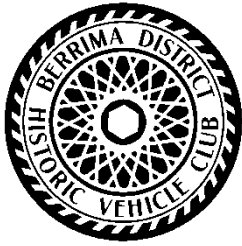


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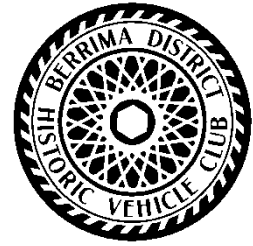


BERRIMA DISTRICT HISTORIC VEHICLE CLUB Inc

PO Box 145, Mittagong NSW 2575

Email: bdhvc73@gmail.com

www.BerrimaDistrictHistoricVehicleClub.org.au



LIFE MEMBERS

Alan Barker
Denyse Barker
Richard Bates
Lillian Bates
Bill Betts
Robyn Betts

Robert Jay
Pat Jay
Val Neal
Chris Knapman
Geoff Knapman
Jenny Harkness

Fay Mills
Peter Mills
Bill Robertson
Alan Strode (deceased)
Alice Strode (deceased)
Alan Worner

Beverley Worner
Eric Worner
Sandra Worner

OFFICE BEARERS 2012 - 2013

PATRON	Bill Betts	4871 1332
PRESIDENT	Bill Flegg 04074 08844	46832365
VICE PRESIDENT	Michael Plummer	4628 8221
SECRETARY	Eddie Tierney	4684 3537
ASSISTANT SECRETARY	Lorna Tierney	4684 3537
TREASURER	Len Parker	4861 6654
ASSISTANT TREASURER	Jenny Harkness	4677 3404
EVENTS DIRECTORS	John Glennon	4861 2701
	Gary Fuller	0412 660530
	Alan Worner	4871 1483
	Eric Worner	4871 1620
EDITOR	Maurice Hickman	4677 3162
LIBRARIAN	Greg Morrison	48 77 1281
PLATES REGISTRARS	Sandra & Eric Worner	4871 1620
INSPECTION OFFICERS	David Auld	4659 6041
	Bob Millard	4878 1161
	Phillip Hughes	4659 6383
	Eric Worner	4871 1620
PUBLIC OFFICER	Ken Harkness	4677 3404
HISTORIAN	Alan Barker	4871 1161
ASSISTANT HISTORIAN	Robyn Betts	4871 1332
MEMBERSHIP REGISTRAR	Barry Parsons	4862 5435
PROPERTY OFFICERS	Ray Barwick	4647 8902
	Peter Mills	4677 1265
CATERING OFFICER	Robyn Betts	4871 1332
	Faye Mills	4677 1265
RESTORATION & SPARES	Phillip Hughes	4659 6383
CMC & BUSH COUNCIL	Gary Fuller	0412 660 530
SPORTSGROUND CO-ORDINATOR	Peter Mills	4677 1265
	Maurice Hickman	0413 594 788
	Jenny Harkness	4677 3404
	Fay Mills (Reserve Attendee)	4677 1265
WELCOMING OFFICER	Bill Robertson	4681 8767
	Kevin George	4869 5457
INTERNET OFFICER	Rod Lovell	0428747767
WEBSITE	www.BerrimaDistrictHistoricVehicleClub.org.au	

BERRIMA RALLY COMMITTEE(2013) Peter (Rally Director) and Fay Mills ,Gary and Jan Fuller, Bill and Gae Flegg ,Chris and Geoff Knapman, Eric Worner, Kevin George, Robyn and Bill Betts, Pauline McFetridge.

EDITOR'S e-mail: mhickman29@bigpond.com



BDHVC President's Message

April 2013

Hello again,

It is not easy to open a meeting by announcing the passing of a member let alone two. Both Frank Brooking and Rick Senior were great members of our club and our condolences go out to their respective families.

Our April meeting saw the members present vote to hold a 40th Birthday luncheon at the Mittagong RSL on Sunday 4th August. This will be a great day and it is hoped that you will answer our invitation so as we can confirm numbers for this special occasion.

Great to see our old friend Alf Scotting at our meeting whilst in the area.

Well it's not often that you can go to Robertson and the weather is fine ALL day, but that was true when we gathered with what seemed like the biggest number of vehicles on the Railway common they have had in some time.



Of special interest were the current and former Police cars and their equipment used to keep our roads safe (and catch speeding drivers) the old Mittagong 204 and the new Mittagong 204 were quite a contrast, each are pursuit vehicles, the later having a vast amount of high tech gear on board.

It appears there is currently plenty of interest in classic motoring in the Southern Highlands. Could we have caused this surge in popularity with our Rally? I'd like to think so.

Highlife Magazine also featured the Berrima Rally in the latest issue, well done.
Happy motoring and stay safe Bill Flegg

MINUTES OF GENERAL MEETING OF BDHVC INC

Held at Bargo Sportsground Hall on 10th April 2013

Bill Flegg, our President, took the chair and declared the meeting open at 8.05pm. There were 40 members present, 11 apologies and we welcomed visitors Alf Scotting, from Taree Historic V.C. And Michael Williams, a tractor man! Bill spoke of how saddened we are at the passing of Frank Brooking and Rick Senior recently. Club members are most welcome to attend Ricks' funeral which will be at his home on Friday 12th. Marie will put up signage, please bring your cars and by request, wear casual clothes as Ricks' dislike of suits was well known.

Minutes for the March general meeting A motion that these minutes be accepted as a true and correct record was moved by Barry Parsons, 2nd by Maurice Hickman and carried.

Matters arising from the Minutes

The question of how to manage requests from other clubs for on-line exchange of magazines was raised and will be addressed under other business to-night.

Correspondence In Eamon Tierney reported on correspondence.

- There were 35 magazines received from other clubs.
 - Renewal for trailer registration
 - Haynes Manual Statement
 - Membership application from Alan and Jenny Borg with a cheque for \$70
 - Membership fee from Dennis Hawkins \$45
 - Notification from ATO for BAS statement.
 - Investment account statement from IMB. The above were handed to the Treasurer.
 - Change of address notification from The model Ford club:- PO box 1083, Merrylands NSW. 2160
 - Various event invitations have been passed to the events coordinator
 - Letter from The Mayor of Wingecarribee Shire Council, thanking the club for the time and commitment given to the 2013 rally and with thanks for the opportunity for her to open the rally was read to members present.
 - Flyer, special offer and samples from "Covercraft Industries Ltd.
- Request from The Oaks Historical Society to make a tractor display on 27th April will be discussed and arranged/ confirmed by Bill

Correspondence out. There was no out-going correspondence. It was moved that this report be accepted by Alan Barker, 2nd by John Glennon and carried.

Treasurer's Report Len Parker presented a detailed financial report and confirmed that with the paperwork now attended he was pleased to report a comfortable profit from the 2013 Rally. It was moved this report be accepted by Kevin George 2nd by Pauline McFetridge and was carried.

Membership Report Barry Parsons gave this report. Badges and booklets are available for new members who are not here to-night. Robyn Betts raised the question about ratification of new members. Bill suggested that Membership Applications be tabled before the Membership report at future meetings. This was moved by Robyn Betts, 2nd by Kevin George and carried. Applications by Helen Charlton; Alan Berg and Tony Alessi were all approved by those present.

Plates Registrar Presented by Eric Worner. New registrations this month:- Ray Selby 1969 Morris Woody no. 47525H; Paul Shaw 1949 Commer Truck 47528H and Alan Berg 1948 Jaguar 47529H.

CMC and CMHC Reports Gary Fuller has nothing to report this month.

Bargo Hall Report Peter Mills gave this Report. The new floor is showing some movement which has been reported and will be repaired.

Berrima Rally 2013 Report Peter Mills gave this report. Peter thanked Len for his work on the rally paperwork. He again congratulated the committee for their expertise and hard work and all members for their contributions which resulted in a profit which we had not set out to make. Peter concluded with a reminder that a new committee for 2014 is to be initiated and volunteers are sought.

Rod Lovell proposed an official vote of thanks to the 2013 Berrima rally committee, which was unanimously endorsed

Editor's Report Maurice Hickman presented his report. Magazine was late due to printers having mechanical problems. Please submit articles by 18th this month as I am going away. [at this point Maurice was congratulated for taking a blue ribbon at the machinery and tractor show].

Librarians Report There was nothing to report.

_Minutes continued

Events Report

John Glennon presents this report

- Both Dave Wolfe morning tea runs in March were very well attended
- The Camden show, Seniors week and 150th celebration at Goulburn were all great events.
- Reminder about Robertson heritage day starts 10am this week-end.
- Anzac day has been organised
- We have a letter from ANSTO social club inviting us to attend their Christmas party on 14th Dec. This is an annual event, large and well organised with activities for the children. After some discussion it was decided to list this on our events calendar in order to gauge interest.
- Haulin' The Hume will be on the 27th April and will be stopping for lunch at Gunning but we shall let them know we shall be watching for them at Berrima. Some of us will follow on to Gunning

John handed the floor to Bill who announced that the events committee were suggesting that in order to celebrate our 40th club anniversary we hold a luncheon at the Mittagong RSL on Sunday August 4th at 12pm for 12.30pm. It is proposed that the club fund the meal for members. There was considerable discussion on the floor.

Karen Lloyd moved that a lunch be held at the Mittagong RSL for all members which will be funded by the club 2nd Eric Worner. This motion was carried by a large majority.
Eric Worner moved that all reports be accepted, 2nd by Ray Selby, the motion carried.

General Business

Rod Lovell asked to do some "housekeeping" re previous minutes.

He had communicated with the president over minutes of the meeting held on 12/12/12 stating that he (as webmaster) could not comply with the motion as passed in those minutes. Bill had agreed that the minutes did not accurately reflect what was discussed at the meeting. Rod stated that as "no action had been taken on this motion", it was acceptable to rescind the motion. Rod proposed a motion, that the motion:

"More clubs are now saving costs and wanting to send their magazine by E-mail.

As a result a motion was moved by John Holton Seconded by Gary Fuller That when we receive such a request we reciprocate by accepting their magazine to our web site and delete them from our mailing list and send our magazine to them by Email. "

be rescinded. Seconded by Gary Fuller. Passed.



MESSAGE FROM THE EDITOR

Hi Everyone,

I hope this edition finds everyone fit and healthy. The Autumn leaves are falling & we have the first nip of the cold weather we can expect as winter approaches.

As you read this I am on long service leave and I hope to return well rested in mind and body.

As you will read in the minutes our club is 40 years old. Formed in 1973 with members who live mainly in the Macarthur, Wollondilly and Southern Highlands area.

We will celebrate our 40th club anniversary by holding luncheon at the Mittagong RSL on Sunday August 4th at 12pm for 12.30pm. And guess what! It's free to members. Please let us know if you can attend.

I know many of you have some fond stories about the history of the club. Let's take this opportunity to share some of those with everyone.

Maurice Hickman— Editor mhickman29@bigpond.com

BERRIMA RALLY 2014
Saturday 8th & Sunday 9th February

NSW Rail Heritage

I recently had an invite to the Thirlmere Rail Museum by Dave Thurlow to take a run in the beautifully restored Pay Car [Pay bus FPI 1937-68]. Some of the older members would remember our clubs first run was to Dave's property "Windy Ridge" at Colo Vale in May 1973.

Dave is and was an engine driver and engineer of some repute and has driven most engines, setting records in some and has driven the Flying Scotsman. I have had the pleasure of knowing Dave for over 40 years. He is a keen Rolls Royce man and a good friend.

The FPI was restored by the apprentices at the Eveleigh Rail Workshop. Six of them were originally built by the coach building firm Waddington Pty Ltd in 1937 and most of them were in service for thirty years. Five of them were converted to Pay Cars in 1939, the other remained as coach until 1968. They were built on a truck chassis and were powered by the 85hp 21 stud Ford V8 which had a four speed crash gearbox and a massive forward and reverse differential fitted. They would seat 18 passengers and were capable of speeds in excess of 50mph. With their streamlined riveted steel body and two-tone paint scheme, sliding windows, single entry doors, bus style seats, coach-lining and chrome trim they resembled Art Deco style buses of that era.

Some of the older members would remember the attempted Pay Car robbery at Yanderra on the 8th Dec 1941. The safe which was welded to the floor was carrying in excess of £11,000 pounds in cash. The Pay Car was hurled off the line by an overcharged explosion and tragically the three men on board were fatally injured. No one was ever charged over this tragic event.

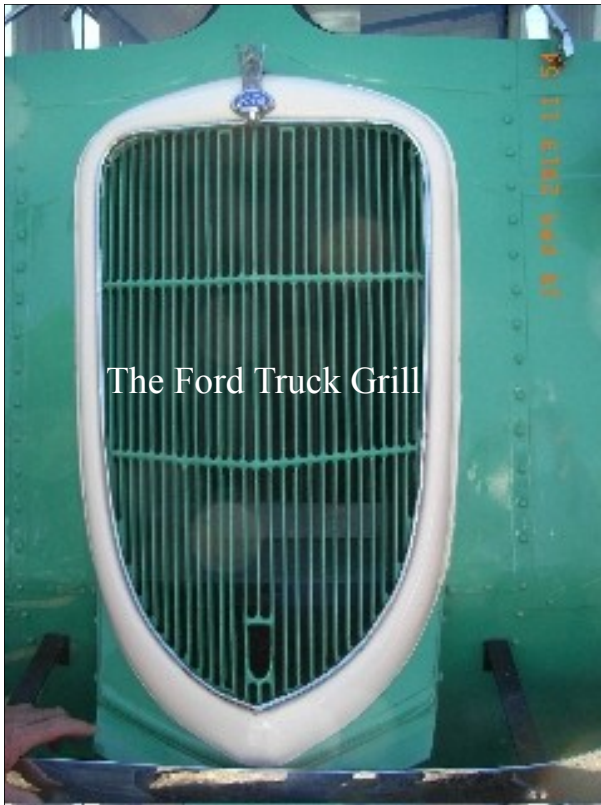
Eric and I visited the museum on Sat 13 May, we both got to sit in the drivers seat and enjoyed the opportunity to take in this beautifully restored part of our country's rail history, and being powered with the reliable side valve Ford V8 which ran and idled beautifully, made it even more rewarding.

Luckily I am still around to remember one of these Pay Cars making it's regular trip south through Mittagong and return.

At least one of the pleasures of growing older is to be able to reminisce.

Now if only I could remember what I did yesterday. Alan Worner.

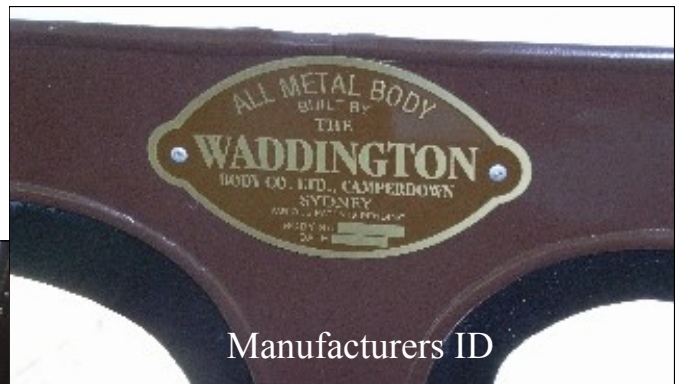




The Ford Truck Grill



David in control



Manufacturers ID



Safe welded to the floor



From the rear



Alan Worner shifting into 2nd gear



Instrument Panel

NATIONAL MOTORING HERITAGE DAY



Sunday 19 May 2013 | Mittagong Public School

- BEAC will again be hosting a Display Day for the 2013 National Motoring Heritage Day. In addition to our own members, an open invitation is extended to members of car clubs affiliated with the Council of ACT Motor Clubs and the NSW Council of Motor Clubs to join us.
- **Venue**
Mittagong Public School, 21 Pioneer Street, Mittagong. Close to antique shops and food outlets. Entry into the school grounds is via Lee Street, Mittagong.
- Entry is by gold coin donation, with the proceeds being donated to the Mittagong Public School P & C Association.
- **Catering**
The school canteen will be open between 9 am and 3 pm for tea, coffee and snacks.
The school barbeque will also be fired up between 11 am and 2 pm for more substantial fare.
It is also expected that a coffee van will be on site.
- **Purpose of the event**
The National Motoring Heritage Day is an initiative of the Australian Historic Motoring Federation (AHMF) to show the flag and demonstrate the strength of the motoring enthusiasts' movement in Australia by having up to 200 000 vehicles from the 600 plus vehicle clubs affiliated with the AHMF through their state and territory bodies, on the road on the same day around Australia.

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THE HISTORY OF CARS IN AUSTRALIA

Being an isolated country largely in the early 19th and 20th centuries, Australia was one of the few countries to design and produce cars from scratch, with the first petrol powered car in Australia being designed and built by Tarrant.

Two seater roadster

- 4 cylinder side valve unit
- 3.5 litre
- 14-16 hp
- Designed and built in Melbourne by the Tarrant Motor Company
- Tarrant cars were the first production cars built in Victoria and were the first petrol driven cars produced for sale in Australia

Tarrant cars were the first production cars built in Victoria and was the first petrol driven cars produced for sale in Australia.



This Tarrant car was discovered by Maurice Shmith, a former employee of the Tarrant Motor Company, in 1932. Shmith presented the car to Kenneth and Peter Holmes, grandsons of its creator Colonel Harley Tarrant in 1960. They painstakingly restored the car with their mother, the late Mrs Doreen Holmes, employing elderly trades people to apply the original methods of production.

This Tarrant car is probably Australia's most precious piece of automotive history. The RACV acquired the car in 2002 and is proud to display it in its Club premises.

Colonel Harley Tarrant

Harley Tarrant built about 16 cars between 1900 and 1907, before he could no longer compete in price with such imports as the Model T Ford. Production of the car ceased when Tarrant Motors became the main distributor for Ford in Victoria in 1908.

Colonel Tarrant was a foundation member of RACV and a councillor from 1906 to 1910. He was awarded life membership in 1947, before he died in 1949, aged 89 years.

The first major company to set up shop was Ford Motors Australia, and has been a leader in car manufacturing and sales for decades. However, it was Holden Motors, partnered with General Motors, that ultimately became the leading car manufacturer of Australian Cars.

Many companies have come and gone from the Australian market with some surviving and others that have been taken over.

The car can be traced back as far as the 17th Century, although this was just a model which was not big enough to carry a person. However, this example is still seen as the first steam powered car. It wasn't until the late 18th century that steam powered vehicles were big enough to carry people and by 1801, such vehicles were on the road of Britain. By the mid 1800's the automotive industry was nearly ended by the introduction of a law that meant a man with a red flag and a horn had to walk in front of any steam powered vehicles. This law was not removed until the late 1800's making automotive driving extremely difficult.



Brass/Edwardian Era

From the 1905 to 1914 (the start of World War I) the Brass/Edwardian era of automobile manufacture saw different power systems and designs being thought of and refined. Technologies that were pioneered in this era included; electronic ignition systems, four wheel brakes, independent suspension, safety glass, steel frames and finally, transmission and throttle controls. Notable cars of this era included the Ford Model T (most produced car), Mercer Raceabout (first sports car) and the Bugatti Type 13 (racing car). In Australia, Holden & Frost open a motor trimming business, Holdfast Trimming.

General Motors began importing vehicles into Australia at the beginning of the vintage era. During this period other modern features of cars were pioneered including front end engines, hydraulic brakes, tempered glass and gears. War time restrictions in Australia in 1917 led to the import of one complete car per 3 chassis being implemented. These restrictions lead Holden & Frost to open Holden Motor Body builders. Throughout the 1920's HMBB thrived making car bodies for Dodge, Buick, Chevrolet and more. In 1926 General Motors Australia Pty Ltd was formed. However, by the end of the vintage era in the 1930's the global downturn from the Wall Street crash sees Holden going out of business.

Pre WWII Era

The pre-WWII era began just after crash of Wall Street in 1930, which saw Holden Motor Body Builders on the brink of dissolving. However, in 1931 General Motors stepped in and purchased the company forming a merger called General Motors-Holden Ltd. During this period many of the features of modern cars had been invented and under GM, Holden flourished. By 1935 Holden had produced its first completed enclosed coupe for companies such as Chevrolet. By 1937 Holden claimed 40 per cent of the vehicle market and started plans for its first complete car. During WWII Holden was at the disposal of the Australian government and the complete car project was put on hold.

Post WWII Era

The post WWII era saw Holden begin The Project 2000 car design armed with knowledge gathered from war production. After a trip to America in 1946, a handmade model was shipped to Australia and throughout 1947 the car was extensively tested. By 5th April 1948 the car (called the FX) was released to a massive audience including the Prime Minister of Australia and production began to average 10 per day. By the end of the era the demand for the Holden was more than supply will allow with an overflowing waiting list. By 1949, 20,000 cars were being produced annually.



1950's post WWII Australia saw households wanting to own a car more than it had ever seen before. At the beginning of the 50's, 1 in 10 homes had a car. During the early years of the decade, the cars that were on the streets were mainly small 4 cylinder cars that had been shipped from America, Germany and primarily Great Britain. These included the Volkswagen Beetle (that had survived Hitler's Germany), Morris Minor, Ford Prefect, Triumph Mayflower and the Austin A40. For people with more money, there were several 6 cylinder cars available including Ford Zephyr, Vauxhall Victor, Rolls Royce, Jaguar and Rover. The US continued to dominate production after the war and shipped cars such as Pontiac, Chevrolet, and Dodge manufactured cars to Australia.

At the beginning of the 1950's Holden's FX was in full production with even greater demand, over a 100 cars a day were being produced at this time. These cars were more rugged than the small 4 cylinders, with the FX coupe utility (ute) also being produced and was the choice for Australian rural areas. With this car, registrations reached over 205,000. This surge in car sales after the war was in large part due to the great technological advancements that were made in mass vehicle production. By 1952 the Holden FX sales reached 32,000 and \$11 million was invested in expansions, which then led to the need for a new design of cars.

European Car Migration

European migrants moving to Australia after the war led to the shipping of cars into Australia which in turn saw dealerships popping up in major cities. These car manufacturers included Volkswagen, Renault, Peugeot and Citroen. Volkswagen set up an assembly plant in Australia. Seeing the need for a fresh new car, the Holden Business Sedan was released in 1953, closely followed by the FJ Holden. With the release of these new cars, that year saw GM-H make its biggest profit since the start of the company. This was a huge boost for not only the future of Australian made cars but also workers, with 1,700 new jobs being created. By the middle of the 50's Holden had expanded extensively and was shipping cars to New Zealand, with 1 in 3 vehicles on Australia roads being a Holden.

100 Years of Holden

1956 was the 100th year since James Holden had set up the original saddlery business that led to the future company GM-H. In the same year the new invention of the tubeless tyre has been invented, and Holden released a brand new car. The Holden FE cost 4 million dollars to develop and was the first completely new car since the original FX was released. Also this year Holden began shipping further than New Zealand to countries including Malaysia and Thailand. During this time, American car manufacturers had Australian car body builders making chassis for their vehicles including Chrysler. There were 3 major manufacturing companies situated within Australia, these included Ford and of course Australia's own Holden.



The 1960's saw the 6 cylinder cars take over the majority market share from the previously popular smaller 4 cylinder cars (made famous by companies such as Volkswagen and Morris Motors Ltd). The 60's brought about the era of the muscle cars manufactured by companies such as Ford and Holden in Australia, and imports such as the Ford Mustang were also popular. However, there was a Mini car revival by 1961 with the BMC Mini being released, this made Japanese car manufacturers try to break into the Australian car market by releasing smaller cars such as the Mazda R360. This reappearance of small cars during the early years of the 1960's was also tried by European manufacturers. The small cars were popular with the women but the blokes loved the muscle cars, women started to buy cars around this time as they became more independent. However, the iconic cars of the 1960's in Australia were the larger 'Muscle cars'.

The Fall of Ford

Ford was beginning to lose customers by the end of the 1950's due to the popularity of Holden. This was largely due to Ford importing the parts needed to build their cars. The parts were heavily taxed and they were unable to match the price of Holden's Australian made cars. After a few unsuccessful attempts at matching Holden's low prices, Ford decided to build a car manufacturing plant in Australia and the car they chose to produce was the highly popular North American Ford Falcon. The Falcon was released in 1960 and became an instant hit, however this was not to last. Rural roads affected the car and it wasn't until 1961 that they added a utility edition of the Falcon.

The first few years of the 60's saw Holden release some now iconic cars into the Australian car market. 1961 saw the EK Holden released, followed the next year by the EJ. The millionth car to be produced by Holden was a special edition gold EJ Premier. The next year, 63', saw the release of probably the most iconic Australian made car of the century, the Holden EH. With record sales again that year, Holden saw employees reached nearly 25,000 and the Holden EH became their best selling model, with 250,000 sold. Compared to the Ford Falcon, Holden's were pre-perceived as being built to withstand the rural roads and were an instant hit with buyers.

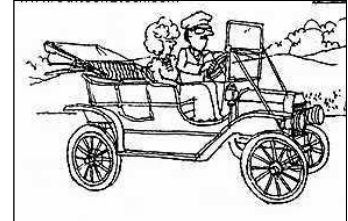
The Rise of Holden

By the mid 1960's Holden led car sales in Australia by almost 3 to 1 over Ford, and released the new HD model in 1965. This was the first major upgrade since the release of the Holden EH. For the first time, the HD came equipped with disc brakes. The very next year another icon of the 60's was released, the Holden HR. This year was the first year that seat belts were fitted in all models, Holden being the first Australian manufacturer to do so. Also that year, other safety features were added including windscreen washers, a shatterproof interior rear view mirror and reversing lights. Holden was the leading exporter of cars having 56% of the market that year. The end of the 60's saw Holden make 3 more models starting with its first ever small car, based on the Vauxhall Viva, HB Torana in 1967. The following year a further two models were released, the Holden Monaro and Brougham. Other vehicles including Honda and Mazda were released in the 1968 however failed to overpower the Holden Models available on the market. Once again by 1969 Holden had reached another land mark, its 2 millionth car, a Gold HK Brougham. By the end of the era, car safety was a heavy feature with plants opening in Australia and now the challenge for manufacturers was to make thrilling but safe cars heading into the 1970's.

COMING EVENTS

Please remember to **sign the run sheet at club events** with details of people and vehicles attending. Ensure that your details are recorded in the events book circulated at each meeting. This is to ensure that the movement of conditional registered cars (HCRS) is documented. When attending a secondary club run or invitational run (I), and your vehicle is registered with HCRS plates you **MUST contact** the Plates Registrars Eric and Sandra Worner (4871 1620) or the President, Bill Flegg (4683 2365) **and advise them of your vehicle's movements.**

Club members and friends are welcome to attend any club outings in modern vehicles. For additional information about Events, please phone Eric Worner 4871 1620 or Alan Worner 4871 1483 or John Glennon 4861 2701, or Gary Fuller 0412 660530 . Note the symbols **C** for Club run, **I** for invitational run.



MAY, 2013

1st Wed C	Mid- Week Run. Meet Bargo Sports ground 10am Contact Bob Dunk on
4 th 5th Sat/Sun I	Picton Music & Harvest Festival has been CANCELLED.
5th Sun C	Tallong Apple Festival
5th Sun C	WINGS OVER ILLAWARRA. You will need a Vehicle Registration Pass. In advance of event. E.MAIL mhough5@gmail.com
8th Wed C	B.D.H.V.C. General Meeting Bargo Sportsground 8pm.
10th Frid C	David Wolfe Morning Tea Run Nepean Dam Emu Picnic Ground 10am contact Diane Jobson on 46684 2084 or Mob. 0424 395 776.
19th Sun I	B.E.A.C.& CACTMC. National Motoring Heritage Day Mittagong Public School Mittagong.
18th & 19th Sat & Sun I	Campbelltown Steam & Machinery Museum Rally/ Field Day 86 Menangle Rd Menangle Park 2563. Contact Peter Mills 0408 674 544
26th Sun C	Market Day Show & Shine Car Park Highlands Homemaker Centre Mittagong From 10am to 1pm. A Gold Coin Entry. There will be Prizes & Raffles. All proceeds to Southern Highlands Hospice.

JUNE, 2013

5 th Wed C	Mid- Week Run Meet Top of Razor Back 10am Contact Bob Dunk on 4681 8316
7 th -10 th Fri-Mon. I:	Wagga Wagga Vet.& Vintage Motor Club June Rally. Entry Form : J Glennon on 4862 1701.
12 th Wed C	B.D.H.V.C. General Meeting Bargo Sports ground 8pm
14 th Fri C	David Wolfe Morning Tea Run Nepean Dam Emu Picnic Ground 10am. Contact Diane Jobson on 4684 2084 or 0424 395 776.

JUNE continued

23 rd Sun	C	Get together with Yass Club
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JULY, 2013

3 rd Wed	C:	Mid – Week Run. Meet Bargo Sportsground 10am Contact Bob Dunk on
10 th Wed	C:	B.D.H.V.C. General Meeting Bargo Sportsground 8pm.
12 th Fri	C:	David Wolfe Morning Tea Run Nepean Dam Emu Picnic Ground Contact Diane Jobson on 4684 2084 or 0424 395 776.
21 st Sun	I:	Wagga Wagga Swap
27 th Sat	I:	Ford Swap Eastern Creek
28 th Sun	I:	All Ford Day Eastern Creek.

**INVITATION FOR CHRISTMAS PARTY**

We have had an offer from Karen Lloyd (Wolfe) to join A.N.S.T.O. Social club to their Christmas Party on

Saturday 14th December at 12.30 – 3.30pm.
New Illawarra Rd. Lucas Hights.

Activities : Swimming, Santa, Face Painting & a Bush Band.

This could replace our annual Christmas Party. All who attend will receive Sausage Sandwich, Drink, Ice Cream & Fairy Floss. Kids up to 14yrs will receive a present. We (The Events Committee) are asking members of this club if they are interested in this Christmas Event to please speak to someone who is on the B.D.H.V.C. Executive OR Events or attends Meetings & Club Runs etc. We thank Karen for this Invitation. Your comments should be received ASAP. It is important that we respond to her very quickly.

DATES FOR YOUR DAIRY

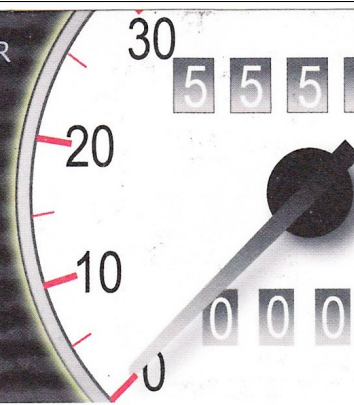
27TH-28TH Sat & Sun APRIL TUMUT RALLY.

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The Berrima District Historic Vehicle Club

Formed in 1973 with members who live mainly in the Macarthur, Wollondilly and Southern Highlands area. Anyone in the area who has an active interest in any historic vehicle which is over 30 years old is welcome to join our club. Our monthly meeting is held at Bargo Sportsground Hall at 8.00pm on the second Wednesday of each month. We have many regular outings and events over the year and we encourage families to join in.

We are a social club for individuals and families who share an interest in vintage and classic vehicles of all descriptions with nearly 100 members (mostly couples) and more than 150 cars, motorcycles, tractors and trucks on our register.

You don't need to own an historic vehicle and you are welcome to bring your normal car on any club outings. The advantage of joining a club, even before you have a vehicle, is the common interest and information that can be shared with fellow members.

For any further information please contact our

President Bill Flegg

<http://www.BerrimaDistrictHistoricVehicleClub.org.au>

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