



The Association of Veteran Car Clubs in Australia (AVCCA)

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<http://avcca.veterancarclub.org.au>

PRESS RELEASE –

TAVCCA Montagu Trophy Recipient 2017



Award Recipient:	<i>Greg Smith</i>
TAVCCA Member Club:	<i>Veteran Car Club of Australia - Victoria</i>
Press release date:	<i>Tuesday, 3 October 2017</i>

Greg's significant contribution to the veteran car club movement, either at national or member club level includes:

- Greg is a true veteran vehicle and motoring enthusiast. He was born into a family who owned a 1913 Ford T and from a toddler he has been a constant participant in veteran motoring and Veteran Car Club of Australia (Victoria) activities. As a youngster Greg could often be found sitting in the Ford T or when in bed clutching a T model Ford parts book instead of a teddy bear.
- Whilst accompanying his parents at every opportunity on veteran events, Greg could not wait for the age to arrive when he could go veteran motoring on his own in one of his Father's veteran cars.
- In 1989 Greg purchased a 1909 Maxwell and shortly afterwards the rusty remains of a 1912 two

cylinder Swift – much to the dismay of his wife. As will be widely known Greg quickly restored this car, even when having to find the missing parts, and has been successfully campaigning it now for many years.

- Since Greg's initial acquisitions and restorations he has demonstrated a desire to own and restore obscure, quirky, veteran vehicles, which by many would be considered weak and feeble or impractical. Greg has not only performed first class restorations but has shown that these vehicles can be made to perform reliably and well. These vehicles include a 1909 Schacht Motor Buggy, a 1913 twin cylinder DWK and a 1904 fixed speed, Australian made, Maldon Motorcycle. In the case of the Schacht and the DWK, which have friction drives, Greg came up with a way of ensuring long lasting reliable friction driving, which has been subsequently copied by other veteran enthusiasts around Australia who own friction driven vehicles. The historical associations of the vehicles he owns are also important to Greg.
- Shortly after completing the restoration of the Maldon motorcycle, which was originally built in Maldon, near his home in Bendigo, Greg entered and road the motorcycle, successfully and with much effort, from Sydney to Melbourne, in the 2005 one hundredth anniversary re-enactment of the 1905 Dunlop Reliability Trial. Since this time Greg has participated in National and State events with the Maldon and as recently as the 2016 National Veteran Rally held in Tasmania.
- Over the decades Greg has participated in virtually every state and national event possible, encompassing events for large veterans (although he uses small veteran vehicles), high wheeler buggies and veteran motorcycles.
- When he is not participating in events being run by others he has organised or assisted with many state and national events for the enjoyment of others. He was Rally Director for the Maryborough National High Wheeler Rally and has run numerous single and twin and icicle rallies. Another initiative was his instigation of the annual "Tadpoles and Tiddlers" run, primarily for primitive and underpowered motorcycles.
- Now that Greg is retired and living in Bendigo, around 180km from Melbourne, he has joined the committee of the Victorian Club and regularly drives a round trip 360km in order to attend general and events committee meetings. He is a valued member of committee with his extensive knowledge and quiet, wise counsel very much appreciated.
- If another member of the Club requires assistance, Greg will be first to put up his hand, be it to assist in push starting a run and jump motorcycle, rendering mechanical knowledge and assistance or in the case of the first National Brush Rally being tail end Charlie.
- Greg has lent veteran vehicles to others and has been actively instrumental in fostering the use of veteran vehicles by other members of his family and more generally the younger generation.
- Whilst one aspect of his enthusiastic association with veteran motoring may be considered as being of a commercial nature, for the benefit of himself, Greg has provided an invaluable source of brass lamps, horns and accessories to veteran vehicle owning members. Greg provides restored and unrestored items at very fair prices and has an uncanny knack for being able to locate items being looked for by members. His activity in this field is one of a hobby, with fair recompense for his efforts, but always with the view to being able to assist another enthusiast in obtaining an appropriate item for their vehicle.

In conclusion, it is felt that Greg in his quiet, self-deprecating way epitomises the best contribution to the cause of veteran vehicle preservation and motoring and as such will be a most worthy recipient of the Montagu Trophy.