



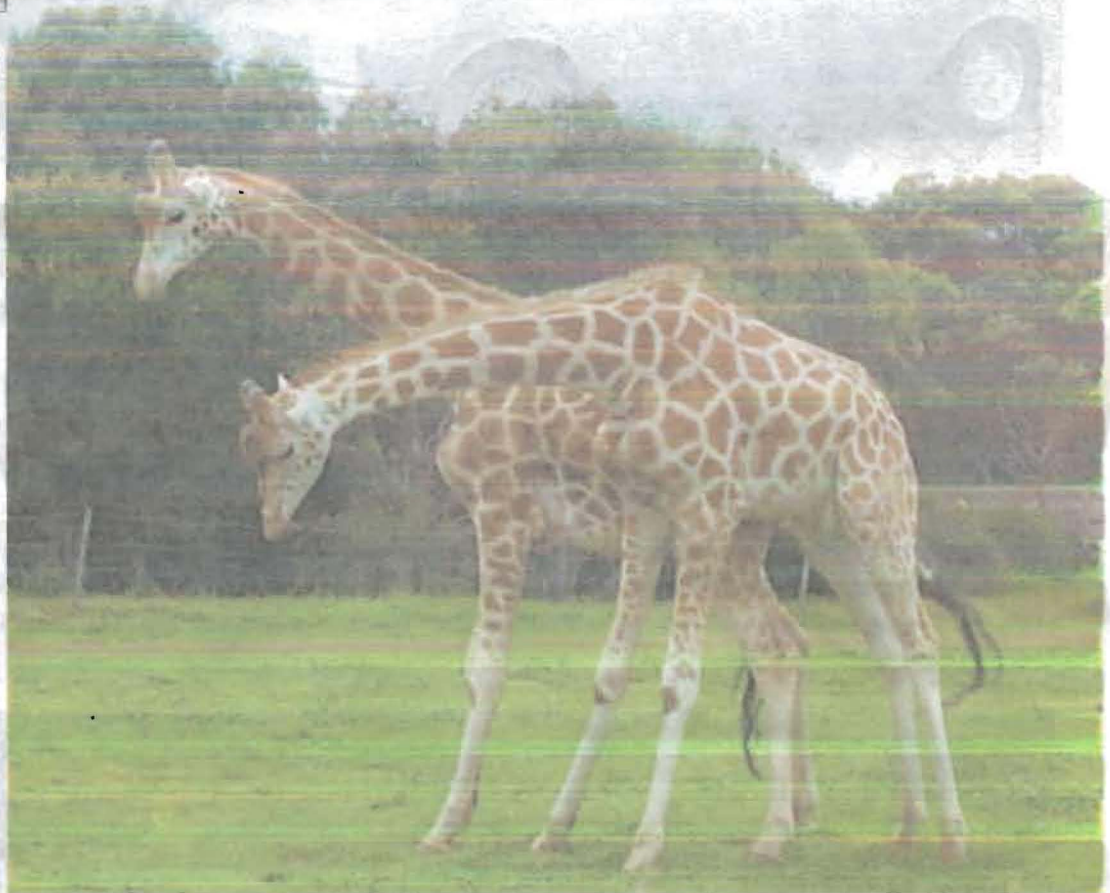
An incorporated club
A0035462V

A friendly family social motoring club

Edition 45

November 2001

OPALS



Two Giraffes seen 'necking' at our recent visit to the Werribee Open Range Zoo.

President
Frank Douglas. 8704 2533

Vice President/ Treasurer
Tony Hodges. 5263 1580

Secretary
Val Jefferyes. 9879 1213

EVENTS.

Tom & Heather Cannon 9791 2949
Ross Wolstenholme 5975 0970
Pat Douglas 8704 2973

Early morning runs.
Neil Wakeman. 9841 7773

MEMBERSHIP.

Tom Cannon 9791 2949

Editor Frank Douglas Editorial fax..9739 6324.. Email.. frankd@opalsaust.com.au

Club cars on parade at Werribee open range zoo



If you missed the club visit to the open range zoo you missed a great day out plus a nice picnic lunch.

At an informal lunchtime meeting it was decided to use some of our financial resources to market the club & obtain some new members.

Together with our Queensland ABC Club we will be developing a marketing campaign designed to attract new members & if you have any suggestions this would be welcomed. Ring and chat to any committee member.



Vicky & Erwin Blohmer from the Black Forest in Germany joined us for the day in their 1929 Chev that they purchased to ship home.

Re-birth of "BENTLEY"



Ray & Lyn Higginson wish to announce the re-birth of their son "Bentley". The expectant parents had a difficult time during labor which was long & protracted. The gestation period to longer than the normal 9 months but the parents stood up to the strain well and as a result have a lovely bouncing two ton son 'Bentley' Lyn said 'giving birth to a two ton son was a little bit of a problem & does not wish to go thru that again'. 'Bentley's christening was to take place at the recent BAY TO BIRDWOOD. Ray & Lyn wish to thank all their friends for their good wishes.

HAVE A SHOT AT THIS

A duel was fought between Alexander Shott & John Nott. Nott was shot & Shott was not. In this case it was better to be Shott than Nott. Some said that Nott was not shot, but Shott said that he shot Nott. It may be that the shot Shott shot, shot Nott, or it may be possible that the shot Shott shot, shot Shott himself. We think however, that the shot Shott shot, shot not Shott, but Nott. Anyway we leave it to you to have a shot at working out who was shot & who was not shot.!

Listed below are some of the entrants to the
LONDON TO BRIGHTON Veteran Car Run.
 No doubt you will know some of the vehicles
 but will you know them all

About the Cars

By D. C. FIELD

*Historian of
 The Veteran Car Club
 of Great Britain*

Achilles

Achilles cars were made by B. Thompson & Co. Ltd., of Frome, Somerset, for a few years only: production starting in 1903.
 No. 120.

Ader

This French firm began car manufacture in 1901 and continued for a number of years.
 No. 87.

Albion

Famous for their heavy commercial vehicles, the Albion Motor Car Co. at first made private cars and were one of the earliest Scottish firms to do so, their first car having taken the road in June, 1900. Early models had a twin-cylinder horizontally opposed engine, tiller steering and solid tyres.
 No. 88.

Alldays & Onions

The firm which manufactured the Alldays & Onions is the oldest engineering company connected with the manufacture of motor cars,

having been established in 1650 (although it should scarcely be necessary to add that they did not begin production of motor vehicles in that year). After 250 years of experience of pneumatic engineering, the company began motor car production.
 Nos. 183, 184.

Argyll

This was one of the earliest Scottish concerns, marketing its first car in 1899, and during the period 1905-7 it had the largest private car output in Europe.
 Nos. 89, 90.

Arnold

In 1896 Messrs. Walter Arnold and Sons of East Peckham imported and sold Benz cars. They also built or modified some twelve cars on the Benz design, fitted engines of their own manufacture, and sold them as Arnold Motor Carriages. The first of these was driven in the Emancipation Run of 1896 by Mr. Henry Hewetson, who subsequently became the agent for Benz cars in England.
 No. 1.

Bassett

The car taking part is believed to be the prototype machine constructed about 1899 by the late D. W. Bassett who previously worked for the Humber and Raligh concerns during the bicycle boom of the 1890s. The car has been completely restored and is among the earliest of existing British built pioneer vehicles. It bears little resemblance to the production Bassett cars of 1901, after which year nothing more was heard of the make.
 No. 22.

Beaufort

These cars are of German origin and had a fair measure of popularity in this country. In 1902 one of them achieved the remarkable feat of ascending to the top of the Round Tower in Copenhagen.
 No. 91.

Beeston

The Beeston Motor Company of Coventry was well known prior to the turn of the century for its motor tricycles.
 Nos. 23, 24.

RACV Great Australian Rally 20 Jan 2002

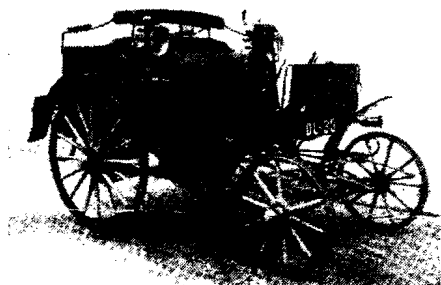
Please put this date in your diary

As we need MARSHALS.

Benz

Karl Benz of Mannheim built his first three-wheeled car in 1885 and the vehicles made by his firm up to 1901 all bore an unmistakable likeness to his first effort.

Nos. 2, 8, 15, 16, 25, 26, 27, 28, 39, 40, 63, 64, 92.



British Duryea

One of the earliest American makes, two Duryea Motor Wagons took part (possibly unofficially) in the original Emancipation Run. Regular production of these cars began in Coventry in 1904.

No. 185.

Brushmobile

The Brush Electrical Engineering Co. of Loughborough built motor cars for a short period at the beginning of the century.

No. 186.

Cadillac

A famous name amongst American cars, it is also one of the earliest makes, the first having been completed in 1903. The same basic single cylinder model continued to be made for the next five years. The make is famous for the introduction of the electric starter.

No. 122.

Cannstatt-Daimler

The products of the original German Daimler Company were known by this name to distinguish them from those of the later English Daimler Co. The huge four-cylinder racing-car which is taking part has many advanced features, including a honeycomb radiator and a "gate" type of gear change. It has an interesting history having been built in 1899 for the late Count Zborowski who was killed in 1903. This model was the immediate forerunner of the famous Mercedes, by which name the cars were soon afterwards known.

No. 29.

Century

Century Tandem motor vehicles were made in Willesden in 1899 and employed the well-known "Aster" engines.

Nos. 93, 94.

Clement

The French Clement cars were first made in 1898 and soon became popular. A number of

early examples still exist and the car taking part in today's event has come over from Belgium where it has recently been restored. Subsequently these cars became known as Clement-Bayard.

No. 123.

Clement-Panhard

This is the light car designed by Commandant Krebs, a director of Panhard-Levassor, late in 1898. Originally known as the Clement-Panhard Voiturette, it was eventually sold in this country as the Stirling-Panhard.

No. 41.

Clement-Talbot and Talbot

Late in 1902 the firm of Clement-Talbot Ltd., was formed to market the French Clement cars in England and for a very brief period in 1903 these were sold as "Clement-Talbot" cars. Later that year, however, the name was changed to "Talbot" cars.

Nos. 124, 252, 253.

Cudell De Dion Bouton

In 1896 Max Cudell built his first motor tricycle in Aachen. It was based on the De Dion Bouton and built under licence. In 1897 the works of Cudell and Co. were opened.

No. 17.

Daimler

The English Daimler Company, which was entirely separate from the German Daimler concern—although both came about as the result of Gottlieb Daimler's invention of the high speed gas engine in 1885—was formed early in 1896 and commenced manufacturing engines. From early in 1897 complete cars were marketed, designed chiefly along the lines of the very successful French Panhard.

Nos. 9, 10, 11, 30, 42, 43, 95.

Darracq

One of the earliest French concerns, this firm began at Suresnes about 1896 and by 1900 produced their first car of conventional lay-out.

Nos. 125, 190, 191, 192.

Decauville

This French locomotive firm began car production in 1898, even the earliest models being fitted with independent front suspension!

Nos. 18, 31, 65.

De Dion Bouton

This famous French concern was founded by an association between the Comte de Dion and a certain Monsieur Bouton. Their early vehicles were steam driven, one of this type winning second prize in the Paris-Rouen Contest in 1894. Later petrol-driven tricycles were made, followed by a voiturette with the engine at the rear. By the end of 1901, the first front engined De Dion car was produced.

Nos. 19, 44, 45, 46, 47, 66, 67, 68, 69, 70, 71, 72, 73, 74, 96, 97, 98, 99, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205.

RACV Fly the Flag tour 2002

Recently we set out on a test run for the 2002 RACV Fly the Flag tour. We started from Government House & headed off for the Great Ocean Road & Warnambool. On route we stopped off for a cuppa with Tony Hodges at Anglesea. The weather turned nasty at Appolo Bay but cleared for a good view of the 12 Apostles. At Warnambool we met with local civic leaders & formed an area committee. Their job being to 'Promote, meet, greet, entertain, feed, flag off' the cars on tour. This technique was copied at the other regional centers & gives local communities involvement in the event.

The route proved to be ok with one possible exception. There was found to be some 32 km of unsealed road on the Omeo Hwy & knowing that some car buffs do not like dirt roads we have selected an alternative route from Wodonga to Bairnsdale for those wishing to use it. The unsealed road was not a problem & Vic Roads say that they will re grade same prior to the day.. All in all a very interesting scenic trip, one that I will be looking forward to repeating.

Frank Douglas.



12 Apostles

Coming to you for your **PARTICIPATION**

EVENT**S**

Sun 28th October Joint day out with the Antique Aeroplane Assn at a beautiful private property in the You Yangs. The property is called Woolloomanata & owned by John Pettit. The address is 5 km nth of Barwon Prison on the Bacchus Marsh Road. BUT we will meet at the Todd Rd Service Center [Shell] Melb end of the Westgate Bridge ready to roll at 10 am. B.Y.O Lunch & drinks. Inquiries. Tom Cannon 9791 2949.

Sun Nov 11. Coal Creek Historical Park. Meet at Shell/McDonalds Melways 96 C 10. Sth Gippsland Hwy Hampton Park. For 9.30 am departure. We will be displaying our cars inside the Village where you can have someone dressed in the costume appropriate to you car. Let Heather know so it can be arranged. 9791 2949. BYO Lunch. Looks like a great day out, so come along & enjoy.

Sun 25th Nov. Gippsland Deli Tour.

Meet at Mobil S/S Officer Princes Hwy at 9.45 am for 10 am Dept. Then to the Robt Gordon Pottery at Pakenham for Morning Tea. Then on to the Light Horse & Military Museum in Nar Nar Goon. From there to the Cannonball Winery then Gumbayah Park for lunch. Admittance Adults \$7.50 Pen \$5 & Kids \$4. After lunch its off to the Garfield Berry farm & our last stop is the Time Travelers Antiques, a treasure trove. Come & join us for a great outing.. Ring Heather 9791 2849.

XMAS..Sat 8th Dec. BBQ at the Gazebo, RACV Country Club Healesville.. Reserve this date please. Discounted cost will Be \$16.50 per head with our club paying for drinks. We need confirmed numbers for catering so ring Frank on 8704 2533

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Sun Jan 13. 10.30.am. RACV Great Aust Rally, Rally bag stuffing time plus a BBQ & maybe a swim if hot. BYO BBQ eats, drinks supplied. At Frank & Pats 12 Grandvalley Dve Chirnside Park Pne 8704 2533.

SUN 20 JAN. RACV GREAT AUSTRALIAN RALLY.. We Need You!

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Is it OK to use an AM radio station after noon

Weekend away at Maryborough



Eleven of our members braved the elements for a weekend away at Maryborough & Castlemaine on the 5th to 7th October. Whilst there we attended a Woodworking Exhibition & by pre-arrangement the various woodworking clubs had worked towards an select array of hand made prizes for both the RACV Great Australian Rally & the RACV Fly the flag tour.

Some 30 works of craftsmen were purchased & a number of these are displayed in the photo above.

This method of purchasing prizes assists hobby woodworking clubs in the community & allows the acquiring of high grade prizes at less than normal wholesale prices. A win, win occasion for all.

We toured the area, spent time at the wonderful Maryborough Railway Station, visited the old gold mining fields at Dunolly & circled the Castlemaine Gaol & walked the Castlemaine Botanical Gardens. This, together with excellent food contributed to a good weekend.