



Brass Notes

DEMENTIA PRODEST

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



September 2015

1955 - 2015 Celebrating 60 Years

Patron: Mr Kevin White, President, RACV

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FLASHBACK to VCCA Vic rally in the 1990s - identify the dark and light cars and owners, rally, date and location - respond to the Editor

FLASHBACK

Just a little on the flashback photo on page 4 of the August Brass Notes.

The car is the 8 hp 1904 De Dion Bouton type V of Ron Jones and Ron Hobbs, and later just Ron Hobbs. Ron is Sue Payne's father and the 1 & 2 cylinder trophy is named and awarded in his memory. It was used extensively by Ron, and always looked tremendous. I think it was awarded the Veteran Car Club best restoration award in 1970. It is still campaigned quite extensively by the present owner, Ken Russell, who re-bodied it with a rear entrance tonneau and painted it black from the former colour of green.

The rally was the 1988 Australian Bicentennial Castrol World Rally, and the M on the numberplate signifies the Melbourne starting leg of the rally to end up at Canberra. I can't recognise who is driving the De Dion Bouton, but it is definitely not Ron, as he was the Rally Director of the Victorian leg with Geoff Payne as his Assistant Rally Director, and Sue Payne as the Secretary (A real family affair). If my memory serves me correctly, I think Ron lent the little car to someone from overseas to drive it on the rally. One thing for sure, it has always been one of my favourite cars in our club.

*Regards,
Greg Smith*

The FLASHBACK photo in the August Journal was taken on the 1988 Australian Bicentennial Castrol World Rally held from 6 to 20 March. It shows Ron Hobbs De Dion travelling from Melbourne to Canberra and entered by Axel Anders from Germany.

Photo by Gordon Berg.



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Coming Events

8th September	Natter Night Bernie McKeegan - Coil Guru
13th September	Tri-Club Picnic, Caribbean Gardens - Vintage Drivers Club Garry Jewell 0417 157 343
4th October	National Show and Shine, Euroa Chris Dillon 9873 4422
13th October	Natter Night Brian Churchill - Detroit Urban Decay
23rd - 25th October	Motorclassica - Royal Exhibition Buildings Carlton www.motorclassica.com.au
31st October	Breakfast Run - Bald Hill Park, Clarinda Frank Pound - 9583 7723
10th November	Natter Night - Ladies Special Event Charles Leski - Mossgreen Auctions & Gallery
13th - 16th November	Bendigo National Swap Meet John Prior 0418 548 184

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:

Hugh & Rayna Guthrie touring in their magnificent 1916 Stutz Bearcat. Hugh has decided to sell the Stutz - after 63 years ownership!

President's Message

It's great to see members out and about in the what has been a very cold August. There was a good turnout at the Around the Houses mid-week run arranged by Graham Fossey, and also a number of our members attended Rob Roy hill-climb the previous Sunday. Our Natter Night speaker for August was Daryl Cullen of the Boroondara Criminal Investigation Unit. Daryl's stories were of great interest and quite confronting in some cases, but certainly reinforcing my respect for the Police Force! Our next Natter Night features Bernie McKeegan, the "Coil guru".

At Natter Night, I advised that we are to review of our Articles of Association. This is the document that outlines how we manage the club, and while it has served us well for many years, we need to ensure it is up to date, and allows us to run the club efficiently. Please note that we have no plan to fundamentally changing our aims or objectives, but are wanting to update the governance of the club. This is an important review and we want to provide members the opportunity to be a part of it. If you are interested to participate please notify David Provan, we would be happy to hear from you.

I understand that there is strong interest in our RACV Colac Rally in November. The entry form was in the August issue of Brass Notes and can also be found on our web-site. This will be a special rally with some surprises! Don't forget also your chance at the Trifecta, with the Nationals in Goulbourn, Bendigo swap and our November rally all on in November.

We are receiving some fantastic material for Brass Notes and I sincerely thank those who contribute. I believe we have one of the best and most consistent club journals out there, and I urge all members to continue to make it that way. Interesting features are historical material and of course restoration stories and information, not to mention club activities and rallies. Anything and everything to do with veteran cars or bikes, preferably with an Australian angle. If you do not see your article appearing in the next issue it is because we are holding it over. It is of course it is possible that some material may fall between the cracks so please email the Editor if you feel this is the case. All Brass Notes material and correspondence should be directed to editor@vererancarclub.org.au (preferred) or hard copy to the club address.

Phil Ironside has stepped down as our Librarian after many years and we thank him for his careful stewardship. Daryl Meek is our new Librarian and this is a neat fit with Daryl's archiving interests in the historical material held by the club. The Library is a borrowing library and has some outstanding material. You will note the first of what I hope is a series of book reviews in this issue. If you would like to borrow a book and write a review it would be very welcome.

Finally, a reminder of our Annual General Meeting to be held on October 13, and you will find notice in this issue. Until next month, and with regards

*Ian Berg,
President VCCA (Victoria)*

WHAT IS IT?

By Graeme Jarrett

This photograph came from the State Library of Victoria. We recognize their ownership and thank them for the use of it here.

The vehicle was at that time used by the Metropolitan Fire Brigade as a part of their vehicle fleet in Melbourne. I understand it was used by the Chief Fire Officer for a time.

It has been variously described but not identified satisfactorily – to my mind. The records at the MFB describe it as being a Clement Talbot – which it is clearly not.

What is it?

Any ideas anyone?



Book Review

By David Inglis

Standard Catalog of American Cars 1805-1942 - Second Edition (1988)

Donated by Kim Coillett in 2009 this volume is undoubtedly the definitive reference in its field - 1,566 pages of small print together with innumerable black and white photographs. If you perhaps think that you have at least heard the names of most U.S.A. cars then be assured that you have not! If you think that you know full details of even one of the major makes then again you will probably be wrong.

All makes are listed alphabetically. A dozen rare or long-forgotten names may be listed on a single page but by way of contrast Ford rates 28 pages with a photograph from every production year. Other prominent makes such as GMH and Chrysler receive treatment similar to Ford. There are photographs of many bygone vehicles typified by such as Oldfield and Parker each of whom only ever produced a single prototype.

For all of the well known makes, and for some of the less known, there is a comprehensive listing for each year, of body styles, serial numbers, wheelbase, weight, engine data and numbers together with other technical information such as transmission and brakes. Where a new model was brought out annually changes from the previous year are noted.

In addition to physical information the original floor price of popular makes and models is listed together with 'ballpark' prices (in 1988) for five numbered condition classes. The preamble lists abbreviations together with information on how to use the catalog. An interesting page contains body style trends 1919-1941 viz. 89% open in 1919 through to 99% sedan and coupe in 1941.

This volume is all substance and no gloss. Condition now is well used and the rear cover is missing but this in no way detracts from its considerable value as a source for serious research.

Thank you Kim.



FROM THE ARCHIVES

From David T. Lang



Here we see a 14/16 hp Argyll pulling a six-foot comb reaper and binder through a heavy crop with five men aboard at Maitland on the Yorke Peninsula in South Australia in 1906. Farmers of this era did not hesitate to use the horsepower that was afforded by these new cars.

Anzacs: WWI And The Motorised Army

Courtesy of MTA Queensland



Rolls Royce armoured cars - State Library of Queensland

It is now 100 years since the ill-fated landings by the Australian and New Zealand Army Corps (ANZACS) on the Gallipoli peninsula. It was Australia's entrance into the Great War and, many maintain, the real and painful birth of our identity as Australians.

Three years later, with the war over and won, Australia and the young men it had sent to defend the Mother Country and its Empire had been instrumental to the Allies' victory, though that victory had come at a cost - more than 60,000 men were killed and 156,000 were wounded from the Australian Imperial Force (AIF). For a country with a population of less than five million it was a heavy price indeed.

WWI had an extraordinary effect on Australia, and indeed the world. Geo-political changes would see the creation of Communist Russia and the emergence of the USA as a true world power; there was the reorganisation of Europe that would see the dissolution of old empires and the birth of new nations; and there was new pride and a growing assertiveness amongst Britain's imperial 'colonies', including Australia and New Zealand, that slavishly following Britain was no longer where their future lay. They had proven themselves in battle - from the dry dusty plains of the Middle East, from the rugged, hillsides of the Dardanelles, to the quagmire of mud and blood in the trenches of Europe's western front.

But political and social change weren't the only developments to come out of the Great War.

A cradle of invention, war has been the catalyst for many innovations, and so it proved during WWI, particularly with the move to a mechanised, mobile army.

As the war began, the world's armies still relied on the horse for much of their mobility and hundreds of thousands of them were used for all manner of duties, from cavalry units to logistical support hauling artillery pieces and other material around the battlefield.

But horses could be easily killed, were not infinite in number, were expensive to feed and house and could be the cause of disease amongst the troops. And with advances in mechanised vehicles, those in charge of the war effort began to look to man-made solutions for ending what had, on the western front of Europe at least, become a bloody, muddy standoff of trench warfare.



A Vauxhall 25hp Staff car

Australia, with its close ties to Britain and the Empire, would share in much of the allies' technological advances and WWI saw a large array of vehicles used in the push for victory.

Tractors, particularly the Holt Caterpillar (originally designed for use on the farm and manufactured by the company that would become Caterpillar) were adapted to tow large artillery pieces across the rough ground of France and Belgium.

Heavy transport was provided by vehicles such as the 3-ton Peerless Lorry which was modified into versions that fulfilled a number of roles, including Anti-Aircraft, Mobile Workshops, First Aid Lorries and fuel and water tankers. Designed and manufactured by the Peerless Lorry Company in Cleveland, USA, Britain purchased more than 10,000 of them and many found their way into the hands of the AIF. Other manufacturers that supplied lorries to the Allies, and which would, like the Peerless, be similarly fashioned to fulfil all manner of roles, included Maudsley, Dennis, Albion, Commer, Halford, Garford, Karrier, Thornycroft, AEC and Leyland.

While the 'heavy' trucks performed their logistical roles, lighter vehicles were used for more aggressive roles. Cars from Daimler, Sunbeam, Wolseley, Napier, Talbot, Crossley, Vauxhall and, of course, Ford were all used by the Allies during the war and were used as Staff cars for Officers, were converted to ambulances, or found a role as armoured cars.

Wolseley was a particularly interesting company. Beginning life as the Wolseley Sheep Shearing Machine Company in Sydney to capitalise on the innovations in mechanical shearing developed by Frederick Wolseley, the company became based in England and, by the early 1890s employed the services of Herbert Austin - an Englishman who had emigrated to Melbourne and whom Wolseley brought back to England to assist with the company's development.

Austin began to experiment with car manufacturing and over the next few years Wolseley would become one of Britain's major manufacturers. Austin himself would go on to found the Austin Motor Company which, like Wolseley, would have its moment as one of Britain's biggest automotive businesses.

Wolseley, Talbot and Rolls Royce were among the first light transport vehicles to be converted to armoured cars, and what started as nothing more than a standard car with a machine gun stuck on it would soon become a pretty terrifying weapon of war. The Rolls Royce Silver Ghost, for example, fitted with a superstructure which consisted of armoured bodywork and a single fully-rotating turret holding a water-cooled Vickers Machine gun, saw extensive service throughout the theatres of war, including in Palestine with the British and Australian forces, and would still be around 20 years later at the outbreak of WWII.

Though not so heavily-armoured as the Roller, the ubiquitous Ford Model T did find use with the AIF as an armed car, and the Ford was to be found in a number of other guises, from Staff cars to ambulances and even lightweight Desert Patrol vehicles.

Motorcycles too, would play an important part in the new mobile armies. Bikes were used in many different roles - as scouts and patrol vehicles, for despatch duties, ammunition and medical supply carriers and for casualty evacuation, though their use for carrying messages was particularly noteworthy - their speed around the battlefields meant communication between units could be carried out quickly if other form of communication broke down.

By the time WWI kicked off, the motorcycle was already a well-established form of transport so it is no surprise to find them being widely used by all armed forces, with the AIF operating several different models including the Douglas Model V, Triumph Model H, Phelan & Moore, Clyno Model 5-6hp and Belgian FN.

But perhaps the biggest mobile, mechanical innovation of the War, and one that would be used to great effect during Australian offensives, was the tank.



Soldiers rest on a tank - State Library of Queensland

A British development, though the French were developing them at about the same time, the tank saw action for the first time in 1916 during the Battle of the Somme. Less than 50 of the rhomboid-shaped Mark I British tanks took part in the battle but their performance confirmed what many already knew - armoured mobility was the future and the days of the cavalry charge were all but over.

Even the relatively basic Mark I - with its top speed of just 6km/h, and cramped and near poisonous interior (there was no ventilation and the crew shared the same space with the 16-litre, 105hp engine, meaning the cabin could fill with carbon monoxide leading to entire crews losing consciousness) - could still cover all but the most treacherous of ground, crush the barbed wire fences that were flung up as trench defence, and offer some cover for infantry.

At the Battle of Hamel in July of 1918, Australian General Sir John Monash used them to great effect, overseeing a defeat of the Germans using innovative tactics that showed the effectiveness of mobile warfare. A relatively small-scale battle, Hamel was, nevertheless, a decisive victory, one that convinced senior military figures to adopt Monash's tactics

at the Battle of Amiens a couple of months later.

Spearheaded by Australian and Canadian forces, more than 75,000 Allied troops, using more than 500 tanks, overran German positions at Amiens, advancing several kilometres, capturing tens of thousands of enemy troops and ensuring the day would become known in Germany as 'a black day for the German army'. The victory at Amiens would, in fact, mark the beginning of the Allies push to victory.

By the end of WWI, the mechanised, mobile army was here to stay. The ability of a mobile force, when well commanded, to change the tide of battle had been definitively proved and the armed forces of the world's

great powers would turn their minds to the research and development of such machines. It would take just two decades for them to find a reason to test out their new inventions. On the battlefields of WWII, the German tactic of Blitzkrieg, using the highly-mobile, mechanised force which the Nazi's were able to put into the field, allowed them to conquer most of Europe in a matter of months.

Since then, of course, incredible advances have been made in the capabilities of machines of war and the Australian Armed forces are now be in possession of some of the most advanced equipment in the world.

The M1 Abrams tank, the Australian Light Armoured Vehicle (ASLAV), the M113AS4 Armoured Personnel Carrier and the Australian-built Bushmaster Protected Mobility Vehicle are at the cutting edge of military technology.

It's a long way from the days of the cavalry charge with swords drawn and Australian soldiers have never been better protected or better armed.

Still, the terrible events of WWI and the reflection upon those events that ANZAC Day prompts us to make, should make us hope that, regardless of the technological brilliance of these machines, our troops never have to use them in anger. Lest we forget.

For Sale – The Guthrie 1916 Stutz Bearcat

By Hugh Guthrie

In 1911 Harry C Stutz in Indianapolis built a racing car and entered it in the inaugural Indianapolis 500 mile car race. The car created such interest that the STuTZ Motor Car Company was formed to build and sell road-going versions of that racing car, basically adding only mudguards and lights, but in no way diluting the excitement.

This STuTZ Bearcat is such a car. It represents the last of the open bucket-seat roadsters sold by STuTZ from 1912 to 1916, before a more protective body style was introduced in 1917. This STuTZ is the sole remaining genuine bucket-seat roadster Bearcat in Australia and one of 24 known world-wide (almost all in America).

This Bearcat was originally imported into Victoria by Alan Irwin Motors of Elizabeth Street, Melbourne in 1916 and registered in that year. This vehicle's early life is obscure, but by 1950 it had passed through several hands (including several years as a utility truck) before being rescued in a derelict state from the clutches of a scrap metal dealer by the present owner in December 1952.

After a form of contemporary restoration in 1956, the car took part in the early Argus and Golden Fleece Veteran Car Rallies in 1956 and 1957. In 1997 the car was fully restored to its 1916 glory and regularly takes part in RACV and Veteran Car Club rallies, winning numerous prizes.

This Bearcat is mechanically correct and has matching numbers for engine and chassis as has been authenticated by the Stutz Club of America as part of the dating and authentication process performed by the Veteran Car Club of Australia (Vic). The present owner has attempted to restore this car to as close to original form as possible and no modifications have been made to the chassis, running gear, motor and transmission. The body structure, seats, monochrome windscreen, trunk and footrest are based on measurements taken from an identical 1916 Bearcat that the present owner assisted to restore, in France. The fuel tank including mountings and tank caps is original.



The Guthrie 1916 STuTZ Bearcat is for sale in October, through Mossgreen Auctions and all serious enquiries should be directed to Robert Richards, Tel 03 9508 8888.

The STuTZ comes with a record of provenance from 1916 to 2015, some spare parts, and the VCCA(Vic) dating certificate. The present owners will keep the many memories of 63 interesting years of ownership of this much-loved, unique and remarkable motorcar.

MECHANICAL DETAILS:

6.39 litre (390 cu. in.) engine built by Wisconsin, specially for STuTZ 4 cylinder T-head in two engine blocks

Power 60bhp at 1500rpm

Ignition by original Bosch twin-spark magneto with 2 spark plugs per cylinder

Original Stromberg carburettor

Original Electric starting and electric lighting

Original Petrol tank : 34 (US) gallons

356mm cone clutch

Gearbox mounted integral with the differential on rear axle; 3 forward and 1 reverse speed (differential ratio 2.88:1)

Mechanical brakes on rear wheels only; 18 inch drums

Fuel consumption in the order of 15 litres per 100 kms

Weight of 1.52 tonnes

Current cruising speed approx. 90 kmh

CLUB BROCHURES

Note that we have included 2 club brochures with this issue of Brass Notes. Please pass these onto friends - we are on a membership drive! Thanks go to Paul Daley for the generous contribution of these excellent club flyers.

NATTER NIGHT DOCUMENT SIGNING

AVAILABLE AT NATTER NIGHTS

As a service to VCCA (Vic) members, both our Secretary David Provan JP and acting Events Director Paul Daley JP in their capacity as Honorary Justices of the Peace for the State of Victoria, will now be available to provide document witnessing and certification services. The services to members will be available at the conclusion of Natter Night meetings and also by appointment where practicable.

The services offered include:

- attesting the execution of a document
- witnessing an affidavit for use in court
- witnessing a statutory declaration
- certifying a true copy of an original document
- certifying a person's identity.

Justices of the Peace are volunteers and cannot charge a fee for their services.

Department of Justice statistics indicate that Justices of the Peace witness several million documents per year, and facilitate signing stations at many Police Stations freeing up valuable time for members of Victoria Police.

CLUB STOCK

The club holds limited stock of the following items, and these can be purchased at Natter Nights by prior arrangement or by contacting John Prior on 0418 548184. Postage costs would be additional. Cheques should be made out to the Veteran Car Club of Australia (Victoria).

Please do note that a number of these items will not be able to be re-stocked once sold, and members are encouraged to purchase them while they can.

NOTE: Please add \$10 to cover postage and packaging costs.



BRASS MIRROR \$100.00



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Dame Nellie Melba's 1909 Renault

By Louis Mostert



Nellie Melba remains one of the most famous ladies that appeared on the international opera stage in the nineteenth century. She loved smart cars, and always had a full-time Italian chauffeur in her household, and were also one of the first women to own and drive a car. Photos exist of her winning first prize for the best decorated car awarded by the Prince of Monaco in the annual Battle of Flowers Carnival in Nice as far back as 1891. (Benz only patented the car in 1886!). Records exist in Paris about her chauffeur running an old man down opposite the Louvre with the Diva in the back seat in 1904. We also know she caught a chill during performing *Rigoletto* at Covent Garden when she had to hitch a lift on a bullocks cart in freezing winds when her car broke down as early as 1906. Throughout her singing career she had a special car parking bay in London at Covent Garden, Theatre de Monnaie in Brussels and the Manhattan Opera House of New York. Melba left Australia for Europe with her father in the 1890's, and soon charmed the world with her voice.

She had returned briefly to Australia in 1908 but then returned to Italy. She was enthusiastically looking forward to taking delivery of her new Daimler in Naples. However she could not reach Paris for the Opera Gala of *Rigoletto* in Paris as this Daimler model had a

new sleeve valve engine which her slightly built Italian chauffeur could not crank start in the cool mornings. Arriving in Paris by train, she was impressed by co-star Enrico Caruso's new 2-cylinder Type AG Renault with a unique air starter and good brakes, especially after her previous experience running over a man in Paris. With the help of her admirer Louis Philippe, pretender to the French throne, she thus met Louis Renault personally just before she left for the Manhattan Opera season in December 1908 at his Chateau Route du Champs d'Entrainement, and ordered a new Type BK. This Chateau became a refuge for the abdicated Edward VII and Wallis Simpson in 1936.

Melba's Renault had to be bigger and posher than Caruso's, and therefore a 4-cylinder. Her flutist John Lemone took delivery in 1909 of the new engine and chassis from Louis Renault at Billancourt while she performed in America. The Roi des Belges body was fitted by royal coach builders Alford and Alder in the style of the latest car of another admirer, the Prince of Wales. Her initials were inscribed in gold on the doors, seats upholstered with buttoned stitch-less folded diamond leather, and finished in hand crafted brush paintwork. The Renault was delivered in all its glory in 1909 in Paris while Melba was travelling in Australia

with a Pierce Arrow she later donated to the Melbourne Fire-brigade. I was fortunate to speak to the daughter of Melba's dress maid lady Fastnidge in Reading in 1991, and she could describe the Diva's delight to meet Oscar Hammerstein at the docks and show of her magnificent Renault on his arrival in England in 1910.

On the 22nd June 1911 Dame Melba attended the Coronation of King George V and Queen Mary of Teck as one of the official guests in her Renault. Photos are displayed in the Windsor Castle Museum with the Renault clearly visible. I had a camera confiscated trying to pinch a photo. The Renault fortunately survived as an extraordinary example of early grand car making and the elegant lifestyles of famous divas like Melba. In August 1911 she arrived in style in Australia from Europe on the Osterley with her chauffeur and the Renault on board, tenor John McCormack, her lady's maid Miss Fastnidge and four Italian maidservants. She strangely did not perform in Perth, but travelled down to Geographe Bay to perform in the Ngilgi Caves. Amazing that the Renault could make it's way over there! The Caves Hotel proudly still treasure her signature in the hotel register. They could never retrieve the piano from the cave. The Renault was sailed around to Melbourne where she met John Grainger and drove straight to her new home the Coombe in Lilydale in the Renault.

In 1912 Melba, John Lemmone, Miss Fastnidge and her chauffeur drove the Renault to a party at the Jenolan Caves from Sydney. Astonishing that the Renault could negotiate these roads and distances in those days. The party was so good that the intoxicated chauffeur could not manage to start the Renault with a few bottles of raw alcohol added to top up the fuel tank. The Renault was left on one of Melba's Mitchell family farms in Liddleton Station, while Melba and Lemmone returned to Sydney. In 1990 the later founder of the Renault, Jack Garwood, introduced me to Blue Mountains historian McKenzie who helped Miss Fastnidge and the chauffeur to get to Hartley on their way to Sydney, having stored the Renault under sheep skins at Dame Nellie's Mitchell family property in the Blue Mountains. McKenzie described the Mitchell's suddenly being one of the few families with a luxurious limousine.

Melba's brother Charlie Mitchell tried unsuccessfully to recover the Renault in 1913, as the Liddleton Mitchells hung on and hid the car. After Melba's death in 1931 John Lemmone also tried to trace the Renault without success. Following a request for a photograph of the Renault, I was fortunate to meet Dame Melba's grand daughter, Lady Vestey (the American beef barons, living at the Coombe Cottage) at the Lilydale Museum in 1992 on delivering the photo. She offered to check Melba's diaries regarding the Renault, and I am the proud owner of a letter from the Museum Curator stating Lady Vestey's confirmation of this history of the Renault.

Jack Garwood never gave up searching for the famous Renault, and kept on looking around Liddleton. During

one of his camping trips in the Blue Mountains in 1957, he could not believe his eyes when he saw the Renault in a shed at Hartley, but the owner remained secretly anonymous, fearing Melba's lawyers of her estate might be looking to recover it. In 1959 Garwood learned that a Mr. Morgan, owner of the Hartley garage, were approached to restore the Renault. After several visits Garwood in the end managed to purchase the Renault when the garage was being sold. He slept next to it in the garage that night, not trusting anybody with it. Excellent photos exist of the Renault when Garwood collected her.

Garwood however spent all his spare money to purchase the Renault, and it stood unrestored at his Earlwood residence in Sydney until 1956. He was reluctantly close to selling it for money reasons, but by now the Sydney Opera House was on the horizon, and they wanted Garwood to restore the Renault for the opening. Penniless he was persuaded to enter into an arrangement with prominent restorer of repute George Williams. Official Sydney vintage magazines like "Spit and Polish" by the VCCA. went mad at the prospect of the Melba car. Williams was fanatical about restoring the car to it's original and authentic condition with the help of Renault in Billancourt in France, which took longer than anticipates, so it was too late for the opening of the Opera House. It however appeared in all it's glory in late 1975 in the Sydney to Katoomba Veteran Rally, followed by eager media coverage. The result was a special "The Melba Memorabilia Exhibition" that took place in December that year for the Christmas festivities in the new Sydney Opera House where the Renault took pride of place. A commemorative roll of honour exists of this occasion.

Constant approaches made to George Williams by eager collectors, which included the Lilydale, and Sydney Opera House and Theatre de Monnaie Museums, had the effect that George became ever more reticent to part with this very historic car. He also owned a very grand Rolls Royce Silver Ghost which I approached him about in 1985, and were delighted to have learnt where the Melba Renault was. By 1990 his health started to deteriorate, and he parted with his Silver Ghost to an enthusiast, but he hung on to the Melba Renault. The race to own this famous car was on! The Theatre de La Monnaie where Melba performed frequently in Brussels has made many attempts over the year to obtain the car for their museum.

Well known Sydney collector Malcolm Johns beat me to acquiring the Renault when George's health started failing. In 1990 the Mostert Family were fortunate to become the proud owners of this unique car. Since then the Renault has been a popular subject in many newspaper articles and magazines. The Perth Museum and His Majesty's Theatre has been keen displayers of the car over the years. It appeared in the Theatre de La Monnaie Gala in Brussels by invitation too.

Financial Statements - Year ending June 30, 2015

VETERAN CAR CLUB OF AUSTRALIA (VICTORIA)

A.B.N. 67 004 366 312

Note: These are extracts from the Auditor's Report. The full report is available on request from the Club Secretary or Treasurer.

STATEMENT OF COMPREHENSIVE INCOME FOR THE YEAR ENDED 30 JUNE 2015		
	2015 \$	2014 \$
Revenue	65,556	124,073
Newsletter printing and distribution	(17,114)	(12,936)
Postage and telephone	(648)	(597)
Stationery and printing	(1,277)	(841)
Events	(40,034)	(99,663)
Cost of stock sold	(1,912)	(1,463)
Committee expenses	(45)	(675)
Insurance	(1,985)	(2,140)
Bank charges	(50)	(55)
Rent of clubrooms	(314)	(307)
Trophies and Awards	(1,066)	-
Computer and copier consumables	-	(46)
Audit fee	(2,200)	(2,200)
Subscriptions to other organisations	(513)	(287)
Depreciation	(843)	(819)
Miscellaneous expenses	(1,778)	(2,743)
Loss before income tax	(4,223)	(699)
Income tax expense	-	-
Loss for the year	(4,223)	(699)

STATEMENT OF FINANCIAL POSITION AS AT 30 JUNE 2015		
	2015 \$	2014 \$
ASSETS		
CURRENT ASSETS		
Cash and cash equivalents	114,746	119,029
Trade and other receivables	6,703	-
Inventories	4,910	6,152
Other assets	1,340	4,972
TOTAL CURRENT ASSETS	127,699	130,153
NON-CURRENT ASSETS		
Property, plant and equipment	32,579	32,398
TOTAL NON-CURRENT ASSETS	32,579	32,398
TOTAL ASSETS	160,278	162,551
LIABILITIES		
CURRENT LIABILITIES		
Income in advance	16,150	20,200
Current provisions	6,000	-
TOTAL CURRENT LIABILITIES	22,150	20,200
TOTAL LIABILITIES	22,150	20,200
NET ASSETS	138,128	142,351
EQUITY		
Retained earnings	138,128	142,351
TOTAL EQUITY	138,128	142,351

SUMMARY OF MAJOR EVENTS RUN DURING THE YEAR			
Event	Income \$	Expenses \$	surplus/ (deficit) \$
Annual Rally	9,447	(9,880)	(433)
1&2 Cylinder Rally	14,964	(14,750)	214
Midwinter Rally	11,903	(12,257)	(354)
Presentation Dinner	1,920	(2,047)	(127)
Tri-club Day	-	(436)	(436)
National Rally	-	-	-
	38,234	39,370	(1,136)

STATEMENT OF CHANGES IN EQUITY FOR THE YEAR ENDED 30 JUNE 2015	
	Retained Earnings \$
Balance at 1 July 2013	143,050
Loss attributable to the entity	(699)
Total other comprehensive income for the year	-
Balance at 30 June 2014	142,351
Loss attributable to the entity	(4,223)
Total other comprehensive income for the year	-
Balance at 30 June 2015	138,128

VETERAN CAR CLUB OF AUSTRALIA (VICTORIA)		C.W. STIRLING & CO. Chartered Accountants
A.B.N. 67 004 366 312		
INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF VETERAN CAR CLUB OF AUSTRALIA (VICTORIA)		
<i>Auditor's Opinion</i>		
In our opinion, the financial report of Veteran Car Club of Australia (Victoria) is in accordance with the Corporations Act 2001, including:		
(i) giving a true and fair view of the company's financial position as at 30 June 2015 and of its performance for the year ended on that date; and		
(ii) complying with Australian Accounting Standards and the Corporations Regulations 2001.		
<i>Basis of Accounting</i>		
Without modifying our opinion, we draw attention to Note 1 to the financial report, which describes the basis of accounting. The financial report has been prepared for the purpose of fulfilling the directors' financial reporting responsibilities under the Corporations Act 2001. As a result, the financial report may not be suitable for another purpose.		
C.W. Stirling & Co		John A Phillips
Chartered Accountants		Director
Level 13, 10-16 Queen Street, Melbourne VIC 3000		
Dated this 17 th day of August 2015.		

Rob Roy Hillclimb August Meeting

By Paul Daley

With seventeen classes of competition on the programme, the Sunday August 16th meeting at Rob Roy saw a large attendance in superb weather.

As expected in the motoring fraternity, many VCCA members compete in categories with other clubs, and there were a good number of our members in the crowd.

The Edwardian class saw our Kevyn Brown in his '15 Model T Ford Racer, and Andrew Brown in his '17 Model T Ford Racer, compete strongly. In fact Andrew's performance saw him clock times faster than the Bugattis, and even a Talbot we're told! Some of the regular faces in the crowd from the Club were: David Couper, John Washbourne, Paul Daley, Chris Dillon, Bruce Csorba and family – it was impossible to note everyone! Well known Club member George Hetrel in his 1927 Bugatti competed with an impressive group of four other Bugattis. Peter Latreille, always a solid competitor, put in a strong performance in his trusty 1923 Vauxhall, a car that he has owned for over 50 years! Popular on the day were the Austin 7, Vauxhalls, and MGs among the sixty entrants.

Rob Roy's origins go back to 1935, when the then Light car Club of Australia acquired the property. At the time of construction it was only one of the three bitumen surfaced purpose built hillclimbs in the world, the other two being Shelsley Walsh and Prescott (U.K). The first meeting was held on February 1st, 1937.

The event is great grass-roots motor racing with the pits, and marshalling areas all accessible with a friendly family atmosphere – complete with a billy cart race at lunch time! The next meeting is Sunday November 22nd.



Andrew Brown and his 1917 T Ford Speedster



George Hetrel heads up a brace of Bugattis

An Insight Into Policing

By Paul Daley

Snr. Sgt. Daryl Cullen of Boroondara C.I.U was our guest speaker at the August Natter Night and brought to the Club a very insightful and human approach to policing. Having worked in the municipality for over 40 years Snr Sgt Cullen detailed many of the day-to-day encounters his team of professionals face – drugs, murders, assaults, etc and his address to us and the articulate presentation was a real highlight for yet another outstanding evening.

His compassion for victims and desire to successfully 'catch crooks' and provide a safe environment for residents came through to all.



Our President acknowledging a very interesting talk from Snr. Sgt. Daryl Cullen

A Day Of Triumph

By Paul Daley

More than forty VCCA (VIC) members turned out for the workshop tour at the residence of John Lakeland, President of the Vintage Sports Car Club. John's garage and workshop would be the envy of many complete with a 'wild west' saloon and billiard parlor!

John's love of the English marque was evident as members saw a 1937 Triumph Vitesse, a 20.09 1928 Sunbeam Tourer under restoration, and a 1939 green Triumph Dolomite in for repair. John gave an overview of his love of Triumph's, even explaining how there were four different versions of the 'Flying Lady' radiator ornament on the radiator ornament of the 1935 Riley Race Car.

Another specially constructed garage housed in pristine condition were the following: 1935 Riley Minx, 1928 Mercedes Benz SSK Special, 1934 Triumph Gloria (Sports), 1939 Triumph Dolomite, 1949 Triumph Roadster (Bererac Model) and 1935 Riley Special.

Members enjoyed the visit to the adjoining property where another VSCC member, John Balthazar displayed Styrene models. Lunch was enjoyed at the Kilsyth Club, and members thanked Graham Fossey for organising the event. *Photos on Back Cover.*

Lonely Parts

By Alan Meredith

This Edwardian radiator has made several recent appearances on an internet auction site with the description 'Veteran Humber Brass Radiator, Large, 1908-09'. An anticipated opening bid of \$950 has not been forthcoming. The overall height is quoted at c600mm plus the filler neck height of 80mm and the width is given as circa 850mm. The radiator is said to have been packed in a timber box forty years ago for safe storage.

The radiator is clearly Humber and the gilled tube core (which is now missing its fins) indicates that it is either 1906 or 1907. Does anybody need one?



Letter to the Editor

Dear Editor & Members,

We write as sons of the late H. John Griffiths of Melbourne, Australia.

John had a life-long passion for Rolls Royce, which manifested itself early in life with one of his favourite cars; a 1910 Silver Ghost (1363) that he located in a paddock in the Victorian countryside whilst he was at university in the 1950's. Over his lifetime, he accumulated several other cars (16PG and 32EX) and a reasonable collection of parts, mascots, tools, books and memorabilia. 16PG was substantially dismantled more than 50 years ago and we are now very much enjoying the process of piecing it back together.

Whilst we have each inherited his enthusiasm for cars and a fondness for all things Rolls Royce, we do not feel that we have the time or expertise to do justice to his collection. We have therefore reluctantly decided to sell most items (including the cars) over the next year or two.

At this point, we would be keen to hear from Rolls Royce enthusiasts who knew our father over his lifetime. We would also like to make contact with anyone who would wish to be kept informed when the cars and other items are made available for sale.

We would be grateful if you would consider publishing this as a Letter to the Editor in your club magazine.

Yours sincerely,

Richard Griffiths

(also on behalf of Terry and James Griffiths)



The late John Griffith's 1910 Rolls Royce (1363), which was re-bodied by during the thirties and is in unrestored condition.

Some Help Needed - An interesting story in the making...

We have received the following request for assistance as a result of contact with the newly formed group "Automotive Historians Australia"

Let's hope we can assist Lorayne and we will be able to use parts of this research for future editions of Brass Notes

My name is Lorayne Branch and I am researching my great grandfather who's name is Henry Sutton, Henry Sutton was an Australian inventor who made a number of automobiles between 1897 and 1905 and had patents for a combustion engine and carburettor during this time. Currently I am looking for any relatives of some of the families of the men Henry Sutton was professionally and personally involved with in the hope that the families may have inherited any information or photographs of Henry Sutton and his vehicles, engines and carburettors. Henry Sutton's vehicles, engines and carburettors ran on kerosene and his engine and carburettor were very well known around the world at the time. Henry was a co-founder of the RACV and knew many of the well known names associated with early Australian automobile history, such as Harley Tarrant, Charles Mayman, Edward Beauchamp, Harry B James and W J Proctor of the Dunlop tyre company. Henry Sutton and some of the people mentioned started the RACV together and Henry Sutton had a lot of dealings with all of these men. I would like to try and

get in touch with the families of the any of these men if possible.

Charles Mayman and Edward Beauchamp were close friends of Henry Sutton and his son Arthur Sutton but sadly Charles Mayman died in December 1904 in a motorcycle accident, Charles worked for Edward Beauchamp who owned Beauchamp Motors in Prahran, both Charles and Edward made motorcycles and motorcars and by 1905 Beauchamp motors manufactured Henry's carburettors. Edward Beauchamp and Charles Mayman used Henry Sutton's carburettors in vehicles they made and Edward Beauchamp made a few of Henry's cars for customers. When Charles Mayman died, his room at his families house was left as it was for a long time and in the room was a casting of one of Henry's carburettors. I would like to try and get in touch with both families if possible to see if any stories or letters or photos got passed down through the families. Henry B James was known at the time as Harry B James and was related to Peter Brock, Harry worked for the Dunlop company along with Mr W J Proctor of the Dunlop Co. Harley Tarrant was a well known identity at the time and also made motor cars his company was Tarrant Motors.

If anyone can help me get in touch with any of the families mentioned please email me at:

Email: lorayne.branch@gmail.com

Annual General Meeting

All member are notified that the Annual General Meeting will be held at the VCCA (Vic) Clubrooms, Lynden Park, Wakefields Grove, Camberwell at

8.00 pm on Tuesday, 13 October 2015

Agenda

1. Opening – President
2. Apologies
3. Minutes of 2014 Annual General Meeting
4. President's Report
5. Treasurer's Report
6. Appointment of Auditor
7. Election of the Executive and Committee positions
8. Closure

Positions

The executive positions of President, Vice President, Secretary and Treasurer as well as three committee positions need 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 was included in the August edition of Brass Notes and will also be available from me at the September 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, Veteran Car Club of Australia (Vic), 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).

David Provan

Secretary

Oldest surviving production Wolseley

By Gordon Berg

One of the earliest Wolseley production models was the 4.5 hp single cylinder car from 1900. Whilst there are several surviving prototype Wolseleys that are older than the car featured here this is the only surviving example of the 4.5hp model and the oldest known production Wolseley in existence. I was fortunate to see the car earlier this year on a family holiday to New Zealand. Colin Winter from Dunedin owns the car and he and his wife Judy were kind enough to invite Catherine and I to visit and see his car. Colin is also restoring an example of the later Wolseley 6 hp model.

The early car has a very interesting history. Colin's father, Mervyn Winter, had wanted an old car to drive in the Centenary celebrations of Otago in New Zealand's south island in 1948. Mervyn had been made aware of an old car in Balclutha, a town between Dunedin and Invercargill, where it was being used by mechanics as a trolley to take scrap to the scrapheap. Mervyn retrieved the car and he and his father got the car mobile under its own power to participate in the centenary celebrations.

Following this event the family was unsure of then what to do with the car. The veteran car movement had not got underway at this time in New Zealand and there was some talk of 'burying' the car. Fortunately this did not occur and the car spent some time in the back of a garage or shed until the first Brighton to Dunedin Veteran Car Rally held by the Otago branch of the Vintage Car Club was held in 1955. The car has subsequently participated in every Brighton to Dunedin rally since. The car is a true member of the Winter family having been used in veteran events by three generations including Colin's son Gary.

It is a very interesting little car and differs considerably from the later 5 and 6hp single cylinder models. Obvious differences to the 6 hp cars include the bronze crank-case, the full elliptic rear springs, the transverse gear change quadrant and the two piece steering box (see below). I drove the car and found it quite similar in

'feel' and performance to the 6hp model I have. The car performed well in hilly Dunedin and in first gear it can conquer any hill. The car originally had rim brakes and leather mud-guards which Colin plans to reinstate at some time.

Some pages of the sales brochure for this model are reproduced here. On another page the brochure notes in the description of the two piece steering box: "Either wheel or lever is fitted to order. We favour the latter for slow speeds and town work, especially in bad weather. In either case the steering is locked, that is, any obstruction met with on the road cannot move the steering wheel or lever. The locking is effected on the axle: so that the minimum number of parts are subjected to the strains of riding on rough surfaces and at high speeds." These concepts didn't survive on the later 6hp models!



Mervyn Winter at the wheel in 1955
(photo from the Otago Daily Times)



Colin Winter takes Catherine Berg for a spin



1900 Wolseley 4.5hp (Wolseley company photo)

WE were one of the first firms in this country to take up the manufacture of Motor Vehicles working with light oils, and have tested all kinds of motors and systems of transmission. The result of our investigations is embodied in our Cars. Our aim has been to produce a Car which, with the simplest and least complicated mechanism, will give the greatest efficiency and least trouble. We honestly believe that no other Cars are more efficient or better made.

Our workshops are fitted up with the very best Plant it is possible to buy; and our long experience in the manufacture of intricate and accurate machinery enables us to produce at a reasonable cost a car which is second to none, and which in some details is better than any other.

The very severe competitive test of the 1,000 Miles Trial proved that we are on the right lines, and we were awarded the 1st Prize in our Class, and the Silver Medal given by the French Automobile Club.

A report on the efficiency of the Cars in this trial, published by W. Worby Beaumont, Esq. (one of the Judges), places our Car ahead of all the others.

While we have special orders on hand for smaller and larger Cars, and for light Delivery Vans, our facilities are at present taxed to the utmost in producing the Cars described in this Pamphlet.

Delivery at works, strictly in rotation. Payment on completion.

The Wolseley S.S. Machine Co. Ltd.

From the Wolseley 4.5hp sales pamphlet

SPECIFICATION—(continued).

MUDGUARDS.—These are made of best quality patent leather on iron frames, and add considerably to the appearance of the car. The front guards are constructed so that all side splash is kept away from the engine and gear, and they are especially useful in keeping dirt from flying on to the occupants and the front of the car when turning corners.

BODY-WORK is of the best quality workmanship, and of thoroughly well-seasoned timber.

UPHOLSTERING—Best quality leather and stuffing, without buttons.

PAINTING—Best quality carriage finish in colours to suit purchaser's tastes.

Back seat is detachable and may be readily replaced by a basket.

Rubber mats are fitted to front and back footboards.

All Cars are run and tested for at least 100 miles before being painted, and the engines are tested separately for brake power before being placed on car.

Weight 13 cwts. Wheel base length 5ft. 5in. Width 4ft. 1in.
Length over all 8ft. 10in. Width over all 4ft. 9in.

Price with Pneumatic Tyres and Waterproof Apron - - **£270**

.. **2in. Solid Tyres** - - **£260**

EXTRAS.—Detachable Hood to front seat in best quality leather - - - **£22**
Spare Petrol Tank to hold 4 gallons, fitted - - - **£4**

Price includes all necessary Spanners, Wrenches, and Spare Exhaust and Oil Valve Springs in leather wrap. Special Can to hold half-gallon of Lubricating Oil and Aluminium Lifting Jack. A small Oilcan is also fitted in a box under the bonnet.

Specifications from the Wolseley 4.5hp sales pamphlet

Private Classifieds

FOR SALE

Lamps T Model Ford.
Appear complete and in
good order, except for
dent in one door.

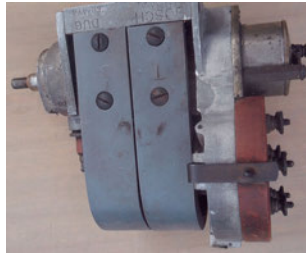
\$330 for three.



Magneto Bosch dug made
USA NO 2643807

Turns appears clean and
complete spark?

\$120



Running Board Pump
Dead easy with protective
cover (Nickel over copper)
Appears in good order.

\$230



Contact John Horswell
(03) 9739 5148

WANTED

Panhard et Lavassor any pre
1905 parts, especially front
and back axle, head light
forks, early self-generating
head lamps. Will buy or
exchange for other Panhard
parts.



Motor Cycle veteran/vintage.
In Bits/Do not care. To enjoy
before I am too old.

Contact John Horswell
(03) 9739 5148



FOR SALE

1. 1911 Cadillac engine, dismantled, cleaned and
mostly complete but absent all the accessories. No
apparent cracks in block, crank-case or cylinders.
Includes copper jackets

2. Two tool boxes for running boards, brass or teens
era and in good condition. Contact me for details

Contact Ian Berg,
Email; bergathol@gmail.com,
or Phone 0419364427 for more information.

Events

SEPTEMBER NATTER NIGHT

BERNIE McKEEGAN – COIL GURU

Our September Natter night will have Bernie McKeegan as our guest speaker. Bernie is well known through Australia and NZ for his remanufacturing of Trembler ignition coils for Veteran and Vintage cars.

Regarded in Australia as the 'Coil Guru', Bernie's talk is titled 'Coils ain't Coils', as used in the Ignition Systems of older vehicles, and will also address Purchasing, Building and maintaining these systems.

When: 8th September @ 8:00pm

Where: The Club Rooms

TRI – CLUB PICNIC

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 F8.

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 0417 157 343

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. 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

OCTOBER NATTER NIGHT

THE RISE & FALL OF DETROIT – BRIAN CHURCHILL

Brian Churchill has been an avid Ford enthusiast over many years, owning Model A and Model T Fords. Last year he joined the Veteran Car Club after purchasing Frank & Dot Dallimore's 1916 Model T. Brian will present a slideshow and talk at our October Natter Night about the fascinating story of Detroit which was the birthplace of the motor industry in America and so many of our wonderful vehicles.

When: October 13 @ 8:00 pm - 10:00 pm

Where: The Club Rooms

MOTORCLASSICA 2015

Australian International Concour D'Elegance & Classic Motor Show 23rd – 25th October.

With over 500 vehicles on display inside and outside the building, Motorclassica is Australia's premier event for rare and exotic, historic, vintage veteran classic and collectible cars & motorcycles.

Celebration marques for 2015 include 50 years for the Supercar, 50 years of Dino, 50 years of Shelby Mustang, 70 years of MV Agusta and 50 years of the Bugatti Club Australia.

Date: 23rd – 25th October

Time: Friday 9am – 6pm,
Saturday 9am – 9pm
(Collect Car Auction 6pm – 9pm),
Sunday 9am – 5pm

Where: Royal Exhibition Building,
9 Nicholson Street, Carlton

Enquiries: 13 11 02

BREAKFAST RUN

Please come and join us in this lovely park for our first breakfast run for 2015-16 season.

Bring your own breakfast.

When: Saturday, 31st October, 2015
8.00 am onwards

Where: Bald Hill Park, Inverness Street, Clarinda
Melways Map 78 K4

Enter car park from Inverness Street

Facilities: Electric BBQ's, seats and tables under cover, children's playground, clean toilets.

Enquiries: Frank Pound 03 9583 7723

NOVEMBER NATTER NIGHT 9TH LADIES NIGHT!

Our November Natter Night is a special night out for wives, girlfriends and partners! Our speaker is Charles Leski of Mossgreen Auctions, who is well known as a television presenter for collectibles, antiques and other items.

There will be a welcome glass of champagne to start the night, and we really hope to see many ladies attend this special evening. As we approach the end of a successful 2015 make this a special night out!

When: November 9th @ 8:00 pm

Where: The Club Rooms

BENDIGO NATIONAL SWAP MEET 2015

Spring is in the air and that means it's Bendigo National Swap Meet time again, this year being held 14-15 November. The Veteran Car Club will again have a presence on both days at our usual club site in the Osborne Pavilion, located just inside the main entrance to the Showgrounds.

The urn will be on the boil for those after a cup of tea or coffee, there will be biscuits for the sweet tooth and a chair or two for those with sore feet. Additionally, if you're struggling with the bits and pieces that you have invested wisely in, our ever reliable staff will look after them for you. Either way, make sure that you drop by and say hello.

Do you have a spare hour or two? If so we'd love to see you help out on the stand to give David Inglis and our other regulars a bit of a break. Please let John Prior, Mr. Club Stock, know if you can assist.

Do you have a few items lying around home that you would like to part with? Veteran era preferred, but not required. Items can be brought to any Natter Night before the swap or can be dropped off on the day. The only requirement is that everything must be priced and any negotiating range passed on.

Please speak to John Prior in the first instance, or Daryl Meek if you require further information. See you in Bendigo.

When: 14th – 15th November

Where: Holmes Road, Bendigo

Enquiries: John Prior 0418 548 184

Daryl Meek, 0407 881 288

RACV ANNUAL RALLY - COLAC

The routes have been finalised, the caterers booked, the venues locked in and the entertainment organised.

All we need now is entries. We know of more than 40 motel and caravan park bookings so it is shaping up to be one of the biggest Annual Rally's in recent years.

The Thursday shakedown run around Colac will give you a taste of what the region and the event has to offer: Hilltop panoramic views, lush green dairy grazing properties and small country townships, all connected by magnificent undulating veteran motoring roads that traverse eucalypt forests, lakes (and the odd challenging hill.)

The optional Thursday evening at the Union Club Hotel will be an informal opportunity to meetup with the other entrants, both Victorian and from interstate.

Events

Friday is "Touring Day" with a 150km scenic run to Simpson, Cobden and return. This will include some challenging grades for some of the smaller cars but alternative bypass short cuts will be provided for the less ambitious.

The Saturday run will bring the group to Winchelsea for lunch at an historic mansion and to meet up with members who elect to take the shorter "2 Day Option", travelling down from Lara on the Saturday morning.

The Saturday evening Rally Dinner will celebrate the club's 60th Anniversary and will include some unique entertainment.

Sunday's 30km run to lunch will visit the Red Hill lookout with an informative commentary by a local historian.

Entry forms, including recommended accommodation details, were included in the August Brass Notes but copies can be down loaded from the club website or requested from the Rally Directors, below:

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)

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.

For entrants coming from the mainland the entry to Tasmania via the ferry at Devonport will provide an 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.

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.

Full details are listed in the newsletter and rally entry form on the web-site as are regular Rally UPDATES.

When: September/October 2016

Where: Gippsland

Enquiries: www.mtfvic2016.org.au

THE NATIONAL VETERAN TOUR 2016

The 2016 Tour has been relocated to Ulverstone and this will make it easier for veteran owners, with just 30km to travel from Devonport, allowing you to extend your time either before or after the completion of the Tour. 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, 11 August 2015 at the VCCA (Vic) Clubrooms
Lynden Park, Wakefields Grove, Camberwell

1. Opening

The Club's President, Ian Berg, opened the meeting at 8.05 pm.

2. Apologies

Andrew and Frances McDougall, Kevin Quigley, Brian Hussey and Jill Bartlett, Daryl Meek and Fiona Lane, Graham Fossey, Stan and Maggie Bone, Don Bosanquet.

3. Member News

No reports this month. Members Alan Lethborg, Scott Staples and Paul Daley did, however, make 'confessions' at the invitation of the President.

4. Visitors/New Members

No visitors or new members this month.

5. Treasurer's Report – Jim McCaffrey

Cheque account	\$33,885
Cash management account	\$566
Term deposit	\$104,178

6. Events – Paul Daley

Paul reported on the past and upcoming events of the Club.

6.1 Past Events

RACV Mid-Winter Rally – 18 and 19 July 2015. Paul thanked David and Julie Jones for organising the RACV Mid-Winter Rally, which was an outstanding success.

Ford Flathead Day Out Festival – 26 July 2015

6.2 Coming Events

Around the Houses – 19 August 2015 (Graeme Fossey)

Workshop Day and BBQ – 30 August 2015 (David Couper)

Natter Night – 8 September 2015 (Bernie McKeegan)

Tri-Club Picnic (Vintage Divers Club) – 13 September 2015

Ford T Model Rally, Veteran Display – 28 September 2015

Australian National Show and Shine, Euroa – 4 October 2015

Bendigo National Swap Meet - 14 and 15 November 2015. Paul

informed members that John Prior and David Inglis will manage the Club's site. Any members who would like to volunteer to help man the site (at some stage during the swap) were encouraged to contact either John or David.

RACV Annual Rally, Colac – 19 to 22 November 2015

Peter Waddle Memorial Rally, Tasmania – 7 to 14 February 2016

RACV National 1 & 2 Cylinder Rally (3 to 9 April 2016) – Geoff

Payne provided an update report and referred members to page 18 of the August edition of Brass Notes for more information.

Paul spoke about the Beaded Wheels magazine published by the New Zealand Vintage Car Club. Members were encouraged to view the magazines that are available at Natter Nights.

7. Wanted, For Sale or Swap

Nothing reported this month.

8. Membership

Application for Membership

The President reported that an application for membership had been received from Wilga and Euan Coutts of Bowral, NSW.

Proposed by Geoff Payne and seconded by David Wright. Wilga and Euan own a 1910 Hupmobile runabout.

Renewal of Memberships

The President reported that there had been a substantial number of renewals of membership this year.

9. General Business

Annual General Meeting

David Provan informed members that the AGM will be held at the Natter Night meeting on Tuesday, 13 October 2015. A Call for Nominations Notice and a Nomination Form were published in the August Brass Notes. This year the positions to be elected

will be President, Vice President, Secretary, Treasurer and three Committee Members. Members interested in being involved in the management of the Club were encouraged to nominate for a position. David said that he had copies of the Nomination Form for anyone who was interested.

Articles of Association

The President advised members that the committee had considered it timely to undertake a review of the Club's Articles of Association (the Articles). Given the Club is a limited company by guarantee, the Articles must be registered with the Australian Securities & Investments Commission (ASIC).

David informed the members that the review would be undertaken with the advice, guidance and expertise of Michael Tippett, the Club's honorary legal advisor. The review has three key objectives: To update the Articles and ensure that they continue to serve the best interests of the Club and its members now and into the future. To ensure that the Club's Articles comply with current legislative requirements that have been proclaimed by Parliament since the Articles were first written.

To ensure that Club's Articles comply with current ASIC requirements.

David reassured members that the review would in no way change the nature and purpose of the Club in any shape or form. Any changes that are recommended and supported by the membership would be about governance issues and with respect to streamlining processes that could assist with the management of the Club.

Members were encouraged by the President to participate in the review of the Articles project. The President invited members who would like to be involved in the review exercise to speak to either him or David and said that their participation and contribution to the project would be welcomed and valued.

Justice of the Peace Services to Members

Paul Daley advised members that he and David Provan are Justices of the Peace (JP) for the State of Victoria and were available to provide JP services to members (such as attesting the execution of a document, witnessing an affidavit for use in court, witnessing a statutory declaration, certifying a true copy of an original document and certifying a person's identity) at the conclusion of each Natter Night meeting.

The Club's Library

The President thanked Phillip Ironside for his dedicated work over many years in maintaining the Club's Library to such a high standard and informed members that Daryl Meek had volunteered to take over the work of Phillip as the Club's librarian. Access to the Library inventory will be improved and further information will be published in Brass Notes.

Other Matters of General Business

Alan Lethborg suggested that Club photos should be displayed on the walls of the Lynden Park Clubrooms. The President informed members that (at the August Committee Meeting) Ben Alcock had volunteered to arrange for the hanging of photographs and display boards at the Clubrooms in the near future.

There were no other items of general business.

10. Next Meeting

8.00 pm on Tuesday, 8 September 2015.

11. Closure

The President closed the meeting at 8.45 pm.

12. Guest Speaker

Senior Sergeant Daryl Cullen provided a most informative presentation about his work as the Officer in Charge of the Boroondara Police Centre.

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

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t (03) 9486 4221

Geoff Payne (Sue)
t (03) 9560 6837

Daryl Meek (Fiona)
t 0407 881 288

Ben Alcock
t 0404 917 366

Kevin Quigley (Jo)
t 0419 300 090

Brian Hussey (Jill)
t (03) 5989 0099

John Prior (Paula)
t 0418 548 184

Jeff Alcock (Deb)
t 0425 519 959

SUB COMMITTEE CHAIRMEN

DATING

Andrew Mcdougall
t (03) 9486 4221

LIBRARIAN

Daryl Meek
t 0407 881 288

REGISTRAR & PERMIT APPLICATIONS & RENEWALS

Geoff Payne
t (03) 9560 6837
Postal:
26 Windella Cres, Glen Waverley, 3150

CLUB STOCK

John Prior (Paula)
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SAFETY COMMITTEE / SCRUTINEERS

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Bob Ballinger (Helen)

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e editor@veterancarclub.org.au

WEBMASTER

Mark McKibbin
t 0419 515 606

AOMC & FEDERATION DELEGATES

Daryl Meek (Fiona)
t 0407 881 288

Andrew Mcdougall (Frances)
t (03) 9486 4221

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)

Opinions expressed in Brass Notes are not necessarily those of the Editor, the VCCA (Vic.) or its officers.

Technical Articles are published in good faith and no responsibility for their accuracy will be accepted.

All advertisements are published without endorsement by the VCCA (Vic.) or its officers.

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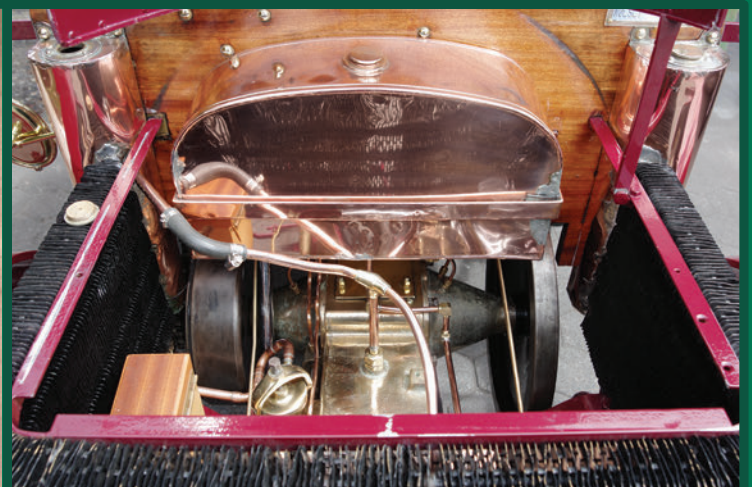
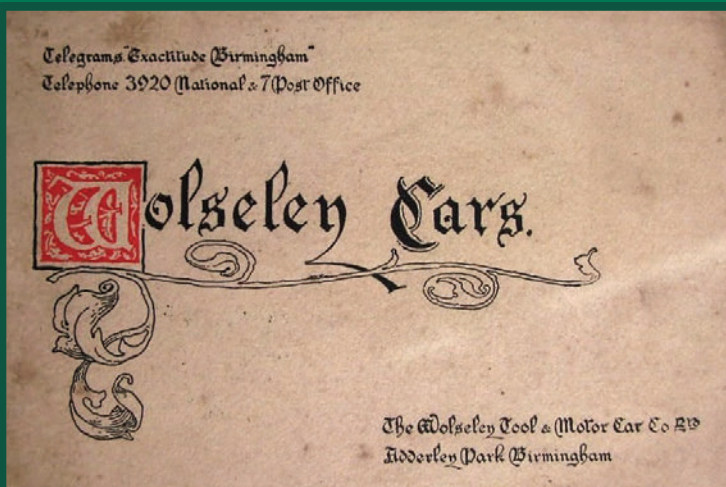


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www.veterancarclub.org.au



Here is a unique photograph, with 25% of the world's Blacks all in one place.
The location is Russell Holden's workshop in Mudgee.



Gordon Berg on the road in Colin Winter's 1900 Wolseley in Dunedin, New Zealand.
Cover of sales brochure. Details of bronze engine block, and rear of car.



Kevyn Brown about to give the 1915 T Ford Racer a workout at the recent Rob Roy Hillclimb.



Members enjoyed the Around the Houses day in August and here we see the display of some of John Lakeland's cars in his purpose built display garage, including Triumphs, a 1928 Mercedes Special and a Riley Lynx.