prepared to turn local needs and conditions to its own advantage.

On a drive to Sydney from Melbourne in November 1934 I stayed overnight at Gundagai, a town in New South Wales roughly half way between the two capitals. The local G.M.-H. dealer called on me at my hotel, and he was the unhappiest man in the town that night. He soon told me why.

"I've been working for a fortnight to sell a Chevrolet sedan to a farmer about fifty miles from here," he told me. "I had the deal all settled, the colour and the model were OK, but the farmer has had to call it all off. His bank manager won't let him buy it."

"And why not?" I wanted to know.

"Because the cocky, like most farmers, is carrying a bank mortgage. The bank reckons he's in no financial shape to go spending his money on 'luxuries' like cars. The irony of it is, though, that the farmer's present car is a crock. It needs a couple of hundred spent on it to put it in shape, and he's spending a fortune on service to keep it going. But the bank won't budge. The farmer won't get his car, and all my work's been wasted. It's the same all round here: the banks are just killing the business."

Next morning, with the dealer, I called on this bank manager. He said, "This farmer was busted in the depression. He's only just working his way out of this mess, but we're still carrying him. We've got to watch him."

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We're not going to let him buy a passenger car to take his missus around and go to the movies every night. No. Let him get on with his job."

The dealer pointed out that the farmer badly needed another car. He was isolated without one, and his present car was in need of major repairs. It would be sound economics to let the fellow buy a new one. That didn't impress the bank man. He said, "I'm sorry, it's not my decision. It comes from head office." He showed us a document instructing all managers that passenger cars were not to be purchased by farmers working off financial commitments.

I asked the manager, "Where do you draw the line between a passenger car and a commercial?"

He said, "Oh, it has to be a job that will help him with the farm. He must be able to cart things about in it."

As we left the bank I said to the dealer, "What about a roadster utility for this chap?" That was a vehicle with a roadster front end and a tray body at the back.

"They're a bit out of date," the dealer said.

He was right, of course. Those canvas tops of the roadster were old hat in 1935. I thought about the problem as I drove on up to Sydney. I felt there must be an answer to it, one that would satisfy the bank and the farmer. Then I hit it: make a coupé utility, with a snug all-metal cabin and a handy tray body at the back.

When I got back to Melbourne I went with John Storey to our body service depot and asked our chaps there to design a utility with a modern sedan-type of front end. It had to be comfortable, all metal, and the tray body must be big enough to carry useful loads.

They made one up, fitted it beautifully inside, with a dandy little goods section behind the front-seat unit. We had it driven a few weeks later to Gundagai and showed it to the bank manager, and the poor man was in a quandary. But eventually, he agreed to pass it. He couldn't deny it would be useful on the farm, even though it would be a modern, comfortable vehicle for the farmer to take his missus to the pictures in. So the farmer got his new car, and G.M.-H. got a new model. We sent a sample utility to Detroit and they were impressed.

A year or so later I was in Gundagai again. Our dealer this time was the happiest man in the town. He took me to the main street and pointed to all the new vehicles parked with their noses in to the kerb. Most of them were coupé utilities!

L. J Hartnett (26.5.1998 - 4.4.1986)– Sir Lawrence John Hartnett CBE was an engineer who made several important contributions to the Australian automotive industry. He is often called "The Father of The Holden".

Source: https://en.wikipedia.org/wiki/Laurence_Hartnett

RUN TO SEPPELT AT GREAT WESTERN – SUNDAY 27 AUGUST.

Depart the Clubrooms at 9am **SHARP**. No need to be early and sign in as **you will have booked for the tour and tasting** with Dennis Dawson beforehand on either 0417 328622 or djdawson70@gmail.com. **Bookings close 21 August**. The cost of the tour and tasting is \$18.00 per person and needs to be paid to me on arrival at Seppelt. Please try for the correct money.

Our tour of the iconic Seppelt underground cellars will commence at 11a.m. taking approximately 1 hour. If our numbers exceed 35 a second tour will commence at 11.30am. The tour includes a wine tasting. These drives were hand dug early last century and are the largest underground cellars in Australia being some 3 km in length. Entry/exit is via steep steps and those with mobility issues may not be able to access the cellars or walk the distances required.

The proposed route is via Mill Road, Victoria Point Road, and Dunkeld Victoria Valley Road through Mirranatwa Gap to the Dunkeld Halls Gap Road. At the Dunkeld Halls Gap Road turn left toward Halls Gap. After approximately 2 km turn right just over the Wannon River onto Yarram Gap Road (signposted Yarram Park, Willaura, Moyston).

Follow Yarram Gap Road for about 9km to the Moyston Dunkeld Road where you turn left. It is 28km to Moyston of which the next 19km is not sealed. It was a good limestone surface with little loose material at inspection.

Turn left at the Moyston Store toward Pomonal and Halls Gap. After about 200 metres turn right at the Rotunda and Football Ground toward Great Western, signposted at 21km.

Just after the “Great Western Wine Village” sign turn right up the hill and park in the Seppelt Car Park on the left.

Slower cars may need to leave early. All who are coming need to be at Seppelts, Great Western by 11a.m. Depending on your route it is approximately 125 kms.

Choices for lunch:

- Seppelts has an attractive cafe catering for light lunches. It is licensed as are the attractive grounds for any picnickers. No vehicle access outside the car park.
- Salingers Cafe is at 98 Main Street, Great Western. Good coffee. Seats about 30 and bookings can be made on 53 562211 or at info@salingers.com.au.
- Great Western Hotel, 101 Main Street, Great Western. Is better on the inside than it looks outside. Cold beer, pub tucker and a Sunday Roast option. Bookings on 53 562270.

HAMILTON & DISTRICT V.V.C. DRIVERS CLUB INC. ANNUAL ELECTIONS.

NOMINATION FORM 2023 for club year 2024

I..... Being a financial member of the Hamilton and District V.V.C Drivers Club Inc., I wish to nominate for the following position of: (PLEASE CIRCLE)

PRESIDENT

VICE PRESIDENT

SECRETARY

ASSISTANT SECRETARY

TREASURER

ASSISTANT TREASURER

CLUB CAPTAIN

ASSISTANT CLUB CAPTAIN

NEWSLETTER EDITOR

ASSISTANT EDITOR

COMMITTEE MEMBER

Signed

Nominated.....

Seconded.....

Completed nomination form to be with the Secretary prior to 6pm on FRIDAY 18TH AUGUST 2023.



Bendigo National Swap Meet

Featuring:

- 4 Wheel Drive Display
- Barn Finds & Survivor Car Display
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11th & 12th 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
 Site Bookings 0427 446 660
 General Enquiries 0434 730 822
 info@bendigowap.com.au



**National Holden 48-215 (FX)
 75th Anniversary Celebration
 Sunday 26 November 2023**

at the Trafalgar Holden Museum
 in Gippsland Victoria

Join fellow enthusiasts as we commemorate the 75th Anniversary of the first locally designed and manufactured motor vehicle in Australia.

- Huge display of vehicles
- Historic re-enactments
- Celebrate Holden Heritage

10am - 5pm \$10 Museum entry

Open at 48-215?
 Want to bring it to the event?
 Register your interest by emailing
tr@tralfgarholdenmuseum.com.au



More info: tralfgarholdenmuseum.com.au

Save the Date

THE
**BROKEN HILL
 VETERAN AND VINTAGE CAR CLUB**
 INC.



**2024
 Bushman's Rally**

EASTER WEEKEND – 29th MARCH TO 1st APRIL 2024



Nomination forms will be available closer to the event.

David Stellini, Rally Director

Phone: 0488 521 753

Email: dstevens@outlook.com

Bendigo National Swap 2023 Volunteers

Club Name

Club Address

Volunteer's Name
Surname

Christian Name

Postal Address

Telephone

Email

Day

Preferred
Time

Shift's

Surname	Christian Name	Postal Address	Telephone	Email	Day	Preferred Time	Shift's

Volunteers are needed for two hour shifts

Friday 10th November 2023 8am to midnight

Saturday 11th November 2023 3am to 10pm

Sunday 12th November 2023 6am to 1pm

Please return forms a.s.a.p. to :

email : volunteers@bendigowap.com.au

Or

Bendigo Swap Committee

PO Box 1341

BENDIGO VIC 3552

For queries please call Ted 5449 3861

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