



Brass Notes

DEMENTIA PRODEST

The journal of the VETERAN CAR CLUB of AUSTRALIA (Vic.)



August 2015

1955 - 2015 Celebrating 60 Years

Patron: Mr Kevin White, President, RACV

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New Look Natter Night Raffle

Penrite products now being raffled at Natter Nights!

The raffle for the remainder of 2015 will consist of 3 prizes. The winners will get the choice of; a delicious roast meat and vegetable dinner (and a surprise sweet) OR Penrite Oils products.

Tickets are \$1 and available on the night.



Letter to the Editor

To the Editor,

Regarding the "veterans" on P 19. The 1907, 6 cylinder 30hp Standard is the oldest known Standard still in existence, discovered on a Victorian tobacco farm in the 1950's, where it laid idle after being used to transport the crop, as many veterans had done in their final years. After being restored by Standard Motor Products in Port Melbourne the car was returned to The Standard Motor Company in England. Now a part of The British motor Industry Heritage Trust. on display at the Heritage Motor Centre, Gaydon, Warwickshire. It was entry 37 by R. B. Morrow in the 1957 Ballarat VCCV rally.

The 1909 swift of D. Longhurst competed in the 1956 Golden Fleece Veteran Car Rally, losing points by suffering from three punctures. The photo probably taken on the 1957 rally although not on the entry list. The 1911 Swift had been pre dated as many veteran cars were in the early days and has resided with Colin Drake at Warrnambool for the past fifty years and it has participated in many VCCA rallies, most recently the VCCA (Vic) Warrnambool 1 & 2. Cylinder rally. I think the pictures were in the Australian Post.

Regards,

Noel Holbrook

Coming Events

11th August	Natter Night Snr. Sgt. Daryl Cullen - 40 Years of Policing
19th August	Around the Houses Graeme Fossey 0407 866 609
30th August	Workshop Day & BBQ @ noon - Montrose David Couper 0413 146 117
8th September	Natter Night Bernie McKeegan - Coil Guru
13th September	Tri-Club Picnic, Caribbean Gardens - Vintage Drivers Club Garry Jewell Mob 0417 157 343
4th October	National Show and Shine, Euroa Chris Dillon 9873 4422
13th October	Natter Night Brian Churchill - Detroit Urban Decay

Major Events

19th - 22nd November	RACV Annual Rally - Colac Michael Holding 0407 008 895
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National Events

4th - 9th October 2015	National Veteran Motorcycle Rally - Ararat, Victoria John Bourke 0412 821 945
19th - 23rd October 2015	National High Wheeler Rally in Hahndorf, SA
1st-6th November 2015	National Veteran Rally Goulburn NSW. Rob Woolley (02) 6254 9485 (ah)
7th - 13th February 2016	Peter Waddle Memorial Rally - Tasmania, Smithton - Hobart Jill Hawkins 0448 678 291
3rd-9th April 2016	National 1&2 Cylinder Rally - Traralgon, VIC Kevin Quigley 0419 300 090
24th Sep - 2nd Oct 2016	National / International Model T Ford Tour www.mtfvic2016.org.au
31st Oct - 4th Nov 2016	National Veteran Rally, Tasmania John Biggelaar, biggelaarj@bigpond.com

Front Cover:

Ken Russell and Julie Zhu enjoyed the RACV Mid-Winter Rally in July. Their 1913 La Buire has a tremendous history within the club. See rally report Page 5.

President's Message

Winter does not slow this club down. In June we had an enjoyable Saturday morning event at Chris Dillon's workshop. This included a gourmet barbeque, courtesy of Chris and Fiona. Events of this type which finish early, enable other things to be fitted into a busy weekend and seem popular. We will look at more in the future. The July Natter Night featured Phil Spender, former Ford executive who outlined his personal story of a very full and fascinating career including development of the immensely successful 05 Mustang. This was one of our best Natter Nights and also featured the first of our new-look raffles including Penrite products as well as our hamper. Natter Nights are a very entertaining way to spend an evening, and all the more with our new Audio-visual set-up and speaker's lectern, kindly enabled by an anonymous member donation.

Our Mid-Winter rally was a great success and showcased the beautiful touring routes of the Mornington Peninsula. David and Julie Jones organised a fabulous rally, which was well attended with good (but cold!) weather. Zero degrees overnight assured an interesting and challenging Cold Start competition which was ably managed by Graham Fossey, with the lively betting

being under the control of Claudia Holding. My sincere thanks to David and Julie for a first class rally, and also to Graham and Claudia. Tail-end Charlie services were provided by Graeme & Lynne Edwards and we are grateful to them for this as well.

Please do not forget to renew your membership right now if you have not yet done so. If not, this is your last Brass Notes. And it gets worse! If you have a permitted car through the club, your permit will lapse and we are obliged to advise Vicroads. Please renew now, and contact Geoff Payne if you have any questions.

Finally, and most importantly you will see within this issue Nomination forms for committee positions. Our Annual General Meeting is October 13. I can confidently say that the committee is an effective, collegiate, and professional group of people wanting the best for our club and our members. If you are interested to join our committee, please do consider nominating, and contact me for a chat about what is involved and where your interests lie.

Until next month, and with regards

*Ian Berg,
President VCCA (Victoria)*

FLASHBACK PHOTO

FLASHBACK to major Australian rally in the 1980's.

Identify the car, rally, date, entrant, owner, (two different people) - respond to the Editor.



JULY FLASHBACK PHOTO

The FLASHBACK to 1975 photo on the back cover of the July Journal was taken on the 1975 National Veteran and Vintage Rally held at Ballarat.

The car is a 1914 Hupmobile entered by D. Warne and was taken on Friday 25th April on the day run to the Lake Goldsmith Steam rally.

Photo by Gordon Berg.

Alan Fitzgerald's 60 HP Napier

By Bob Martin

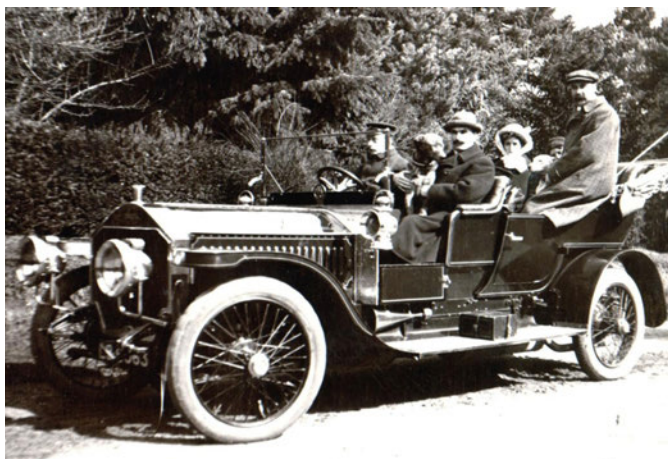
Just one of the noteworthy cars to be found in Hamilton was the well known 60 hp Napier of Alan Fitzgerald's. In recent years the firm of Napier and Son has been closely associated with aero engines, engines for land speed record contenders and diesel engines for both boats and railcars but the firm had a remarkable place in the history of the motor car as we know it. The 16 hp model in 1900 was the very first British machine to ever enter a race on foreign soil. Driven by S F Edge and the Hon. Charles Rolls it was, however, totally outclassed by cars of up to 26 hp. Undaunted by the result Napier and Edge entered the 1902 Gordon Bennet race in a 30 hp model and were successful in bringing their car home in first place, the Napier becoming the first British car to win an international race. In 1904 the first of the six cylinder models appeared and by 1908 the company was offering a plethora of six cylinder cars, the 4.9 litre 30 hp and 40, the 6.1 litre 45 hp, the 7.7 litre 60 hp and the 9.7 65 hp. While not the first six cylinder production cars as both Edge and Napier often claimed, they were certainly considered to be the first successful production models.

A good deal of the history of the success of the six cylinder models will be familiar to members. An Australian by birth and a keen cyclist as well as motorist Selwyn Francis Edge joined Napier in 1900 and soon became the company's sole distributor and arch publicist. In addition to the above exploits, in 1907 he attacked to 24 hr speed record at Brooklands with a 60 hp model introduced in 1906. This was at a time when the official speed limit still stood at 20 mph. Three cars actually competed on the day, S F Edge covering 1581 miles 1310 yards within the 24 hour period, driving every inch of the way himself. The actual average speed was calculated as 65.9 mph. This was a truly Herculean task as the 60 hp model was considered by chauffeurs of the day to have a smooth engine but to be a difficult car to drive with their heavy steering. Further, the 352 lamps placed around the circuit would have provided scant illumination. In spite of this the fastest average for any hour was recorded

between ten and eleven o'clock in the evening. It was fortunate that detachable Rudge Whitworth wheels were fitted as the three team cars wore out no less than 61 tyres, 24 of those being used by Edge alone. On occasions the tyres left the rims but the wheels were able to take the strain of a drive back to the pits without significantly reducing speed. Worthy of note is a similar car, the Napier L48 or "Samson", which was typical of the era when large capacity but low -stressed engine reigned supreme on the race track. It is still regarded as Britain's most famous pre-war racing car, among its many feats being that of setting a new world speed "flying mile" record of 104.65 mph in 1905. Bob and Bill Chamberlin of Chamberlin Tractor fame built up a replica of the famous 1904 "Samson" racer using the original engine from L48 sourced from the speedboat "Nautilus" in Melbourne. The brothers were fortunate in that Alan's car was similar in many ways and parts were borrowed from it to use as casting patterns while at the same time he was able to obtain a number of castings from their car.

The 1904 "Samson" has been featured in a number of articles in "Restored Cars" and as recently as 2013 could be viewed at Peter Brigg's motor museum in York, WA.

Correspondence from Napier and Son and British registration authorities, dated 1959 indicate that Alan's car was originally purchased by the Earl of Lonsdale, bodied as a landaulet (or landalette) and finished in yellow, the colour normally associated with the earl's many sporting interests. Jockeys riding his horses for instance, wore yellow silks. In 1922 the car was painted dark blue and black and then registered to Mr Hartley of the London Branch of the Commercial Bank of Australia. Registration was surrendered when the car was exported to a doctor in the USA. Alan believed it was one of the Chaffey family members from Mildura who then imported the car to Australia but despite attempts to research this with surviving family members was unable to confirm this story.

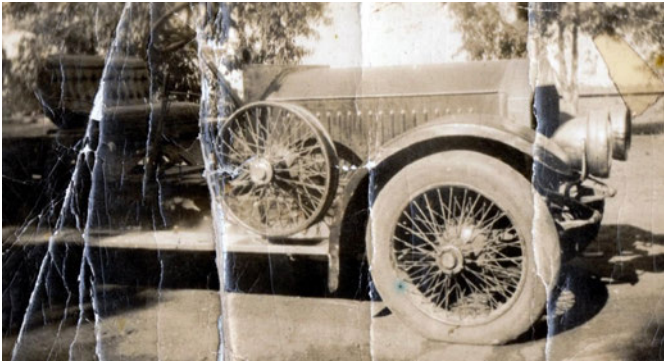


60 hp Napier when owned by the Earl of Lonsdale



The Napier engine in Alan's garage circa 1985

Alan Fitzgerald's 60 HP Napier (cont.)



As found at Warracknabeal. Photograph by P Vince.



The completed car at Mt Tarrengower Hill Climb

From this point ownership of the Napier is a little difficult to track. John Bligh Sutton, Member of the Legislative Assembly, New South Wales, also owned the car and either prior to or after his giving it to an enthusiast in Katoomba it was stripped of many of the accessories. Ownership then passed to Sam May of the May and Millard Foundry in Horsham but for some reason was left in the care of Wimmera Motors. The subsequent owner believed that although the car was complete and running, Sam declined to drive it. It again changed hands while in the Wimmera, this time in 1936-1937 to Otto Vince of Warracknabeal.

Alan acquired the Napier in the early to mid 1950's (reference being made to it in the Veteran Car Club of Victoria newsletter of July that year) after it had apparently been used as a general farm hack and even at one stage as a truck to carry wheat. At the time of purchase it had fallen into disrepair and was parked under peppercorn trees on the property. While basically complete when first collected, Alan apparently later returned to the site, raked through the leaves under the tree and found several parts from the car. Among these was the original "water tower" radiator cap used on the early Napier cars. Over a period of years missing parts were sourced, beaded edge tyres sourced and the mechanical components overhauled. It remained in Alan's possession although unassembled until it was purchased by John Fitzpatrick in or about 1988. Perhaps this sale was fortuitous as Alan's ill health had prevented any work on the car. Further restoration was carried out by John above his shop in Sydney. The car was finally assembled and in place of the original landaulet style body it was equipped with seats for two of the type used by Edge in his record breaking run. Several club members were fortunate enough to see the completed car at the Mt Tarrengower Hill Climb shortly after. It generated much interest, both on the starting line and in the pits. Alan and Lorraine Fitzgerald also travelled to Mt Tarrengower where Alan was able

to take Lorraine for a short drive in the completed car. If my memory serves me correctly the rich brown hand painted finish was relieved with red pin striping around the bonnet sides and along the top. The car had only one run for the day as the engine overheated in the unseasonably hot conditions. The owners believed that further runs with continued overheating could damage the engine block.

The 60 hp Napier was sold to a British owner in the early to mid 1990's and then at a later date to an American owner in the USA. In speaking with John Fitzpatrick I discovered that he has been unable to locate the exact location of the car today.

While I have used a good deal of early correspondence from Alan's estate in an attempt to gather the history of the car no doubt there are club members who remember its time in Hamilton. For a time it was stored at Alan's business premises and later in a disassembled state at his residence at the corner of French and McIntyre St. I believe I was fortunate in being able to examine it in detail and photograph the various components. If you are able to add to this story I would welcome your contribution.

Whenever speaking of cars such as the Napier a pattern of questioning emerges. "What'll she do?" and "What's she worth?" being two that spring to mind. The achievements of Dorothy Levitt at Brooklands (prior to the organisers banning women drivers for a time) provide answers to the first question although the matter of valuing such cars is very much a subjective one. In searching for the location of Alan's car in America, however, I discovered that the 60 hp Napier tourer in original condition from the Otis Chandler Collection in October 2006 realised US \$935,000. Perhaps this provides an answer of sorts.

Successful Workshop Day At Dillon Motors

By Paul Daley

Chris and Fiona Dillon of Dillon Motors, Ringwood hosted our first Workshop Day on Saturday June 27th. The format for the day was bring your Veteran or Modern car, meet with fellow Club members, tinker and seek Chris' professional advice on mechanical matters. For a first time event it was a resounding success – with members enjoying the sumptuous morning tea provided by Fiona and Catherine Dillon. They had really baked up a treat with home style cake slices, with an urn of tea on a chilly morning appreciated by all. The BBQ lunch with gourmet sausages and sourdough bread topped the day off.

What were the highlights? Well, our President, Ian Berg arrived with his 1934 Rolls Royce 20/25, and Chris Dillon entertained us with some delicate mechanical adjustments! Both Paul Daley and Scott Staples showed their Model T Roadsters – Paul's a 1914, and Scott's a 1917. Chris Dillon delighted Robert Couper with a road test in the '14 T, and the smile on Robert's face said it all on return. Robert was surprised at the torque and speed of the T's and has evidently added one to his bucket list.

The following members and friends attended on the day:

Phillip Ironside, David Couper, Robert Couper, Paul Daley, Chris Dillon, Fiona Dillon, Catherine Dillon, Barry Smith, Andrew Brand, Felicity Brand, Bill Brand, Bruce Lyon, Ian Berg, Scott Staples, Leon Martin (Studebaker Car Club), Richard Counsel (Aston Martin Club).

The day was such a success that another Workshop Day has been added to our calendar on Sunday, August 30th at David Couper's residence in Monbulk.

If you would like to host such an event, please advise our Events Director, Paul Daley 0417 583 064



Philip Ironside popped along early in the day.



Barry Smith aside Scott Staples' 1917 T Ford.



More 'Cheesy Smile' competition entrants.



Chris Dillon and Ian Berg entered the 'Cheesy Smile' competition.



Delicate adjustments were undertaken on the Rolls Royce.

Outstanding July Natter Night With Phil Spender

By Paul Daley

Former Ford executive Phil Spender delighted members and friends at the July Natter Night with a presentation that would rank as one of the most outstanding the Club has recently heard. Although a freezing evening, the larger than normal attendance were captivated by Phil's calm and engaging manner, and aided by a slide show, were talked through Phil's stellar business career.

As a teenager Phil saw his career of the future with Ford, and in 1975 began his career in New Zealand. The journey took him to Ford China as COO in the 90's where he oversaw the aggressive rollout of dealerships in an era of burgeoning growth. This success led him to take charge of Auto Alliance International building Mazda products in India – a business reconstruction program that as President he oversaw.

His presentation was delivered in the standard that would fit with both the MBA graduate or the Club hobbyist, and the time was relevant and appreciated by all. The Ford Mustang car and its development, especially the MY05, was the focus of a large segment

– with the intrigue of Phil attaining the first car that came off the line. Phil has it registered as Victorian plate JOB 1 – the production line designation.

The audience heard how that in retirement Phil has kept busy with motor racing a Mustang and competitive ocean sailing – activities that resonated with many. Taking questions from the floor, Phil finished the evening with an expansive answer to a question regarding the human element in the auto production line that Ford first introduced with the Model T in 1913. Phil reflected on how when he began, the conditions were seen as dehumanising, and he set about a program of re organisation that empowered the workforce, and took away the legacy of production line history.

The Natter Night raffle has been extended to three draws, and new members, Veteran motorbike enthusiasts Wayne and Maree Dobbs both won prizes during the evening. With a varied range of speakers, and our new PA audio system, the members at Natter Night continue to grow.



Phil Spender was a very engaging speaker.



It was great to see new members Wayne and Maree Dobbs along for the Natter Night.

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My Armstrong Whitworth

By Min Innes-Irons

As a child I remember going to my Grand Parent's home and ploughing through James Flood's 1st Book of Motoring. Then the 2nd book and then the 3rd. I was fixated from an early age.

Dad and I bought our 1st car/basket case in 1975-a 1923 Austin 12 tourer that had been dismantled bolt by bolt. Tea chests played a huge part in the repatriation of our project.

The Austin was spasmodically restored as family circumstances changed. During one of the major lay offs, I was in our local Radiography Centre (1994) waiting for the images of our beautiful 2nd daughter Mietta, while reading an obscure magazine there was an ad posted by Peter Taylor from Beechworth for an Armstrong Whitworth.

I was interested. A phone call, a visit and viewing and without much knowledge of the enormity of the impending project, I struck up a deal and brought the car home (more tea chests).

I tried to gather as much information as possible but the river was dry, until I found out about Alan Collis. Alan owned the car prior to selling it to Peter. Alan had to be globally the most knowledgeable person when it came to Armstrong Whitworths. After several visits, Alan could see that I was serious about restoring the car and he proved to be the best source for support, parts and information to get 1 of only 13 known Armstrong Whitworths world wide, on the road.

I was also very fortunate to live only 15 kms from one of the most experienced, practical and knowledgeable engineer/machinists in Victoria: Bruce Feldtman from Dookie.

Bruce and his staff restored many components including the engine which was found in a muddy puddle being used as a vantage point at the Arthur Lang clearing sale at Boorhaman. Peter Taylor recognised the engine as being being A/W and bought it, and it turned out to be the correct engine for the chassis. I always will remember the engine firing into life in Bruce's shed. It was as if this was our 4th child stretching it's lungs for the very 1st time.

The wood work on the body was expertly completed by Graeme Logan from Red Hill and designed around the well known photo of Bill Till and family in their A/W. The metal work was done by the well known body restorer, Richard Stanley.

Richard specialises in 1 off rebuilds. The upholstery was done by a master of his trade: Geoff Davies. Geoff will be known by few but his work appreciated by many club members. The "wow factor" was huge when I walked into Geoff's Shed (the ORIGINAL Geoff's Shed) and saw the finished job.

New wooden wheels fitted to old rims, brass instruments and lights, an original and correct gearbox, Rushmore, gas generator and petrol cocks came from

Will Kirkby in Moree. Clearing sales and swap meets were always on the annual calendar. I would lust for brass but my family reckoned it was a "lust for rust".

I enjoyed the hunt for the correct parts just as much as piecing this rare bird together, and now that it is restored, I enjoy driving it equally. I could easily talk my three daughters into believing that polishing brass was great family fun-my how times have changed. Mietta will still help and the pay back is that she gets to drive the car.

Our Armstrong Whitworth took 13 years to restore and has been a super reliable car. I have done 4 rallies (approx 600kms per weekend) for our local Hospice Care fund raising. We have done many family outings and other rallies and it has nearly never let me down. This a testament to the quality of the workmanship that went into the car's restoration.

I really enjoy the memory jolts that some people get when they see and talk about their family experiences from years gone by. I think this is a very important roll that our Club offers-our cars are a great historical bridge for many to remember years gone by, and it does that at car displays and rallies.

During the restoration, I learnt a lot about people-some experiences were fabulous, some at the other end of the spectrum, but that is part of life. I learnt a lot about being resourceful and patient. I also learnt how important it is to have a family that shares and understands my passion. I have enjoyed a lot more aspects of veteran car restoration than actually restoring a car. It is a very rewarding hobby and a lot of fun to be involved in.

After 40 years, our Austin has finally and reliably hit the road: I DID learn a lot about patience.



The Armstrong Whitworth on display at the Euroa Show & Shine where it won best veteran.

A.G.H. Staff Hill Climb up Wheelers Hill

By David Inglis

Here are two pages from one of my father's photograph albums captioned 'A.G.H. Staff Hill Climb up Wheelers Hill' In August 1918. 'A.G.H.' was Australian General Hospital in Caulfield.

The event was between a Dodge driven by Major Arch Clendinnen and a Sunbeam driven by Captain Eccles Mackay. It was won by the Dodge - perhaps seniority prevailed! The participants and most of the 'observers' were doctors so it would seem that army medical life in the last few months of the war had its lighter moments. Dr. Mackay was subsequently in general practice for many years in Burke Road Camberwell close to Canterbury Road.

Running a speed event on a public road (with or without official approval!) provides something of a commentary on the then motoring times. Neerim Road where an early smash occurred is still, topically, a level crossing nearly 100 years later. One of the photographs of this incident, enlarged and with an expanded description, is on page 33 of Mal Grant's V.C.C.A. (Vic.) 'Motographs and Motors 1901 - 1919'.

The Dodge windscreen folded top half backwards and bottom half forwards looks both speedy and airy. Did the captioned 'Hostelry in Background' play any part before or after the event? Perhaps it added something to the Dodge's fuel tank!



The winning Dodge and medical crew.



Right:
The Sunbeam boasted a delightful roadster body of the Edwardian period.



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- The rates above are for the 2015-2016 financial year.
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- The rates to advertise are reviewed annually by the Club's Committee.

Brush National Rally - a new idea

By Andrew McDougall

Background

Over the years we have seen an increasing number of Brush cars in Australia, with the total of running and under restoration cars approaching 30 in number.

Periodically there has been a call from some Brush owners for a rally to be held specifically for Brush cars. To date there has not been a specific rally.

During last year an internet based Australian Brush Register was formed, with a newsletter known as "The Sweep" established to communicate with Brush owners. Hamish McDonald from South Australia edits and produces the newsletter.

Late last year we canvassed the idea of running a national rally with the owners of Brush cars and consequently we are now planning a specific event.

The Proposal

For our inaugural rally John Washbourne suggested that the event be held in the Wedderburn and Loddon Valley District of Victoria, as it has a lot of history, quiet roads and is suited to a smaller number of participating vehicles.

Andrew and Frances McDougall have undertaken to organise the rally, with the idea of following on from the next 1 & 2 Cylinder National Veteran Rally, which is being held in the Latrobe Valley in April 2016. The idea of tying a Brush specific rally to the tails of a rotating national event is to encourage remote state Brush owners to make the effort of travelling to the event,

by being able to participate in two events for the one amount of travel.

The rally is being run under the auspices of VCCA (Vic) and is to be held from Sunday 10th April to Friday 15th April 2016, based in Wedderburn. It will be a no frills event where the participants pay for their own accommodation, meals and entry to venues of interest. The rally will be run over 4 days on quiet roads. One day will have a run length of around 130km, whilst another 2 days will be runs of shorter duration of less than 100km and the 4th day will be confined to Wedderburn itself and visits to local places of interest. The main intent is to gather as many Brush cars and owners together as possible, to enjoy driving them and of course each others company.

In 2007 Andrew and Frances, as well as Bob Lamond, attended an event in Michigan State in the USA, celebrating the 100th anniversary of Brush. Compared with Australia there is a large number of Brush cars distributed across the country, however on the rally days there were only 7 Brush cars running and on the final static display day the number of Brush increased to 13. This we thought was a fairly poor effort so we wish to show what Australian can do and have more than 13 Brush attending the inaugural national rally. The maximum number of Brush cars we have had together in Australia so far is 7 at the 1 & 2 cylinder Victorian Veteran Rally in 1013.

Here's hoping for a good roll up!

Contact Andrew McDougall: 0417 310 852
for further information.

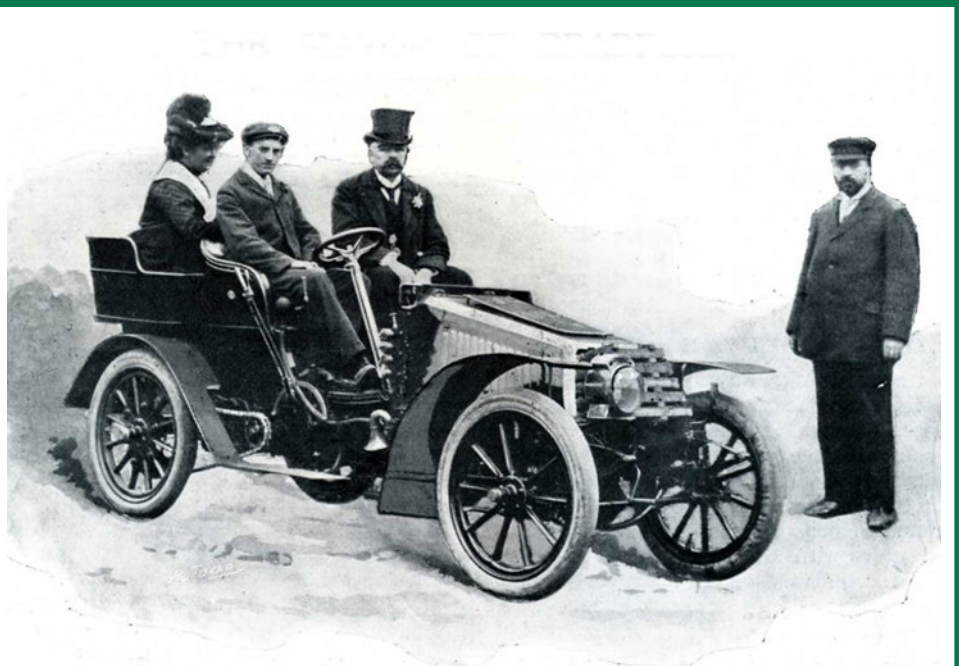
WHAT IS IT? (June Follow Up)

By Alan Meredith

In the absence of any local suggestions international assistance was sought from Dutch authority Ariejan Bos.

Ariejan advised that the car is a 16 h.p. Pieper of 1902 and has sent a convincing photograph to prove it.

Unfortunately there has been a similar local silence in response to the 'Where Is It Now?' question.



RACV Midwinter Rally Report

By David Jones

Eighteen months ago when I agreed to be Rally Director, however you forget about the work needed to make something happen. Of course, not all the work is bad or unrewarding.

The weather for the weekend of 18/19 July could not have been better, after us all enduring such a preceding week of rain and hail.

I got up early on the Saturday to put out the signs on the road and inspect the road, fearful that it may have washed away! Despite a bit of drizzle, the unmade road component was OK and so I was confident our cars would be able to traverse the tracks quite well.

Julie and I met the entrants at the Rosebud Country Club car park with everyone ready for a day's touring. The one problem with a Mornington Peninsula based rally is the hills, and as I said to everyone, the budget did not extend to flattening out the climbs and descents. Everyone was quite accepting of the conditions – even the remote possibility that the cars would get dirty.

After a tour around the tracks we ended up at the Mont Rouge Estate and Bass & Flinders Distillery for a tasting and short talk of the operation which was well received. Our lunch was just around the corner at the Red Hill CFA and the Ladies Auxillary did a great lunch box.

While everyone was eating, I jumped in the car and put out the signs for the afternoon run. I had to be ahead of the entrants, and I think Ralph Proven even ran me down (not literally) ahead of getting all directions out. The Entrants had the obligatory run through the Flinders Golf Club and the option to visit Flinders for some shopping prior to going back to the Rosebud Country Club in readiness for the gala evening's entertainment and dinner.

Saturday night's dinner was well received and we had a short presentation by Ian Berg on the celebration of Henry Ford's birthday and some of his achievements (positive and negative). Claudia Holding and Julie were run of their feet that evening taking the bets for the next morning's cold start. Most money was on the colts of the club, with some old money on some older members! I know for a fact that Julie bet on everyone (being new to it and working on the theory that a roughly could get up) and as it turned out her strategy gave her a dividend of \$1.80. A lot of fun,

I expect the Cold Start will be reported by those who ran the event but I must say thank you to Graham Fossey with assistance from Paul Daley for the supervisory role they played with the cold start event. It was very entertaining. I am sad to report, the Model T Fords did not fair well in the cold conditions. Speaking of cold it was something like one degree as can be proven by the picture of ice under James Dunshea's Hotchkiss!

The commencement of the Observation run involved the mustering of entrants in the main car park away



The Dunshea, Smith and Alcock crew all had a great time on the weekend.



Starting Instructions from our Rally Director.



The Isotta Fraschini of Peter Latreille, primed and ready to go.



Robert Couper with the Overland while Peter Johnson offers some advice.

from the Motel. Although we had authored the event, there was a bit of “running by the seat of your pants”, to get everyone lined up and in some sort of starting order. That being said, I kept as calm as I could be, while my wife gave out the instructions in timely manner – 1 minute prior to each entrant’s departure.

This means that every entrant was one minute apart and as I had stressed it was not a race and there would be penalties for recklessness.

While everyone was on the course, Julie and I made our way up to the secret lunch destination – Main Ridge Tennis Club, to prepare the room, organise the caterer and hope that no one got lost.

To our delight, everyone made it through the whole of the course which took them down the back roads of the peninsula, down to Portsea, along the Point Nepean Road, through Rye, back up the hill to our lunch destination. Julie and I were thrilled that our planning worked and that everyone seemed happy.

After a roast lunch the presentations were announced.

The results were:

- 1st Ian Berg 88**
- 2nd Greg Smith 83**
- 3rd Jeff Alcock 78**
- Paul Daley 77
- Wally Nye 67
- Bern Alcock 63
- James Dunshea 62
- Chris Dillon 59
- Elaine Bone 59
- Scott Staples 59
- David Couper 57
- Brian Hussey 54
- Darren Savory 49
- Peter Johnson 49
- Peter Latreille 45
- Ralph Proven/Barry Smith 17

The prizes awarded were:

- Ian Berg** Most points for the event
- Jeff Alcock** Closest to the Adjudicators time to complete the event.
- Chris Dillon** Most ill prepared (why bring a hairdryer to heat your magneto if you don’t have and extension lead to power it?)
- Greg Smith** Best break down – amplified by the amount of his cars that became unwell.

The one thing that I failed to do on the weekend was to publicly thank those people who helped over the weekend. Claudia Holding, Graham Fossey, Graeme and Lyn Edwards as Tail End Charlie(s) and finally most of all – my wife Julie who helped me with the directions.

The arguments in the car were epic!

Thanks to the RACV for sponsoring our event and continued support of the club.

Lets look forward to the next major tour on our calender – the 2015 Annual Rally at Colac with Michael Holding as the Rally Director.

David Jones

Rally Director – Mid Winter Rally Director



Lynne Edwards, Darren Savory, Greg Smith & Deborah Alcock at the start.



Lunch stop at the Red Hill CFA.



Ian Berg, Scott Staples & Sue Berg.

RACV Midwinter Rally Report (cont.)

Entrants:

Ian & Sue Berg
1912 Model T Ford

Barry & Rosslyn Smith
1918 Chev 490

Paul Daley & Paul Hammet
1913 Overland

Brian Hussey & Jill Bartlett
1913 Model T Ford

Claudia Holding
Modern

David & Julie Jones
Modern

Ken Russell & Julie Zhu
1913 La Buire

Peter Johnson & Paul Leo
1913 Overland

Darren Savory & Mikaela Savory
1916 Model T Ford

Rob & Debbie Couper
1913 Overland

Ralph & Lois Provan
Passengers in 1918 Chevrolet

Don & Jill Bosanquet (Did Not Start)
1913 Renault

Wally & Denise Nye
1910 Austin

James Dunshea & Sherryn Dunshea
1911 Hotchkiss

**Jeff Alcock, Jessica Alcock,
Chris Holt & Amy Martinich**
1912 Overland

Ben Alcock, Deborah Alcock & Matt Hanton
1914 Overland

Brenton Smith
1913 GWK

Greg Smith & Mick Turner
1912 Swift

Scott Staples
1917 Model T Ford

Barry & Joan Forryan
Modern

**Julian Falla, Andrea Falla,
Glenn Walker, Anita McDonnell**
1914 Talbot

Christopher & Fiona Dillon
1909 Minerva

Graeme & Lynette Edwards
Tail End Charlie

Elaine Bone, Trever & Anne Merton
1930 Model A Ford

Craig Emmerson (Did Not Start)
1912 Cadillac

Peter Latreille, Warwick Anderson
1908 Issotta Fraschini

Dear David and Julie,

I am writing to acknowledge our appreciation of your contribution and organization of the Mid-winter Rally. You both greeted us at each meeting point with warm smiles and seeming calm. The delightful route chosen by you on Saturday had us winding our way through pine and eucalypt-lined lanes, with vistas of cattle luxuriating in hilly terrain with a backdrop of our moody Bass Strait. The distillery was a hit with many bottles being purchased on tasting and this was followed by a cosy lunch at Red Hill. Saturday evening was enjoyed by all: great food, camaraderie, together with an interesting slide show featuring Henry Ford.

On Sunday we awoke to a crisp clear morning and following the always entertaining 'Cold Start' we embarked on our 'observation run'. What fun it was, enabling conversation despite obligatory disagreements between drivers and navigators [fancy that!] The peninsula explored on Sunday was quite different, enabling many glimpses of a becalmed Port Phillip Bay dotted with fishing and sailing boats. The distances travelled were ideal, the lunch at Main Ridge most enjoyable. God must have been listening David as the weather was stunning and the experience super.

Thank you
Jill and Brian Mornington Peninsula

A nice thank you note from Brian Hussey and Jill Bartlett

COLD START COMPETITION RESULTS

THE ICICLE RALLY RITUAL!

CONTESTANT	VEHICLE	TIMING (Seconds)
Brenton Smith	1913 GWK	7.64
James Dunshea	1911 Hotchkiss	8.35
Jeff Alcock	1912 Overland	9.56
Ben Alcock	1914 Overland	15.37
Darren Savory	1916 Ford T	30.6

(Five Additional Contestants failed to start)

Mystery Standard

Thanks to Noel Holbrook, Bruce Nelson and also Ian Irwin for the response to the mystery Standard photographed at an early club meeting.



Right:

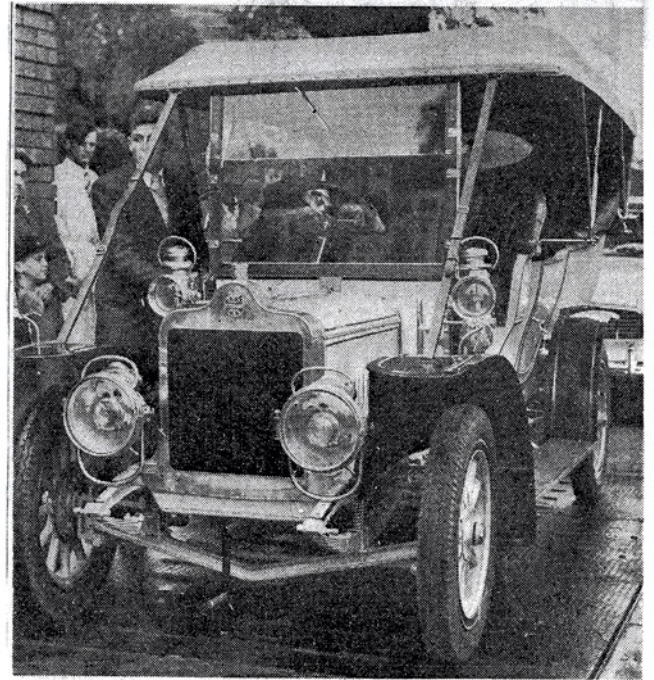
Ian Irwin advises that as a school kid, he collected various articles on veteran cars from the press, in a series of albums. He has provided a photo of the car in question.

Unfortunately as a kid he did not record the publication source or date. Almost certainly the Sydney Morning Herald which we had delivered daily back then.

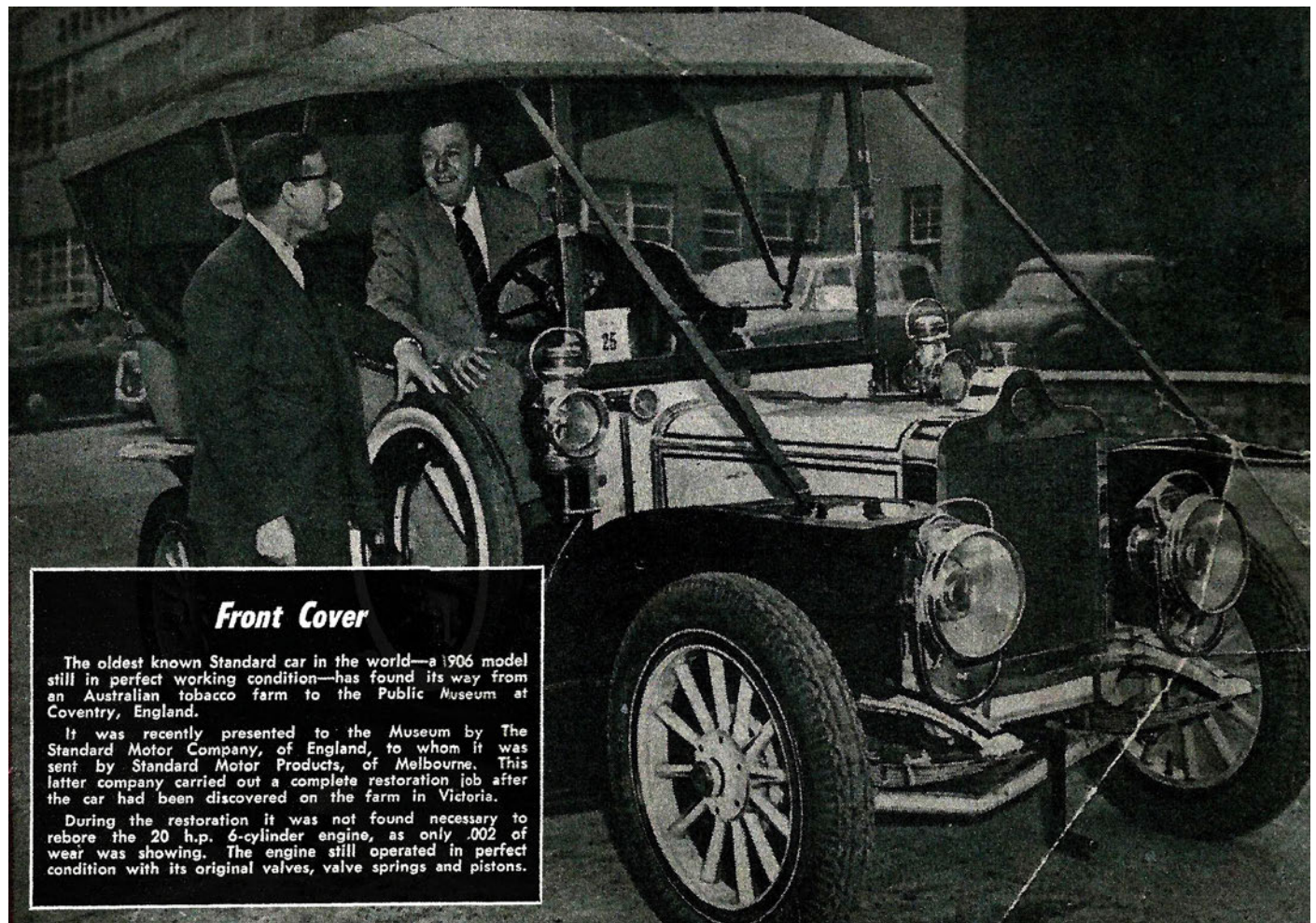
Below:

Bruce Nelson provided a copy of the VACC magazine cover from 1959, and it included this photo and information on this desirable and rare Standard

VINTAGE CAR RETURNS TO ACTIVE SERVICE



Ready for registration (it passed), a 1906 20-horsepower Phaeton stands on a weighbridge in Melbourne, restored to its old glory. The driver, Mr. Bob Morrow, of Port Melbourne, found the car rusting in a shed near Wangaratta. Today, with most of its original engine, it starts at the first turn of the crank; will do just under 40 m.p.h.



Front Cover

The oldest known Standard car in the world—a 1906 model still in perfect working condition—has found its way from an Australian tobacco farm to the Public Museum at Coventry, England.

It was recently presented to the Museum by The Standard Motor Company, of England, to whom it was sent by Standard Motor Products, of Melbourne. This latter company carried out a complete restoration job after the car had been discovered on the farm in Victoria.

During the restoration it was not found necessary to rebores the 20 h.p. 6-cylinder engine, as only .002 of wear was showing. The engine still operated in perfect condition with its original valves, valve springs and pistons.

Private Classifieds

WANTED

Zenith U6 updraft carb, 1 3/4 inch size.

Andrew Brand

Ph: 0414 219 250

Email:

andrew_brand@mail.com



FOR SALE

Keyway Broaches

0.3975 New in wax, with shims \$75.00

0.5225 New in wax, with shims \$75.00

0.3305 New wax removed, with shims \$65.00

Original set of Wooden Guards,

circa 1903-1908 \$300 set

Set of seat rail brackets for 1903-04 Ford or Cadillac

(may suit other cars) \$250

Russell Holden

Ph: 0422 219 911

Email: russell@oldworldlamps.net

WANTED

1. Distributor cap for a Dixi Magneto to suit 1916 Continental Morris

2. P&H Self Generating Acetylene lamp (6in.rim size) as pictured.

Needed for 1914 Morris

Peter Fleming

Ph: 03 9729 3440, 0408 389 439

Email: pfmtype@optusnet.com.au



Notice Of Annual General Meeting 2015

By David Provan

CALL FOR NOMINATIONS FOR EXECUTIVE AND COMMITTEE POSITIONS

When

The Annual General Meeting will be held at 8.00 pm on Tuesday, 13 October 2015 at the VCCA (Vic) Clubrooms, Lynden Park, Wakefields Grove, Camberwell (Melway 60 F4).

Positions

If you would like to be involved in the management of the Club, please consider nominating for a position on the executive or committee. To be eligible to nominate, you must have attended at least three events organised by the Club in the last 18 months.

The executive positions of President, Vice President, Secretary and Treasurer as well as three committee positions are available to be filled.

In the event that the number of nominations exceeds the number of vacancies, a secret ballot will be held.

Nomination Form

A nomination form is included in this issue of Brass Notes and will also be available from me at the next Natter Night meeting. Otherwise, please call me on 0409 136 301 or 9482 4217 and I will post the form to you.

Closing Date for Nominations

Nominations must be received by Tuesday, 15 September 2015. Mail the completed form to the Secretary, P.O. Box 2300, Mount Waverley, Vic, 3149 and please allow at least 5 days for delivery. Alternatively, scan and email the completed form to secretary@veterancarclub.org.au.

More Information

If you would like further information, please feel free to contact me (0409 136 301) or Ian Berg (0419 364 427).

LIBRARY

Margaret Bone has donated two books to the library. They are:

The Designers, L.J.K. Setright (1976). In seven chapters: Artists, Body shapers, Chassis constructors, Engine developers, Mechanics, Theoreticians and The team.

Brakes. Published by Chilton Co., Philadelphia. There is a chapter on "Fundamentals of brake maintenance" followed by specific instructions for 60 makes of car sold in America between 1925 and 1934.

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Special Mention

By Noel Holbrook

Jack Brittain has just celebrated his 90th birthday. 12/7/15

After restoring the derelict 1914 Fiat for the 10th International Sydney to Melbourne rally in 1970.(#108) jack has been a constant entry in VCCA events since that time with the Fiat and both are ready for the upcoming 60th anniversary at Colac.



Lonely Parts

By Alan Meredith

This mystery radiator was offered for sale in last month's Classifieds column, but at this point it still remains unidentified and unsold.

Measuring 27" high and 22.5" wide it would appear to be from a medium sized vehicle.

Unfortunately it has no markings and shows no signs of a badge having been fitted. Identifying features are the two piece mounting brackets, shallow but long header tank and squat filler neck.

The water inlet and outlet have been designed to take manifold flanges.

What is it and who needs it?



Dame Nellie Melba's 1909 Renault offered for sale

We have become aware that this historically very important car for Australia is for sale. It is currently located in Perth and advertised on the PreWar car website (www.prewarcar.com and select Renault in the makes on the right hand side of the home page). We have been in contact with the owner and he is keen to see it remain in Australia. He has also provided a very interesting history of the car which we plan to include in a future article in our Journal.

Please consult the website for further details (or contact Louis Mostert for directly for further details Email: LLMostert@gmail.com or Phone: 0412 527 148).



RACV VETERAN CAR CLUB NATIONAL 1 & 2 TOUR

By Kevin Quigley



OLD WORLD LAMPS
& TYRES



Latrobe Valley, 3 – 9 April 2016

Tour Update

Preparations are continuing for the Tour. The weeks' programme is now almost finalised and there will be something for everyone. The idea is to combine interesting days of driving (not too far) with plenty to see and do. The social aspects are never too far from out thoughts and there will be many chances to catch up for a good natter in convivial surroundings.

Tour Office

The centre of activity will be Kernot Hall. This is a large convention centre, set in beautifully manicured lawns alongside a lake. There is parking for 500 cars, easy access in all directions and it is perfectly located between Morwell and the Park Lane Holiday Park, where so many of our registrants are staying.

The Tour office will be at Kernot Hall and each day's driving will start from there. We will be having the welcome function at Kernot Hall on Sunday 3rd (no driving that day) and the Farewell Dinner there on Friday 8th.

The display site on Wednesday is tentatively planned for the large car park beside the lake next to Kernot Hall.

Those who remember Bruce's Bistro at the National All Veterans in Shepparton (2013), can look forward to Kevin's Cantina each day with tea, coffee and gossip the only menu items.

A taste of the Tours

Monday's tour will hopefully set the tone for week ahead. Maffra is a beautiful Gippsland town with an interesting past as well as a bright future. Getting there is half the fun and the countryside is ideal for touring.

We will drive through a mix of bushland, rolling pastures and small dairy holdings. Maffra was once a thriving commercial centre and still hosts (to our great advantage) the Maffra Shed.

They have been prevailed upon to extend their well-known hospitality to our group.

The Programme

The programme is undergoing final polishing, but is expected to look like this:

Sunday 3

All Day: Arrive at your chosen accommodation and settle in
2.00 pm Registration at Kernot Hall (Tour Office)
6.00 pm Arrive at Kernot Hall for welcome function

Monday 4

8.00 am Office opens.
9.30 am First day's touring – Maffra (see above)
5.00 pm Office closes.
Optional evening events

Tuesday 5

8.00 am Office opens.
9.30 am Second day's touring
5.00 pm Office closes.
Optional evening events

Wednesday 6

8.00 am Office opens.
10.30 am Display day
5.00 pm Office closes.
Optional evening events

Thursday 7

8.00 am Office opens.
9.30 am Third day's touring
5.00 pm Office closes.
Optional evening events

Friday 8

8.00 am Office opens.
9.30 am Fourth day's touring
5.00 pm Office closes.
7.30 pm Farewell Dinner

Saturday 9

Possible Breakfast function
Return home

Over the next few months we will bring you up to date with the routes and evening functions. Remember, SEVERAL THINGS NEED TO BE FINALISED, particularly catering, so don't assume that everything will happen exactly as outlined above.

The main thing will be to have enjoyable touring, interesting places to visit and lots of good social interaction.

Three Things to Remember!

ONE: You can register on-line by going to the VCCA (Vic) website veterancarclub.org.au and click "Events"

TWO: Paper entry forms may still be used and artwork will be sent to all Clubs for local production and distribution. All Victorian members will receive a paper entry form in Brass Notes, later in the year.

THREE: Queries on your entry may be addressed to Bruce Humphries on 0407 545 037.

All general queries can come to the Tour Director, Kevin Quigley 0419 300 090

Events

NATTER NIGHT AUGUST 11TH – SNR SGT DARYL CULLEN

Our August Natter Night will feature Snr Sgt Daryl Cullen, Officer in Charge of the C.I.U at Boroondara Police Centre. Daryl is no stranger to the District, having spent 40 years policing mainly in the Boroondara district. With a wealth of interesting stories, and a polished speaker, Daryl will share with us many fascinating insights into modern policing.

This is another must attend event, continuing our selection of interesting speakers for meetings.

AROUND THE HOUSES

A Day of TRIUMPH

John Lakeland, President of The Vintage Sports Car Club has invited members of Veteran Car Club to Visit his collection of fine vehicles. There are eight Triumphs, five pre-war Rileys, Sunbeam, Mercedes, and other projects together with an amazing collection of memorabilia to see.

John's neighbour also a John, and member of the VSCC will also be visited. There is a Morris Cowley, and a Wolseley Hornet Special to see. John Balthazar has a particular talent for producing 'Styrene' models. One of these, most of you would have seen on the 1916 Morris of Stephen Hands, "The World War One Sea Mine".

We hope to have it on display on this day.

If you wish to attend, please register with

Graham Fossey on 0407 866609

When: 19th August 10:30am
Where: The Address for the first stop is 5 Cloverlea Drive Kilsyth, 3137
Enquiries: Graham Fossey 0407 866 609

WORKSHOP DAY & BBQ

David Couper is hosting a Workshop Day and BBQ at his home in Montrose on Sunday August 30th. The event is to celebrate the completion of the restoration of his 1929 Austin 7 Chummy.

David is known for both his restorations and hospitality – and members who attended his previous event to celebrate the 1906 Cadillac project will recall a top day out.

The Austin 7 has been David's project for the past year, and has a Holden body, that was built and delivered in Australia. The Austin 7 Club is having a run in the morning, and then joining David in the event – the BBQ starts at noon.

When: Sunday August 30th, noon
Where: 810 Mt Dandenong Road, Montrose
Enquiries: David Couper 0413 146 117

TRI – CLUB PICNIC

This event is one of three annual combined days out with Veteran Car Club Australia (Vic), Vintage Drivers Club and the Classic & Historic Car Club Australia (Vic).

The Vintage Drivers club is the organiser of the Tri – Club picnic to be held in the lawned picnic area at Caribbean Gardens and market. Ferntree Gully Road Scoresby, Melway Map 72 Ref F 8.

The paved road adjacent to the lawned area has been reserved as the parking area; enter from the main car park area. The market opens at 8.30am, arrival time for our event is any time after opening, suggesting we get together around 10.30 for morning tea. The market stalls offer a range of merchandise new and pre loved, also well stocked fresh food stalls. Morning tea / lunch can be BYO or purchased from the variety of food choices available from the kiosk.

Entry to Caribbean Gardens and market is \$2.50 per person, concession and child under 13 \$1.00

No Dogs or riding bicycles. WEAR YOUR NAME BADGE makes conversation and greetings much smoother.

When: Sunday 13th September
Where: Caribbean Gardens & Market
Enquiries: Garry Jewell - Vintage Drivers Club
Mob 0417157343
Email garryjewell@yahoo.com.au

NATIONAL SHOW AND SHINE EUROA

A highlight of the calendar year for the Australian motoring movement is the National Show and Shine at Euroa held over the weekend of 2nd to 4th October. This event attracts entrants from all over the country and the Veteran Car Club has been asked to participate. A number of members have already booked accommodation in the area and others are caravanning for the weekend. The weekend promises to be a welcomed relief for those who are not football crazy as Melbourne will be in full swing with AFL Grand Finals. The Government has indicated that Friday 2nd October will be a Gazetted public holiday so here's an excellent opportunity to get out of Melbourne for the weekend. There is ample accommodation available in surrounding towns and a lot of participants choose to stay for example at Benalla. Chris Dillon is entering his 1909 Minerva, and has offered to Captain this event for our Club. Paul Daley will also enter a vehicle and we know of quite a few others from the club who are attending.

When: 2nd - 4th October 2015
Where: Start point to be advised
Enquiries: Contact Chris Dillon 9873 4422

Events

BENDIGO SWAP – VOLUNTEERS NEEDED

The Bendigo National Swap Meet is once again calling for volunteers to help staff the event. This year the Swap runs from Friday 13th November 2015 (set up day) to Sunday 15th November 2015. The VCCA (VIC) are active participants in this event with a undercover site where members are welcome to leave items and meet fellow members.

Volunteers are needed for various gates on the above dates. Contact: bendigoswapvolunteers@gmail.com

RACV ANNUAL RALLY - COLAC

We are aware of 20 motel bookings already and many of our interstate friends are amongst them. This will be a highlight rally as part of our 60th Celebrations.

Please make your accommodation bookings early.

The Rally Entry Form can be found in this issue of Brass Notes please see May Brass Notes for recommended accommodation details.

“2 Day Entrants” can drive or trailer to Lara on Saturday morning and meet up with the others for lunch at Winchelsea. Secure trailer parking has been arranged at both Colac and Lara. Tail-end Charlies will cover both routes.

When: Thursday 19th to Sunday 22nd November 2015
Where: Colac
Enquiries: Michael & Claudia Holding
03 9742 6900 or 0407 008 895
or mholding@netspace.net.au

PETER WADDLE MEMORIAL RALLY FEBRUARY 7TH TO 14TH 2016 – TASMANIA *(Invitation Event)*

BACKGROUND

Next year the Veteran Car Club of Australia (Tasmania) celebrates its 60th Anniversary. The Club is keen to have members of kindred clubs join them on some of the celebratory events in 2016 and specifically this one for veteran vehicles.

THE EVENT

The Peter Waddle Memorial Rally 2016 is to start off at the Tall Timbers Resort in Smithton on Sunday 7th February. The cars will travel to the Marrawah wind farm at the historic Van Diemen's Land Company property of Woolnorth. This is where the rally officially commences for the run through to the far south of Tasmania at Cockle Creek via the Central Highlands and finishing in Hobart on Saturday the 13th February with a celebratory dinner.

For entrants coming from the mainland the entry to Tasmania via the ferry at Devonport will provide and ideal starting and finishing point for the rally.

For accommodation details and an entry form please contact Jill Hawkins.

When: 7th - 14th February, 2016
Where: Tasmania
Enquiries: Jill Hawkins, Group coordinator
Ph 0448678291
email:esplanadetransport@bigpond.com

RACV VETERAN CAR CLUB NATIONAL 1 & 2 TOUR, 2016

The 2016 1 & 2 Cylinder Tour will feature excellent facilities, good (and good value) accommodation, interesting runs and an innovative programme. The Latrobe Valley is bound on both sides by spectacular mountain scenery, lush valleys and many historic towns. There are numerous places of interest. It is ideal touring country, not too demanding, but with sufficient variety to interest everyone.

Please see the Tour update in this issue of Brass Notes.

Register On Line!

For the first time the Club is offering on-line registration and payment. This will ensure you get rapid confirmation of your registration and you never miss out on an update. Its easy. Go to the Club's website and click on the entry form.

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

When: 3 – 9 April 2016
Where: Latrobe Valley
Enquiries: Kevin Quigley 0419 300 090

INTERNATIONAL/NATIONAL MODEL T EVENT

(Invitation Event)

The model T Ford Club of Victoria is holding the National/International Model T Ford Rally in late September/October 2016, within the Gippsland region, just a short hop from Melbourne.

There is an excellent website to refer to:

www.mtfvic2016.org.au

We are expecting to close this event off at 200 T's (approx.. 500 entrants and families) for the 8 days of this all points of Gippsland tour. Tour Rally HQ is Lardner Park where we can accommodate all entrants.

The entry cost as of Jan 2015 is \$ 324.00 per driver and vehicle, and passengers and youths and kids are significantly less. A full list of entry entitlements is listed in the newsletter and rally entry form on the web-site as are regular Rally UPDATES.

When: September/October 2016
Where: Gippsland
Enquiries: see website (above)

Events

THE NATIONAL VETERAN TOUR 2016

The 2016 Tour has been relocated to Ulverstone and this will make it easier for veteran owners to make this, a holiday to remember, with just 30km to travel from Devenport, thus trailers will not be necessary, allowing you to extend your time either before or after the completion of the Tour.

Coastal scenic drives, good roads, limited traffic allow you to travel in comfort to local villages and towns with local produce, markets and activities. The Tour is located in the Ulverstone area with day trips of approximately 100km per day.

A dinner, Tailend Charlie, negotiations are under way with accommodation and TT Lines package deals and much more has been organised, but the complete itinerary will be available shortly. Information will be sent at regular intervals to those sending in their completed expression of interest form. These forms are available by email, or by post mail addressed to:

The Secretary National Veteran Tour 2016.

PO Box 170,
Riverside, Launceston,
Tasmania, 7250.

When: 31st - October - 4th November 2016
Where: Ulverstone, Tasmania
Enquiries: John Biggelaar,
E: biggelaarj@gmail.com

Natter Night Meeting Minutes

Held on Tuesday, 14 July 2015 at the VCCA (Vic) Clubrooms
Lynden Park, Wakefields Grove, Camberwell

- 1. Opening:** Ian Berg opened the meeting at 8:03 pm.
- 2. Apologies:** David Provan, Andrew & Frances McDougall, Margaret Lethborg, Deborah Alcock, Frank and Dorothy Dallimore, Chris & Fiona Dillon.
- 3. Member News:** No reports
- 4. Visitors:** Graeme Moody, Wangaratta Car Club
- 5. New Members:** Wayne & Maree Dobbs
- 6. Treasurer's Report:** \$18,739 Cash in Bank, \$565 Rally Account, \$104,178 Term Deposit

7. Events

Past Events

Shifting Gears visit
Chris Dillon, Workshop Day
Report on Events sub-committee meeting, 16/6/2015

Future Events

Mid-Winter Rally – 18 and 19 July 2015
Model T Ford Day Out – 26 July 2015
David Couper's Workshop Day, 29 August 2015
Natter Night, August 11, Guest Speaker – Snr Sgt Daryl Cullen
Around the Houses, Graham Fossey, 19 August 2015
Tri-Club Picnic, Caribbean Gardens, VDC, 13 September 2015
Euroa Show & Shine, 4 October 2015

8. Wanted, For Sale or Swap

For Sale –

1912 LaBuire, ex-Bert Lamshed, contact David Wright
Veteran windscreen frame – Cliff Ward

Wanted –

6 volt Remy generator cut-out, Hugh Guthrie
8mm Projector, Daryl Meek

9. Membership Report

New members Wayne & Maree Dobbs and John Kent were welcomed by Ian Berg.
Geoff Payne reminded members that membership renewals for 2015/16 are due by 31 July 2015, 51% have been received to date. Ian Berg observed that this date is critical for vehicles on the VicRoads CPS scheme as the Club must report non-renewed memberships within 7 days and their CPS registrations are then cancelled.

10. General Business

Club Equipment.

Ian Berg thanked Paul Daley for arranging the new Lectern and updating the P.A. system.

Club Library.

Ian Berg encouraged Members to make better use of the Club Library and thanked Philip Ironside for maintaining it in such a high standard. Access to the Library inventory is to be improved, further information will be published in Brass Notes.

Other Matters of General Business – None.

11. Next Meeting: 8.00 pm on Tuesday, 11 August 2015

12. Closure: The President, Ian Berg, closed the meeting at 8:45pm.

13. Speaker: Phil Spender provided a most informative and entertaining presentation on his life-long career with the Ford Motor Company and his passion for Mustang cars.



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CLUB COMMITTEE & APPOINTMENTS

PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY

CLUB MAILING ADDRESS

PO Box 2300,
Mt Waverley, VIC 3149

PRESIDENT

Ian Berg (Sue)
t 0419 364 427
e president@veterancarclub.org.au

VICE PRESIDENT

(vacant)

SECRETARY

David Provan
t 0409 136 301
e secretary@veterancarclub.org.au

TREASURER

Jim McCaffrey (Lorraine)
t (03) 9836 3087
e treasurer@veterancarclub.org.au

IMMEDIATE PAST PRESIDENT

David Wright (Kath)
t (03) 9887 9401

ACTING EVENTS DIRECTOR

Paul Daley (Lena)
t 0417 583 064
e eventsdirector@veterancarclub.org.au

COMMITTEE MEMBERS

Andrew McDougall (Frances)
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GENERAL COMMITTEE

Meet on the 1st Monday of the month in the Club Rooms at 7:30pm.

CLUB MEETINGS

Monthly meetings (Natter Nights) are held at 8:00pm on the 2nd Tuesday of the month (excl. January) in the Club Rooms:

*Lynden Park Club Room,
Wakefields Grove, Camberwell, off
Through Rd.*

VETERAN CARS & THE VCCA

A veteran vehicle is any mechanically propelled vehicle built on or before December 31, 1918.

The Veteran Car Club of Australia (Vic.) is open to all persons interested in the preservation and restoration of these vehicles, and ownership of such a vehicle is not a condition of membership.

Please refer to our web-site for membership application form and additional information.

BRASS NOTES CONTRIBUTIONS

Brass Notes is the Journal of the Veteran Car Club of Australia (Vic.). Contributions for Brass Notes are welcome, and should be forwarded to the Editor by the 20th of the prior month.

It is preferable to submit articles via email, although they can be posted to the club address.

When submitting digital photos, please send them as JPG files attached to an email. Contributors are requested to send photos at the highest resolution available.

BRASS NOTES DISCLAIMER

The Journal of the Veteran Car Club of Australia (Victoria)

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The restoration of the 1911 Armstrong Whitworth was a mammoth undertaking, commencing with rusty bones. Min Innes-Irons relates the full story of this project within this issue.





Two Overlands take a pause on the Mid-Winter Rally. Jeff and Ben Alcock had a break to capture this outstanding photograph on the Mornington Peninsula.



Highlights of the Mid-Winter Rally including a stop at the distillery and the Cold-Start Competition. Scott Staples not-quite-starting the T, and Greg Smith starting the Swift.