



Bulletin of the Veteran Car Club of South Australia, Inc.



www.vccsa.org.au

Vol. 7, No. 6 – January 2013

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Happy new year to all our readers



Norton Summit Hill Climb



It was a lovely Remembrance Day morning when we were to set off for the Tower Hotel car park at Magill. There were no incidents on the way to the meeting place, except our Secretary David was called out for work!

After the usual “catch up”, Phil rang his bike bell to get our attention and to explain the details of the morning run. There were eight big veterans that set off for the run (a Vauxhall, two Napiers, a Hupmobile, a Siddeley Deasy, a Hotchkiss, a Minerva and a T-Model Ford), plus some interesting classic vehicles. Some members attended the start for a catch up only, as they had other matters to attend to.



Judging for the special hill climb was performed gallantly by David Cant in his MGA.

As normal, the persons who were seen to be enjoying themselves, or showed their relief in being able to get to the top, were to be deemed to be the winners .

The countryside looked magnificent as we climbed the steep hills and viewed the city from afar.

The only incident was Mossop's Minerva requiring a water stop, and at about 11.11am vehicles stopped for a minutes silence in respect for those who had given their lives for their country.

Our picnic morning tea/lunch stop at Mt Lofty Botanical Gardens was in a different garden area this year. There were a number of tables, which we positioned to suit our group under the shady trees in the area adjacent to the lower car park. We were able to all sit together and enjoy our food and convivial conversation.

Consequently, the winners of the day's hill climb were announced - Di and Howard in their Napier.

Di told us their enthusiastic smiles were actually looks of terror, as Howard had just done a "wheelie" around the previous corner!

Eventually everyone headed to their respective homes having enjoyed another great day of Veteran motoring!

Trish Keane

Meetings

The Club holds informal gatherings at 8pm on the first Wednesday of each month, except January, at the Colonel Light Gardens RSL, enter off Dorset Ave. Assemble at 7.30 for a pre-meeting chat. The only formal club meeting is the Annual General Meeting, held on the first Wednesday in July each year.

Wednesday 2nd January. There will be no gathering.

Wednesday 6th February. All efforts to come up with an interesting speaker for this meeting have failed so far, so your editor has been asked to put together a slide show from the approx. 200 photos taken on the 2012 RAC London to Brighton Run.

Upcoming events

Saturday 26th January

Australia Day Breakfast Run. Meet at Veale Gardens 7am for 7.30am departure. Should be a hot day, so an early start in the cool of the morning. An easy run on the Adelaide Plains. Breakfast will be at Café Presto, 180 Glen Osmond Rd, Fullarton. Organiser Neil Francis.

Sunday 10th February

Breakfast run to Semaphore, being organised by David Chantrell. Starting at Veale Gardens at 7am for a 7.30am departure. After a short run we are having breakfast at a café at Semaphore (venue still being decided as I am waiting on confirmation). After breakfast we will follow the coast to Glenelg where we have been invited to Kapara Nursing Home for our elderly citizens. Those who wish, may take some people for a ride. Kapara will be heavily dependant on temperature, if 40 odd degrees it may not go ahead.

Sunday 10th March

Old Reynella Historical Fair, route there being organised by David Chantrell. Start at the Colonel Light Gardens RSL at 9am for a 9.30am departure, note we will be going on South Road and up Tapley's Hill. We have booked a space for 10 veteran cars. The fair promises to be something different with Napoleonic enactments, canons, black powder firings, period costumes and of course the VCCSA!. We can leave about 3pm or so to get home.

Friday 12th to Sunday 14th
April 2013

Our annual weekend rally, to be held in and around Nuriootpa, all cabins in the caravan park on hold for us, just mention the Veteran Car Club of SA, be quick, they are filling fast. Get your rally entries in now please. Routes are for all veteran vehicles. So don't hesitate, enter that veteran car or motor cycle! The more the merrier!!! Flyer and entry form attached to this Bulletin.





From the Chairman

Another year has come to an end, and once again the Christmas period is behind us. I hope Santa has been kind to you.

There is no meeting scheduled for the first Wednesday in January, so as usual the February gathering is the one that gets things started in the New Year. After the Australia Day Run, that is. This year, Neil is organising this event, and I feel sure further details will be in this Bulletin. Due to the hot weather usually associated with this time of year, it will follow the normal recipe of an early run and a relaxing breakfast. I look forward to seeing you there.

No doubt most of you are aware that our erstwhile editor was fortunate enough to be among those attending the UK London to Brighton Run in November. Fresh from his trip to Blighty (and hopefully recovered from the lousy weather) Tony has kindly agreed to give a presentation of some of his photographs and a bit of a talk about his experience at this event at our next meeting, to be held on February 6th. I'm really looking forward to seeing pictures of cars we just don't see in Australia. I was lucky enough to receive for Christmas a copy of the official programme of the event from my godson Ben, who happened to be in London on the day and went to watch the cars leave from Hyde Park.

In March we are hoping to have a really special evening that Dave Chantrell is organising for us, yet another night that is just "not to be missed".

Dianne tells me that entries are arriving for our Rally in the Barossa in April. No cheques have yet been banked, so please don't panic that they have not been cleared from your accounts. Keep the entries coming in.

May I wish you all the very best for 2013.

Happy Veteran Motoring,

Howard



From the Secretary

Well 2012 has drawn to a close and it has been a momentous year for the VCCSA. We held a fabulous 50 car weekend rally, had a great turn out for the Bay to Birdwood, Ipswich Veteran Rally in Queensland, nearly 40 cars at our London to Brighton Down Under Run and finished the year with a Saturday afternoon and evening wine tasting and picnic. Sadly our ranks also thinned a little with the passing of a few of our valued members. We had some great monthly speakers, many cups of tea, and I am unable to count the great friends and conversations throughout the year. What will 2013 hold? Well, we can start by attending our Australia Day Breakfast Run. You can also enter the weekend rally as advertised in our magazine. Let's see if we can beat the 50 car record! There is plenty of accommodation, great food and fabulous venues to visit, so don't be shy. We have sent invites to about a dozen clubs and even our National Motor Museum at Birdwood. I for one would love to see anything they would like to bring! We have received an email from the Federation asking the clubs about the future of the Bay to Birdwood. This communiqué arrived after our last committee meeting for the year and will be discussed at our first meeting for 2013. The committee have sent various emails amongst ourselves with some thoughts and ideas, but if you have anything at all that you feel may add to the discussion please forward it to me. I know the Bay to Birdwood has polarised many peoples opinions, but we do have an opportunity to put something forward and I for one think the VCCSA needs to be constructive and offer some alternatives if required. We need to be proactive, professional and think of all of our veteran motorcycles and cars first and foremost.

David Chantrell

We can deliver from stock.

£170

7 h.p. Aster (governed) or 6 h.p. Genuine De Dion Engine Sliding Gear, 3 speeds forward and reverse, pump water circulation, and all the most up-to-date points.

MAN OF MODERATE MEANS.

1903

£170

Phaeton body, bucket seats or Victoria body. Green, blue, cream, or any colour.

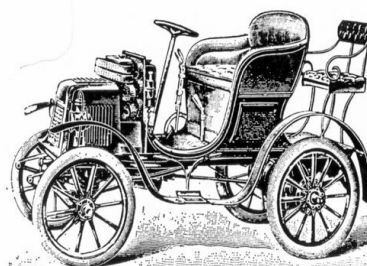
FREE OPTIONS.

The "Daily Telegraph" of March 22, 1913, says: "A strong feature of the show which will open at the end of the month is the number of small cars at prices between £100 and £200. They give excellent promise of utility. The four-point is a most clever sufficient, and the control is so satisfactory as to be provided without a governor engine, though we have seen a well-known firm is contemplating introducing very shortly a 4-h.p. motorised car with governor engine. Among the cars which are worthy of inspection by those in search of cheap, convenient is the 'Gamage'."

Such splendid workmanship has been put into this car that the cost of up-keep can be reduced to a minimum. It is the ideal car for the man of moderate means.

NEW MOTOR LIST POST FREE.

A. W. GAMAGE, LTD., HOLBORN, E.C.





For sale

Wiring diagrams for all veteran and vintage cars known to mankind, and some that are not.
Terry Parker 08 83313445



For sale

1904 Pope Tribune, has completed last 6 London to Brighton runs (the real one), since full restoration. £55,000.

Lloyd Bailey, lloydbailey@hotmail.co.uk



Wanted to buy

Humberette, 1904 or older, 2 seater. Any condition.

Lloyd Bailey, lloydbailey@hotmail.co.uk



Forthcoming rallies

National Veteran Rallies

2013 - Sept 15th-20th, Shepparton, Victoria

www.veterancarclub.org.au

2014 - Oct 19th-24th, Kalgoorlie-Boulder, W.A.

www.veterancarclubofwa.asn.au

National 1 & 2 Cylinder Rallies

2013 - March 10th-15th, Canberra, A.C.T.

Contact VCCSA Secretary for more details.

2014 - May 4th-9th, Robe, S.A.

Jointly organised by the VCCSA and SCC.

More details to follow at a later date.

National Veteran Motorcycle Rally

2013 - Sep 30th - Oct 4th, Parkes, N.S.W.

www.vmcnsw.org.au



Link to an interesting video of annual Veteran and Vintage motorcycle run, called the 'Banbury Run' from the Heritage Motor Centre at Gaydon near Coventry (UK).

http://www.youtube.com%2Fwatch%3Fv%3DtZmkvScgmZI&ei=asnRUNKmEK6S0QX0toGYDA&usg=AFQjCNHiLhLPjMHHK_ue-BKC2mTro99v5A



Time for a laugh

A woman goes into K-Mart to buy a rod and reel.

She doesn't know what type to get so she just grabs one and takes it to a register manned by a K-Mart 'associate' wearing dark shades.

The woman says, "Excuse me, sir, can you tell me anything about this rod and reel?"

He says, "Ma'am, I'm blind but if you will drop it on the counter I can tell you everything you need to know about it from the sound that it makes".

She doesn't believe him, but drops it on the counter anyway.

He says, "That's a 6ft graphite rod with a Zebco 202 reel and 10lb test line. It's a good all-round rod and reel, and it costs \$20".

She says, "That's amazing!. You can tell all that just by the sound of it dropping on the counter. I think it's what I'm looking for, so I'll take it".

As the blind man begins to ring up the sale, the woman loudly passes gas. At first, she's embarrassed, but realises there's no way he could tell it was her because he's blind and wouldn't know she was the only person around.

He rings up the sale, and says, "That will be \$25.50".

She replies, "I thought you said it was only \$20".

He says, "Yes ma'am, \$20 for the rod and reel, but the duck call is \$3, and the stink bait is \$2.50".





1903 Holley Motorette - Restored in 2005 by Tony Prebensen, NZ

I was on my nightly read of the Model 'T' Ford Club of America's forum when I saw a great thread on a recent veteran rally in Hawkes Bay, New Zealand. One of the cars kindled my curiosity as it was a Holley. I contacted Gavin Harris, the thread originator and asked if I could possibly use his photos in the VCCSA "Bulletin".

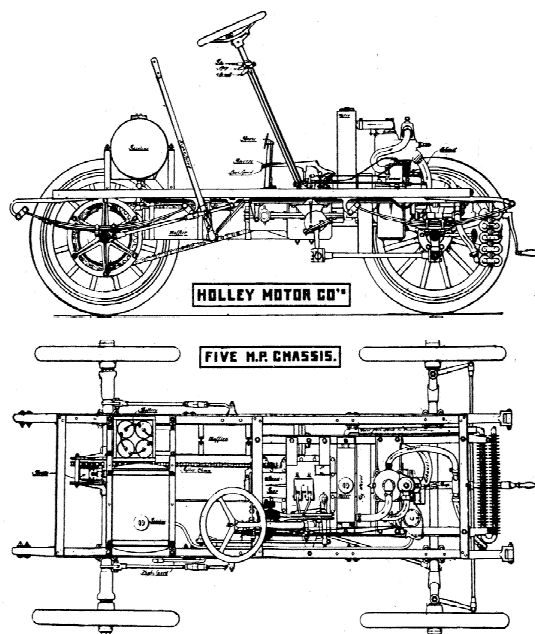
Gavin was more than pleased and put me in contact with Tony Prebensen who owns this rare little gem. Tony has forwarded this article and photos for our magazine. Read on and explore in Tony's own words how he came to look after this exquisite veteran vehicle.

Thank you to both Gavin & Tony.

David Chantrell.

This project started 35 odd years ago at an estate clearing sale in Greenmeadows when a gearbox, clearly from some sort of motor vehicle, with 1900 patents on it came up for sale. The man standing next to my father said I am going to buy that to make a boat winch. I recall my father turning to me and saying no he's not and promptly bought it for the huge sum of \$6. This is an Upton gearbox and Upton made cars at that time, clearly not successfully because any records or vehicles had long since gone. Recently I started tracing the Upton family, eventually contacting the great, great granddaughter of Mr Upton. This resulted in no further information other than that which I had gathered about her family. That was the end of that part of the story.

The remains of the Holley had languished in the back store of the Faraday Centre for as long as anyone could remember. Very little was known about the Holley other than it had been some sort of automobile. The engine needed serious work doing to it, beyond the means of the Faraday Centre, so it was purchased by me and I started investigating its history. I sent away my \$35 US to the Horseless Carriage Club Library in the USA hopeful that there might be a thread of information about the Holley. What came back was what made the project possible. Holley's foray into making cars was brief and by the time they had the Holley on the market a business decision was made to give up making cars and stick to making carburettors and other car parts. This was clearly a wise move considering that they are still in business today making performance car parts. I guess to recoup some of the losses they sold off the kit of parts to assemble your own Holley together with drawings of the running gear in some detail. This was what arrived from the HCC Library together with copies of advertising material for the Holley. The next discovery was to open these plans and discover that the Holley had an Upton gearbox exactly the same as the one acquired 35 years earlier. The odds of these components coming back together again have to be fairly long.



This has been a project where everything has fallen in to place, many people have provided support and assistance and parts have arrived from many numerous sources. The correct Longuemere carburettor came via an ad I placed in the Beaded Wheels resulting in a 'you are not going to believe this' email from our fellow vintage car club enthusiasts in Capetown, South Africa.

There are 3 other known Holleys in the world. One in the foyer of the head office of the Holley factory. (Still in business making performance car parts). Two others are owned privately in the USA.



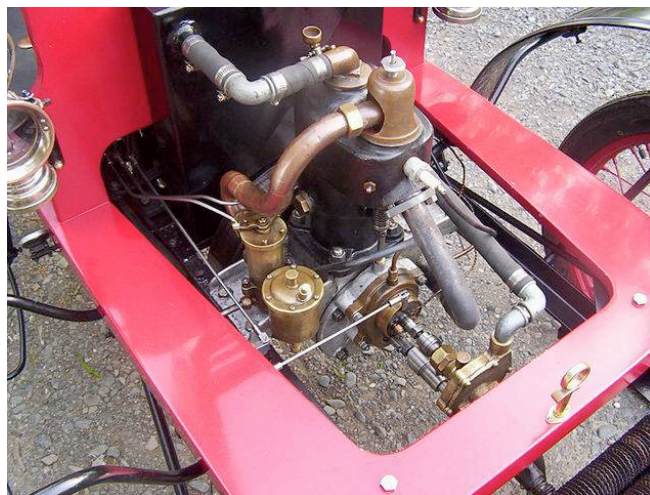
Holley's first outing was at the Manawatu Branch veteran rally where she lasted 11 miles before needing a lift with a minor problem. Last weekend she ran for 90 miles over the 2 days without missing a beat. She is great fun to drive, brings new meaning to what constitutes a hill, a head wind, oncoming traffic, she will never go rusty and 20-24mph is plenty fast enough.

For the techno's

Engine: Holley single cylinder of 630cc developing 5.26HP (Factory test figure) at approx 1500RPM. 3½ in. bore, 3½ in. stroke, atmospheric inlet valve.

Transmission: Upton 2 speed epicyclic gearbox with 2:1 bevel gear reduction built in.

Differential: Chain drive with single brake in the centre of the open diff.



2012 Holley update:

I have now completed almost 2000 miles in the Holley Motorette over some very challenging terrain for such a small car. After the usual settling down problems that go with any car restoration the Holley has proven completely reliable with its only failure to complete a run being my failure to charge the battery sufficiently. Many have had a ride or even driven the Holley over the past 8 years, including the students in my classes. Low gear/reverse in the epicyclic gearbox is a breeze but is only good for 7mph. Top gear is very high and can be a management challenge especially when reaching the brow of a long hill and the oil has been spun out of the phosphor bronze clutch. Downhill 29MPH is possible, on the flat 22-24MPH is comfortable providing the wind is in your favour. On a hilly stretch having excellent brakes means keeping up with more able cars is possible in spite of the slow climbing speed. Preserving one's momentum on a hilly run is a lot of fun, analysing every corner and rise trying to pick the best line while managing the spark timing and crude controls of the Longuemere carburettor. The driver is kept busy at times. A panic stop is more of a process than an event. Last year in a trip to the USA I had the pleasure of meeting the daughter of George Holley and seeing their Holley car which they acquired in the early 60's. It is very original with 50 years of patina added to the restoration. They also have a Holley motorcycle from 1901. There are 5 Holley Motorettes that I have tracked down, 3 in the USA, 1 in Canada and my wee gem.

Tony Prebensen





An eventful journey

Easter 1994 we decided to once again attend the bi-annual Bushman's Rally at Broken Hill, only this time we would take the 1927 Chrysler 52 tourer, and make a holiday of it.

Many years before, I had fitted a tow bar and converted the electrics to 12v for two reasons, one to have headlights that actually lit up the road, and the other for the trailer which has a fridge, and is used on more modern vehicles. And of course the easier starting, having retained the 6v starter.

The car was duly serviced and everything checked, the rear wheel external brakes had new linings, so everything was ready for the trip. We left after the morning rush heading for an overnight stop at the Karinga Hotel in Burra, car running well, not a lot of traffic, we arrive at Gepps Cross with smoke billowing from the rear wheels. It appears that my friends at Repco had used the wrong radius when relining the brake bands, and although I had adjusted them with the correct clearance all round, when they had a little heat in them they readjusted themselves so that one edge was in contact with the drums. Out with the spanners, a quick readjustment and off we go again, only lost about 15 minutes.

Nice run up the Main Nth Rd through Elizabeth and Smithfield, decide to go through Gawler to buy some buns at the nice bakery. Somewhere by the racecourse the engine seems to be loosing a bit of power, so get to the bakery and investigate, appears to be running on three cylinders. OK buy the buns, and get through Gawler to the nice



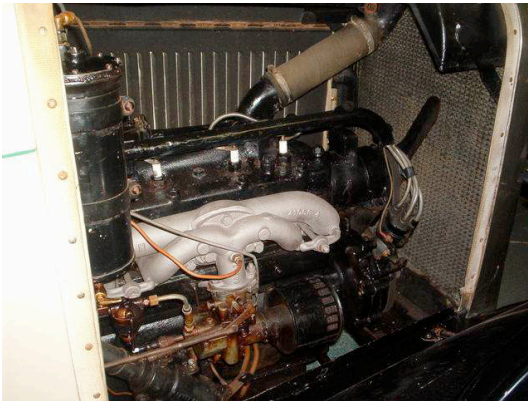
little reserve in Willaston opposite the caravan park. Have morning tea then investigate, ignition OK plenty of spark, all plugs firing, so off with the carby, inlet manifold, exhaust manifold, and side plate. Turn the motor over, there it is, one exhaust valve adjuster has managed to unlock itself and wind right off, this engine has been running very well for at least four years without any valve adjustment, why now, I get the distinct impression that the Chrysler doesn't want to go to Broken Hill. Anyway all it needs is resetting, putting back together, and ready to go. About an hour lost including morning tea.

Off we go again, at least the weather is good, nice sunny day not much traffic, travelling at between 45 and 50mph, not really holding anyone up, pull to the left now and again to let a car by, apart from the two hiccups, all's well. Slow down for Tarlee, this was going to be the morning tea stop, but we've already done that. Still no traffic on the road, slow down through Riverton, Saddleworth and Manoora, there seems to be a little bit of wind across the open land, but not too much. Travelling well, will be in Burra nice and early despite the unscheduled stops. Just after Hanson corner, suddenly the exhaust is sounding much louder than normal, better have a look, would you believe it, the gasket material between the inlet and exhaust manifolds didn't like being disturbed earlier. Not much we can do about that here so on to Burra, by the time we arrive it sounds like we have no muffler. Check in to the hotel, leave Sheena and the trailer there, and visit the local garages, after about half an hour, the best that I can come up with is a piece of thin exhaust gasket material and a tube of cement, that will have to do, so back to the hotel and wait for the engine to cool down a little, then off with the carby and manifold again, make a gasket and give it a liberal coating of gasket cement on each side, and reassemble. At least it will be able to harden overnight, so forget about it and settle down for a nice dinner and goods nights rest.

Friday, no need to get up particularly early, we are only going to Broken Hill, so have a nice breakfast, hook up the trailer and check the car over, and off we go. The weather isn't looking too good, overcast and windy, so the side curtains go on. About 20km out of Burra the wind is really getting up, now it is blowing horizontally from the left, finding it hard to keep the car heading in a straight line, and the side curtains on the left side are leaning inwards, and on my side leading outwards as the wind passes through. I think that this is about the time that Sheena decided that we didn't really need a tourer anymore, and should start looking for something with windows that wind up. Apart from the wind, we are still proceeding at a reasonable pace, get to Terowie roadhouse for our morning tea stop. About 20 minutes after we leave



Terowie, the engine is starting to miss, better stop and investigate, this time the points have decided to become loose and close up, they look a bit burnt but otherwise OK, so with a little filing and adjustment, cap back on and away we go again, only about 15 minutes lost, so no problem. The wind has dropped so not so bad now, pass Yunta and have to wonder why anyone would want to live out here, keep going, our plan is to have lunch at the pub in Olary, like we normally do. Oh, the best laid plans, forgot that it was Good Friday and the pub is closed, never mind we will go on to Cockburn the roadhouse will be open.



Not more than 2km out of Olary there is a terrible intermittent miss, must be the points again, better turn around and go back to Olary, at least there is a little bit of civilisation there. Stop outside the pub, just in case we aren't going any further. Open the bonnet to find oil running down the engine, the coil which was horizontally mounted through the fire wall, has decided to vacate all of its oil, now that is one thing that I don't carry, a spare coil. OK, this is a small country town, there is bound to be some old cars in a paddock somewhere, so lets go for a walk. Around behind the pub there are a couple of old derelict houses, and one of them has a few old wrecks in the yard, so lets have a look, no engines in any of them, but what luck, there is an old

Austin A50, and the only thing in the engine bay is an old coil, can't believe it, it must be a dud. But anyway lets try it, remove the coil, back to the Chrysler, cutting a bit of good old fencing wire on the way, suspend the coil with wire from the bonnet support, and connect the LT and HT leads, and give it a go. What do you know, it works, now I really know why I converted the car to 12v. This little escapade has only taken about 45 minutes, and we didn't see a soul in Olary, and only one car went past.

Back on the road again travelling well, get passed by a few Honda Gold Wing bikes with trailers, about 40km further on the alternator light came on, keep going, sort this out later, get to the rail crossing, guess what, an interstate freight train is coming, have to stop, this is going to be a while knowing the length of these trains, so pull to the side to investigate the alternator. Should have guessed, broken fan belt, I should probably explain that I had the alternator mounted inside the chassis under the floor, running off of a pulley welded on the tail shaft, obviously this only works when you are moving, but very effective. Whilst we were sat there waiting for this freight train, which must have been 5 miles long, to pass, who should pull up behind us, none other than good old reliable Chris Whittall, of course Chris has a spare fan belt or two in the boot. The train has almost passed by now, so we decide to go on the few miles to Cockburn and have a rest and a drink and then drop the tail shaft and put the new belt on, this was great, didn't really loose much time, but the light is beginning to fade, should have been in Broken Hill by now, with the tent up enjoying a beer.



Say thank you and goodbye to Chris, and let him get on his way, then we are on our way again.

Between Cockburn and Broken Hill is a range of hills, quite steep, but no problem for the Chrysler, top gear all the way up. Going down the other side the road is rather undulating, almost to the point of being rough, the car is starting to bounce a bit, so slow down to about 40mph, this is bearable, then suddenly a loud bang, and no power, by this time it is getting really dark. We pull over to investigate, easy, just open the trailer and get the torch, I think that we must have had Murphy hiding in the back, the torch battery was flat, must have been left on. Never mind get out the gas lamp, might need a new mantle, but that's OK, mantle is intact, so turn on the gas, WHAT GAS?, you guessed it, the bottle is empty. Only one thing left, matches, yes we had plenty, so up bonnet strike a match and investigate, everything looks OK, more matches show that the spring loaded bolt securing the distributor

manual advance is missing. Now Sheena is having to strike the matches, whilst I get my hands dirty, and it is getting very cold, and she is starting to complain.

The distributor drive has a straight dog tooth on the bottom, and it appears that the vibration had allowed the bolt to unscrew and fall out, and the distributor jumped up and landed back 180 degrees out. Next step, take out No 1 plug, and with another piece of the trusty fencing wire, find TDC, check the rotor, it seems to be pointing in the right direction but must be on exhaust stroke, so lift it and turn 180° drop the distributor then rummage in the tool box for a 5/16 UNF bolt to fix it down, this time firmly with a lock washer, I never used the advance and retard anyway. Better see if this works before we put the tools away, quick touch of the starter and away it went, perfect, Sheena has to still keep striking matches whilst I pack up the tools and put things back in the trailer, but all's well.

I might like to comment that, not one of the many cars that passed whilst we were stopped on the side of the road in the middle of nowhere in the dark, stopped to ask if we were OK or needed any help.

The final 30km or so into Broken Hill was quite uneventful, thank heaven for small mercies. We checked into the caravan park sometime between 6.30 and 7pm, instead of the planned 4pm, but never mind, at least we got here, now to put up the tent in the dark, with the aid of the headlights, once again so pleased to have the 12v, surprise, it didn't take any longer than normal, every thing set up and drink in hand in about 15 minutes. The guys with the Hondas were in the park and wanted to know why we were late, considering the speed that we were travelling at when they passed us.

The Bushman's Rally was as good as it normally is, plenty of friends to catch up with, and a chance to make good the temporary repair to the exhaust manifold gasket, and check everything else.

On the Sunday everyone went around to the zinc lakes for a morning tea and to display the cars, with a certain amount of judging going on. This particular year they were looking under cars for oil leaks, when the chap came to the Chrysler, he looked underneath, got up, stood for a moment, then was on his hands and knees with head under the car, next thing is, he is shouting to his mates to come and have a look. He was completely taken aback with the alternator hidden underneath running off the tail shaft, before we knew it, half the blokes on the oval were under our car. I have heard that now a days there a few vintage cars with alternators running off of the tail shaft, I wonder where they got the idea.

We enjoyed the rally as usual, and on Monday morning packed up, then went to the farewell breakfast to say our goodbyes, and went on our way.

We decided to spend a few extra days coming home, so back down the Barrier Hwy and turn off at Terowie and come home via Peterborough, spend the night at Jamestown, and then via Gladstone to Clare and visit a few wineries and spend the night, then home.

And would you believe it, the car never missed a beat all the way home, we must have left Murphy at Broken Hill, maybe he is riding in someone else's car now.



Tony Beaven



THE KALGOORLIE-BOULDER VETERAN RALLY

19th-24th OCTOBER 2014

*Planning is underway to make an unforgettable National Veteran Motor Vehicle Rally
The City of Kalgoorlie -Boulder promises to offer something new and exciting.*

Here you will find the richest square mile in the world. Kalgoorlie-Boulder was once known for its rip-roaring hotels where nuggets were sometimes used as currency. Today, the city has lovely heritage hotels and bars, as well as modern restaurants and even a winery. Accommodation in the city ranges from budget to luxury.

Surrounding Kalgoorlie-Boulder are ghost towns and communities with their own rich history. During this National Veteran Rally we'll be visiting a few of these places. Only a day away and worth a visit before you return home are, Esperance to the south with its Bay of Isles fringing the western end of the Great Australian Bight and Perth city to the west.

On the weekend after the National Veteran Rally, the Motoring Festival will culminate in the return to Lake Perkolilli by historic race cars, including several which raced there in the 1930s.

This event has been planned so participants can enjoy the atmosphere of this significant centenary.

EXPRESSION of INTEREST to Secretary: John WOOD 7 Eleanor Crt CRAIGIE WA 6025 wood1941@bigpond.com

Name		
Address		Postcode
Phone	Mobile	Email(strongly preferred)
Vehicle		
Signature		Date