

# The 16<sup>th</sup> Hillman National Rally

## Warrnambool

### 7<sup>th</sup> to 10<sup>th</sup> October 2022



## Newsletter #3

Hello Rally Enthusiasts,

At long last the restrictions have eased and we can get back into top gear with our rally planning. The committee will be meeting again very soon and it should be full steam ahead from here on in finalising the event. *(fingers crossed)*.

Everyone who sent us an Expression of Interest has been emailed or posted their Rally Registration Form. If you have not yet returned it or did not receive one please let us know as soon as possible and we will send you another one.

Entries will close on July 31<sup>st</sup> to enable us to order our merchandise and advise numbers to our caterers, support crew and sponsors etc.

Our last newsletter advised you how to book your accommodation. Please do not forget to book your own accommodation to avoid disappointment. The motel will not hold rooms for us after August 31<sup>st</sup>.

We anticipate the cost per head to be around \$310 per person (for adults) however we are still to finalise some costs with our rally partners. Once we confirm costs we will send you an invoice.

#### **Who's Going so far**

Neil and Jennifer Yeomans

John and Jennifer Barke

Paul and Mae Johnson  
Ian and Rhonda Aspinall  
Geoff and Brenda Elmes  
Wayne and Cecil Baxter  
Val Lorinsini  
Murray and Jodie Brown  
Allan and Jan Walter  
Ian Warren and Sue Dam  
Vivien Cassin and Jane Norton  
Steve and Lesley Freeman  
Ian and Anna Gillard  
Colin and Robyn Gunn  
Robin Walter  
Matthew, Kristi and Keith Lambert  
Colin and Ruth Warren + 2  
Judy Knights  
Brian and Margaret McKay  
Jim Wilson  
Ross Urquhart  
David Somerfield and Toi Chenbhanich  
Peter and Lorraine Wilson  
Max and Val Maher  
Lindsay Maskell  
Alex and Amy Chinnick  
Dave Watson  
Geordie and Christine Jack  
Jean Wood  
Robert and Chris Knights  
Bill and Irene Atkin (4 cars)  
Bernie and Jo Meehan  
Barry Guy and Linda Payne  
Michael and Christine Lindsay  
Shiran and Imara Fernando

## **Warrnambool, a brief History**

It has been estimated that there were 3,500 aborigines in the Western District in the 1840s. Today some descendants of these people still live in our area.

Nicholas Baudin, the French scientist and navigator, sailing in the *Geographe*, was credited with being the first European to sight Warrnambool Bay. He marked the landmarks on his charts that are today named Tower Hill and Point Pickering but made no attempt to land. Sealers and whalers trawling along the coast were reported to have landed in Warrnambool Bay in the 1830s but none stayed for any length of time.

In 1836 Major Mitchell, the explorer, reported in Sydney after his expedition to western Victoria that it was 'ready for the immediate occupation by civilised man'. Following this the first settlers moved into the Warrnambool area. In the late 1830s the Bolden and Allan brothers occupied, respectively, the western and eastern sides of the Hopkins River near its mouth and they were followed by such pioneers as Thomas Manifold at Grasmere, Henry Foster and Thomas Strong on St Mary's, Mark Nicholson on Falls of Hopkins and others. These early settlers agitated for a port to be established and Superintendent La Trobe of Melbourne, after visiting the area a number of times, allocated 250 acres of land for a town to be named Warrnambool. The meaning of the aboriginal name is not clear but it comes from Mt Warrnambool which is east of the present city. William Pickering surveyed the new town in 1846, and named the streets in the original 250-acre grid. The first land sales took place in Melbourne in July 1847 and today this event is regarded as the birth of our city.

Early in its history the local limestone was extracted for building purposes and this industry continued for over 80 years. The first building erected in the town was the Warrnambool Hotel at the north-east corner of Banyan and Merri Streets intersection; early public works included the road cutting through Flagstaff Hill near this corner and the diversion of the Merri River between Levy's Point and its mouth to reclaim the swamp land. In the later 1800s the Port of Warrnambool was a very busy place with the creation of two jetties serving regular coastal traffic for both

passengers and cargo. The chief exports were wool, wheat, potatoes and, later in the century, dairy products. The 1880s were a boom time with the presence of several resident architects transforming the face of the town with the new buildings featuring bay windows, protective verandahs with iron lace adornments and carved barge-boards. Many of these buildings, both residential and commercial, survive today. The year 1890 saw the completion of the Breakwater thirteen years after construction began, the coming of the railway and the building of the ambitious Ozone Coffee Palace (sadly burned down in 1929). By the early 20th century Warrnambool was confirmed as a major market town and the centre of burgeoning industries with the establishment of the Nestles Factory at Dennington (now Fonterra), the Warrnambool Cheese & Butter Factory, the Warrnambool Woollen Mill and, after World War 11, the Fletcher Jones and staff. The influence of the port had already waned with the advent of the railways and the port was officially closed in 1942.

Today, despite the demise of the Woollen Mills and Fletcher Jones Factory complex, Warrnambool is the prosperous centre of an internationally-important dairy industry. Education and health care have become of major importance and such tourist drawcards as the coastal scenery, the local beaches, the winter whale season, Flagstaff Hill Maritime Village, the May Racing Carnival, Premier Speed Way, the Melbourne to Warrnambool Cycle Race and the Fun4Kids Festival, ensure that Warrnambool is a fine city to visit. It is also a great place for the permanent residents.

*(Hint: Might be worth absorbing some of this History in case we have a quiz)*