

VINTAGE & CLASSIC

CAR CLUB BALLARAT INC.



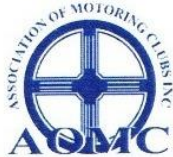
P.O. BOX 1010, BAKERY HILL, VICTORIA, 3354
www.vccc.org.au

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October 2024



Member Club



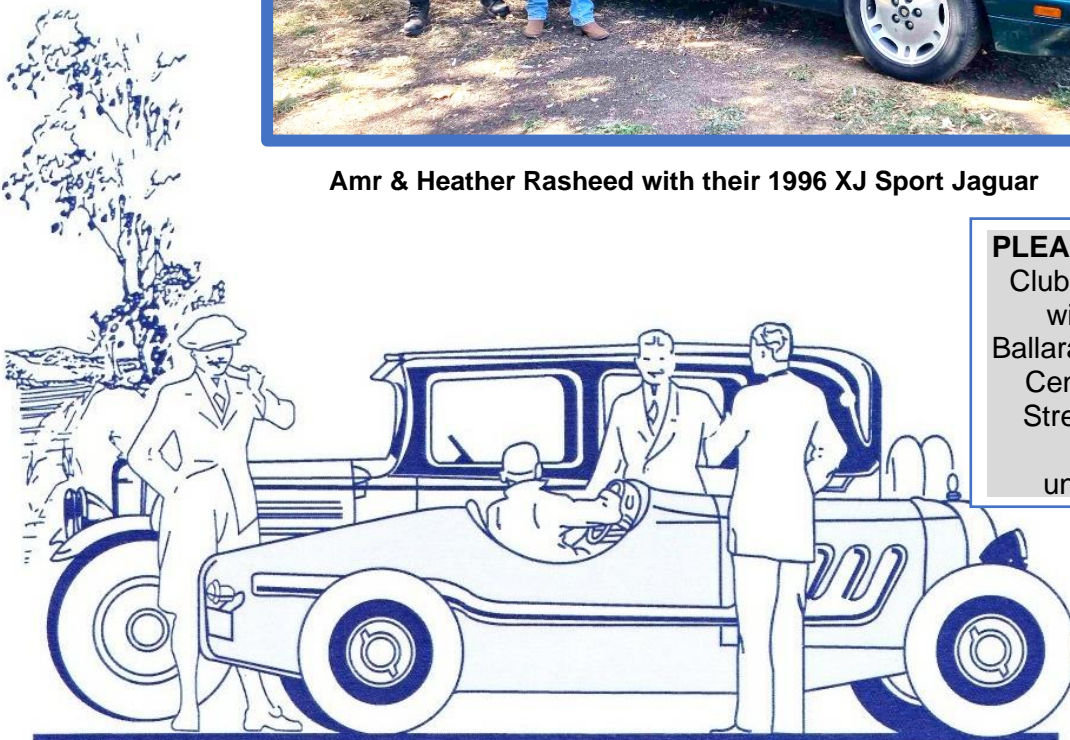
Working for Motoring Enthusiasts



Amr & Heather Rasheed with their 1996 XJ Sport Jaguar

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 **Friday, 18th October 2024** - at **Ballarat North Community Centre, 702 Walker Street, Ballarat North**

Life Members

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

Newsletter

Articles for the **November 2024** newsletter are required no later than **5 pm Tuesday 29th October 2024**
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

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VCCC Website – Members area password: vccc2021

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EDITOR'S COMMENT

Welcome to this month's issue of the club newsletter – there is very important news regarding the Clubrooms redevelopment – please see page 6 for the details. Along with reports of the latest runs, there are a couple of other articles that might interest you. With the potential of warmer weather ahead, there will be many more events and activities for you to be involved in – so get your car out of the shed and on the road before it (or you!) rust!!! Enjoy your vehicles while you still can.

Nerene Backhouse

WELCOME NEW MEMBERS – 20th September 2024

We have pleasure in welcoming the following as new members to the Club:

Ashley Kamp from Beaufort was nominated by Henry Cuthbert and seconded by Ian Watson. Ash has a 1976 Holden HJ Sedan.

Raymond and Simone Engellenner from Canadian who were nominated by Ian Trembath and seconded by Peter Fitzgerald. They have a 1940 Chev Pulman Sedan.

Kerry and Annemarie Bruty from Mt. Helen were nominated by Noel Trengove and seconded by John Lewis. They have 1967 Prince Skyline GTB sedan, 1967 Isuzu Bellet Coupe GT, 1978 Mercedes W123 300D sedan and 1962 Yamaha YDS2 250cc motorcycle.

A warm welcome to you all – we hope you enjoy your time with us

HEALTH MATTERS AND CELEBRATIONS

Welfare

One of our newer members, **Ross Oliver**, has had a spell in hospital and pleased to report that he is now recovering at home. And **Phyllis Eason** is now in rehab.

We are constantly thinking of those who are struggling with various health challenges and send our love and caring thoughts to you all.

Bereavements

VALE – Lawrie Major

Lawrie and Dawn Major joined the VCCC in 1992, and shortly after, became long term members of the newsletter production team. Lawrie was a keen car person, starting with a 1927 Austin "Golfers coupe" affectionately named DAISY MAY, which in later ownership was re-exported back to England.

His next purchase, began his love affair with the Holden brand of cars, starting with a 1953 FX sedan, which he always mentioned used to jump out of top gear, and was promptly re engaged, often without using the clutch, an FE sedan followed, then an immaculate EJ station wagon, (still in prime condition and residing in Ballarat) and on through several Commodores. His other pride and joy, was a beautiful 1938 Austin Big Seven (pictured), cleaned and polished on a very regular basis, until health problems curtailed this activity.

In his younger days, Lawrie carried the Olympic Torch into Ballarat, for the 1956 Games and was an active member in the now defunct Learmonth Ski and Power Boat Club. Lawrie spent his entire working life in the Surveying Department at the Ballarat Water Board.

In later years the arrival of the club newsletter was always a welcome highlight, along with visits from Ron Gay, with a selection of books from the library. Lawrie passed away at the P S Hobson nursing home in Wendouree after a prolonged period of very poor health. He is survived by his much-loved wife, Dawn and two daughters. Lawrie missed his home life and ability to walk very badly. When he passed away, no one was happy, but no one was sad either.

May he rest in peace

Ian Trembath



VALE - Bob Beasy - 10.02.1956 – 16.09.2024

Bob was a long-time friend of former club members, the late Alick and Beryl Langley and their family.

He loved all things cars and was instrumental in the ground up restoration of the Langley's beloved Braddy – a 1951 Jowett Bradford Utility, 2cyl 1005cc, 3 speed manual, spending countless hours in the shed at York Street with Alick to get her on the road.

When Alick passed away in 1992, Bob became the designated Braddy driver for Beryl, proudly chauffeuring her to all of the car runs and events including trips to South Australia and Canberra.

Thanks to Bob's meticulous attention to detail, Braddy came home with the trophies on many occasions including:

Best Restored Ute at the 2001 Rotary Club of Castlemaine's Truck Show
Best Jowett Bradford and Publics Choice Award at The Jowett Car Club of Australia National Rally in Bendigo 2008
Best Commercial at Ballarat Begonia Rally 2005, 2007 and 2008

Beryl passed away in 2014 and Braddy went to live at her grandson Craig Murfett's house, so if you see her on the road be sure to give Craig a wave!

Bob's final ride to his resting place was in the back of Braddy which we thought was a very fitting farewell. Our family will certainly miss Bob and his generous nature - nothing was ever too much trouble.

~ RIP Bob ~

Kim Gay

Cover Story - My Love Affair with Jaguar – Amr & Heather Rasheed – 1996 XJ Sport Jaguar

My love for the Jaguar began in 1966, while still in Egypt, when my father bought me a Jaguar Mark 10 matchbox car. It was a reward for doing well in school. Since then, I've wanted a real Jaguar of my own. When we came to Australia in 1969, there were lots of Jaguars around and I hoped my father would buy one as the family car, but alas he bought a Peugeot 404, which turned out to be a very nice car as well.

Fast forward to 1977, when I turned 18, my father bought me an EH Holden. I was very grateful but I still wanted a Jaguar. Back then everybody was putting Chev 350 motors and Ford 351 motors in the older Jags - I thought that was extremely cool and I was going to do that but I just didn't get a chance.



Then in 1989 I started working at the airport running the Valet Parking for Australian Airlines. That's when I first had a chance to at least drive a Jaguar, and there were many of them along with Daimlers, Mercedes, BMWs, Porsches, Ferraris, and, of course, all the latest Holdens and Fords and Hondas and just about every other car that came in. Boy, what a job that was! It was then I developed a love for the later model Jaguars and their luxuries and refinements.

It wasn't until 2022 that I got a chance to buy one - this one. I didn't register it as a club car for a while, I was enjoying driving it as a daily driver for ages, then I thought it's worth preserving and needed to get on the club plates and keep the kms off it. When I told my friends that I'm buying a Jag, they all laughed and said I was buying an oil leak! But I was fortunate to get such a great car, pass the Roadworthy without needing anything - and not a single drop of oil to be seen! Every time I take it out, it's like the first time I'm driving it, it just glides along as though we're floating on air!

AROUND THE TABLE AT COMMITTEE – 24th September 2024

We had a short meeting this month, so there's not much to report.

1 New Member Applications

- i) Brendan and Elissa Jeffrey from Creswick were nominated by Mervyn Jeffrey and seconded by Nerene Backhouse. Brendan and Elissa have a 1972 Ford Fairmont Sedan.
- ii) Phillip Cech and Julie Cook from Delacombe were nominated by Ian Trembath and seconded by Kevin Huggins. Phillip and Julie have a 1984 Mazda B2000 Utility.

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

2 Bendigo Swap Meet

This is the last reminder for volunteers to help at the Swap weekend. Volunteers are required for 2-hour shifts for duties such as manning the gates or supervision of displays and sheds. Each volunteer receives a weekend pass for the swap, a \$10 refreshment payment and a volunteer badge. In addition, the Club receives \$20 for each completed shift by a Club Member. A list is available if you wish to volunteer.

3 Battery Drive for Ballan CFA

On Saturday 21st September, Club Members were able to bring along their old dead batteries. There were quite a few members who donated and the CFA received approximately 60 batteries.

A suggestion has been put forward that in the future the Club could organise a battery drive with the proceeds going towards the new Clubrooms. Your thoughts would be appreciated.

A progress report on the new Clubrooms will appear elsewhere in the newsletter.

Nancy Jackson
Secretary

TAC L2P Program

At the September General Meeting, Colin Feltham spoke about the work of this Program which is run by Ballarat Foundation. Colin expressed the need for volunteers to help learner drivers to build up their hours so that they can go for their licence. The vehicles are provided – 5 autos and 1 manual, which are collected from various locations. Further to Colin's talk, I received the following request from Padma Giri from the Program for your consideration if you are interested and have the time to help:

“TAC L2P program is to help young people between 16 - 23 years who have no access to supervising driving or a suitable car in their own circles. Young people who are eligible to apply to this Program will be triaged and then matched with a volunteer driver mentor who could be their supervising driver to get their necessary 120 hours driving practices.

We provide the car and up to 7 driving lessons for every learner driver so that they have the basics of the driving before being matched with a volunteer. This Program has been running for 17 years in Ballarat and helped around 300 young people to gain their driving licences.

We are always looking for volunteers to make this happen. As you are a great cohort of car enthusiasts, we are hoping this could be of interest to instil their expertise on vehicles and safe driving to the younger generation who have no access.

The volunteer commitment is - completing initial paperwork and Police, driver history and Working with Children Check, attend a mandatory day training, 2-3 hours of driving on a weekly basis.

Also, from time to time we are looking for sponsorship to resource cars for the program.

We would be pleased if there is an opportunity to come and present to your members in any of your future meetings.

Thank you for considering our above request.

*Best regards,
Padma Giri”*

COMING EVENTS – October – November 2024

Keep an eye on the Facebook page for updates. Also, see the Calendar on page 15.

Saturday 12th October – Ladies Crafternoon - 1:30-4pm – Lilly's Café, Eureka Centre, Ballarat East

This month, you are invited to bring along a craft item that you have made and are very proud of. It will be very interesting to hear your story of why it is so special to you. We look forward to welcoming everyone for a relaxing afternoon whilst working on your own project – lunch or just a coffee is available at the Café.

Contact Jenny Ure – 0409 954 077

Thursday 17th October – Rustless Wanderers Lunch – Market Hotel, 272 Park Street West, Delacombe

Make your own way there by 12 noon, bookings by Monday 14th October – **Contact Rick Thege 0428 518 770**

Friday 18th October – Club General Meeting – 7.30pm – Ballarat North Community Centre

Please bring a plate of supper to share

Sunday 20th October - Monthly Club Run - Picnic at Mt Franklin (Trophy Points) – 9.45am departure

The Picnic at Mt Franklin is on again after a (long) pause due to covid. This is an interclub event with any other car clubs welcome to join us. Bring yourselves a picnic lunch and seats. Leaving from the **old Ballarat**

Showgrounds in Creswick Road at **9.45am** for a leisurely 70km drive through the countryside to arrive at the Mount about 11.15am. After lunch feel free to continue your journey by visiting nearby Daylesford & Hepburn.

For further information **contact Mike Simpson – 0419 935 147**

Tuesday 22nd October – Club Committee Meeting – 7.30pm - 1 Traminer Court, Wendouree

Friday 8th November - Twilight Sports Car Run

We will be leaving at **6.30pm** from the **Dan Murphy Car Park** at the Delacombe Town Centre for a run of about 80 kms on bitumen roads. The run will end at a cafe in the Ballarat area.

Contact John & Gayle Pickering – 0408 914 943

Saturday 9th November – Ladies Crafternoon – 1.30-4pm – Lilly's Café at the Eureka Centre Ballarat East

Contact Jenny Ure – 0409 954 077

Thursday 14th November – Rustless Wanderers Lunch – Flying Horse Bistro, Bell Street Ballarat

Make your own way there by 12pm, bookings by Monday 11th November – **Contact Rick Thege 0428 518 770**

Friday 15th November – Club General Meeting – 7.30pm – Ballarat North Community Centre

Please bring a plate of supper to share.

Saturday 23rd November – Motors & Masterpieces – Melbourne Showgrounds

This event is replacing Motorclassica.

For anyone interested – and if there is enough interest – the Club is considering going by train to this event. So, if you would like to be part of this ‘excursion’, let **Brendan Stevens – 0409 018 867** - know by the October General Meeting when plans can be put in place. Prices, times etc are unknown at this stage – more details at the October Meeting.

Outside Events:

October	11-13 th	23 rd Early Falcon Nationals Show N’ Shine, Bendigo Showgrounds
	19-20 th	Moto GP - Phillip Island
	19-20 th	Dunolly Goldfields Rally, Old Dunolly Racecourse
	19-20 th	Mt Tarrengower Historic Hillclimb, Maldon
	20 th	St Arnaud Car Show
	27 th	Talbot Swap With The Lot Swap Meet, Football Ground
	27 th	Holdens of Age Car Club Show & Shine, Halls Gap
November	2 nd -3 rd	Lake Goldsmith Steam Rally

VCCC Clubrooms Redevelopment – Update #8

This month there are two key elements to report on - an update on the planning process, together with an update on the road discontinuance.

From the planning permit side, this is still crawling along. Last month I reported on the amended application (following objections) being taken to an internal meeting at Council, to be discussed with team leaders and managers. As indicated, there was potentially an issue with one tree.

With communications having slowed from Council, we requested (and were granted) a meeting to push this along. At this meeting we were advised of the issue with the one tree in question. Originally it was determined the tree met exemption for removal, however it would appear since the objections have been raised, that it has now been determined *that it needs to be planted for crop purposes* and therefore needs to be retained.


Each tree is assessed as having a ‘tree protection zone’ based on diameter and canopy etc., further increased for native trees (as Council has a target to increase canopy cover across the municipality). This one native tree (on the front north east corner) has a calculated tree protection zone of 12m from the trunk! So, this means the proposed clubrooms can’t be located on the site as intended.

However, at the same meeting, the property team were prepared for this, and provided some alternate options to consider as far as placement of the building, orientation etc. We worked through these collectively, and settled on a building envelope that sits on the current car park, to the south side of the current location. We further discussed and considered public access and use of footpaths etc as well.

This part of the site was considered initially, but being outside of our current leased area, and being a gazetted road at the time, it was felt this would prove difficult. However, with the road closure moving ahead, this may all meet up at the same time.

We also feel that the car park area potentially has a firmer base than the existing site, so this might save on footings in the long run anyway.


And so, on this basis, the building has been flipped and reconfigured, the plans have been redrawn and resubmitted for review, with the expectation this will proceed to advertising soon as well.


CITY OF BALLARAT 

ROAD DISCONTINUANCE

Section 206, 207B and Schedule 10 Clause 3 Local Government Act 1989.

The City of Ballarat declares that by this notice it is considering a proposal to discontinue a portion of an unused government road located adjacent to the Yarrowee River Reserve, as shown in the hatched area on the plan below (Proposal).



 Proposed discontinuance

Under the Proposal, the discontinued land would be reserved for community recreation purposes and managed by the City of Ballarat. The additional land would provide for further community utilisation of the reserve.

Now speaking of the road in question, this appears to be progressing at a faster rate than the planning permit! As I have reported previously, Gladstone Street (that we use as our car park), is technically a gazetted road, and so I lodged a formal request for this to be closed as a road, so that it can be brought under the control of the City of Ballarat and added to our lease.

This has now been advertised to the public, and the consultation period is now complete as well.

With the Council now in caretaker mode whilst Council elections take place (until 26 October), this will be taken to the Council meeting in November, to be agreed (hopefully!) to reserve the land.

Once this is through, I will request Council to prepare the lease/licence agreement so that we secure the site and have clarity of tenure. As mentioned previously, the current arrangements that Council have are generally for a 3 year period; we have requested (for which Council support) a 21 year lease, by way of application to the State Government.

And to finish this month's update - a revisit of previous published requests for assistance please:

- i) Grants – is there anyone who has experience or expertise in applying for Grants that would like to be involved in sourcing any available philanthropic funds?
- ii) I welcome thoughts, comments or feedback on the existing fire proof “safe” that is in the clubrooms - as to whether there should be any allowance made for it in the new building? Does it stay or go?

Brett Holloway on behalf of the Building Subcommittee

PAST EVENTS

**Sunday 22nd September – Club Run (Trophy Points)
Ladies Drive Day**

A hardy group met in the chill wind at the Bus Exchange on Melbourne Road for a 10 am start.

Judy and I had never been on a Ladies Run before and arrived in Judy's 1992 Rover 216 Convertible with the top firmly in place and the heater on.

We were looking forward to an enjoyable day with cars from the 40's to modern and, of course, great company!

Frank and Jan Tamis had organised another terrific drive through many roads less travelled past Moorabool Reservoir, Sailors Falls through Daylesford past Castlemaine into Trentham and on to the Pig and Whistle Hotel just out of town.

Unusually for Frank, there were no dirt roads which is just as well for us as Judy's car is very low and hard riding. It was fun to watch all the cars weaving all over the road from right to left to try and miss the worst of the potholes. I saw a sticker on the back of a car the other day which said, "Honest Officer I am not Drunk I am Just Missing the Potholes". Think I might buy one.

The Pig and Whistle was warm and inviting, and was completely booked out. Despite this, most meals arrived quickly and the company as always was first class.

Some members chose to go to the Mill Market for coffee on the way home but Judy and I wandered around Trentham and then onto Daylesford where Judy went book shopping and I got a coffee, patted a dog and watched a couple have a domestic.

Had a great day and look forward to the next one.

Mark Richmond

Our lunch venue – the Pig & Whistle Hotel at Trentham East – a truly great venue but you need to book!



First things first! Before we could leave, the menfolk had to check out Mike & Lyn's new Alpine – Brett Holloway, Mike Simpson, Tom Quinlan and Alan Rogers



1991 Nissan Pintara, 1988 Porsche and a 1970 Datsun 1200 Coupe



Attendees on Ladies Drive

1947 Dodge Sedan	Brett, Kevin & Helen Holloway
1964 Sunbeam Alpine GT Roadster	Lyn & Mike Simpson
1966 Rover P5 Mk III	Merv & Maree Sherlock
1970 Datsun 1200 Coupe	Dianne & Rodney Gardner
1972 Mercedes Benz	Julie & Tom Quinlan
1975 Ford XB Falcon JGS	Daryl & Jenny Crawley
1977 BMW 633 CSI	Anne-Marie & Richard English
1984 Jaguar XJ6	Rick Thege, Heather Gingell, Tony McDonald
1988 Mercedes Benz 300CE	Joy & Alan Rogers
1988 Nissan Skyline Executive	Nerene Backhouse
1988 Porsche 944S	June & Wayne Harrop
1991 Nissan Pintara Ti	Cyndy & Barry Allison
1992 Rover 216i Cabriolet	Judy & Mark Richmond
1999 Daihatsu Terios	Judy Fitzgerald & Lyn McDonald
Modern - Gayle, John & Charlotte Pickering, Jan & Frank Tamis, Barb & Warren Harris.	

Sunday 29th September – Sports Car Run

The day dawned wet and windy, and hadn't improved by 9am when Lyn and I arrived in the Sunbeam at the Melbourne Road Bus Exchange for the start of the Sporting Car Run. We were rather surprised to see a vintage tourer lined up amongst the sports cars and unfamiliar classic sedans. Turns out that the Goldfields Club was meeting there to depart for a trip to Trentham.

After Gayle and her delightful granddaughter Charlotte, passed around the cupcakes, snakes and chocolate crackles (baked by Charlotte), we set off with wipers on for a relaxing drive out Water Street, Bungaree/Creswick Road through Bungaree and Gordon to turn right towards Geelong at Ballan.

We continued for about 25kms then went right to Meredith, then right onto the Midland Highway and travelled to Buninyong where, with wipers still going, we pulled into The Shared Table Café for cuppas, nibbles and natter with our fellow travellers.

It was a pleasant 100km country cruise organised very efficiently by John and Gayle (and Charlotte). Thank you.
Mike and Lyn Simpson

Attendees on Sports Car Run

1964 Rover P6B	Tony Newman
1964 Sunbeam Alpine Roadster	Mike & Lyn Simpson
1970 MGB Mk II Roadster	John Taylor
1975 Chevrolet Corvette Coupe	Frank & Jan Tamis
1984 Jaguar XJ6	Rick Thege & Heather Gingell
1986 Mercedes Benz 300SE	Daryl & Barb Mitchell
1988 Porsche 944 S Coupe	Wayne & June Harrop
1989 Mazda MX5 Roadster	Pam & Gordon Roberts
1989 Nissan Pintara Ti	Barry & Cyndy Allison
Mazda MX5 Roadster	Brian & Jan Drennan
Modern – John, Gayle & Charlotte Pickering, Wayne Lineker with Poppy & Cooper, Peter Grose & Marco Van Oostveen	

This survey is still open until November so there's still time if you haven't already completed it.

Fuel and Lubricant Survey

The AOMC is a member of the Federal Peak body, the Australian Historic Motoring Federation (AHMF). This Federation has partnered and financially supported the Canberra University to conduct a survey on current and future use of fossil fuels and lubricants in heritage machines.

Fossil Fuels keep our heritage machines working, so whether you are a private owner, a small museum or a government funded institution, it is important that policy makers know what types of fuels and lubricants your machines use and how you might prepare for a potential phasing out of fossil fuels. This includes historic motor vehicles, steam, aviation, maritime, farm equipment, early electric machines, or any other old machines.

To participate in the survey, **go to: <https://tinyurl.com/2vpz9a8w>**.

The survey will take 15 to 30 minutes, depending on the number of vehicles in your collection that you would like to include. But your responses can be saved to return to later if you cannot complete it at one time. Help prepare for the future by participating in this important survey. The more information and evidence we have as a movement, the better our chance of not becoming an unintended consequence of policy makers.

FROM THE LIBRARY SHELF

A955

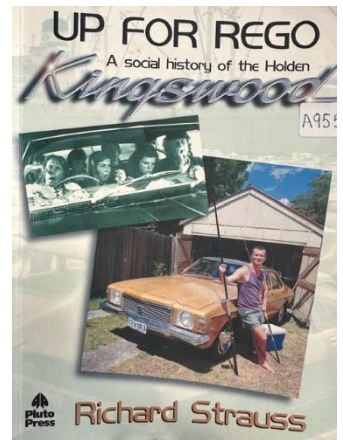
October, 2024

Up for Rego – A Social History of the Holden Kingswood
by Richard Strauss.

Published in 1998

106 Pages.

We have a very large quantity of Holden material in our Club Library, ranging from books, workshop manuals, owners' handbooks, sales catalogues and Holden magazines. This book is quite different as it is a light-hearted social history of the impact the Holden Kingswood had on the Australian public.



- Seventies icon!
- The baby-boomers car!
- Choice of the working man!
- Holiday accessory
- Ship of the suburbs!
- The ultimate ocker machine!
- The Kingswood means a lot to all Australians

This book puts you behind the wheel of a local Australian success story as Richard Strauss explores the technology and larrikin culture, asking the famous (and not so famous!) Australians - why they fell in love with their Kingswood.

In 1968, General Motors Holden produced the Kingswood, and its cousin, to satisfy the desires of the baby-boomers who were just obtaining their drivers' licences. By 1980 nearly one and a half million Belmonts, Broughams, Premiers, Monaros, Sandmans, Vacationers, Statesmans, One-Tonnors and Kingswoods had hit the streets.



Holden had tapped into the Australian "way of life" that came-of-age in the 1970's and cast a spell on us even today! The Kingswood attracted some of the most opulent advertising ever produced in this country. Families, workers, surfers, corporate executives, "rev-heads",



and holiday-makers all found themselves driving some version of the Holden Kingswood.

The Kingswood didn't just suit the culture – it defined it!

The Kingswood still passes rego. People continue to live the Kingswood way of life, reviving and re-inventing Kingswood country.

Throughout the seventies, the Kingswood was Australia's most popular motor car. The Kingswood range is comprised of two sub-species. The first was the HK Series which began in 1968, which was face-lifted to become the HT Series, and then the HG of 1970. There were 538,228 of these produced.

The production of the second Series started as the HQ version in 1971, lasting until 1978 as the HJ, HX and HZ, of which 926,676 were produced. Although the HK and the HQ Series are quite distinct types, there is a certain amount of compatibility in the mechanical features throughout the entire Kingswood range.



Old Holdens never die

There are 25 interviews of Australians on why they love, race, restore, modify, attend the Australian "Summernats", or still use their utilities every day.

This is an insightful, personal and funny look at the Australian culture, full with images, interviews, anecdotes and specifications.

A very Australian book!

Ron Gay



Library Report - Books, Magazines etc recently added to the Library

Australian Motorcycle News 2001 to 2002 9 copies.

Cars and Parts magazine Ohio U.S.A. 1983 – 1984 – 10 copies.

Cars and Parts magazine Ohio U.S.A. 1983 – 4 copies.

A very generous donation came through from Graeme Birkett resulting from his many years collecting British Star Cars:

The Star Instruction Book 1907

Star Sales Catalogue 1908 – 8, 10,12, 15,20,25 and 40 H.P.

Instruction on the Care of Star Cars – 10,12,15 and 20 H.P. 1911/1912

1913 Star Cars 10,12,15,20 and 30H.P. Sales Catalogue

Star Sales Catalogue 9,12,14,16,20 and 30 H.P. 1907

Star Cars and Commercials Catalogue 1904 – 1933

Star Motorcycles 1905 and 1917

Old Glory Magazine 2009 – 2010 6 copies

Gordon Roberts – Club Librarian

Do You Know

. . . . who Richard Bowie Spikes was? It would not be surprising if you haven't, even though he was an amazing man.

Richard was an African American prolific inventor (1878-1963). He is the holder of a number of United States patents awarded between 1907 and 1962. Little has been written about Richard's childhood, education and personal life. What is known is that he was an incredible inventor and this is proven today by the diverse number of his creations that have had a major impact on the lives of everyday citizens.

It can very often happen that many very talented inventors are not recognized for their years of hard work until after they pass away – and Richard Spikes is one of those. His inventions were welcome to major companies. For his innovative designs of transmission and gear-shifting devices, he received over \$100,000 – an enormous sum for a black man in the 1930s.

Richard was born and raised in San Francisco – his father was a barber and two of his brothers were notable jazz musicians. Although he himself was a capable musician, he learned to cut hair in his father's barber shop, and then became a public school teacher in Beaumont, Texas. Following his marriage in 1900, he and his wife moved to Bisbee, Arizona where he operated a barber shop and later a saloon.

He became dissatisfied with how draft beer was dispensed from a keg, and developed variations on the pressure-dispense beer tap. The patent was purchased by the Milwaukee Brewing Company and variations are still in use today.

Upon moving back to San Francisco, Richard eventually received a patent relating to automobile directional signals, which he installed on a Pierce-Arrow car in 1913. However, he was not the actual inventor of the device – he just improved it. The inventor was in fact Percy Douglas-Hamilton who had been awarded a US patent in 1906.

Richard continued to invent and to improve other inventions. In December 1932, he received a patent for an automatic gear shift device based on automatic transmissions for automobiles. Of all his inventions, this is considered the most significant. The device aimed to keep the gears for various speeds in constant mesh, enhancing the turn-of-century invention of the automatic transmission.

Richard continued working as a barber, owning and operating several shops until his eyesight began to fade due to glaucoma, a family trait. By the time he was creating the automatic safety brake in 1962, he was losing his vision. In order to complete the device, he created the first drafting machine for blind designers – by the time his braking device was completed, he was deemed legally blind. The braking device would soon be found in almost every school bus in the nation.

Below is a list of his inventions and other developments:

1906 – Railroad Semaphore
1908 - Beer Keg Tap
1910 – Self-locking Billiard Cue Rack
1913 – Automatic Car Washer
1913 – Automobile Directional Signals
1919 - Continuous Contact Trolley Pole
1923 - Brake Testing Machine
1923 - Pantograph
1926 - Combination Milk Bottle Opener and Cover
1932 - Methods and Apparatus of Obtaining Average Samples and Temperature of Tank Liquids
1932 - Modifications to the Automatic Gear Shift
1932 - Transmission and Shifting Thereof
1939 – Automatic Shoe Shine Chair
1940 – Multiple Barrel Machine Gun
1950 - Horizontally Swinging Barber's Chair
1962 – Drafting Machine for Blind Designers
1962 - Automatic Safety Brake System

Richard Spikes died on 22nd January 1963; he left behind a lifetime of achievement that few could parallel.
Nerene Backhouse - With thanks to Warrick Pitcher for the heads up!

As we are now in *the love-it-or-hate-it* time of Daylight Saving Time, you might be interested in the following:

History of Daylight Saving Time (DST)

Daylight Saving Time is used to save energy and make better use of daylight. It was first used in 1908 in Thunder Bay, Canada. Daylight Saving Time is the practice of setting the clocks one hour ahead of standard time to make use of more sunlight in the spring, summer and autumn evenings.

Who Invented DST?

If you think Daylight Saving Time is a good idea, you can thank New Zealand scientist George Vernon Hudson and British builder William Willett. In 1895, Hudson presented a paper to the Wellington Philosophical Society, proposing a 2-hour shift forward in October and a 2-hour shift back in March. There was interest in the idea, but it was never followed through.

In 1905, independently from Hudson, British builder William Willett suggested setting the clocks ahead 20 minutes on each of the four Sundays in April and switching them back by the same amount on each of the four Sundays in September – a total of eight-time switches per year.

First Used in Canada in 1908

While Germany and Austria were the first countries to use DST in 1916, it is a little-known fact that a few hundred Canadians beat the German Empire by eight years. On 1st July 1908, the residents of Port Arthur, Ontario – today's Thunder Bay – turned their clocks forward by one hour to start the world's first DST period.

Other locations in Canada soon followed suit. On 23rd April 1914, Regina in Saskatchewan implemented DST. The cities of Winnipeg and Brandon in Manitoba did so on 24th April 1916. According to the 3rd April 1916 edition of the Manitoba Free Press, Daylight Saving Time in Regina “proved so popular that a bylaw now brings it into effect automatically.”

Germany Popularised DST

However, the idea did not catch on globally until Germany introduced DST in 1916. Clocks in the German Empire, and its ally, Austria, were turned ahead by one hour on 30th April 1916 - two years into World War 1. The rationale was to minimize the use of artificial lighting to save fuel for the war effort.

Within a few weeks, the United Kingdom, France and many other countries followed the idea. Most of them reverted to standard time after World War 1, and it wasn't until the next World War that DST make its return in most of Europe.

Benjamin Franklin, the Father of DST?

Many sources also credit Benjamin Franklin for being the first to suggest seasonal time change. However, the idea voiced by the American inventor and politician in 1784, can hardly be described as fundamental for the development of modern DST. After all, it did not even involve turning the clocks. In a letter to the editor of the Journal of Paris, entitled “An Economical Project for Diminishing the Cost of Light”, Franklin simply suggested that Parisians could economise candle usage by getting people out of bed earlier in the morning. What's more: Franklin meant it as a joke.

An Ancient Idea

Although modern DST has only been used for about 100 years, ancient civilizations are known to have engaged in comparable practices thousands of years ago. For example, the Roman water clocks used different scales for different months of the year to adjust the daily schedules to the solar time.

Daylight Saving Today

Daylight Saving Time is now used in over 70 countries worldwide, and affects over one billion people every year. DST is not usually observed near the Equator, where sunrise and sunset times do not vary enough to justify it; conversely, it is often not observed in places at high latitudes where a one-hour clock shift would provide little benefit because of the wide variations in sunrise and sunset times. Consequently, only a minority of the world's population uses DST.

Some countries observe it only in some regions, for example, it is observed in Australia by only Victoria, New South Wales, ACT, Tasmania and South Australia, and in the USA - all states except for Hawaii and Arizona.

Contributed by Mike Simpson – thank you

Source: Wikipedia

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

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.

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 29th October 2024 Editor, Nerene Backhouse – npbackhouse.a30@gmail.com

FOR SALE - 1984 Jaguar XJS HE V12 Coupe

328,400km, Needs paint, good interior. Needs alternator and wipers not working. Runs and drives.

Currently on Club permit. No Rego, No RWC. VIN SAJJNAEY3BC113470

NEW PRICE - \$10,000.00 Offers Considered Selling on behalf of owner who is no longer able to drive

Contact Mike Glare 0419 153246

FOR SALE - 1923 OD Vauxhall Tourer

Original unmolested car. Recent rebored engine, reground crank, stainless steel valves, new conrods. Gearbox overhauled with new bearings. New clutch plates, kingpins, brake drums. New upholstery in leather. New hood. \$49,000

Contact Reg Rhook - Creswick - 0437 707 724 - regrhoor1@hotmail.com

WANTED

Holden V8 3 speed gearbox.

Contact Brett - 0413 662758

FOR SALE – 1949 MG TC Midget – Semi Complete Project

Provenance includes: previous owner details from 1963-1979 and various receipts
Purchased unregistered, dismantled in tea chests in 1979
Same owner from 1979 – 2024
Engine # XPAG 10242 restored and installed has previously been started in situ
Chassis # TC8752 All panel work professionally spray painted and stored
\$18,000 as is, semi complete and unregistered
Contact Kate Watts – 0429 338 097

FOR SALE – 2000 Mercedes Benz C200

Immaculate car inside and out, drives like new, low kilometres (105,000) for a 24 year old car.
Comes with 6 months private registration ready for club reg next year.
Engine no 11194522112628
Chassis no WDB2020202F963470
\$14,000 ONO



Contact - Graeme - 0438 355 922

FOR SALE - 1984 Jaguar XJ6 Sovereign

141K VGC - much work done by current owner. Books and Brochures, full original tool kit. Details upon request, on club permit, last RWC 10/21 @ 135K \$14,000 ONO
Contact: Tony – 0425 806 383

FOR SALE – 1933 Morris Major

Located in Swan Hill 6 cyl, good condition
Only 3 in Australia Reg CH 3503 Engine No 7915
Price \$35,000 ONO
Contact - Robert & Julie - 0427 302 022



FOR SALE– 1952 Morris Minor Tourer

Original Tourer
Original side valve engine, current owner for 32 years
Recent brake re-line and new exhaust Engine number 124720
Body number T23137 Club Permit CH 1210
\$13,000
Contact Bruce – 0438 394 026



For Sale - 1951 Daimler Consort

Family owned since 1957. Pam & I have had it since 1972. It was restored in the late 1990's. Engine reconditioned, new radiator core, complete new interior in leather & vinyl, 2 pac black paint job as original. Recent water pump rebuild & new exhaust system. Fitted with Bridgestone L/T radial tyres.
Engine No 42798 Body No 56427 \$20,000
Contact – Gordon 0409 773 464 or Pam - 0407 348 655



For Sale Grey Ferguson Tractor

Petrol / kero Model Going condition, but not been used for several years.
Has roll over bar, and grader blade attached.
Transmission No. 5-372 \$2500
Contact Ian Trembath - 0418 519 397



Buick Parts For Sale

1940 pair of red glass tail lamp lenses	\$30.00
Pair of glass front park lenses	\$40.00
A spark plug cover plate, usually missing from most Buicks, suits all 1938-52 models	\$80.00
New rear wheel bearing,	\$20.00
New exhaust valves N.O.S. [2]	\$30.00
Hub cap, 1948 used, but "as new"	\$60.00
Front park lens	\$15.00
A NOS gearbox long sliding gear, still in box, very hard one to find	\$100.00
6 Volt neg. earth NOS voltage regulator for Buicks,	\$50.00
Buick gasket set for straight 8 new minus head gasket	\$30.00
Also have a pair of red glass tail lenses for a 1948 Ford	\$20.00
a set of 42-48 Ford rear shackle pins with bushes	\$25.00

Contact Dale Collins – 0401 229 414

FOR SALE – 1970 Jaguar E-Type 4.2 Series 11 2x2

Selling this car on behalf of our father, the late Bevan Bell, an avid car enthusiast, and member of VCCC Ballarat and Western District Historic Vehicle Club for many years.

The car is running but is being sold unregistered – no RWC supplied

Manual transmission Mileage 25,111 miles Chassis No 1R35844 Engine No 7R399869

Colour is Gunmetal Grey Some spare parts \$110,000

Car has always been very well looked after, garaged and kept undercover

To be sold separately - Number plate JAGE 70 Negotiable

Contact Kerry Burns – 0408 538 494 or email: kcb7416@gmail.com



FOR SALE – 2 Mercedes as follows -

1987 300D Mercedes, 1IQ-9JY, Willow Green,

bought from NSW in 2016 and re-registered in Vic at ~300,000km

Chassis W124 VIN WDB1241302A535394

Engine 6039 1222 0202 96 Odometer - 556,300 km

Registered until October.

Log book kept of work done and maintenance completed

Basic model of the time, good condition,

Sunroof, sheepskin seat covers all round, brown vinyl interior.

New spare parts.

\$4000 o.n.o.

1987 300D Mercedes, DCF 888, Iceberg White

Bought from Geelong in 2008 at ~273,000km Chassis

W124VIN WDB1241302A464971

Engine 6039 1222 017274 Odometer - 550,300 km

\$5000 o.n.o.

Registered until 22 May 2025.

Log book kept of work done and maintenance completed

Luxury model of the time, good condition,

Cruise control, electric front seats and windows, navy blue leather interior ABS braking

New spare parts.

Contact: Greg Andrews

email: greg.andrews.1955@gmail.com (preferred)

phone: 0491 090 492 (no text service)

or Maxine Andrews

email: maxine.andrews.1955@gmail.com

phone: 0408 354 022



CLUB CALENDAR – OCTOBER - DECEMBER 2024

For the Details of Events, See Pages 5 & 6; also refer to the 12-month calendar.

OCT	Date	What	Where	Contact	Phone	Time
Sat	12th	Ladies Craft Afternoon	Lilly's at Eureka Café	Jenny Ure	O409954077	1:30 - 4pm
<i>Sun</i>	<i>13th</i>	<i>Bathurst Races</i>	<i>Mt Panorama</i>			
Thurs	17th	Rustless Wanderers Lunch	Market Hotel, Delacombe	Rick Thege	O428518770	12 noon
Fri	18th	Club General Meeting	Ballarat Nth Community Centre			7:30pm
<i>Sat-Sun</i>	<i>19th-20th</i>	<i>Dunolly Goldfields Rally</i>				
Sun	20th	Picnic Mt Franklin (Trophy Points)	Leave old Ballarat Showgrounds	Mike Simpson	O419935147	9:45am
Tues	22nd	Committee Meeting	1 Traminer Court Wendouree			7.30pm
NOV						
<i>Sat-Sun</i>	<i>2-3rd</i>	<i>Steam Rally</i>	<i>Lake Goldsmith</i>			
Fri	8th	Twilight Sports Car Run	Dan Murphy Car Park, DTC	J & G Pickering	O408914943	6.30pm
Sat	9th	Ladies Craft Afternoon	Lilly's at Eureka Café	Jenny Ure	O409954077	1:30 - 4pm
Thurs	14th	Rustless Wanderers Lunch	Flying Horse Bistro, Bell Street	Rick Thege	O428518770	12 noon
Fri	15th	Club General Meeting	Ballarat North Community Centre			7:30pm
<i>Sat-Sun</i>	<i>16-17th</i>	<i>Swap Meet</i>	<i>Bendigo</i>			
Sun	17th	Club Run (Trophy Points)	Winery Run	B. Stevens	O409018867	TBA
Tues	19th	Committee Meeting	1 Traminer Court Wendouree			
Sat	23rd	Motors & Masterpieces Show	Group train trip to Melbourne	B. Stevens	O409018867	TBA
Sun	24th	Pre 30's run	TBA	Mark Border	O438399609	TBA
Sun	24th	Springfest Ballarat	Lake Wendouree			
DEC						
Sun	1st	Naked Radiator Run	TBA	F & J Tamis	O475192372	10:30am
Thurs	12th	Rustless Wanderers Xmas Lunch	Cattle Yards Inn, Latrobe Street	Rick Thege	O428518770	12 noon
Fri	13th	Club General Meeting	Ballarat Nth Community Centre			7:30pm
Sat	14th	City of Ballarat Parade	by invitation only	B. Stevens	O409018867	TBA
Sun	15th	Club Xmas Break-up	TBA			
Wed	25th	Christmas Day	Merry Christmas to all	Keep safe		

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





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