



AVVVA NEWSLETTER

JANUARY 2012

AVVVA Committee Contacts for 2012

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NORTHAM VINTAGE SWAP MEET

Sunday February 19st 2012

Jubilee Oval (Main Showground) NORTHAM

Open : Sellers 06:30am , Public 07:00am

**Selling: Vintage Cars, Trucks, Tractors, Motorcycles,
Machinery, Engines, Used Spare Parts, Collectables,
Household Items, etc, etc. etc. *Trade Displays Welcome***

Bookings not required as plenty of room on oval.

ENQUIRIES: Stan Eastwood, PO Box 102, Toodyay, 6566

Phone: (08) 9574 4462 or Fax: (08) 9574 5663

E-mail: junestan@bigpond.net.au

NEXT CLUB MEETING - THURSDAY January 19th
8.00pm AT THE CLUB ROOMS FITZGERALD ST NORTHAM

The following Articles/Editorials are published as received and are not necessarily the views of the AVVVA.

Deadline for articles: Last day of the month

MINUTES of the GENERAL MEETING

Held Thursday 15th December 2011 at AVVVA CLUB ROOMS

Meeting commenced at 8.05pm with President Stan Eastwood in the Chair.

In Attendance: Stan Eastwood (President), Theo Bekkers (Jr) Treasurer, Fred Singleton, Barry Bristow-Stagg, John King (V President), Jeff Mills, Fred Plane, Roy Anderton, Alf Brown, Paul Andrews, Scott Andrews, Tiarn Andrews, Kevin Christmass, Theo Bekkers (Sr), Jim Simcock, Jim Donovan, Sylvia Bristow-Stagg, (Secretary)

Apologies for Non Attendance: David Brinckley, Dennis Heppell, Phil Chapman, June Eastwood, Hazel King.

Minutes of previous General Meeting 20102011 as presented and circulated in Newsletter

Business arising from Minutes: Nil

Moved; Roy Anderton ... Seconded; Jeff Mills ... that the apologies and business arising be accepted and the Minutes be endorsed. All accepted

Correspondence

In: SHANNONS	November Classic Auction	tabled
AUSTIN MVC	Austin News November-December 2011	tabled
Sth West Exhaust	October Newsletter Old Machinery Club	tabled
VAA	December PastTimes & BBQ B'fast 15 th Jan 2012	tabled
All Aust Car Day IX	15 th April 2012 @ Pinjarra Paceway. Invite to partic, plan & map info	
NHMA Rally 2012	19,20,21 April 2013 @ Mudgee, NSW. Exh reg, accomm, & Merchandise	
NHF	Thank you letter re cars, shed, kitchen for Open Day @ old Railway Stat. 12 Nov.	
Crocker R&J	Confirming resignation in May.	
Hassell Colin	Thank you for 4 cars transp of VIPs to Sound Shell/Rec Centre opening 19 th Dec.	
Andrews Paul	Maida Vale, New Member with several restored & unres vehicles.	
Kattywade	York, enquiry re vintage themed wedding car next year.	
Kattywade	Distance only 1k except for photos, so don't worry, thanks.	

Out: Kattywade Email advising parameters for car use, Qs as to 'vintage', York vint, & req to Club.
Bakers Hill PRA Advising Club interest in Motorama April 2012, guidelines, time etc & meeting.
Gough Nathan Shire of Northam re AVVVA renovations & NHF storage.

Moved; Kevin Christmass.... Seconded; Fred Plane ... that the Inwards Correspondence be accepted, and the Outwards Correspondence be endorsed. All accepted

Treasurers Report:

More fees to hand. With Cheque balance to hand \$3418.13, new Term Deposit \$6,000, old Term Deposit apx \$10,600, total assets apx \$20,000. To pay out, the ongoing printing etc \$956, usual telephone (which are set accounts) the \$73.50 to NHF for half the rubbish rates. One to be passed for payment, repairs to the newsletter printer, \$99.

Moved; Theo Bekkers (Jr) ... Seconded; B Bristow-Stagg That the Financial report be accepted and actions endorsed. Carried

Reports:

Shed; Nothing of signafance, still clearing, tidying and organising going on. The Fairbanks motor was looked at, and the head reversed and mud cleared out.

Events; The year virtually finished, now gearing up for Annual Northam Swap Meet on 19th February 2012.

Moved Roy Anderton ... Seconded Jeff Mills ... that the reports be accepted. Carried

New Members: We welcome to the Club **Paul R Andrews**. Paul has 1942 Ford Military Jeep, 1928 Whippet Tourer & Overland Roadster restored, Inter truck 1962, a 1928 Whippet roadster, 1948 Jeepster, 1957 Morris Minor Coupe unrestored. Paul was in attendance and responded – He has only been involved for 6 – 8 weeks, picked up a 1926 Overland Roadster (J Simcock), thanks to Jim pre work, he was able to finish it off. Also

thanks to Bob Betts re 1942 Military Jeep, so good he could buy it himself, but helped Paul to get ready for the Beverley show at Avondale.

On Subject of Members, several outstanding, Theo, Fred and Sylvia to follow these up.

General Business:

***AVVVA Christmas Lunch:** The Lunch was again very good and very well attended. At this function there is a Special Trophy presented by Bert Hayes, to a worthy Club Member. The Club Member was not in attendance at the Luncheon, so the Trophy was presented by the President at the Meeting. Well done and congratulations to Fred Singleton on his achievement. Fred is a quiet achiever and works hard for the Club 'behind the scenes' so to speak.

***Swap Meet 2012:** The question was raised as to whether the Lions Club had accepted dealing with the Gate at the Swap Meet. For this, previous minutes etc were referred to.

The Committee needs to have a meeting at the Oval, with Lions Members and the Rec. Centre Manager, at least 4 – 6 weeks prior, suggested the 7th Jan, Secretary to follow up.

Points to consider are, there is only one oval (which) and parking/entry using Chidlow St gates preferred, ticket office may need to be further in, use of yellow plastic barriers (20), extra bins through the Rec. Centre, also contact the Manager, Colin Hassell. Secretary to follow up.

***Newsletter:** was late due to the Telstra crash with emails etc on the weekend.

***Auto Trader sponsorship-Swap Meet:** Stan contacted them with our points, but no reply as yet.

***Theo Bekkers (snr):** referred to a board with car parts etc displayed on it, left in the back room, but now disappeared. He would like it back to rejuvenate it and possibly have a guessing game.

*** Sound Shell/Rec. Centre opening 19th November 2011:** This was attended by 4 1928/29 vintage vehicles. We have a profound thank you from the Recreation Centre Officer, Colin Hassell, with an added request. Colin is now the person we will be meeting with regard to the coming Swap Meet on 19th Feb 2012.

***Bakers Hill Prog. & Rec. Assoc.:** Inaugural Car/General Show 28th April 2012 – letter of expression of interest was sent, but so far no reply, brochure, update of details or when a meeting might be held in the new year.

***Fred:** interestingly explained how a Whippet had been previously owned by his boss, Robert.

***W Lamb:** has a 2006 Austin for sale – to go in Newsletter. (Has had it for 12months.)

***Jeff Mills:** Cut a tree back and repaired a gate where entry had been made. It looked ok, as though gate locked by the way it was placed.

***Fred Plane:** showed a Magazine that featured his machinery. Fred is very proud of this as the Magazine is widely spread and read.

There being no further business the meeting closed at 9.20pm.

1909 Benz 200HP Blitzen-Benz



At the beginning of 1909, Julius Ganss, working for Benz, was given permission to design a car which could reach a speed of over 200 km/h based on the 150 hp Benz Grand-Prix car. Providing the thrust to match the rhetoric was the 150-hp engine from the grand-prix racer, yet even this output fell short of what was required to fulfill such an ambitious brief. In the hour of need, the engineers fell back on a trusted method and bumped displacement up to 21.5 liters - setting a standard no other racing or record-chasing car produced by Benz & Cie. or Daimler Benz AG would ever reach again. The engine developed 184 hp at 1500 rpm in its original incarnation, before some technical trickery saw this figure rise to 200 hp at 1600 rpm. Weighing in at 407 kg, it was almost as imposing in its sheer physical size as in the power it produced.

Although the engine with serial number 5100 first saw action in the chassis and under the body of the Benz grand-prix car, it was known within the company as the 200-hp Benz, in line with the usual naming method. On August 22, 1909 Fritz Erle - a designer at Benz and later head of the testing and motor sport departments - stormed to victory in the one-kilometer race in Frankfurt/Main in double-quick time. Erle covered the kilometer with flying start in 22.6 seconds, equivalent to an average speed of 159.3 km/h and enough to earn him the Grand Duchess of Hesse prize.

The car had retained the body of the grand-prix model and entered events under this designation. Victor Hemery drove the 200-hp machine for the first time on October 17, totally outclassing the competition in a sprint race in Brussels. And the tarmac had barely had time to dry on the newly opened Brooklands circuit in England when the Benz works driver arrived on November 8, 1909 to set a new land-speed record. Héméry covered the one-kilometer distance from a flying start at an average speed of 202.7 km/h, breaking the all-important 200 km/h mark for the first time in Europe and proving that the car was capable of fulfilling its raison d'être. This was, after all, a machine built to break records, and other new milestones were soon to follow. The kilometer from a standing start was completed in 31.326 seconds and the mile recorded in 41.268 seconds, equaling the mark set by Darracq.

Whilst the car was competing in these early races against rivals and clock, the engineers back in Mannheim were working feverishly to develop a new and aerodynamic body variant. The work was completed in late 1909 and the Benz finally took on a stylistic character very much of its own. Erle and Hemery made the car as narrow as possible in order to reduce wind resistance to a minimum, which explains why the gearshift and handbrake levers and the exhaust system were located outside the car body, with only bulges in the hood giving the exhaust rocker arms the space they required. The high-standing, narrow radiator core was accommodated behind a brass grille, whose upper end formed an expansion tank pointing out sharply from the front of the car. This 'bird's beak' helped to give the record-breaking machine its striking and somewhat aggressive appearance, whilst at the rear of the car the body tapered off into a pointed tail. When it came to the seat positions, the driver and co-driver - whose job it was to operate the hand-operated gasoline pump - were literally shoulder-to-shoulder.

Eventually the first two 200HP Blitzen Benzs ended up in America and Buick works driver Bob Burman, lined up at Daytona Beach on April 23, 1911, this long, wide expanse of coastline providing the perfect venue for high-speed trials. Tapping the car's full potential, he squeezed out an average 225.65 km/h for the mile with flying start and 228.1 km/h over the kilometer with flying start - a new land-speed record which was to remain unbroken until 1919. At the time, this made the Benz twice as fast as an aircraft, whilst the rail speed record (1903: 210 km/h) was also blasted out of sight.



Benz dealership in Antwerp, Belgium, sold Blitzen-Benz no. 6 to a Mr. M. Heje from Gent, who took delivery of the car on December 24, 1913, thereby setting himself a very special Christmas present. This was the only Blitzen (engine number 13280) with an extended chassis (3200 mm instead of 2800 mm) and a four-seat touring body. The latest model was also a frequent entrant in record attempts at Brooklands. The car remained in England for a long

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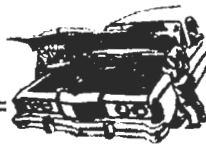
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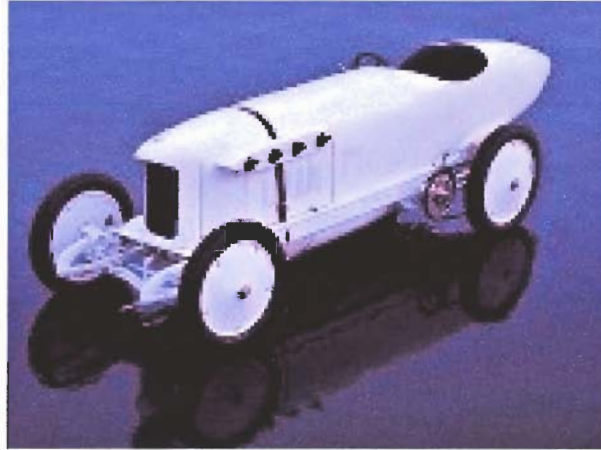
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time, before being acquired by an American collector in 2002.

Story by DaimlerBenz



COMING EVENTS

MEETING DATES FOR 2012

THURSDAY January 19th 2012
THURSDAY February 16th 2012

BUSY BEE DATES FOR 2012

SATURDAY January 21st 2012
SATURDAY February 18th 2012

Sunday, February 19th 2012
Northam Vintage Swap Meet
Jubilee Oval, Northam

Saturday 24th March
Brookton Old Time Motor Show
Brookton

Sunday 1st April
British Car Day
Busselton

Sunday 15th April
All Australian Car day IX
Pinjarra Paceway

Sunday 22nd April
Classic Car Show
Whiteman Park

Sunday 13th May
National Motoring Day
Various events

Sunday 20th May
British Car Day
Gingin

Sunday 28th October
British Auto Classic
Pinjarra Paceway



IN AUSTRALIA. A fine range of Austin models exhibited by the Winterbottom Motor Company, in the Empire Day procession at Perth, Western Australia.

NOTICE BOARD

AVVVA APPAREL

With the exception of the caps, all items have the AVVVA Club Logo embroidered on them.

Men's Long or Short Sleeve Shirts (light blue) - \$35.00
Ladies Long or Short Sleeve Shirts (light blue) - \$35.00
Fleecy Sweatshirt/Pullover (Royal Blue) - \$42.00
Jacket (Royal Blue & Gold) - \$45.00
Wide brim hats (Sand) - \$25.00
Caps (Royal Blue)* - \$8.00

**These have a printed logo, not embroidered*

I hope to have samples left at the AVVVA Club rooms as well as have them on club days.

For further information/orders please contact Hazel King
Phone: 9622 8541
hazelking1@bigpond.com

For sale

Austin 1800 MkII auto \$150

Andrew Wells 9295 1572

For Sale

\$9000

1926 Willys Overland Tourer,
running, club license
95740113 Jim Simcock

Have you changed your **postal** or **email** address within the past twelve months?

- **If so** Have you contacted the secretary with your new address?
- **If not** I would appreciate it if you could do so now.

We have recently had difficulties contacting some members.

Many thanks to those members who have kept their contact numbers up-to-date.

To the other members, it is probably just an oversight, but if you could rectify the matter it would be appreciated.

Many thanks for your co-operation.

The AVVVA has a large quantity of spare parts which are of little use to members.

The club would like to dispose of all parts (except those that are pertinent to Club Vehicles.

Inspection and offers for bulk purchase are invited.

Wanted to Buy

1926 Model T Rim
0896222364 Theo

For Sale

A90 Austin Atlantic
Convertible
Previous owner Wally Lamb
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