



HAMILTON & DISTRICT

V. V. C. DRIVERS CLUB

Veteran Vintage Classic

(Incorporated)
A0009736L

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

NEWSLETTER August 2021

In this issue

- President's message
- Calendar of Events
- This and That
- Exhaust Notes
- Celebrations in August
- M Cars Doug Palmer

Nomination form is attached to this newsletter for our August AGM. Please consider taking on a role in your club.

Website

[http://
hamiltondistrictvvcdriv-
ersclub.webs.com/](http://hamiltondistrictvvcdriversclub.webs.com/)

Facebook [@handdvcdc](#)

Please email all club correspondence to

handdvcdc@gmail.com

Newsletter items and reports

editorhanddvcdc@gmail.com

Return Address

P O Box 174

Hamilton Vic 3300

HAMILTON CONCOURS

Hamilton & District V.V.C. Drivers Club

The Hamilton (Vic.) Club staged its annual concours in picturesque surroundings near Coleraine on 29th May. Many club vehicles were entered and members with cars under restoration competed for a "Most Improved" trophy...

Feature: Peter Lowenstein

1923 Packard 23/60. This very original Packard touring is owned by Noel Cox of Newham. Noel purchased the car in New Zealand. The big brother of the famous 30/50 the car is bodied in polished aluminium with rust blue mudguards.

1929 Dodge sedan, KM-605 owned by Bob Knighton of Ryaduk. A very original motor car.

1927 Willys, 255-308 is owned by Duncan "Bluey" Sage of Hamilton.

1929 Dodge DA. Ray Lambert of Hamilton is the owner of this very well restored 29 DA. A big powerful car it is ideal for long distance rallying.

1928 Morris. John Cooper of Hamilton is the owner of this quite rare 1928 Morris 12 hp sedan.

1929 Francis Barnett. Ray Mulley of Hamilton is the owner of this unusual motor cycle and has restored it to first class order.

1927 Buick. This extremely rare Buick 2 seater is owned by Jamie Fenner of Coleraine. Winner of veteran section.

1927 Bean Six. This car was purchased by Peter Huggan of Hamilton three years ago as a complete wreck.

1927 Avon. Outright concours winner and winner of the vintage section. Owned by Ed Waters of Coleraine.

1920 Riley 8. Rare fabric bodied sedan owned by Bill Reed of Hamilton. Only one of its type in Victoria.

RESTORED CARS

1974 Club Concours



**Please note—AGM will be in August
Club trophies will be presented at this meeting**

Committee 2020/21

Position	Contact	Position	Contact
PRESIDENT: Richard Neaves / Pam	0488 231 835 (Please ring mobile only) richard.neaves@bigpond.com	VICE PRESIDENT Doug Palmer/Jan	55721070 0409 010 730
SECRETARY PUBLIC OFFICER Pam Pollock	0419 145 452 pampollock135@gmail.com handdvcdc@gmail.com	ASSISTANT SECRETARY Vacant	
TREASURER John Barke/ Jenni	0427 724 519	ASSISTANT TREASURER Warrick Hanstead	0417 865 048
CLUB CAPTAINS WEEKENDS VACANT MIDWEEK Graeme Ralph	0418 344 390	NEWSLETTER EDITOR Lorraine Wilson / Peter	0427 724 572 editorhanddvcdc@gmail.com
COMMITTEE MEMBERS Graeme Ralph Rod Potter Robert Brody Russell Ward Warrick Hanstead Denis Polack Peter Wilson	0418 344 390 0427 507 693 0458 252 226 0412 407 893 0417 865 048 55723284 0428 724 572	FEDERATION REPS Graeme Ralph Doug Palmer	0418 344 390 0409 010 730
BUILDING COMMITTEE Denis Polack Chair- man Graeme Ralph Doug Palmer Ern Polack Russell Ward Robert Brody	55723284 0418 344 390 0409 010 730 0428 352 538 0412 407 893 0458 252 226	PERMIT RENEWALS Richard Neaves Rod Potter John Barke Graeme Ralph Warrick Hanstead Pam Pollock	0488 231 835 0427 507 693 0427 724 519 0418 344 390 0417 865 048 0419 145 452 Phone for an appointment
SUPPER COORDINATOR			
WELFARE OFFICERS Doug Palmer	Please contact if you know of an illness, death or any special occasion.	CLUB LIBRARIAN Dennis Belcher	55734517
NEW MEMBER CONTACT	President/Secretary/ Treasurer or Doug Palmer 0409 010 730	Information for new mem- bers is available on the website.	http:// hamiltondistrictvcdriv- ersclub.webs.com/

2021 CLUB CALENDAR AND CLUB CAPTAIN REPORTS

All details will now be on this page

Clubrooms are situated at the Pastoral Museum in Hiller Lane Hamilton
Meetings 3rd Friday of the month@7:30pm Bring some supper to share.
Sunday run is usually on THE Sunday AFTER THE General meeting
Mid week FIRST Wednesday of the month NOTE CHANGE
Club Captains ? Weekend runs Graeme Ralph Mid Week runs

PLEASE BE AWARE OF ANY RESTRICTIONS AND LOCKDOWNS

August

Friday 20th Club AGM—Please consider nominating for committee positions. Current committee is looking for replacements. Nomination Form with this newsletter

2020-21 Club trophies will be presented at this meeting.

Sunday 22nd TBA

September

Midweek run Sept 1st TBA

Club meeting Friday Sept 17 TBA

Sunday run Sept 19 RBA

President's Report

Richard Neaves

Well another year has passed and we have an up and coming Annual Meeting, I hope to see members put in their nominations forms as all positions are open. As mentioned previously new faces means new ideas which will keep the club on an even keel. Well Covid 19 has struck again with the mid-week and the Sunday runs postponed, members were looking forward to these club runs and visitations, hopefully they will take place later in the year.

Next month the Wolseley car club are coming to Hamilton and having lunch at the clubrooms, so will need some help with catering. It has been a fairly quiet time lately, so keep well and Covid free, and a speedy recovery to those on the sick list, and happy motoring.

President

Richard Neaves

#6



UPCOMING EVENTS 2021/22

THE FOLLOWING EVENTS ARE SUBJECT TO CHANGE. PLEASE CONTACT THE APPROPRIATE PERSON TO CONFIRM GO-AHEADS OR CANCELLATIONS.

AUGUST

14 th	Almond Blossom Festival, Euston/Robinvale	
20 th	WDHVC Geelong Long Distance Rally	Sharyn 0417546089
28 th	Federation Castlemaine Picnic	www.federation.asn.au
29 th	Federation Marong Picnic	www.federation.asn.au
29 th	German Auto Show, Sandown Racecourse	BMW Drivers Club & Volkswagon Club

SEPTEMBER

4th-6th	Go For Gold at Walhalla, Morris Register, Vic	www.moreg.org.au
11 th	Leongatha Daffodil Festival	
17-19 th	Wangaratta Spring Rally	Brendan Walsh 0418103739
19 th	3 rd Mallee Bull Show'n'Shine & Swap Meet, Birchip	SHVCVC secretary 0497382077
	GVMVDC Inc. Proposed Rally to Perth	Phil Podbury 0407 231 445
21-23	VSCC Goulburn Valley Wander	Details to follow
26 th	Findley Show'n'Shine and Swap Meet, Showgrounds	
26 th	American Motoring Show, Yarra Glen Racecourse	Iain Ross imgross@bigpond.com OR 0409027392
26 th	Bay to Birdwood, Adelaide	https://baytobirdwood.history.sa.gov.au/
30th-3rd	National Tractor Trek, Wedderburn, Vic.	admin@wedderburnclub.com.au
30-3rd	Rover Club QLD, National Rove	Ross McCormack reme@qldnet.com.au

OCTOBER

1-2nd	Festival of the AGM, Morris Register, Vic	www.moreg.org.au
3 rd	Euroa Show n Shine	
10-16 th	National Veteran Vehicle Rally, Swan Hill	https://veterancarclub.org.au/
16 th	FEDERATION MEETING, BENDIGO	Neil Athorn 0408 033 839
17 th	Classic Car Show, Triabunna, Tasmania	webmaster@triabunnavillage.com.au
20-26	Ballarat Club "Lake Bolac Camp out"	Nerene 0427348060 npbackhouse.a30@gmail.com OR Mike 0419935147
21st-24	"Rock the Clock", Camperdown www.rocktheclock.com.au	Pre-order tickets
22-24th	Yea to Alexandra, Rover Car Club of Aust.	Jane 0394607825
22-25th	44 th National Chevrolet Festival, Yarrawonga	chevfest2021@chevcarclubvic.org.au
4	Hamilton and District Veteran, Vintage and Classic Driver's Club Newsletter August 2021	

UPCOMING EVENTS 2021/22

29-31st Chryslers on the Murray, Albury/Wodonga SHVCVC secretary 0497382077
29-2nd Nov GVMVDC Inc. Rally of the Valley, Shepparton Neil Rutherford (pres.) 0457913082 OR
David Vibert (sec.) 0438575971
31st Federation Baw Baw Display Day www.federation.asn.au
31st Balmoral 11th Annual Show'n'Shine 0355701448 OR
BALMORALDISTRICTLI-
ONSCLUB@GMAIL.COM

NOVEMBER

2nd GHAC Inc. Tri Club Rally, Shepparton
7th 19th Ford Picnic Graham Tomkin 0401314561
21st Wangaratta Lions Club Swap Meet Swan Hill President David Daly
0419821077 OR
presidentshvcvc@gmail.com
20-27th RACV Alpine Trial Centenary Glenda Chivers 0431709248 OR
racvalpinetrialcentenary@vdc.org.au
22nd GVMVDC Inc. 50th Anniversary Celebrations, Kialla
26-28th Geelong Revival Motoring Festival <http://www.gvmvdc.com.au>
27-28th Casterton Tractor/Engine weekend Gerald Baker, Ian Humphries, Ian Eather
0427327779

2022

MARCH

13th Yarra Glen Swap Meet and Show'n'Shine (Vintage & Classics) Iain Ross 0409027392
30th-13 Apr GVMVDC Inc Mid Murray Meander Rally Julie 0400810054 OR Leigh
0409645556
27th Federation Golden Oldies Tour www.federation.asn.au

APRIL

15-18th 23rd Morris National Rally-Dubbo NSW <http://www.moreg.org.au>
20-3rd May GVMVDC Proposed Annual Rally Phil Podbury 0407231445

NOVEMBER

22 GVMVDC Inc. 50th Anniversary, Kialla Details to follow

Well here we are all at this time "Cast at home" because of the dreaded "Virus". From what I see Via TV and also what I read I think we are very lucky to live here in Hamilton. The whole of the country at various times seems to be almost like TV reporting of the "Virus. well that is enough of that— mentioning it is almost a "haunting "

As most readers will know, I am a great enthusiast of Vauxhall 30/98's having owned a 1924 model for some time I have been reading some early history of Vauxhall with great interest—In 1905 Vauxhall recruited a 20 year old draughtsman called Laurence Pomeroy. He had served his apprenticeship at the North London Locomotive works. If that sounds familiar, Bentley who was responsible for the Bentley motor cars also served his time as an apprenticeship at a locomotive works!

Pomeroy was a great reader of French automobile writings which in the early 1900's France was the leading nation in automobile design! Whilst at Vauxhall in 1906 Pomeroy helped to design a pump to feed oil under pressure to camshaft bearings, rather than the splash and sump system which was mainly used— In those early days of splash and sump cars would often be followed by clouds of burnt oil !



In 1912 Laurence Pomeroy was appointed Vauxhall chief designer and at that time Pomeroy's 3 litre A Type 4 cylinder engine to be the foundation of the Vauxhall for the next 20 years! In 1912 the Annual London Motor Show saw 2 new models from Vauxhall, The 4 Litre D type 2SHP and also in 1912 the marine activities of the company were also revived with a range of A type engines adapted for marine use] Vauxhall had marine experience over many years.



NOW the story re-the Vauxhall 30/98 design has been told many times and at the risk of repeating, a wealthy industrialist named Joseph Higginson asked Pomeroy to build him a car to take the Shelsley Walsh hill-climb record . Pomeroy was requested in March 1913 and the car was required in June — a gap of only 3 or 4 months! However there was a "sweetener" of 2000 English pounds—A lot of money in those days!

Pomeroy jumped at the request and united a bored out speed boat motor an A Type with a modified A type chassis. The resulting car broke the record which was to stand for 8 years! This car was to be developed into the 1913 E type 30/98 which was put into limited production mainly at the time for competition use! This original 30/98 required very little work from the original Higginson model.

This large high-torque 4.5 litre A type derived "Cylinder side;valve unit insured that the 30/98 went on to become the epitome of between the wars sporting motoring! Performance was exceptional. with 85mph easily on hand with the Standard 3.1 rear axle and a guaranteed 100mph stripped for action at Brooklands!

This original 4 cylinder 30/98 side valve motor had a capacity of 4.5 litres and a max speed of 80mph with a standard touring body! In 1924 ohv valve unit was added to the motor and the maximum speed was still 85mph! With the capacity now 4.8 litres!

The amazing thing to my mind is that at present 2021,my 30/98 still cruises at 55 to 65mph! It is not far off 100 years old!

A couple of years ago Bob Martin, Dennis Dawson, and yours truly. had a 9 day tour of Tasmania. Dennis & I motored in the 30/98 and Bob joined an Alvis driver to co-pilot and help with the driving! The weather at times was showery and I can still remember at times rain dripping off Dennis' glasses and nose!

A great place to tour is Tasmania! I remember we pulled into a rather up-market looking bar at one stage overlooking a great water position—we were on the coffee at that stage and left the goggles and hats in the car and entered still clad in our large motoring coat/— Word must have got around re the 30/98 parked out the front! As on our departure there were a number of patrons then outside waving us off ' We did not get a free drink though!!

It must have been a revelation when the Vauxhall 30/98 came on the market at first in 1919 to be able to purchase a car which had a max-speed of 85mph and 100mph when clad in a racing body! However think back, the price of a Vauxhall 30/98 in 1919 in about 2000 was about 1700 British quid!! Not a bargain basement motor!

I often think of a remark made by Dennis Dawson after arriving back in Hamilton from the Tasmanian trip—His comment even after all the Tasmanian driving was "It would be no trouble to fuel up again and head for Adelaide in the 30/98 was such a great cruising machine even with 3 passengers and luggage on board! Another remark made by me *Have we been over the Pentland Hills yet—on the way up from Melbourne—Reply a long time ago—We came over at 55mph—Me I can't remember—NO —Reply was— You were asleep back seat of course!



Exhaust Notes

Congratulations to Stewart and Eryn Mc Donald on the birth of their baby girl

Emily. Proud grandparents Graeme and Liz Mc Donald .

A LITTLE BIT OF SUNSHINE

She's a little bit of sunshine,
 She's a smile to light your days,
 She will steal your heart and
 keep it with her warm endearing ways,
 She's your precious little daughter,
 With a sweetness from above
 Who will fill your years with laughter
 and your lives with lots of love



Dennis and Lyn Dawson celebrated their 50th Wedding Anniversary Congratulations

Condolences to Wendoline and the Mc Kenzie family on the sudden passing of Barry in Mount Gambier

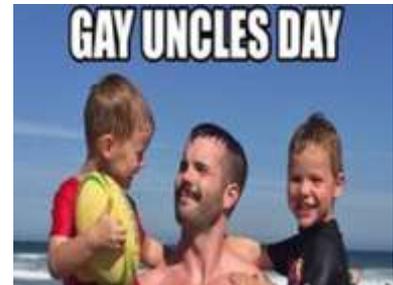
Hope everyone is looking after themselves in this very difficult time.

AUGUST

LEO (JULY 23-AUGUST 22)

Roll out the red carpet because Leo has arrived. Leo is represented by the lion and these spirited fire signs are the kings and queens of the celestial jungle. They're delighted to embrace their royal status: Vivacious, theatrical, and passionate, Leos love to bask in the spotlight and celebrate themselves.

The following are just some of the awareness days/weeks that are recognised in Australia. They may give you a little food for thought, a nudge to take some action or encourage you to make a donation or two. Maybe even give you a little smile.



Organisation: The Groundswell Project

Dying to Know Day is an annual day of action dedicated to bringing to life conversations and community actions around death, dying and bereavement.

Website: www.thegroundswellproject.com/dyingtoknowday/



Tracky Dack Day

Organisation: TLC for Kids

On the last Friday in August, Australians 'dack up and donate' by wearing tracksuit pants ('trackies') and fundraising for sick kids. This is an act of solidarity with hospitalised children, who are encouraged to change into trackies to lift their mood and create a more normal day-to-day routine.

National/State: National

Email: help@cupidkids.com

4-10 August- Homelessness Prevention Week

August- Tradies National Health Month

1-7 August- World Breastfeeding Week

4-10 Aug-National Missing Persons

16-22 August-Keep Australia Beautiful

18 August-Vietnam Veterans Day (Long Tan Day)

21-22 August-Book Week

23 Daffodil Day

30 Aug-5 Sept-National Stroke Week



The first Old vehicle that I had given to me was a 1924 Chevrolet Tourer which had been cut down into a utility. Luckily the back thereof had been kept in a shed and this came from a farm of an old friend that I used to help at Christmas time by bringing in bales of hay, Melissa and Sara used to play on it at our first home at 25 Mitchell Street (now Chamberlain Court), up near the Baimbridge College. I can't remember where it eventually went to.

My next vehicle was dragged out of a back yard in Mt. Baimbridge Road and it was the remains of a 1927 14/28 Standard Saloon which was being used as a paddock bomb. I had intended to restore it but other things have happened and after I pulled it to bits the parts are still sitting under cover in my back yard. It was a very rare version of that English vehicle and I have only ever seen one Other.

Then I purchased a 1936 Pontiac Sedan in running order (a local car) which I partially restored and had used on a couple of Club Runs. I had all the chrome work re-plated and it only needed a top coat of paint which unfortunately I didn't have the facilities to do so I sold it to a guy in Gippsland,

My next purchase was a 1939 Vauxhall 14 (6-cylinder) Roadster (another local ear) which had a boot lid - not a dicky seat and was also in running order. This was sold to a Club member who on-sold it to a person in South Australia.

I then went looking for a Morris 8 Series II of the 1930's until a friend of mine in Geelong told me he had a 1939 Standard Flying 8 Tourer for sale. I travelled to Geelong, had a look at it and as it was complete, and running, I purchased it for \$100. On arrival home I sū•ipped it down and repaired any rust in the body and re-painted in in British Racing Green to match its red hood on which the only damage was a six inch knife slit in a back corner which I patched up from the inside.

The family enjoyed outings in this car for several years and the one incident that caused me a lot of teasing to this present day was a Club trip to Halls Gap when we had a puncture in a rear tyre and after replacing it with the spare we couldn't find the barbeque gas bottle when we arrived in Halls Gap. Thinking I had left it on the side of the road I had a friend, with a modern car, drive me back to the puncture spot but we couldn't find the gas bottle, so we returned to the picnic ground intending to borrow a barbeque to cook lunch and as I waited I decided to replace everything in the boot properly and low and behold there was the gas bottle under the offending wheel in the bottom of the boot.

In 1975 I had the Standard professionally restored in its present colours which were chosen by Melissa and Sara and it has won many awards.



1924 Chevrolet

1927 Standard 14/28 Saloon



1936 Pontiac Sedan

1939 Vauxhall 14 Roadster



1939 Standard Flying 8 Tourer



1947 Jowett Javelin

1949 Austin 16 Saloon



Next I purchased two 1947 Jowet Javelin Sedans, in very good condition, out of a Hamilton back yard and had started restoring one when I had an offer, too good to refuse, from a Jowet man in Healesville so I sold them.

One day I saw a 1947 Austin 16 Saloon for sale cheaply in the Herald-Sun Newspaper at a dealer in Melbourne so I journeyed down to check it out. This was the same kind of car that one of my Hamilton Uncles had and I told him that when he decided to sell it to give me first option, but I was in the Police Force at the time and when I came back to Hamilton one weekend I found that he had traded it in on a Holden, The Austin was in great running condition so I purchased it and drove it home, unregistered - with expired plates, and it powered up the Pentland Hills with no trouble at all, The only problem with the car was the gear lever which had to be wriggled about (stirred) to

get it to select the right gear. This car was later sold to a Hamilton Club member who had it totally restored.

My next purchase was a 1961 Jaguar Mk.II 3,41tr Saloon (automatic) which came from the other side of Ballarat. My dear friend John Corcoran, who was a mechanic and Son, Jason, came along and as it was in very good condition we drove it home. I had it for a few years and one day

Jan decided to take it for a drive and a fan blade broke off and smashed the radiator. It being like all

Jaguars had continuing electrical problems, but it was fun to drive. I eventually sold it to a

Hamilton Car Club member who later shifted to Geelong and took it with him,

Then I had a phone call from a lady I knew who said that her father was going blind and wanted a colour TV. Did I know of anybody who would want to buy his 1950 Morris Oxford as a trade in on the TV so I purchased a set and took the Morris to Ansett Motors to be totally re-painted in the colours of an Oxford that my parents (their first, and only, new car) owned. This was Silver Pine Green and I also had the upholstery re-done in the tan colour of their vehicle and I even had it re-registered in their original number - TV202.

This was one of the early Sydney-built cars with chrome inside trim on the doors and pleated seats which twelve months later was dropped to make them a cheaper to produce.

I had not told them what I had done and will never forget the look on my Parent's faces when I opened the garage doors to lend them a car to drive around Hamilton whilst they were



1961 Jaguar Mk. II
3.41tr Automatic



1950 Morris Oxford
M10 Series



1964 Vauxhall Viva



1968 Datsun Fairlady
High Screen Sports



1957 Ford Zephyr Mk. II
Series I



1978 Ford Falcon XC

down from Grafton on a holiday. There were tears from both. It was a priceless memory and they drove the car every day for their two week stay

When that restoration was finished I took home a dirt cheap 1964 Vauxhall Viva Sedan to do up and sell, but it was quickly disposed of when my kids took an instant dislike to it. I sold it to a Club member who had several Vauxhall cars and I still get rubbished when the kids remember it,

Then I had a middle-aged crisis and wanted a sports car, but not one of the hairs-on-a-bum types, I had my eyes set on a 1968 Datsun Fairlady (high-screen) so off to Melbourne went my dear friend John Corcoran and I and after looking at a couple of total bombs we found a mint condition one owned by a student who intended to go overseas, purchased it for a 'song' and drove it home. It provided my Son, Jason, and I with some real thrills for a couple of years when we took it on several Sports Car Rallies and out-run some of the well-known varieties. It was eventually sold to a man from Sydney who flew down to Hamilton and drove it home. He rang me later and said he had no troubles with it and loved driving it. I nearly cried.

My 1957 Ford Zephyr Mk.II was purchased from a farm out near Dunkeld, but, I had originally gone out to purchase an Off-white 1964 Ford Zephyr Mk.III for Jason, which I did, and then the farmer asked me if I was interested in another 'old cari that he had in another shed and when I said 'yes' he took us to the shed, opened the door, and there sat the two-tone Grey Mk.II covered in old bags, possum and chook shit and heaps of dust. I told him that it would be rusted out, but at his insistence I squeezed up between the shed wall and the ear, opened the drivers side door, took one look at the upholstery and the door trims, shut the door and paid him what he requested.

It was the first series of the Mk- II with its high roof line and domed instrument panel and after getting it home I had to cut and polish it several times to get the paint back into reasonable condition. In all the years that I have owned it it has only let me down once and that was a Federation Car Show in Bendigo when the generator packed up. I parked the car inside the shed, took off the generator and a friend of mine from Bendigo took it to a retired Auto Electrician who re-built it within two hours, put it back on the car, and have driven it without problems since, I have since had the outside re-painted in its original colour scheme.

A short time later I purchased another two-tone Blue 1964 Zephyr Mk.II from a farm just outside Hamilton and it turned out to be one of only 5 of that model sold by Ansett Motors. This was confirmed by an old Ansett employee who said that they were too dear for the locals to buy, Both of these ears ended up in the Melton area after Jason decided to buy a HQ Holden Sedan.

My last car on this list is my 1978 Ford XC Falcon Sedan which was given to me by my cousin in Maryborough just to get it out of his garage so that he could get his new car under cover. It came from his Father-in-Law from Bendigo who left it to my cousins wife but she could not handle it without power steering and it was too big for her requirements anyway.

The most humorous part of bringing it home was after John Corcoran got it running well we decided to drive it home on a 5-day permit and I was to follow him home in my modern car. A few miles out of Maryborough there was an enormous explosion and John bolted out of the car wondering What had happened. On examining it after all the dust had settled we found that wasps had filled the muffler with a mud nest and the blockage built up huge pressure in the exhaust pipes.

I still do not know if John had to clean up his undies, but he sure got out of the car in a hurry.

We took the car back to my cousins and went back a week later to trailer it home, I had a new muffler system put on it and when it was put on a hoist for its roadworthy certificate the only thing that needed to be done was the fitting of new wind-screen wiper rubbers. None of the dreaded rust that usually could be found in that model as the car had come from a dry area of the state. John and I replaced all radiator and fuel line rubbers just to be on the safe side.

The only other cars that have passed through my hands are a 1969 Toyota Crown that I purchased for Melissa and Brendan when they were first married, then I gave them the 1974 Austin 1800 Mk.II which came back to me as a works car when I was house painting,

A beautifully kept 1973 Ford Cortina Mk*III which I purchased for Sara and the two of us travelled many, many miles in it when we were refereeing basketball all over the Western District. And of course Jason's troublesome 1971 HQ Holden, with its 5-speed Celica gear box, after I had purchased his Mk.III Zephyr from him,

FOR SALE

1938 Ford 10

Family owned

Spare motor parts

Does run

Last rego 2000

Peter Hardy 0407568964



Eating in the 50s

1. Pasta was not eaten.
2. Curry was a surname.
3. A takeaway was a mathematical problem.
4. A pizza was something to do with a leaning tower.
5. Crisps were plain; the only choice we had was whether to put the salt on or not.
6. Rice was only eaten as a milk pudding.
7. A Big Mac was what we wore when it was raining.
8. Brown bread was something only poor people ate.
9. Oil was for lubricating, fat was for cooking.
10. Tea was made in a teapot using tea leaves and never green.
11. Sugar enjoyed a good press in those days, and was regarded as being white gold. Cubed sugar was regarded as posh.
12. Fish didn't have fingers.
13. Eating raw fish was called poverty, not sushi.
14. None of us had ever heard of yoghurt.
15. Healthy food consisted of anything edible.
16. People who didn't peel potatoes were regarded as lazy.
17. Indian restaurants were only found in India.
18. Cooking outside was called camping.
19. Seaweed was not a recognised food.
20. "Kebab" was not even a word, never mind a food.
21. Prunes were medicinal.
22. Surprisingly, muesli was readily available, it was called cattle feed.
23. Water came out of the tap. If someone had suggested bottling it and charging more than petrol for it, they would have become a laughing stock!
24. And the things that we never ever had on our table in the 50s and 60s: elbows or phones!

shared by silversurfers.com

COULD BE A LONG XMAS EVE...



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NOMINATION FORM 2021/22

_____ is nominated for the position of (Mark box)

<input type="checkbox"/>	President	<input type="checkbox"/>	Vice President
<input type="checkbox"/>	Secretary (also Public Officer	<input type="checkbox"/>	Assistant Secretary
<input type="checkbox"/>	Treasurer	<input type="checkbox"/>	Assistant Treasurer
<input type="checkbox"/>	Club Newsletter Editor	<input type="checkbox"/>	Federation Reps(2
<input type="checkbox"/>	Committee member (4)	<input type="checkbox"/>	Club Captain(s)

Nominated by _____

Signed _____

Seconded by _____

Signed _____

Signature of person nominated _____

Date _____

Our **Annual General Meeting** will be held on Friday August 20th 2021
Time: 07:30 PM

All committee positions are vacant, and we are looking for members to step up
Please email nominations to Secretary handdvvcdc@gmail.com
or take a photo and SMS to 0427724572 prior to the meeting.

Meeting Agenda

Presidents Report
Treasurers Report
Club Captains Report
Election Office Bearers

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