

VINTAGE & CLASSIC

CAR CLUB BALLARAT INC.



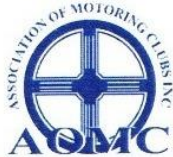
P.O. BOX 1010, BAKERY HILL, VICTORIA, 3354
www.vccc.org.au

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February 2025



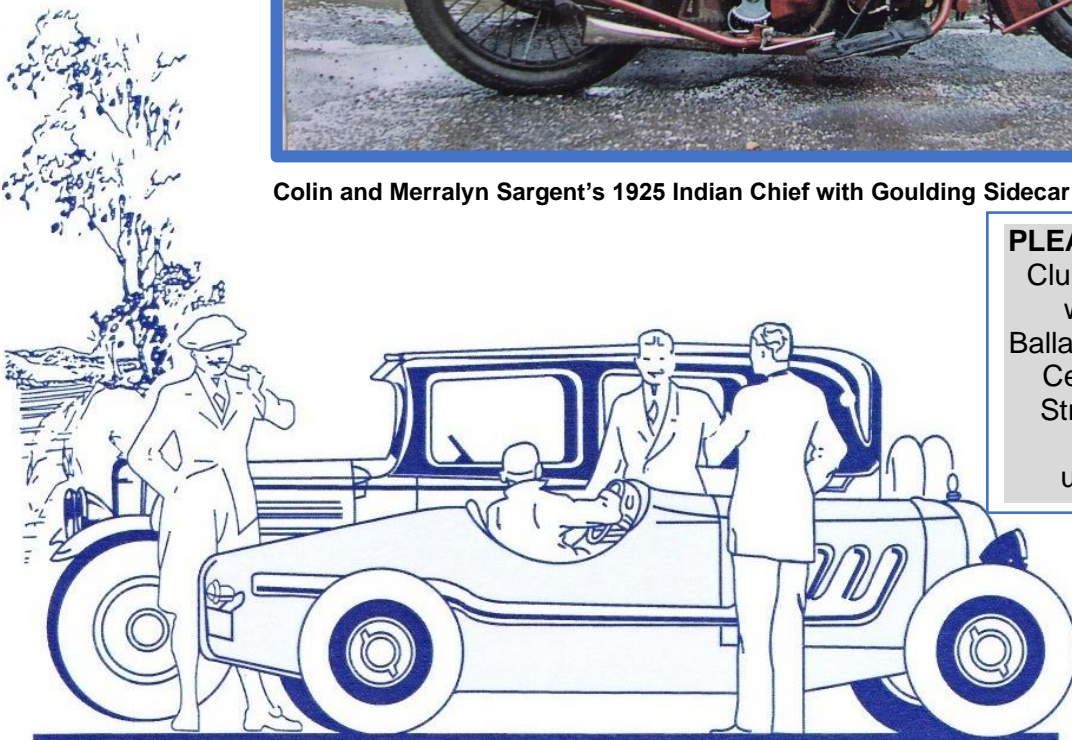
Member Club



Colin and Merrilyn Sargent's 1925 Indian Chief with Goulding Sidecar

PLEASE NOTE:

Club General Meetings
will be held at the
Ballarat North Community
Centre – 702 Walker
Street, Ballarat North
at 7:30pm
until further notice



Note - Meeting Start Time will be at 7.30 PM

NOTE: The next **General Meeting** will be held **Thursday, 20th February 2025**

at

Ballarat North Community Centre, 702 Walker Street, Ballarat North

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, Gordon Roberts and Bob Bennetts (Dec)

Newsletter

Articles for the **March 2025** newsletter are required no later than **5 pm Tuesday 4th March 2025**

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 2024 – 2025

| | | | |
|----------------|--------------------------|--------------|----------------------------|
| President | Andy Burns (Lee) | 0428 935 988 | arbl2000@outlook.com |
| Vice president | Brett Holloway (Kirstin) | 0418 503 541 | brett.a.holloway@gmail.com |
| Secretary | Nancy Jackson | 0408 583 174 | bobandnancyj@gmail.com |
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| | | | |
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| Assistant Treasurer | Graham Lambourn (Debbie) | 0497 181 750 | grahamlambourn@yahoo.com.au |
| Club Captain | Brendan Stevens (Gaida) | 0409 018 867 | brendan27@iprimus.com.au |
| Property Officer | Tom Quinlan (Julie) | 0405 644 696 | thomasquinlan54@gmail.com |
| Publicity Officer | Warren Harris (Barbara) | 0417 590 760 | wharris28@bigpond.com |
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| Committee | Richard English (Anne-Marie) | 0418 355 338 | renglish51@gmail.com |
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| | | | |
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VCCC Website – Members area password: vccc2021

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EDITOR'S COMMENT

The Annual Begonia Rally is getting very close now – it should be another great weekend. Hope you have put your entry in by now.

Brett Holloway has some more fantastic news about the Clubrooms Redevelopment – read his report on page 12. Norm Darwin has been investigating/researching the origin of the mystery plaque that was brought to a meeting early last year. You can read Norm's fascinating results and the identity of the plaque on page 15.

If you are looking for something to do on the March Long Weekend, the Chrysler Restorers Club will be in town – for details of where they'll be, see page 5.

It's been a busy January for the Club - there are lots of reports to read regarding our activities – hope you enjoy what's in this month's issue.

Nerene Backhouse, Editor

HEALTH MATTERS AND CELEBRATIONS

Celebrations

Our heartiest congratulations have been forwarded to **Reg Rhook** who celebrated his 90th Birthday last month. We hope you had a great time, Reg.

Welfare

Nothing has been reported to me in the past month, so I hope that means everyone is hale and hearty. But I do know there are some who are having treatments and the like – we hope things will work out right for you. Do you ever remember to smile? Hope so

Bereavement

Our condolences have been conveyed to **Gary and Judy Gibbons** on the passing of Judy's brother, Barry Ellis early last month. Our thoughts are with Gary and Judy at this sad time.

AROUND THE TABLE AT COMMITTEE - 21st JANUARY 2025

This was the first Committee Meeting for 2025, and the start of a fantastic year, with the highlight being the building of the new Clubrooms which is getting very close to happening.

There will be a progress report later in the newsletter. The Building Sub-Committee needs to be congratulated for the work they have done and continue to do to get the new Clubrooms a reality

New Member Applications

1. Dean and Yukiyo Bayly from Cardigan were nominated by Cameron Wright and seconded by Chris Ridsdale. Dean and Yukiyo have a 1998 Honda Solo VTR1000.
2. Peter and Judi Evans from Miners Rest were nominated by Cameron Wright and seconded by Chris Ridsdale. Peter and Judi have a 1980 Honda Solo CX500

Providing there are no objections conveyed to the President prior to the February General Meeting, and the applicants are present at that meeting, they will be welcomed into the Club.

Rotary Raffle

We have been advised by Brian Drennan that the Rotary Raffle will not be going ahead this year due to circumstances beyond their control. Hopefully, next year the raffle will again be an event that we can participate in.

Ballarat Men's Mental Health Challenge

Delaney Troon, a young Ballarat local is taking on a challenge to run 21 km each day for 21 days around Lake Wendouree, from the 9th February to the 1st March. The aim of the run is to raise funds and awareness to improve the mental wellbeing of our local community.

Delaney would welcome participants to run/walk on any of the days that she is completing her run. More information and to register, you can email ilianw@ballaratmmh.com.au

On the final day you can join in the celebrations from 8:00 am as Delaney completes her challenge. Location is Fairyland at Lake Wendouree, near Windmill Drive. They are planning to have a variety of stalls and runners as well as a food truck or two to give this morning a festive feel, and to promote Ballarat Men's Mental Health

Donations to Peter Mac

Brett Holloway has collected the donation tin which Club Members have been putting in their loose change over the last few months. The total amount being donated by us came to \$791.50

This comprised of a donation made by the Brown Hill Men's Breakfast that Andy Burns attended and gave a brief history of our Club, also a donation from our Club and the proceeds from the donation tin. Well done to all who made a donation over the past few months.

48th Historic Winton Meeting

The 48th Historic Winton will be held on the 24th and 25th May, and will run without motorcycles for the first time. Upgraded safety standards and stringent track permit conditions set by the motorcycle insurers will require some modifications to the Winton Motor Raceway facilities which will prevent these races from going ahead.

February General Meeting

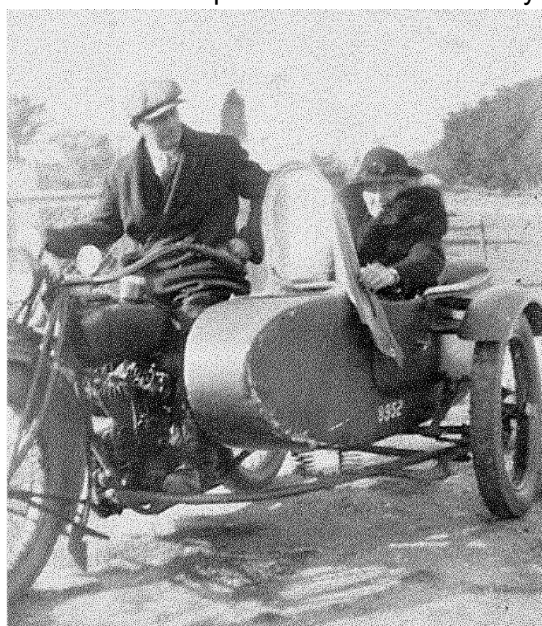
Please note that this meeting is on the Thursday night – not the usual Friday – because of the Begonia Rally.

Nancy Jackson, Club Secretary

Cover Story – Our 1925 Indian Chief and Goulding Sidecar - Over 60 years of custodianship

My grandfather, George Griffiths, purchased this outfit in late 1925 or early 1926. It was purchased brand new here in Ballarat from the local Indian dealer. George rode the outfit up until his death in 1943. My mother said to me "I can see my father on it now." On Saturday mornings he would pull it out from its custom-built garage by the handlebars and would clean it. He would often polish it with Mum's wonder wax floor polish. Often on Saturdays he would go rabbiting and my mother, being the youngest surviving child, would often accompany him in the sidecar. She said he rode it very fast with his cap on back to front. He would then take my grandmother out on Sundays and visit relatives. (pictured right)

After my grandfather passed away, it was left in its garage. My Uncle George had inherited the outfit, but he had no interest in it. He had spent the war years away working as a specialist welder repairing naval equipment, working a lot of the time at the Cockatoo dry dock. However, when my Uncle Jeffrey returned from the war, mostly spent in the Islands north of Australia, he had no transport and decided it would be a good idea to use the Indian. He told me he took it to a motorbike shop because it was using too much oil. Shortly after the so-called repair, the engine failed big time, smashing a cylinder and bending a conrod. The bike was left dismantled inside the garage against the rear wall whilst the sidecar was outside and upside down. Bits and pieces then disappeared from it. The gearbox ended up in a nearby orchard with a crank handle attached and used as a winch.



I can remember seeing it as a small child. It intrigued me with its big handlebars and speedo sitting on top of the frame. I can remember peering through the open door on the upturned sidecar and spinning the wheel. The outfit slowly disappeared with a Lilac bush growing through it. Before the word 'restoring' was part of my vocabulary, I used to say to my father, "Why don't we get that old Indian and fix it up?" My father's reply was, "Don't be silly Colin, you can't buy tyres for it." When I was about 16 or 17, I kept asking my grandmother for it. Then one day she gave in and said I had better take it. With nowhere to store it at home, it was stored on Damian O'Doherty's farm for a while. I then got it home and started to see if I could get it to run. By then I had retrieved the gearbox from the orchard and managed to collect a few bits and pieces. I can remember we used to amuse ourselves by pushing it up and down Symons Street in Wendouree to see how far the speedo needle would move. Times were different back then - with no internet it was difficult to source information or parts, but I had made a bit of an attempt to get it running. I fitted aluminium pistons. As I knew nothing about balancing, it vibrated like mad and used heaps of oil. I then took up Motorcross Racing more seriously and my early outdated equipment progressed into the best equipment money could buy so the Indian was put away, but never forgotten.

In the late 1980s, we were in a position to have a serious attempt at getting the Indian going and reliable. It tested mine and my father's patience to the max. We even repainted it in his driveway, using the new 2 pack paint formula. The old problem of heavy oil consumption didn't go away though and this eventually was found out to be petrol leaking into the oil tank. My uncle Jeffrey's problem solved.

Many weeks were spent regulating the oil pump. I had a route and knowing the exact distance I worked out how much oil I should be using. While on this route one day with a cocker spaniel in the outfit, I was passed by a car with a man holding out a card which I thought said POLICE, but it said PRESS. I pulled over and was asked if I could have my photo taken with the dog in the sidecar. Sometime later my photo appeared in the local newspaper. Then all hell broke loose. "Who said he could have Dad's Indian?" My mother was getting it in the neck by her siblings. No one wanted it when it was a wreck but now - they all remembered the bike being as my grandfather had kept it and being ridden out of the garage. My mother soon put them in their place and reminded them it had been given to me in the 1960s.



It has been rallied a lot over the years. It has taken Alec and Cath Stevens (direct descendants of AJS) for a lap of Lake Wendouree, when Alec was out visiting his Aussie connections. Speaking of Lake Wendouree, I was taking my much younger nephews for a ride around the Lake and they kept telling me that everyone was waving at us. I told them to just wave back. Eventually a car passed and pulled us up, telling me we were on fire. I had forgotten I had left a piece of rag under the oil pump to soak up oil from an oil leak. Those old jocks had almost

burnt away by the time we pulled up. Catrina even used it to take our friend Julie Mansbridge to her wedding in the outfit. It did look quite smart with white ribbons and bride in the sidecar. Catrina rode it for 3 days around Colac, celebrating 35 years of the Antique Motorcycle Club. We weren't around when the Club started but we weren't far off it. After this event the Indian was sitting in our workshop with a broken head stem. John Cuthbertson told me he had seen Catrina cornering the outfit very hard and it was crabbing on a corner. He said she looked like Colin on a wasp. It started to ring bells after seeing an old repair joint, I can now recall my Uncle Jeffery telling me he had crashed it out near Mt. Buninyong. Repairs were made in our workshop; Richard spent quite some time setting up the forks in the mill and trued up the crown of the forks. After being bored it was ready for the new spindle Catrina had made. With a new head stem, it is now been back on the road enjoying more events.

Colin & Merrilyn Sargent

COMING EVENTS – February - March 2025

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

~ Twilight Classic Motorcycle Runs ~

These are usually held mid-month on a Wednesday evening (weather dependent). Club Eligible bikes only. Contact **Chris Ridsdale on 0448 425 001** if you would like to be included on his list to be notified when a run is happening.

Friday 14th February – Valentines Day Twilight Sports Car Run – 6.30pm

We will be leaving from the **Brown Hill Bus Exchange** on Melbourne Road at 6.30pm for the Sports Car run. The run will be about 80kms and will finish at a cafe in the Ballarat area.

Contact - John & Gayle Pickering – 0408 914 943

Thursday 20th February – Rustless Wanderers Lunch – Midlands Golf Club

Make your own way there – lunch is at 12 noon – RSVP Monday 17th February

Contact Rick Thege – 0428 518 770

Thursday 20th February – Club General Meeting – 7.30pm NOTE – Change of day re Begonia Rally

Ballarat North Community Centre – Please bring a plate of Supper to share.

Friday 21st – Sunday 23rd February – Annual Begonia Rally

Have you put your entry in yet? Please attend to this immediately if you wish to be part of this year's Rally.

Contact Nerene Backhouse – 0427 348 060 – for further information or if you need another Entry Form.

Tuesday 25th February – Club Committee Meeting – 7.30pm - 1 Traminer Court, Wendouree

Sunday 2nd March – Breakfast on the Mount & 4 Bobs' Tour – Breakfast served from 9.00am

This event is in memory of those who can't be with us on this day. Make your own way to the top of Mount Buninyong where breakfast will be served from **9.00am** at the Rotunda – cost will be **\$5 per serve**.

RSVP Tom Quinlan – 0405 644 696 by Monday 24th February for catering purposes

There will be a run to follow once everyone has partaken breakfast.

A note from Ian Watson -

Following on from my request in last month's newsletter, I'm putting that request out again. If you would like us to visit your garden or in fact anything of interest, or that of a friend, **please contact me ASAP**.

A reminder, too, about potting up some cuttings or succulents to be sold at the end of the run when we arrive at my place. Please help me out if you can.

Many thanks, **Watto (Ian Watson) - 0419 020 140**

Outside Events that may be of interest –

| | |
|-----------------------------------|------------------------------------|
| Saturday 8 th February | Glenlyon Swap Meet |
| Sunday 9 th February | Classic Car Picnic at Hanging Rock |
| Saturday 1 st March | Ballan Swap Meet |

Saturday 8th – Monday 10th March – Chrysler Restorers Club of Victoria Annual Rally based in Ballarat.

Saturday Lunch is at Mill Market; Sunday 9am departure from Eureka Stockade.

The Club has invited our members to come and have a look at their cars on these days.

For further information – contact George Porter – 0429 575 802

| | |
|--|------------------------------------|
| Saturday 8 th – Monday 10 th March | Phillip Island Classics |
| Sunday 9 th March | Clunes Truck Show |
| Saturday 22 nd March | Landsborough Cars, Bikes & Coffee |
| Saturday 22 nd March | Llanelly Motorcycle Only Swap Meet |

PAST EVENTS

NEW YEAR'S DAY SPORTS CAR RUN 2025

The New Year's Day run has been organised by Ray Reynolds almost routinely over the last 7-8 years and Ray again had mapped out a route that ventured onto some roads less travelled but suitable for the Sports Car mob and a coffee at a Maccas to finish. Unfortunately for Ray New Year's Eve was spent at the Ballarat Base Hospital Emergency Dept with his younger sister who fell down stairs at home and badly injured both legs.



So, at 7am Ray contacts me with a request to step in as Run Leader which I was happy to do. I picked up all the printed sheets and wandered down to the Bus Exchange where the crowd was gathering. A cloudy cool start had some with roofs still up but there was promise of sunshine not far away. A quick read of Ray's notes and hello to the 35 participants and we were away by 8:45am.

In the carpark at Macca's, Bacchus Marsh



At Macca's – Alan Rogers, Graeme Bell, Pam Roberts, Heather & Norm Darwin, Gordon Roberts, Ron Damen

celebrations involved for everyone. It was great to see two generations of the family of Brian Drennan who have now almost made it an annual event to get together for the drive.

After brunch, people and cars headed off in all directions. Some over to Castlemaine, others to Muckelford South for the Vintage Sportscar gathering and others back to Ballarat via several routes. Thanks to Ray for the easy-to-follow notes, all the participants and to Ron Damen for running tail end for us. Happy New Year to all and let's hope the rest of 2025 is kind to all VCCC members and families, especially Ray's.

Brendan Stevens

Attendees – New Year's Day

- Glen & Pauline Whitbourne
- Ken Hart & Mark Border
- Graeme Musgrove
- John Stevens
- Garry Taylor & Tim Byrne
- Ron Damen
- Norm & Heather Darwin
- Frank & Jan Tamis
- John Emery & Ann Beck
- Brendan Stevens
- Alan & Joy Rogers

- 1958 Austin Lancer
- 1966 Ford Mustang Fastback
- 1966 Ford Mustang
- 1966 Ford Fairmont
- 1969 Ford Mustang Mach 1
- 1970 Valiant VF Coupe
- 1974 Holden Monaro GTS
- 1975 Chev Corvette
- 1980 Morgan
- 1986 BMW 320i Convertible
- 1988 Mercedes Benz 300C Coupe

We headed out to the Western Highway and warmed up with some straight running to the Gordon turn-off where we exited and picked up the secondary roads to Ballan and the onto the Ballan Geelong Road. We then turned left onto Glenmore Road and under the Wind Turbines. This road is obviously a popular spot for "hoons" to spend their money with several spots of deep black rubber on the circle work pad and littered with tyre carcasses.

We then descended into the Werribee Gorge with beautiful views below us and proceeded down through Rowsley to the outskirts of Bachus Marsh. Ray's notes delivered us in a steady line into the Macca's carpark.

People queued up for coffees and eats and enjoyed an hour or so of catch up on what the New Year's Eve



Brian Drennan (centre with cap on) surrounded by his family

| | |
|----------------------------------|------------------------|
| Barry & Cyndy Allison | 1989 Nissan Pintara T1 |
| Gordon & Pam Roberts | 1989 Mazda MX5 |
| Warren & Barb Harris | 1998 Mazda MX5 |
| Brian Drennan & 7 family members | 1999 Jaguar XJ8 |
| Graeme Bell | 1999 Subaru STI |
| Jason Wallis | 1999 Commodore VS Ute |
| Modern - | |
| Daryl & Barb Mitchell | Ford Falcon XR6 |
| Steve & Alison Cole | Porsche Boxter |
| Bob Cole | Subaru BRZ |
| Mal & Judith Bandy | Porsche 911 |



One of the many beautiful cars at the Muckleford South picnic

COUNTRY CANTER JAN 18TH 2025

The Country Canter is the first general club run each year and is just what it claims in its name, a quiet jaunt through the countryside with a stop or two along the way. The cool blue-sky morning that greeted the group at Melbourne Road Bus Exchange made for perfect travelling weather.

We ventured through the back roads to Bungaree with the aim of keeping the group close together. Unfortunately, a local commuter train and a busy Old Melbourne Highway divided the group up a bit as we made our way over the Freeway through Mollonghip and over towards Blampied to the property of Ian, David and Rhonda Smith. A bit of excitement along the way for the roof down people as the "spud" irrigation spray came out over the road in one spot.

After 35-40 minutes, we arrived with David waving us in through the gate. Greeting us was his beautiful old Burrell Traction Engine that he and assistant Phil had fired up and backed out of the shed. She sat there spinning quietly with the occasional hiss and the delicious smell of steam and oil wafting around the farmyard. The group rolled into the shade of the Smith's Man/Woman Cave, and the good smells continued as Rhonda had the urn boiling and homemade scones, jam and cream laid out for us. Fantastic hospitality from the family.



Brad Mollison, Tony Newman, Wayne Harrop and Frank Tamis at the starting point



People wandered around the collection of old farm machinery, tractors and trinkets that were dusted and polished up for the morning. David spoke about the family history of the farm and machinery, and of his and Ian's interest in competing internationally in World Championship Ploughing Competitions.

From the shed, we then wandered to his small acreage of STUD SPUDS. (Photo at left) This is a very specialised plantation of seed potatoes that will be dug in the next month or so and sent to growers all around Australia for replanting for crops of spuds for the Smiths Crisps Company (no relation).

As we walked back, we heard the big Burrell moving off and two lovely ladies, Nerene and Merrilyn were sitting up above the huge rear drive wheels. Nerene was even steering the huge 7 horsepower beast with some guidance from Phil. This thrill will be in Nerene's memory for quite a while I reckon. (see photo at right)

After our thank you and goodbye to the Smith family, the group moved off through Dean, Creswick, Learmonth to eventually arrive at the century old Snake Valley Pub for lunch. By this time the temperature was starting to climb so we all settled into the air-conditioned lounge for an ale or cool drink of some sort. The fantastic kitchen and bar staff watered and then fed us with delicious fresh cut sandwiches, some hot finger food and a couple of pizzas which they called a light lunch. We did our best but there was still a little bit left over after our feasting.



People settled in and chatted away and it was not until about 3:30pm when the last of the Country Canterers pulled out from the carpark. A very enjoyable and relaxing day.

Big thanks to all that came and to our hosts and caterers.

Cheers, Brendan Stevens

Attendees

- | | |
|-------------------------------------|---------------------------------|
| Colin and Merralyn Sargent | 1930 Ford A Model |
| Graeme Bell | 1936 Ford Roadster |
| Brendan Stevens & Chris Matheson | 1955 MG Magnette |
| Richard Blackburn & Catrina Sargent | 1958 Triumph TR3A |
| Brad Mollison | 1965 Ford XP Coupe |
| Merv Sherlock | 1966 Rover P5 MK3 |
| Richard English & Tom Quinlan | 1967 MGB |
| Mark Richmond | 1968 Rover 3.5 |
| Ron Damen | 1970 Valiant Coupe |
| Noel Trengove | 1970 Rover P5B Coupe |
| Dave McHattie | 1973 Mercedes 350 SEL |
| Tony Newman | 1974 Rover P6B |
| Trevor Madden | 1976 Holden Sandman Ute |
| Barry & Cyndy Allison | 1989 Nissan Pintara TI |
| Rick Thege & Roy Littlehales | 1986 Jaguar XJ Sedan |
| Moyle Bunworth & Doug Jenkins | 1988 Toyota Celica |
| Nerene Backhouse & Brendan Collier | 1988 Nissan Skyline Exec |
| Wayne & June Harrop | 1988 Porsche 944S |
| Frank Tamis | 1990 Bentley Eight |
| Alan & Joy Rogers | 1994 Triumph 900 Trident |
| Modern - | |
| Warren Harris | 2005 VZ Holden Crewman |
| John Peart | 2015 Renault Megane Convertible |
| Jim Stewart & Glen McCubbin | BMW X3 |



Frank Tamis, Mark Richmond, Moyle Bunworth, June & Wayne Harrop and Merv Sherlock enjoy Rhonda's scones

Club Run (Trophy Points) – Kirks Picnic – 19th January 2025



This is what Kirks Picnic is about! – Bill Payne, Bill Pearce, Ron Harris, Mark & Judy Richmond, Linda Harris and Junie Collins enjoying the relaxed atmosphere



Great to see Graham and Debbie Lambourn's 1938 Singer back on the road



A diverse range of vehicles – 1912 Daimler, 1912 Rolls Royce 40/50, 1953 Hudson and a 1956 Austin A30



Keeping with a long-standing tradition – those who became an OBE during the previous year were honoured with a birthday cake which was beautifully made by Jenny Ure – many thanks. Phyllis Eason, Marion Smith, Ron McLean, Graeme Mitchell, Frank Whitfield and John Peart in position to blow the candles out, and cut the cake.

Attendees at Kirks Picnic

- | | |
|---------------------------------------|-----------------------------------|
| Rick Thege & Heather Gingell | 1912 Rolls Royce 40/50 |
| Daryl Meek | 1912 Daimler |
| Moyle & Veronica Bunworth | 1928 Ford Model A Tudor |
| Roy & Mandy Littlehales | 1930 Essex Terraplane Hot Rod |
| Mark & Gayle Border | 1936 Ford Sedan |
| Graham & Debbie Lambourn | 1938 Singer Bantam |
| Ron & Marion Smith | 1939 Ford Coupe |
| Dale & Junie Collins | 1940 La Salle Convertible |
| Bill Payne | 1953 Hudson |
| Mark & Judy Richmond | 1954 Chev Belair |
| Nerene Backhouse | 1956 Austin A30 |
| Norm & Heather Darwin | 1957 Chev Belair |
| Bill Pearce | 1963 Ford Thunderbird Convertible |
| Jenny Ure & Rod MacDonald | 1964 EH Holden Premier Wagon |
| Ron & Linda Harris | 1965 Peugeot |
| Ron & Jenny McLean | 1966 Ford Mustang |
| Ken & Therese Hart | 1966 Ford Mustang Fastback |
| Merv & Maree Sherlock | 1966 Rover P5 MK3 |
| Bruce Kerr | 1968 Morris Cooper S |
| Jim & Narelle Kellett | 1970 Fiat 850 |
| Noel & Glenis Trengove | 1970 Rover Coupe |
| Malcolm & Judith Bandy | 1973 Pontiac Grand Safari |
| Bill & Kay Hamley | 1974 VW Kombi |
| Graeme & Shirley Mitchell, John Peart | 1974 Rolls Royce Sedan |
| John Clonan & Kristin Murray | 1978 Holden Premier |
| Alan & Joy Rogers | 1980 Ford Escort Coupe |
| Daryl & Barb Mitchell | 1986 Mercedes Benz 300SE |
| Wayne & June Harrop | 1988 Porsche 944S |
| Glen & Pauline Whitbourne | 1988 Nissan Pulsar Q |
| Frank & Jan Tamis | 1990 Bentley Sedan |
| Andy Burns, Lee Day & Phyllis Eason | 1994 Ford Fairlane |

Modern

Warren & Barb Harris, Wayne Lineker, Bob Cole, Gareth & Gabby Roberts, Pam & Gordon Roberts, Ian (Watto) Watson, Frank Whitfield, Tracey Bennetts

AUSTRALIA DAY 2025 - The events that VCCC members attended

Breakfast at Haddon was on again for the early risers. The Lions Club again cooked up a storm of egg and bacon sandwiches plus tea and coffee for a donation to their club that will be invested back into the great local community work they do. A terrific variety of Vintage, Veteran, Classic and Modified cars, trucks and bikes rolled out. The local Band played and entertained all present, and people caught up with New Year stories and milled around for an hour or two. From there a lot ventured off to another event for lunch as there were quite a few happening in Ballarat and the surrounding district. Cool cloudy start but warming up quickly by mid-morning.



Bruce Kerr, Warren Harris, Noel Trengove, Wayne Lineker, Bob Cole, Roy Littlehales and Ian Watson checking out Roy's 1930 Essex Terraplane Hot Rod.



Bruce Kerr in his 1968 Morris Cooper S

Australia Day - VCCC Display in Windmill Drive at Lake Wendouree –

Daryl Crawley had been phoning around to build up numbers, but he needn't have worried. With the sun shining bright by 10am, vehicles rolled up thick and fast to support the event organised by the Paddlesteamer Society. There was an estimated 65 cars and bikes and one trailer with an old mower on the back (thanks Andy) filling the area.

The ultimate Uber, Peter Fitzgerald, (pictured right) appeared with the very rare and special 1910 Maxwell Q2 at about midday, and made many families' day putting a smile on their dial as he did a 'blockies' drive around the Parade for a couple of hours giving people probably their first ever ride in a veteran vehicle. The crowds looked, learned and reminisced as they were treated to a great variety of vehicles from a wide variety of eras.

The crew were all fed to the max for a donation to the Philippine Association of Ballarat. They didn't just provide a great array of food, there was music, dancing and singing throughout the afternoon to keep people entertained.

A very big thank you to all the families who put the day together and to those who brought their classic vehicles out to share. The day was a great celebration of all the multi-cultural population that enjoy living in our great southern land.

Brendan Stevens



Our display made a good back drop for the Scouts activities



A small section of the display

Mid-week Twilight Motorcycle Run 29th Jan 2025

It never ceases to amaze me, the number and quality of motorcycles hidden away in Ballarat. 33 bikes turned out to this January midweek ride. Venue was the Shamrock Hotel at Dunnstown. Sun was out, company was great and the service was excellent.

Graeme King had his 1909 Triumph out for a run. I think he also attended Lake Wendouree on Sunday as well. Glenn Creelman surprised everyone when he rode in on a French Victoria. Not huge horsepower 😊 but got the majority of attention on the night. Very nicely preserved. Glenn owned it when he was 17, sold it, and bought it back from Norm Grose many years later for the same price. A few nice Gold Star BSA's and several very well restored bikes were in the crowd.



It's really good to see all these riders bringing their classic bikes out for a run.

As you know, the weather dictates when these rides will be held, dates can't really be set so if you have a club registerable (25 years and older) motorcycle and would like to be informed of these rides, please ring me on 0448 425 001.

Chris Ridsdale





Naked Radiator Run – Sunday 2nd February 2025

It was a bright and sunny morning when we arrived at the bus exchange. Everyone trying to get some shade and expecting 30 something degree temperatures. A large turnout considering the heat.

The run took us towards Warrenheip and Navigators. An enjoyable trip through the sunburnt countryside. Lots of cattle and windfarms towards Mt Egerton. As we're travelling along however, everyone in front of us turned a sudden left towards Dunnstown. Pulled over, checked our directions and thought no, that's not right, we need to be going towards Mt Egerton and Gordon. As we took off again others, (only some, as it turned out!) turned round and followed us.



Some were lucky to be early enough to grab some shade but (below) the oldies toughed it out



We drove through Mt Egerton, a sleepy and pretty little township. Got to Gordon then over the Western Freeway. At this stage we could see 4 or 5 cars behind us. We continued on to Old Corbetts Road, Springbank Road, then towards Barkstead. During our travels we were wondering where our trusty organisers, Frank and Jan are. Maybe they took a shortcut? Anyway, we arrived at the Moorabool Reservoir Park around 11:30 along with four other vehicles.

Thank goodness there was plenty of shade and picnic tables. So, it was just the 9 of us for a while – do we lunch now or later? It must be 12 o'clock somewhere! Not being able to get a hold of Jan, we rang the Harris's who said that they had to get petrol. Then we tried the Bandy's who said they were nearly at the venue.



Ah! Shade at the Moorabool Reservoir. 1930 Buick, 1956 Austin A30 and 1964 EH Holden

Eventually everyone turned up with applause for Jan who wasn't ready to talk for 10 minutes. Turns out they had been looking at last month's run directions! Anyway, it gave us all a laugh and everyone appeared to enjoy chatting together over lunch.

We ended up with 23 (10 pre-1931) cars and 40 people. Appreciation must be made to the ladies who brought home baking to share with us all. Thanks to Frank and Jan for a lovely day out in the countryside.

Lyn Simpson

Attendees on Naked Radiator Run Sunday 2nd February 2025

| | |
|---|-----------------------------------|
| 1927 Packard Sedan | Bruce & Rhonda Edwards |
| 1928 Delage | Rick Thege & Heather Gingell |
| 1928 Ford Model A Tourer | Ron & Linda Harris |
| 1928 Ford Model A Tudor | Darren, Louise & Jono Miles |
| 1929 Chrysler 75 | Malcolm & Judith Bandy |
| 1929 Plymouth Tourer | Frank & Jan Tamis |
| 1930 Buick Tourer | Ray & Avis Mason |
| 1930 Ford Model A Coupe | Neville Finch |
| 1930 Ford Model A Roadster | Colin, Merralyn & Catrina Sargent |
| 1938 Pontiac Sedan | Mark Richmond |
| 1956 Austin A30 | Nerene Backhouse |
| 1964 Holden EH Wagon | Jenny Ure & Rod McDonald |
| 1964 Mercury Comet | Mike & Lyn Simpson |
| 1966 Jaguar S Type | Bruce Kerr |
| 1970 MGB Mk II Roadster | John Taylor |
| 1971 Ford Fairmont XY V8 | John & Gayle Pickering |
| 1986 Ford Falcon EFI | Daryl & Barb Mitchell |
| 1986 Rolls Royce | Warren & Barbara Harris |
| 1987 Nissan Skyline Silhouette | Barry & Cyndy Allison |
| 1989 Mazda MX5 | Pam & Gordon Roberts |
| 1990 Mercedes Benz 300SE | Wayne Lineker |
| 1997 BMW 528 | John Peart |
| Visitor – Michael Farrell – 1916 Talbot 4CY Speedster | |



Way to go on a hot day! Colin & Merralyn Sargent with Catrina enjoying the elements

Clubrooms Redevelopment – Update #12

I am pleased for this month's update to be on further progress and that we are moving forward. As well as the standard two recurring themes - of the Planning Permit and Road Discontinuance - there is some exciting news on a 'new' topic - and one that will become a better focus for 2025 – being the construction of the building.

Last month I reported that we were expecting Council to issue the planning permit, rather than a notice of decision, and this was expected before Christmas. In fairness to the Planning Officer, this was sent out on 23rd December; however, after considering the application, and the objections, has determined to issue a *Notice of Decision to Grant a Permit*, and subject to a number of conditions. This document consists of 12 pages, and the conditions include – amended plans are to be submitted, to show all-electric (no gas connection), water efficient gardens, and an amended Sustainable Design Assessment (SDA). This SDA is to include an updated BESS (Built Environment Sustainable Scorecard) report which I have mentioned before, an updated STORM report in relation to stormwater catchment and treatment measures to be used onsite, a 10,000L rainwater tank for toilet flushing, provision of power to accommodate [future] infrastructure for charging electric vehicles (!!), and a commitment to recycle construction and demolition waste, plus provide space for separation and collection of waste streams. There was also general commentary in relation to managing Amenity and being good neighbours, both during the development and ongoing, together with completing landscaping works within three months of use commencing, and maintaining for 18 months (!), tree protection during construction, internal access ways, access roads, loading/unloading, nature strips etc.

This is all easy enough to action and able to be achieved in due course.

With all of this in mind and once satisfied - they have stated this is an indication they will grant the permit if there are no appeals lodged with VCAT, for which the deadline is 28 days (from 23rd December). There is the ability to monitor if an appeal has been lodged, and from what I can see, there appears to be no appeals lodged, so I expect we are in the clear! So, once we can meet the conditions above, the final step in the process will be to receive confirmation from VCAT that no appeals have been lodged. Once confirmation is received, a Planning Permit can be issued! So, watch this space.

Then for the road discontinuance – firstly there was mention of this in the *Notice of Decision*. They mention that this section of unused road is 'to be formally closed under the local Government Act and incorporated within the adjacent reserve before any building construction occurs' so I am glad this is all falling in the right order!

They further mention that 'the existing access trail linking Humffray Street to the footbridge over the Yarrowee River and the shared path beyond is rerouted to Council approval prior to a permit being issued', so we will see what this looks like once we have placement on site.

Secondly, I have followed up Council in relation to the lease, and I am waiting for the draft lease to review, noting they won't be able to get it signed and approved until the new reservation is completed by DEECA, but I am happy to continue and fulfil all our requirements in the meantime.

And so - with these two key elements secured, we are comfortable to move on and push forward. Therefore, members of the building subcommittee accompanied President Andy for a visit to Action Steel, to collectively work through the more minor details, adapt and update as needed, and then order the building!

We have therefore paid a deposit of \$38,309, so this certainly makes it real, and shows that it is happening.

That's enough for this month - next month I will provide more details on the process from here and what will happen next.

Brett Holloway - On behalf of Building Subcommittee

GETTING CLUB PERMITS SIGNED – Permit Officer, Richard English has issued a friendly reminder regarding the procedure for getting your Permits signed, as follows:

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.

VERY IMPORTANT – When applying for a new Permit - PLEASE make sure you have ALL the necessary documents. This will save both you and the Permit Officer a lot of wasted time.

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.

Library Report for February 2025

C3/287 Restored Cars Number 287 Dec24/Jan 25

C4656/87 Old Bike Australasia Issue 118

C7699 Old Glory 21st Anniversary Year

C7718 Motor May 1995, July 995, December 1995

C7721 Motor July 1995, October 1997, May 1999

C7727 Motor April 2000

C7732 Sports Car World January 1966, February 1966

C7734 Sports Car World April 1966, September 1966

C7737 Sports Car World February 1967, March 1967

C7739 Sports Car World April 1967

C7740 Tractor and Machinery June 2024

C7741 Antique Power August 2020

CA4025 Star Flyer Chassis 1930/31 Commercial

CA4026 Star Jason Series 1930

CA4028 Star Cars 1932

CA4029 Star Cars 1922

CA4030 Star 6 Cyl Cars 1925

CA4031 Star 4 Cyl 1922

A 4023 Classic and Sportscar Italian Legends 1911 – 2006

A 4024 Classic Trucks of the U.K. N0 6

A 4033 Honda Gold Wing 1975 – 1995

A 4034 Classic and Sportscar BMW Legends 1937 – 2012

Gordon Roberts Club Librarian

FROM THE LIBRARY SHELF

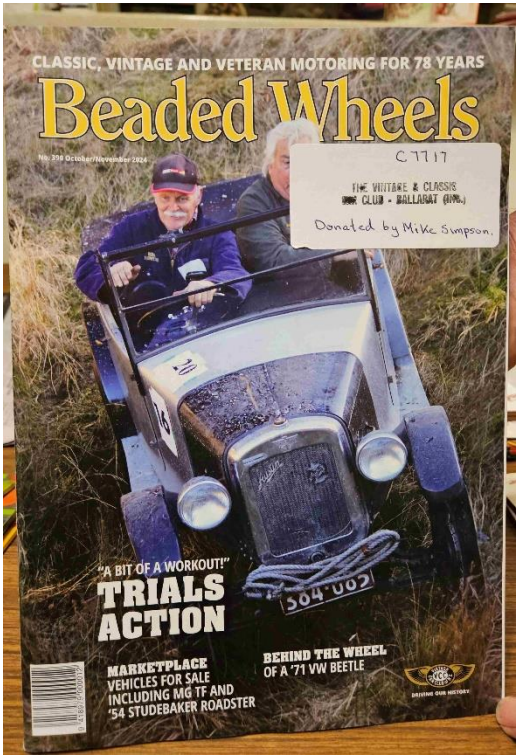
C7717

February 2025

Beaded Wheels Magazine
No 390 – October 2024

Classic, Vintage & Veteran Motoring for 78 years Donated by Mike Simpson
Published by the Vintage Car Club of New Zealand

New Zealand is quite different to Australia in that it has one national historic Vehicle club with thirty-six branches in all the main cities and towns over both islands. They produce a quality bi-monthly magazine with quality paper and colour, which is very popular with our own Club Members. We have 157 copies of this excellent magazine, which in the early days were brought back by Club Members from trips to New Zealand. In more recent years, Mike Simpson has taken out a subscription and very kindly donates them to our Club Library. Some of the features of the magazine are road tests of club vehicles, restoration articles, historic articles, motor sport, book reviews, vehicle sales, and extensive advertisements of spare parts suppliers and restoration companies.



In this copy of the magazine, Kevin Clarkson, the Editor of "Beaded Wheels" has written a very interesting article on the future of motoring from the New Zealand perspective. This is from Kevin's Editor's Column:

I think that electric vehicles (EVs) will eventually have a place in the transport world. What could be better than a little EV runabout for doing all those shopping trips around town and even slightly further afield. And at no petrol costs! Not much help to the world's pollution issues though.

However, I don't think they will spell doom for internal combustion engines (ICE), just yet. Here is a sprinkling of headlines taken from the "Telegraph UK," during the first part of the year:



"Profits at Mercedes plunged due to plummeting sales of its new EV range."

"Porsche abandoned sales targets for EV's amid declining custom demand."

"Ford loses nearly \$50,000 on each EV sold, while Tesla's profits dropped significantly."

"Battery manufacturers like Germany's Varta are facing severe losses, with shares down 70% in a month."

"Economists warn that political interference risks creating market overcapacity and economic losses in the EV sector."

*There are plenty of other headlines of a similar nature and I think we can take from this that the science is not yet good enough or robust enough or safe enough (think fires) for EVs to flourish just yet. I'm sure their day will come once their major issues are sorted. Even so, I think the ICE technology will be with us for some time yet.
(Kevin Clarkson, Editor – Beaded Wheels).*

Postscript:

If you have not looked at the New Zealand Beaded Wheels Magazines in our Club Library, they are really a worthwhile read!

Ron Gay

APPROVED SAFETY CHECKERS

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

Mystery Plaque – Norm Darwin

Sometime early last year President Andy showed members a 6" x 6" bright yellow plaque with the number 12 and "City of Ballaarat" on it. Andy asked what it was off and received a number of suggestions - the one accepted at the time as being most likely was a Hansom Cab number.

Recently, a second near identical plate, as well as a smaller one with the number 95 have surfaced, found in a shed at 340 Humffray Street North, once owned by Royal (Roy) Morgan Littlehales, Roy's father (and also by Roy). John Herbert Littlehales (Roy's grandfather) was the operator/owner of the Ballarat - Rokewood and Ballarat – Daylesford bus services in the late 1930s -1950s period and it seemed likely the plaques were off one of these buses. Contact with Geoff Foster of the Bus and Coach Society has since confirmed that buses were fitted with identification plates.



Roy Littlehales' plaques

In 1923 the Victorian Government legislated for the control of bus operation, passing the Motor Omnibus Act (1924), which required registration of all passenger carrying buses by the Melbourne City Council. In 1927 the legislation was revised to establish three rural districts, Geelong, Ballaarat and Bendigo with the local councils being responsible. Thus, the City of Ballaarat plaque.

Roy Littlehales approached me with a second yellow plaque mystery, and so began a search for the real story and along the way the discovery of Roy's father and grandfather's stories. The plaques, one outside and the smaller one inside, were used from 1924 until 1939 when the newly formed Transport Regulation Board was established with the responsibility of registering buses. Later different number plates identified their use.

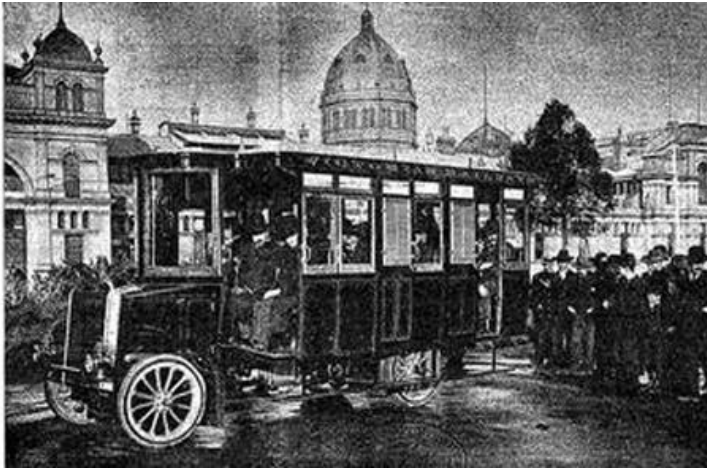


Trak Motor bus Co. 1923 SLV

The attached image at left shows Melbourne's first private motor bus service being launched on 12th May 1923 between Melbourne and North Brighton, then the Malvern Town Hall, and the Prahran Station the following year. Set up by three returned servicemen, The Trak Motor Bus Co was also the first to employ young women as conductors. A registration plaque can be seen in the photo below, on the AEC bus firewall, below the windscreen. The Trak buses also carry a T number (T1, T2, T3 etc.) on the engine cover and a number plate in the 38000 series. There is also route number (6) on the top of the roof. The plaque number 12, in the same font, clearly shows "City of Melbourne" and being depicted as almost white is most likely yellow.



Plaque No 72
City of Melbourne



First Melbourne Bus 1905 Trove

Melbourne first saw buses in November 1905 (pictured left) when the Railways Commissioners showed a Milnes-Daimler to politicians¹. Two petrol and 4 steam buses were put into service between Prahan and Malvern. The bodies were built on imported chassis by the Newport railway workshops. The first private bus was run by the Sheenan Brothers between Healesville and Marysville from 13th January 1906 using 28hp Daimlers.

John Herbert Littlehales, originally a farmer at Mingay, near Rokewood, and grandson of a pair of Tasmanian convicts, moved to Hepburn Springs in the late 1920s where he began to operate a Service Car between the Springs and Daylesford. In November 1935 he was allocated a license for a bus between Daylesford and Ballarat; this was then extended to Colac. A 16 seat Reo and 7-seat Nash

were used up to the 1950s. Son John (Jack) took over the service car driving up to 1940 when brother Ted replaced him until the RAAF called. John also ran a service between Daylesford and Melbourne, being fined at one point for having 6-passengers and not the licensed 5-passengers in the car. John also picked up a fine of £7/10/- for speeding (exceeding 40mph) on the Ballarat Road in 1930, and in 1936 for carrying eggs, butter and beer to Korweinguboora.

Following the war, on 25th November 1946, Herbert purchased the operators of the Brown Hill to Ballarat service, C E Tucker, who was still using buses from the previous owners - one possibly a 1927 TT Ford Bus. The Tucker family had run this service since 1936 when it was purchased from three separate operators.

The Littlehales Bus Service modernized their fleet using a Sydney firm, Motor Body Assemblers bodies on White chassis, and Symons & Fowler of Newmarket bodies on Ford V8 chassis. These were followed by Ansair Transette buses that were produced by Reg Ansett in a hanger opposite Essendon airport.



Littlehales White bus with Symons & Fowler body

From Thursday, December 15,
Littlehales'
BALLARAT-COLAC
BUS SERVICE
Will Run TWICE DAILY
 Leaves Colac 10 a.m. and 7 p.m. (7
 p.m. bus will not run on Sunday,
 December 25). Leaves Ballarat 8 a.m
 and 4 p.m.
 Bookings at—
Bartlett's Cafe, Colac,
Phone Colac 89.
Centra' Booking Office, Ballarat.

Reg Ansett was well known to Herbert Littlehales and is said to have sought Herbert's advice about setting up his bus service. Herbert replied, "Ok but not if you're doing it near my routes".

With four sons and a daughter, Herbert set about ensuring his offspring were set up in the bus industry - Jack ran the Hepburn-Daylesford service, Roy the Ballarat service as RM Littlehales Ltd, and Jack the Daylesford – Melbourne service. Roy sold his fleet, most of which became Davis Bus Lines, Ted moved to Warragul as Littlehales Motors Ltd, and daughter, Ivy with her husband ran a transport business in Lilydale. While Ted worked for his father before the war, he did take on a test trip for DKW Australia in mid-1939 driving a DKW utility 4,000 miles to Alice Springs to prove its suitability for Australian conditions. The run was successful - however the war ended any attempt of DKW establishing here permanently.

Roy Morgan Littlehales took over the former bus depot at 340 Humffray Street North Brown Hill, establishing a salvage operation in 1953 that dismantled the former Tasmanian steamer, the *SS Nairana*, which had run

aground in a storm at Port Melbourne. Then followed a bulk fuel transport business and the removal of unused rail lines. He succumbed to a tough life outdoors, passing away in 1974.

Roy junior, then working at an Esso S/S, returned to the family site at 340 Humffray Street and established Romar Motors with his wife Marlene.

References:

Roy Littlehales; Trove; Marg McKenna, Brown Hill our Golden District, 2004; Paul Kennedy, The Littlehales of Victoria; The Littlehales' Brown Hill family History, Brown Hill Community Newsletter, Oct-Nov 2020.

Note 1: In 1901 the Milnes Company entered into a partnership with Daimler Motorenengesellschaft to sell Daimler products in the British Empire.

The article below has been around for a while, but it doesn't hurt sometimes to have a refresher – enjoy

Here are some facts about the 1500s:

Most people got married in June because they took their yearly bath in May, and still smelled pretty good by June. However, they were starting to smell, so brides carried a bouquet of flowers to hide the body odour. Hence the custom today of carrying a bouquet when getting married.

Baths consisted of a big tub filled with hot water. The man of the house had the privilege of the nice clean water, then all the other sons and men, then the women and finally the children. Last of all the babies. By then the water was so dirty you could actually lose someone in it. Hence the saying - *don't throw the baby out with the bath water*.

Houses had thatched roofs-thick straw-piled high, with no wood underneath. It was the only place for animals to get warm, so all the cats and other small animals (mice, bugs) lived in the roof. When it rained it became slippery and sometimes the animals would slip and fall off the roof. Hence the saying - *it's raining cats and dogs*.

There was nothing to stop things from falling into the house. This posed a real problem in the bedroom where bugs and other droppings could mess up your nice clean bed. Hence, a bed with big posts and a sheet hung over the top afforded some protection. That's how canopy beds came into existence.

The floor was dirt. Only the wealthy had something other than dirt. Hence the saying - *dirt poor*. The wealthy had slate floors that would get slippery in the winter when wet, so they spread thresh (straw) on floor to help keep their footing. As the winter wore on, they added more thresh until, when you opened the door, it would all start slipping outside. A piece of wood was placed in the entranceway. Hence the saying - *a thresh hold*.

Getting quite an education, aren't you?)

In those old days, they cooked in the kitchen with a big kettle that always hung over the fire. Every day they lit the fire and added things to the pot. They ate mostly vegetables and did not get much meat. They would eat the stew for dinner, leaving leftovers in the pot to get cold overnight and then start over the next day. Sometimes stew had food in it that had been there for quite a while. Hence the rhyme - *peas porridge hot, peas porridge cold, peas porridge in the pot nine days old*.

Sometimes they could obtain pork, which made them feel quite special. When visitors came over, they would hang up their bacon to show off. It was a sign of wealth that a man could - *bring home the bacon*. They would cut off a little to share with guests and would all sit around and - *chew the fat*.

Those with money had plates made of pewter. Food with high acid content caused some of the lead to leach onto the food, causing lead poisoning death. This happened most often with tomatoes, so for the next 400 years or so, tomatoes were considered poisonous.

Bread was divided according to status. Workers got the burnt bottom of the loaf, the family got the middle, and guests got the top, or - *the upper crust*.

Lead cups were used to drink ale or whisky. The combination would sometimes knock the imbibers out for a couple of days. Someone walking along the road would take them for dead and prepare them for burial. They were laid out on the kitchen table for a couple of days and the family would gather around and eat and drink and wait and see if they would wake up. Hence the custom of -*holding a wake*.

England is old and small, and the local folks started running out of places to bury people. So, they would dig up coffins and would take the bones to a bone-house, and reuse the grave. When reopening these coffins, 1 out of 25 coffins were found to have scratch marks on the inside and they realised they had been burying people alive. So, they would tie a string on the wrist of the corpse, lead it through the coffin and up through the ground and tie it to a bell. Someone would have to sit out in the graveyard all night (*the graveyard shift*) to listen for the bell; thus, someone could be - *saved by the bell or was considered a ...dead ringer*.

And that's the truth now, whoever said history was boring!!!

Thanks to Bruce Kerr for submitting this interesting information!

Some talk to you in their free time

Some free their time to talk to you

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 – Tues 4th March 2025 Editor, Nerene Backhouse – nbackhouse.a30@gmail.com

Wanted To Buy - ARIEL motorcycle parts and Smiths PA speedo.

Any condition.

If you have any other old motorcycle parts, let me know as I have a large network of motorcycle restorers.

Phone Chris Ridsdale 0448 425 001



FREE

Collection of past VCCC Ballarat newsletters – November 2012 – present
Mint condition – no addresses and have not been folded.

Contact Bruce Kerr – 0438 394 026

For Sale - 1938 Pontiac 6DA Businessman's Coupe

Selling on behalf of the late Bob and Joy Bennetts, VCCC members since 1992

Vehicle Number 91 of only 138 built

6 Cylinder Side Valve 28.3 HP, 3 speed manual, ODO showing 28,622 miles

Verdoro Green with Red Interior.

Restored approx. 1970 and has always been very well maintained and garaged with covers.

Registered to August 2025, private plates on the car will be changed over to new Victoria VicRoads number plates (unless sold unregistered) - no RWC supplied.

A very comfortable touring vehicle, used on many club runs, travelling all over Victoria, Tasmania and even a trip across the Nullarbor to WA and return.

Featured in various films, including the ABC Television Show "The Doctor Blake Mysteries"

Comes with some spare parts and the little trailer that dad had for the car.

Rego 363.815

Chassis/Vin No 65875

Engine No - 471003

Price \$35,000.

Contact Rhonda Holloway (eldest daughter) – **0419 579 933** or email: rhonpete@tpg.com.au



Reminiscing Bridge Street/Mall

It was very interesting to visit the revitalised "Bridge Mall" earlier last month, with the Farmers Market and shops enjoying the huge number of people in attendance.

A remark was overheard, that there hadn't been this much interest in the Mall since the number 9 tram came off the rails and went through Morshead's front window in 1996 (this statement remains 'unfact' checked at this time). It was also interesting to note the almost complete lack of people smoking, as in the hour or so I was there, I noticed only two people smoking.

The young children were making good use of the new playground equipment, and several new and upgraded shops were clearly visible. The old Norwich Plaza building has been completely gutted inside, and it will be interesting to see what development this huge space, will bring to the area.

As someone who has very fond memories of "Bridge Street" from my younger days, I can only hope it can regain the vibrancy it once brought to the town.

Ian Trembath

CLUB CALENDAR – FEBRUARY - APRIL 2025

For the Details of Events, see Page 5; also refer to the 12-month calendar.

| FEB | | What | Where | Contact | Phone | Time |
|----------------|----------------|--|--|-------------------------------------|----------------------------------|------------------|
| <i>Sun</i> | <i>9th</i> | <i>Picnic at Hanging Rock</i> | <i>Hanging Rock Racetrack</i> | | | |
| Fri | 14th | Sportscar Run | Brown Hill Bus Exchange | J&G Pickering | O408914943 | 6:30pm |
| Thurs | 20th | Rustless Wanderers | Midlands Golf Club | Rick Thege | O428518770 | 12 noon |
| Thurs | 20th | Club General Meeting | Ballarat North Community Centre | | | 7:30pm |
| Fri-Sun | 21-23rd | Begonia Rally | Ballarat | Nerene Backhouse | O427348060 | |
| Tues | 25th | Committee Meeting | 1 Traminer Court Wendouree | | | |
| MAR | | | | | | |
| Sun | 2nd | Breakfast on the Mount & 4 Bob's Tour | Make your own way to the top of Mt Buninyong - breakfast served from 9am – RSVP 24th Feb - \$5 per serve | Tom Quinlan & Ian Watson | O405644696 O419020140 | 9.00am |
| Sat | 8th | Ladies Craft Afternoon | Lilly's at Eureka Café | Jenny Ure | O409954077 | 1:30 - 4pm |
| <i>Sat-Mon</i> | <i>8-10th</i> | <i>Chrysler Restorers Rally</i> | <i>Based in Ballarat</i> | | | |
| <i>Sun</i> | <i>9th</i> | <i>Annual Truck Show</i> | <i>Clunes Showgrounds</i> | | | <i>9am-4pm</i> |
| Thurs | 20th | Rustless Wanderers | TBA | Rick Thege | O428518770 | 12 noon |
| Fri | 21st | Club General Meeting | Ballarat North Community Centre | | | 7:30pm |
| Sun | 23rd | Club Run (Trophy Points) | TBA | Richard English | O418355338 | |
| <i>Fri-Sun</i> | <i>28-30th</i> | <i>Florence Thompson Tour</i> | <i>Lady Drivers (around Ballarat)</i> | | | |
| Tues | 25th | Committee Meeting | 1 Traminer Court Wendouree | | | 7pm |
| <i>Sun</i> | <i>30th</i> | <i>Federation Picnic</i> | <i>Mortlake Reserve</i> | <i>Mike Simpson</i> | <i>O419935147</i> | <i>TBA</i> |
| APR | | | | | | |
| Sun | 6th | Naked Radiator Run | TBA | F & J Tamis | O475192372 | 10:30am |
| Thurs | 10th | Rustless Wanderers | TBA | Rick Thege | O428518770 | 12 noon |
| Fri | 11th | Club General Meeting | Ballarat North Community Centre | | | 7:30pm |
| Sat | 12th | Ladies Craft Afternoon | Lilly's at Eureka Café | Jenny Ure | O409954077 | 1:30 - 4pm |
| Sun | 13th | Club Run (Trophy Points) | TBA | Ron Damen | O428552358 | |
| Tues | 15th | Committee Meeting | 1 Traminer Court Wendouree | | | 7pm |
| <i>Fri-Mon</i> | <i>18-21st</i> | <i>Easter Holidays</i> | | | | |
| Fri | 25th | Anzac Day | | | | |
| <i>Sat</i> | <i>26th</i> | <i>All British Bike Day</i> | <i>Maldon closed Main Street</i> | | | <i>9:30-2:30</i> |

Events in italics are hosted by other clubs/organisations. Calendar info to Brendan Stevens by **25th of each month**



M.P.
Excavating P/L



All types of Earth Works
Mick Pitcher - Club Member

0429867490

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