

# National Motoring Heritage Day Run

## 16<sup>th</sup> May 2010

As part of the National Motoring Heritage Day, where vehicle clubs around the nation are asked to hold a run or event which will demonstrate wide spread use of historic vehicles to the public and authorities, the ACCV held a run incorporating a visit to an interesting workshop, passing over pleasant country roads, lunch and a test of economy or lack thereof!

Those who participated were: Dale and Maritta Parsell in the Silver Eagle, David and Jan Seath in the TB21, Alan and Noeline McKinnon in the TE 12/50, Richard Tonkin in the Graber, John and Margaret Hetherington in the TE21, John and Margaret Lang in the SP25 and Andrew and Frances McDougall in the SP20 Special.

With the exception of the Langs we all met at the Calder Park lay-by before moving on the short distance to the service centre to top up our tanks. From there we drove to Toolern Vale via Diggers Rest and onto a short piece of gravel road where we caught up with the Langs and into a



Above: the replica Vanderbilt Cup Stanley Steamer

bush block owned by Bob and Helen Ballinger. Bob and Helen kindly provided morning tea prior to a visit to Bob's huge workshop. This is like a large Aladdin's Cave where Bob showed us a replica 1906 Vanderbilt Cup Stanley Steamer he has built from scratch and raw materials, using as much original information he could gather. Bob then showed us his Infant Hercules Colonial Boiler with full head of steam powering a turn of the 20<sup>th</sup>C steam engine, which in turn drove via flat belts and line shaft, a lovely old lathe which dates back to the 1851 London Crystal Palace Exhibition. He then moved on to show us how sweetly twin cylinder veteran car engines run and then provided us with a comprehensive metal casting demonstration. We have the product of the casting demonstration in our club rooms – an un-fettled aluminium echidna. We were most appreciative of Bob and Helen's hospitality and Bob's skills.

It was now time to continue our drive via Gisborne to Bacchus Marsh, where we enjoyed a very pleasant meal at the Golf Club and overlooking the picturesque fairways.



Above: Alan McKinnon, Andrew McDougall, David Seath and John Lang view one of several of the veteran cars in Bob's workshop

Following lunch, the Langs, Seaths and Hetheringtons headed directly home while the rest of us went via the Coimadai Road back to Toolern Vale and then past the stone cairn commemorating the first plane flight in Australia by Houdini on 18<sup>th</sup> March 1910. We then continued back to the Calder Park service centre to top up our tanks again.

The journey had been a little over 100km and not surprisingly the



McKinnon 12/50 was the most frugal, using 9.64 L, next came a very commendable performance by the Parsell's 6 cylinder Silver Eagle, using 10.35 L. Richard in the Graber used 13.10 and the McDougall's in the SP20, a thirsty 18.36 L. For their efforts the McKinnons were awarded a bottle of wine and also to Richard Tonkin for having a thirsty car which doesn't allow him to purchase his own wine. As the McDougall's were the organisers and had produced too many greenhouse gases, it was not appropriate for them to award themselves a bottle of wine – they drowned their sorrows later.

It turned out to be a very pleasant, fun and informative day made all the better by the superb weather.

Andrew McDougall

All photography by the McDougalls & the Hetheringtons



L to R: the Seath's TB21, Parsell's Silver Eagle, Hetheringtons TE21 & McDougalls SP20 Special



The replica Stanley Steamer



The McKinnon's 12/50 in the middle



The TB21



The Tonkin's TA21 Graber



The Lang's SP25