



Brass Notes

“DEMENTIA PRODEST” The journal of the VETERAN CAR CLUB of AUSTRALIA (Vic.) Inc.



November 2018

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Flashback

We had no responses to last month's FLASHBACK photo so the date and location of the T Ford remains a mystery.



For this month we have a photo of a DeDion Bouton again which was well rallied some years ago but we have no information on. Do you recognise it and where is it now?

Respond to the Editor.



The RACV is the principal sponsor of the Veteran Car Club of Australia (Victoria) Inc.

The RACV supports the:

- RACV 1 & 2 Cylinder Rally
- RACV Midwinter Rally
- RACV Veteran Car Club Annual Rally

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Coming Events

13 November 2018	<p>Natter Night Ladies Night - 7:30pm Drinks and Canapés - 8pm at Clubrooms Guest Speaker: Kim Coillet</p>
18 November 2018	<p>Interclub Petanque Competition Contact: Andrew McDougall 0417 310 852</p>
25 November 2018	<p>VDC Head to Head Rally Contact: Ben Alcock 0404 917 366</p>
25 November 2018	<p>Pre 30 Tour 2018 Contact: Mark Border 0438 399 609, Peter Grose 0438 346 509, Damian O'Doherty 0417 565 408, Colin Sargent 5334 8068</p>
25-28 April 2019	<p>2019 Annual "4 & More" Rally, Corowa. NSW Contacts: David Lang T: 03 5881 2492, Don McPherson M: 0412 851 325</p>

Major Events

9 -11 November 2018	<p>RACV Veteran Car Club Annual Rally – Cape Schanck "Trip Down Memory Lane" Rally Director: Deb Alcock, M: 0412 777 676</p>
14-17 March 2019	<p>RACV 1 & 2 Cylinder Rally - Bright Contact: John Stanley 0409 001 836</p>

National Events

22 – 26 April 2019	<p>National Brush Rally 2019 – Goolwa, SA Hamish McDonald: brushownersregister@gmail.com</p>
17 – 23 September 2019	<p>National Veteran Rally – Bargara (Bundaberg, QLD) Rally2019@skymesh.com.au</p>
17 – 23 September 2019	<p>National High Wheeler Rally – Castlemaine, VIC Contact: Greg Smith 0447 395 233</p>

International Events

30 Aug - 6 Sep 2019	<p>HCCA International Tour Entries now open - Russell Holden: 0422 219 911</p>
29 Sept – 5 Oct 2019	<p>Model T Ford Annual Rally 2019 Maryborough, QLD www.mtop12.wix.com/mtoq</p>

President's Message

VALE...

The funeral for **William 'Bill' Brand** held on October 2, saw a number of our members attending to support *Andrew and Felicity Brand*. I joined with *Stan & Maggie Bone, David Jones, Alan Flude, Shane Edwards, Scott Staples, Chris & Fiona Dillon, Kevyn Brown, Andrew Brown and Bruce Csorba* who joined the large congregation of mourners. Scott, Bruce and Andrew drove their Model T Fords and joined an impressive line up which added to the recognition of Bill Brand's interest in historic motoring. A large contingent of serving and retired police members and the police bagpiper honoured Bill's years in Search and Rescue.



Model T Fords form a line of honour remembering Bill Brand

Nearly half the 300 mourners who attended the funeral of respected Club member **Graeme Edwards** were friends from the VCCA (Vic) and the wider motoring movement. The service was a wonderful tribute to Graeme, and his love of family – and their love of him – was evident to all. Graham Fossey delivered an appropriate tribute that reflected on Graeme's hobby of historic motoring. I join with all members and send our love to *Lynette, Shane Edwards and Cheryl Edwards* and their families at this time. An obituary is published on pages 20-21.



Lynette Edwards (at the wheel) with Cheryl and Shane Edwards, and the grandchildren leave the funeral in Graeme's REO

On Friday, October 5, *Geoff Payne* and I attended the funeral service celebrating the life of Honorary Life Member **Lorna McManamny**, who with her late husband Tom, were influential members in the early years of the Club. She was a gracious Christian woman, with strong Frankston community and sporting interests as well as the Scouts and Fire Brigade, and had a positive approach to life with the belief 'Your health is your wealth'. She was 95 years old.

David Holden – a most generous Club member

It was at the RACV 1&2 Cylinder Rally at Cobram this year that *David Holden* quietly approached *Ian Berg* and confided that he would like to make a substantial financial contribution to the printing cost of our history book *Dementia Prodest*. David has been battling a serious medical condition for over a year, and he wished to make a practical contribution to the hobby that has given him so much pleasure over the years. In May this year I was able to personally deliver an advance copy of the book to David's home in country Victoria. I caught up with David at the Forbes event which he was able to attend for a few days.



Paul Daley with David Holden at Forbes

Thank you Scott and James...

Growing businesses have necessitated *Scott Staples* and *James Dunshea* to choose to not stand for Committee again at this time. Scott has a thriving cabinet making business 'Clock It', and James has a contract carpentry business. I thank both of them for their contribution and commitment to the 'next generation' of historic motoring, and we will no doubt see them both back on Committee in years to come.



James Dunshea and Scott Staples are thanked by Paul Daley

AGM held at October Natter Night

This year's AGM saw *Paul Daley* re-elected President, *David Provan* returned as Secretary and *Ben Alcock* returned as Vice President. *Peter Hammet* ACA, has been elected to the position of Treasurer VCCA (Vic) and joins the Executive team. *Deborah Alcock* continues on Committee, and I thank her for her contribution as Treasurer over the past year. *Callum Walsh* has accepted further Committee responsibility and will take on *Publicity and Communications* role, with the emphasis on promoting our Club and hobby to the broader community.

Environment and Sustainability

At the October Committee meeting I addressed the issue of our responsibility to be custodians of our environment and to operate our Club mindful of resources and sustainability. Plastic rally bags, bag 'stuffers', waste oil disposal and needless items etc are all on our radar, and your Committee is pleased to appoint *Frances McDougall* to the important role of *Sustainability and Environment*. This non-committee role demonstrates our practical commitment to environmental responsibility and Frances will introduce initiatives in a step by step considered manner. I thank Frances for taking on this important role, which I believe is a 'first' for the movement.

The VCCA (Qld) Inc

At 12.01am on the first day of each month that we publish *Brass Notes*, and all our Club member's email addresses receive their electronic copy of their magazine. We also distribute to other motoring clubs on a reciprocal basis, and all the clubs in The Association of Veteran Car Clubs in Australia.

Our friends at the VCCA (Qld) are particularly diligent to include us in their reciprocal email each month of their magazine 'Veteran Torque'. Led by President Peter Arnold they run an excellent club and I am particularly impressed with their website and have highlighted their work to your Committee here in Melbourne. Peter and his team are great friends and supporters of what we do here in Victoria. It's worth doing the rounds of the websites of other states to keep yourself in the loop nationally.

Distinguished Gentleman's Ride...

Darren Savory writes: With thanks to the VCCA (Vic) I was successful in raising over \$1,250 in supporting men's health. VCCA (Vic) alone assisted with over \$700 worth of donations – a top effort.

The day started early, and with many support crew including *Scott Staples* we rode in to Sturt Street, South Melbourne to the Malthouse Theatre. We arrived early and watched hundreds of riders arrive. The ride was just over 30km around inner Melbourne finishing at the Colonial Brewing Co. in Port Melbourne. The 1913 Champion made it all the way! The oldest bike easily on the Melbourne run.

Over 900 riders in Melbourne raised over \$115,000. Globally, 112,000 riders participated and the funds raised are nearly US\$5.8million as at the Tuesday after the ride.



Darren Savory (left) celebrates the ride

We All Have Other Interests

Like many of our members my motoring interests are not only Veteran cars – one of my daily drivers is a 2016 Ford Mustang. On August 19, I attended the largest 1 Day All Mustang and Ford show in the Midwest, held in the parking lot of Ford World Headquarters, Dearborn, Michigan USA. With over 900 cars on display, there was also a Swap Meet, with the show billed to run from 8.00am – 5.00pm – Rain or Shine. The kids activity area was popular, and the Club promotes its new Young Adult membership category. My \$20 joining fee was a good investment as it included a handy carry bag, badge, Club polo shirt and window-slide (decal). What was the most popular car on display? It was a toss-up, but the original Mustang Bullit GT 390 that was driven by Steve McQueen in the cult classic movie 'Bullit' back in 1968 was a hit with the crowd. Lena and I were fortunate to join the President of the club together with his wife and other club members for a BBQ dinner the following day, and had the opportunity to compare strategies for building club membership.



The Mustang Bullit GT 350 driven by Steve McQueen

A stitch in time... seen at Forbes

Well not really... in this case, a hockey strap was just what the doctor ordered. *Dr Barney McCallum* is trained to improvise and think laterally and years of practicing medicine in outback Kalgoorlie WA has taught him a thing or two. Together with his wife *Jane McCallum*

President's Message

they have campaigned the 1914 Talbot at rallies across Australia, and this time a return spring on the mechanical brake system let the side down. If in doubt, attach a hockey strap, seemed to be the order of the day and with a little bit of ingenuity the car was back on the road with the brake pedal returning.



Dr Barney McCallum – hockey strap to the rescue

What Ages Better: A bottle of Grange vs crash helmet?

Now here's an interesting 'BBQ stopper' question – what ages better: a bottle of Penfolds Grange Hermitage wine or a quality crash helmet? Unintentionally *Scott Staples* put the helmet to the test when subjected to a 'routine' test while participating in the Distinguished Gentlemen's Ride with his motorcycle. According to our Scotty he was a victim of a classic case of 'seek and ye shall find', when, with nothing else to find, the officer asked the age of his helmet. It seems that crash helmets only have a legal effective life of five years, and Scotty's was nigh on fifteen years well aged. The fine for this indiscretion was just on \$400 plus loss of 3 points! And to top it off, when Scotty yelled he was advised that such a reaction could further result in him not being able to ride the bike home wearing the 'old' helmet. Scotty knows when the game is over, and with a smile 'copped it sweet'. The moral is check the age of your helmet and its nominated lifespan.

Turn on the Lights...

The number of Gaslight Parade entrants at Forbes overwhelmed the Tour organisers, and instead of only 40% / 50% of the cars entering it seemed as if the number was nearly 90%. There was some interesting improvisation for those whose acetylene or whose running lights were inadequate. Alan and Raena Carpenter's 1913 Little Four has a nifty set-up that he's made just for these nights, while another Qld entrant made a perfectly legal addition to the tail lights. Veteran motorists are certainly an inventive lot!



Alan Carpenter's 1913 Little Four complete with auxiliary lights



A nifty rear tail light

Stand at Ease...



Geoff (driving) and Simon Redish were in fine form as they waited for the start of the Gas Light Parade at Forbes. Their 1912 Model T Ford is a welcome addition at ANZAC Day events. Hailing from Kings Meadow in Launceston, Tasmania, and Simon is deployed at the RAF Richmond base, with the rank of Sergeant, Vehicle Maintenance.

Member News



L-R Andrea, Russell and Christine Holden, watermelon time at Eugowra

I caught up with the *Holden family* enjoying a watermelon treat at Eugowra while watching the working dog display by Kevin Howell of the Karana Kelpie Stud. Russell and Christine are busy taking entries and fine tuning plans for the HCCA International Tour that will be held at Bathurst August 30 – September 6 2019. They report excellent interest, and overseas entries are strong. Andrea is studying Chemical Engineering & Bio Medical at UNSW, and joined her parents driving her preservation class 1915 Chevrolet Baby Grand. Her parents could be seen each day briefly, as their 1918 Cadillac disappeared in the horizon.



Frances Ransley O.B.E. with Paul Daley

Frances Ransley, celebrated his 80th in style at Forbes – he joined with friends for drinks on that special day, and the morning briefing saw the 300 entrants singing a rousing ‘Happy Birthday’ rendition led by Tour Director *John Burke*. Francis graciously (and somewhat tearfully!) accepted his O.B.E. award ie. The Australian Order of Old Bastards, (also fondly known as Over Bloody Eighty). Now, there is a serious side to this one. The website for this auspicious organisation claim ‘we are a friendly bunch of Old Bastards who get together and raise money for a variety of children’s charities with our main beneficiary, the Children’s Hospital of Westmead. They are celebrating 50 years and 7 million dollars raised for charity – which is not bad for a bunch of old bastards!

Bill and Jan McFeeters’ Motor Museum on the Newell Highway as you approach Forbes is an impressive landmark as you approach Forbes. It’s collection of veteran, vintage, classic and custom motor cars and street machines that are meticulously maintained, enables the Museum to be marked as the No 1 tourist attraction in town. The Museum was the starting point for work days, and Bill and Jan campaigned their 1916 Mitchell, which was a highlight of the display at Grenfell – its 6.00 litre engine creates a throaty roar, and in Bill’s words its ‘damn hard to stop’! It was wonderful to see them catch up with many of the Club’s members on our Thursday evening Dinner. Bill and Jan proudly wear their Victorian VCCA name badges!

Hamish McDonald – Clement – Bayard receives Award



Paul Daley, Hamish McDonald and Phil McDonald with the 1905 Clement-Bayard

Hamish McDonald’s superb restoration of 1905 Clement Bayard was a most worthy choice for the Best Non-American car at the Forbes nationals. Hamish’s eye for detail and meticulous craftsmanship gained praise from participants and the general public. Hamish participated in all the weeks activities, and although the car prefers well maintained roads, it performed admirably in the varied conditions. Hamish does an invaluable job as Secretary/Treasurer of TAVCCA, and is a strong advocate for the motoring movement.

Wanted: Secretary 2019 – 2020

Pursuant to our Constitution our Secretary, *David Provan*, must retire from that position at next year’s AGM. He will then have served the maximum period of five years. Currently there is one Committee position vacant, and I wish to request members to consider whether they wish to make a contribution to the Club as Secretary from next year’s AGM onwards. Should you wish to review the roles and responsibilities of that role, please contact *David Provan*.

President's Message

Mrs Berg's Admonition



What did Mrs Berg say to the Berg boys? Circa 1972

Thank you to all those who sent in 'What Mrs Berg said' contributions. In the interest of diplomacy (and friendship!) I will only share a couple with you:

Kim Coillet suggested:

'For heaven's sake Ian, go and change those filthy jeans before the neighbours see you!'

'I thought you were going out to buy a nice little Morris Minor' while Gordon thinks, 'So did I!'

Murray Murfett's suggestions:

'Well I'm warning you Ian dear, if you continue down this path, you'll finish up in some very bad company. And that goes for you too Gordon!'

'Really Ian! Are you going mad? And Gordon, he doesn't need any encouragement from you!'

Gordon Berg responded and mentioned whilst neither he or Ian could remember their mother's exact words it was likely to have been something like:

'Oh No! Not another old car! What are you going to do with that and more to the point where are you going to keep it?'

As we were both still living at home, the answer to the latter was obvious.

Book your accommodation for Bright

The 2019 RACV 1 & 2 Cylinder Rally will be at Bright, and this is a popular event with entries from all states. Details are on pages 27-28 and we advise to book accommodation now.

November Natter Night

The November Natter will be a **Ladies Night**, with pre-meeting drinks and canapés from 7:30pm and the meeting as usual at 8:00pm. *Kim Coillet* – will give a presentation on his niche hobby of Button Hook collecting. These intricate implements will be on display and demonstrated – some with ornately carved handles and other interesting features. Join us on Tuesday, November 13 for this special evening.

NATTER NIGHT

TUESDAY NOVEMBER 13TH

LADIES NIGHT

7.30pm Drinks & Nibbles

8.00pm Natter Night

Guest Speaker - Kim Coillet



Kim is a collector and exponent of Button Hooks - an item from the Edwardian era used for buttoning up clothing and buttoning boots, made from sterling silver, ebony, wood and ivory. Kim will talk on his expansive collection of these intricate antiques with a Powerpoint presentation.

MEMBERSHIP

WELCOME TO NEW MEMBERS

The committee and members warmly welcome the following new members to the Club.

Neville and Tholie Forbes from Nagambie. Neville has purchased his uncle's, Bruce Forbes, 1916 Model T Ford.

Cameron Hussey and Danielle from Tyabb. Cameron will have access to his father's veteran vehicles!

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LETTER TO THE EDITOR

Hello Roger,

The photo of the mantelpiece from Henry Ford's residence 'Fair Lane' in Detroit on page 5 of the October Brass Notes brought back many memories for me.

In 1971 I purchased a Mark V Jaguar from an old builder in Cashmere, Christchurch NZ. The car had been the demonstrator from the main Jag dealer in Christchurch, Archibalds, and was one of the most enjoyable cars I have owned. Unfortunately I had to sell it back to Archibalds to raise funds for the typical overseas trip in the 70s.

At the time of inspecting the Jag I noticed a tall, perfectly smooth, redwood 'railway' sleeper standing upright in the old guy's garage and enquired what it was. He turned it around from the wall to reveal a mantelpiece he had made, copied

from Henry Ford's. He had even carved the 'twig' like words onto the front face of the wood (chop your own wood etc...). After some discussion, he agreed to sell me the mantelpiece and I still have it today (dragged all the way to Melbourne).

Last weekend I again dragged the mantelpiece out of the shipping container in which it has been stored for the last 50 years and it took two of us to move it. The attached photo shows it lying on the grass outside the container. When I purchased it, I promised myself that one day I would have a house worthy of mounting the mantelpiece – but sadly that day has not arrived. Perhaps in the next 50 years ...

Cheers

Brian Williams



LETTER TO THE EDITOR

Dear Roger,

Most of us 'oldies' are aware of the embarrassment caused to Hitler at his 'showpiece' 1936 Berlin Olympic games when coloured American Jesse Owens won the 100 and 200 metre sprints plus the long jump and was a member of the victorious USA relay team. However I was hitherto unaware of the motoring event referred to in the enclosed recent letter to the editor of 'Royalauto'.

Although not veteran, the June 'Royalauto' mentioned a quirky little bit of motoring history which was doubtless good for British morale and the cause of feminism. Owens' record stood for 48 years.

Yours sincerely,

David Inglis

OLYMPIC PAST

I read with interest your article on the 1934 Singer Le Mans (RA May). The Singer Le Mans is the only car in the world to have won an Olympic gold medal. Adolf Hitler introduced car racing to the 1936 Berlin Olympics (with the assumption a German car would win). However, the English car won the multi-day event and, to add insult to injury, the car was driven by Elizabeth 'Betty' Haig, a woman! Car racing was subsequently dropped from the Games.

John Nicholls, Mt Waverley

12 | JUNE 2018 | royalauto.com.au

1912 Swift 8HP

By Greg Smith



Completed Swift

In 1993 I was lucky enough to have the opportunity to purchase the mechanical remains of a 1912 Swift off a friend of mine in Melbourne. He had the car for about five years but due to time constraints and other projects he had not commenced any restoration work on it. He had purchased it from two brothers in Ballarat who had recovered it from down a mine shaft in Snake Valley near Ballarat. The original owner was a milliner (made and sold hats) in Ballarat.

The car when I got it looked in "sad" shape, being completely dismantled and very rusty and lacking some mechanical parts and body work. A lot of people considered me "mad" for buying and undertaking the restoration of such a "wreck". But I had a vision of what it was to become, and believed it could be achieved. It was to take seven years though!

I brought the car home in the back of a Ford Econovan, having purchased it with the proceeds of cashing in my long service. My wife, Denise cried for three days after viewing the Swift, not believing I could have "wasted" all that money on such a thing. I guess you could say we were not off to a great start!!

I wrote to the Swift register in England, who informed me that I had an extremely rare model. The 8 h.p. model was only made for less than one year before Swift ventured into the 7 h.p. cyclecar. I had one of only two cars known to exist in the world. The other car being in England. This inspired me even more. I wrote to the other owner in England and was able to gain specifications, measurements and details of his car. He also allowed some friends of mine who were in England participating in the London to Brighton Run to go and photograph, measure and make patterns of the original body. This proved invaluable in the reconstruction of my body, a two seater torpedo type.

The task of restoration was long and at times difficult, requiring many parts to be remade, copied and made functional again. Money, also limited progress as many of the car components eg. body, had to be made by other people. I originally anticipated the completion date to be 1998, but this was later revised to October 2000 for the National 1&2 Cylinder Rally in Sale. We achieved this with only days to spare.

Some of the restoration work is as follows. I started with the chassis, as everything was already disassembled. The chassis was sandblasted primed and painted. It required a slight bit of welding where it had been slightly modified to take a belt off the flywheel to run some sort of machinery. Basically it was OK and required no straightening although it was a little pitted from being out in the weather for so long. The running board brackets I had re-cast from a pattern copied off a single cylinder model Swift. The two front springs have been re-set and new shackles and shackle pins made. The rear springs have been re-fabricated as I only had one rear spring with several of the leaves missing. I had no samples of the $\frac{1}{4}$ elliptical section of the $\frac{3}{4}$ elliptical springs, so again single cylinder Swift springs were copied. The spring hangers for the rear springs were missing so these too had to be re-cast, again copied from a single cylinder Swift. The diff was in excellent condition having a new crown wheel fitted probably just before the car was put out to pasture, and the pinion was in very good condition, so little work was required to have the diff functional except for the oil filler which was made using a right angle plumbers elbow water pipe with a new thread cut. The front axle was fitted to the springs, and new kingpins made and the bearings replaced.

The steering box was in good condition except the brass piece which stops the hand throttle from rotating when the steering wheel is turned was missing. This vital part was lent to me from another Swift owner and copied. The steering rod that goes down through the column was replaced and a drill tap welded on the end of this rod to go into the brass piece because of the coarse pitch of the thread.

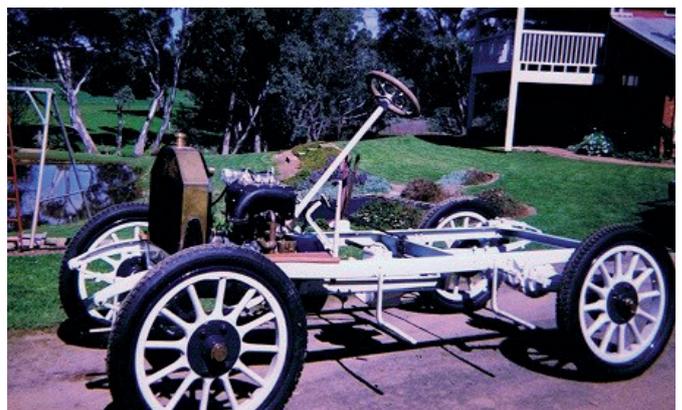
The steering wheel I had, was smashed at each spoke just where it joins the ring that is surrounded by the wooden wheel. What we did to overcome this, was we had a ring of aluminium laser cut, and then built up the area between the broken spokes and the ring with araldite to give us the required pattern to get re-cast. With a fair bit of filing and machining the steering wheel was finished and then covered with eight pieces of walnut and polished. A suitable steering drop arm and drag link were sourced from a swap meet to complete the steering department.

The gearbox was a relatively straight forward task with dismantling cleaning and re-profiling most of the teeth on the gears, new seals, painting and back into the chassis. The gear lever and handbrake lever were soaked in a caustic bath to remove the rust scale and to free them up. Once they were freed up they were dismantled and springs replaced, painted and re-assembled.

Sometimes you can also have a fair degree of luck. I was walking the Ballarat Swap meet with a mate and it was getting near the end of the day. It was one of those hot Ballarat Swaps and you probably have all

experienced when you are just walking and barely taking in anything as the fatigue and the enormity of the day sets in. Somehow out of the corner of my eye I spot a chassis on a truck in the background, and it seems to look familiar. A closer inspection, and immediately I recognise it, as a 2 cylinder Swift front half. All senses are now back fully in gear and the excitement is almost too much. The chassis has been cut just behind the gearbox but it still contains a complete gearbox, pedals which I don't have, firewall brackets which I don't have, gear lever and handbrake lever, running board brackets, and sundry other parts. What a find, and in checking the chassis number it is only eight numbers later than mine. It is then time to try and contain my excitement and attempt to do the transaction with the vender. He suggests \$100, at which I forget about all negotiating skills, and cannot get my money out of my pocket fast enough, the deal is done and fist pumping and yelling then takes place.

What a find, and to gain some more of the missing components is such a thrill and so, so gratifying. I only had two front wheels (these were Swift Patented detachable type, available at an extra 8 pound 6 shillings when purchasing the car new), so three wheels had to be made. This first required making three detachable wheel centres. I had six rings laser cut out of $\frac{3}{8}$ " plate, from there tubes were welded into place and machined to get the correct radiuses, after which



Swift at various stages of restoration.

1912 Swift 8HP (Cont.)

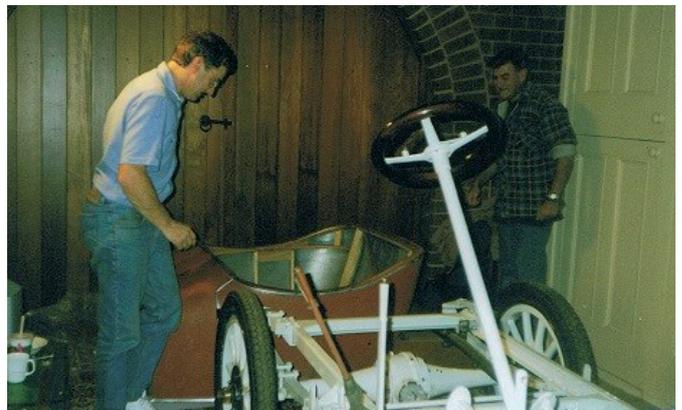
By Greg Smith

holes were drilled and countersunk to take the screws to hold the wheel centres together then further holes drilled to go over the wheel studs. Sounds rather easy just writing it down, but in actual fact it was quite some task to make sure all was accurate and identical to the originals. You would be hard pressed to tell which are which. Again I was lucky enough to pick up some rims in good condition at a Ballarat Swap. The spokes and felloes were then made at the local wheel wright, in fact he was actually a cooper but he did a fabulous job using all old tools and methods in his steam run workshop. 28 X 3 tyres were purchased and fitted, and at last I was able to push and manoeuvre the car around.

An interesting aside to the restoration of the Swift is that much of the assembly work was carried out inside our house. For those who have been to our place, know we have large barn type doors that come into the side of our open plan living room, which means we have always had a car in our lounge room. When the restoration was happening on the Swift, we were also bringing up a young family of three children, and my wife Denise would not allow me to spend countless hours out in the shed fiddling with the Swift and not be a part of the family, so a combination of both was achieved by being inside and doing family life and assembly work simultaneously, and it is also an advantage to have extras to hold or lift something in place.

The engine was fully reconditioned and restored with new pistons, rings, lined bored and all new bearings, valve seats cut and new valves fitted. The clutch was relined with leather with the small springs under the leather replaced for the take up to be more on the smooth side. The drive train restored and fitted and it was now a complete rolling running chassis.

The body was constructed and built by a very talented man, Noel Holbrook, who had measured, photographed and seen the original body in England. I was so pleased with the result, as it looked "just right", and I have had many comments complementing me on the style and appearance of the body. The mudguards also had to be constructed as I only had one original mudguard (a rear one) and the vehicle in England had the mudguards altered sometime in its past. So we only had photos from the original sales brochures and one actual mudguard to duplicate. Again a very talented man produced an amazing result with the use of an English Wheel to shape the guards and valances he got a lovely finish by putting a period finish of wire edging. To get a result of this nature from just a photograph and just one rear mudguard is almost truly amazing. The running boards were made by me with shaping, brass edging and vinyl covering before attaching to the mudguards and running board brackets. The bonnet was beyond repair but perfect for a pattern. I was able to use all the fittings off the original eg. handle, hinges.

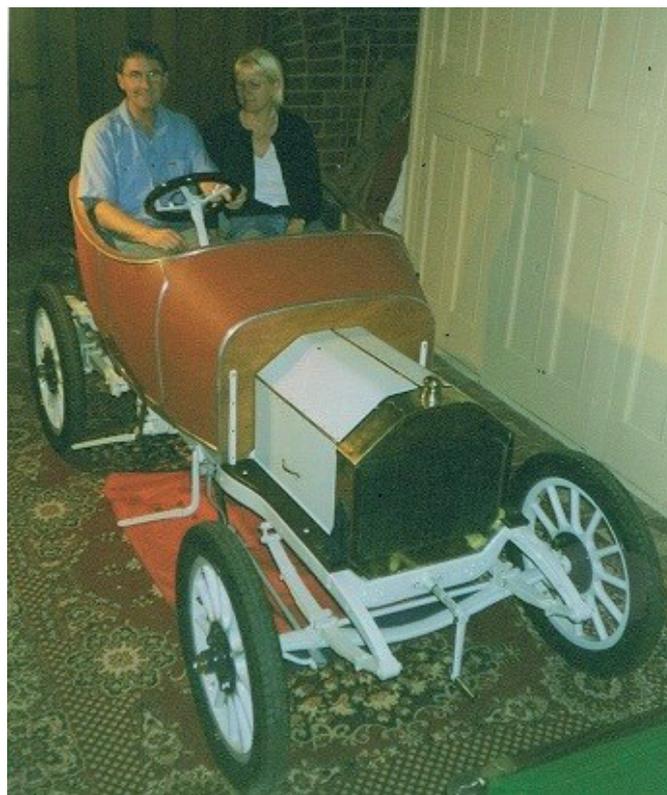


The bonnet was cut to size, and folded and drilled, then the 60 odd brass rivets were used to fix it to the original hinges, along with the handles. The bonnet former was made from brass and folded and I silver soldered it together. I stuffed the first try, but was successful second time round. The old expression of measure twice, cut once would have saved me time and money here!! The windscreen support brackets were made by a blacksmith friend of mine and we welded some original type period fittings I had sourced from a swap meet, so we could alter the angle of the windscreen. The woodwork for the windscreen and under the windscreen and also the dash and the veneer over the top of the body was all done by a local woodworking

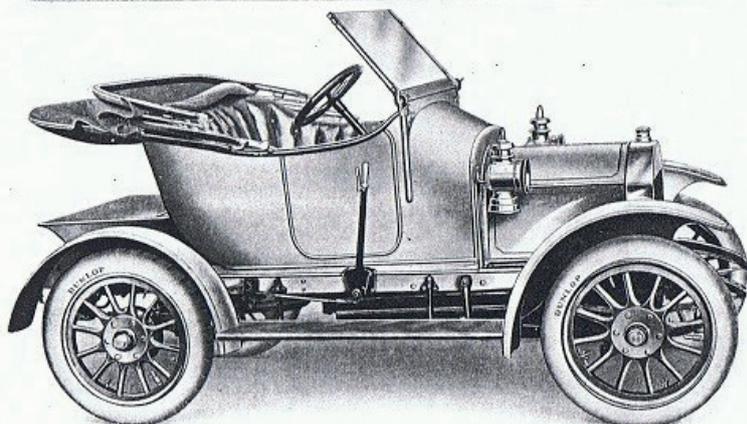
craftsman friend. The upholstery was done by a local talented fellow who had also done the upholstery on our Argyll, so I knew his work and capabilities. I went over a few times to give him a hand but really I think I caused him more work with what I helped him with. We then made the hood bows by laminating ply layer after layer around a forma we made, and the metal work was made by my blacksmith friend, copied from another Swift. A brass petrol tank was made by a local tinsmith and mounted on the firewall under the dash.

We were really progressing now. We had probably achieved more in the last twelve months than we had achieved in the previous six years. It was then down to the finishing fiddly jobs that seem to take forever. The linkages, the altering of small pipes and the likes to make everything fit and operate, is an absolute patience nightmare. Anyone who has restored a car will know what I am talking about, you are so close but so far away. However with patience and perseverance the goal of getting the little Swift finished and ready for the National 1&2 cylinder rally was accomplished.

In writing this story after fifteen years of very happy motoring with the little Swift, I now know why we went through the huge exercise of this restoration, and most importantly my wife does not burst into tears when now viewing the Swift.



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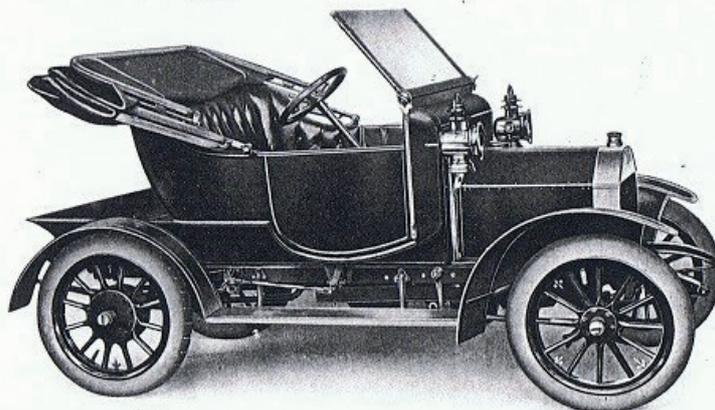
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Chassis shown on page 10; Specification
page 9.



An event for the True Believers

By Peter Allen

On the 1st and 2nd September Greg Smith and his team from Victoria organised a significant event at Ballarat, namely a rally for Pre 1905 vehicles. In my view it was a resounding success. Now before we continue, we all know Model Ts are good, but there were actually “motor vehicles” well prior to the legendary brass radiator T and can you imagine it, this was actually a rally without a T Ford or an AX Renault in sight. In fact it was a high quality gathering of vehicles that we have seen in pictures for years but on this weekend we actually saw some of them in action (to various degrees), popping and wheezing their way around two well planned and traffic free routes. The routes, approximately 45km both days, gave lots of time for food, coffee and socialising also taking into account that there were vehicles which required attention and which were cruising at 20-25kph (ie taking longer). Can you imagine a rally where a curved dash Oldsmobile was modern and powerful? There was a well sorted CDO which demonstrated how on hills the exhaust note just gets a bit deeper and the space between the choofs just gets longer and they really do climb quite well for a very early car.

For me there were several stand-out early vehicles the 1900 Victoria Combination, Rod Anderson’s 1898 Renault and the 1901 Argyll. To make a Victoria Combination first you take the back end of a de Dion pattern tricycle and place it backwards at the front of a wooden garden lounge on wheels and to complete it, you then put a hinge in the centre operated by a tiller. Look at the controls on the tiller, Phanomobile drivers are merely amateurs, (you will need to be able to perform the hand movements of playing three trumpets and a bagpipe simultaneously before you audition for the position). You could well wonder what they were thinking, but in 1900 everything was an experiment (remember this was pre T Ford!). However the Victoria Combination putted along the whole weekend conveying the two occupants with dignity and with neither incident or issue. At the same time however it is push started but there were always people including the public eager to give it a push! In contrast the Renault was truly sophisticated, the forerunner of the modern car with its front engine (again air cooled De Dion about 2 3/4hp) driving through a gearbox (with gearshift lever centrally on the floor) to a differential at the rear. All of this fitted to a vehicle the size of a large pram with two people perched on top! The 1901 Argyll might fall into a category of primitive Scottish engineering albeit with an English MMC motor. While the development of the car had moved on from the 1890s Benz model this car demonstrated the independence of Scottish thinking and it was indeed high quality eyecandy! I hope it is going for the next event.

It was really good at long last to see an Orient Buckboard (rear engine, friction drive but probably not a car suited to SA due to our white ants!). On the Sunday it motored around carrying two people very

competently with an impressive crisp exhaust note from the aircooled 4hp single cylinder motor hanging out the back. (Such crisp exhaust notes and performance (?) are not purchased from a shop but are earned only after much experimentation with the valve springs on suction inlet valves!). As if that wasn’t enough an Orient forecar from 1903 was also present as eyecandy.

From SA Julian and Jane McNeill took the 1901 De Dion vis a vis and Larry “iron legs” Clarke took his 1903 FN motorcycle. The vis a vis was protesting about not being used enough and became temperamental in the true fashion of a French diva, while Julian pronounced it was a timing issue.

“Iron legs” Clarke undeterred by the rumours of dampness (he had no belt grip spray and actually it poured at times) on the Saturday run, sailed up the hills demonstrating the climbing prowess of 196cc FN motorcycles in 1903, despite belt slip due to the rain. The secret was legs like pistons providing “light pedal assistance” but it all came to a halt when a pedal came adrift late in the day. No pedal equals no LPA. We should also give an honourable mention to former South Australian Peter Fagan, who also rode/pedalled a bicycle powered by a clip-on Clement engine of 1902. I bet you never thought of South Australia as the breeding ground for powerful dynamic drumsticks! The Maldon motorcycle with its big 430cc Minerva engine obviously had power to spare and Greg Smith never concerned himself with providing LPA. It was really good to see the bikes having equal billing with the cars as I have a foot in both camps.

There were several vehicles which were brought along for eye candy and this was also a good thing. I was particularly interested to see the 7hp Star of Rod Anderson which although I suspect is a ring-in being a year or so later than 05, but is very similar to my own twin cylinder Star. This was encouragement for me to get on with a restoration that has taken too long and it was really good to be able to crawl all over it and take photos. There were also a couple of De Dion Boutons generally similar in appearance to the “Wien Smith car DaisyBelle” but these vehicles are often seen at the One or Two cylinder rallies and are known to generally go well because they too were modern in their time.

The uniqueness of this event was that we saw early vehicles that you do not see these days, including the really ancient, weak and feeble devices. The event was not about the quantity of vehicles, but rather the quality of the event was about how significant and unique the really early vehicles are. The number of enthusiasts who merely attended and accompanied the event as enthusiastic onlookers was far higher than normal, but it was good to catch up with old friends and meet fellow enthusiasts in such circumstances.

On the social side/human needs the motel used as a base was well located on the outskirts of Ballarat with Saturday night Rally dinner just over the road. The

lunch on Saturday was excellent at Café Sidra. the dinner on Saturday night was good, Lunch on Sunday was also good maybe a bit slow but that was due to the Father's day crowd and gave more time for telling lies ("oh it just flew up the hills" or" what hills?") to sympathetic ears. On the Sunday morning we also visited two collections one a Peugeot collection, the other predominantly fifties US vehicles and saw two truly luxurious man caves. Somebody said it may have been a bit wet at times but I don't remember that part as I was having too much fun.

There was a suggestion that the event might be extended to add later vehicles however that suggestion misses the fundamental point that this was a rally specifically designed to get out those early vehicles that are impractical for, and incapable of doing, larger/longer rallies. That is the precise reason why many of these devices are only seen very infrequently.

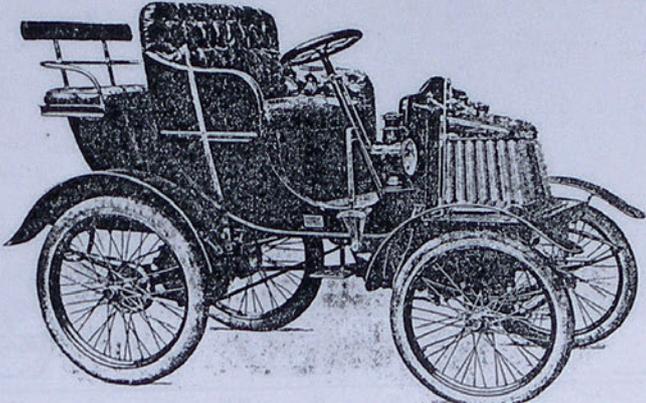
I have previously described the Model T Ford as the 'piano accordion of veteran cars'. To put this comment in context you must remember that when the piano accordion was introduced to 19th century Europe it quickly killed and made extinct 150 indigenous musical instruments, never to be seen or played again. The Model T is a good performer and has become a modern veteran rally mainstay in Australia. If Ford Ts and AX Renaults were added to this event it will no longer exist and its significance will also be gone. There are in fact even more pre 1905 eligible vehicles, cars motorcycles and whatever, out there and the event should be nurtured and grown with the "Pre 1905" emphasis on quality / significance and not on quantity of vehicles as this event is most certainly "not just another veteran car rally."

Just in closing I have calculated since the rally that SA potentially has over 20 eligible vehicles for such a rally. Even just as eye candy some of these vehicles would add to such an event. I know it's an effort but it's worth it to get there as it was quite different to "normal" veteran car rallies.

I have no doubt that Greg Smith and his team have been working on some people for years to make this

inaugural event happen and given this success, they are now under considerable pressure to come up with details and a date for the next pre 1905 event. At the same time those South Australians who love really old cars and who have a firm grasp on reality and truly understand and appreciate that the earth is, and will remain flat, should plan for a SA team effort of at least five vehicles for the next Pre 1905 Rally.

THE ARGYLL VOITURETTE.



<i>MAKE</i>	<i>ARGYLL</i>
<i>BODY</i>	<i>TWO SEATER</i>
<i>YEAR</i>	<i>1901</i>
<i>COUNTRY</i>	<i>SCOTLAND</i>
<i>MANUFACTURER</i>	<i>HOZIER ENGINEERING CO LTD BRIDGETON, GLASGOW</i>
<i>ENGINE</i>	<i>ONE CYLINDER 101mm BORE X 110mm STROKE</i>
<i>HORSEPOWER</i>	<i>5 H.P.</i>
<i>GEARBOX</i>	<i>THREE FORWARD & REVERSE</i>
<i>DIFFERENTIAL</i>	<i>CROWNWHEEL & PINNION</i>
<i>WHEELS – FRONT</i>	<i>26" X 3" (BEADED EDGE TYRES)</i>
<i>- REAR</i>	<i>30" X 3" (BEADED EDGE TYRES)</i>
<i>COOLING</i>	<i>CLARKSON TUBE THERMO-SYPHON</i>
<i>RESTORED BY</i>	<i>DONALD & COLLEEN LIDDLE</i>
<i>CLUB</i>	<i>VETERAN CAR CLUB OF AUSTRALIA (NSW) INC</i>
<i>OWNED BY</i>	<i>IVAN AND JUNE SMITH</i>

Her Name Is Victoria

By Greg Smith

You may have heard, but there is a huge rumour going around the Veteran Car Club. I can categorically confirm that it is, completely and unequivocally fact in every respect. The rumour is that Greg Smith has found a great new love in his life.

It is true, that I have a new girl in my life that I am totally in love with. I am hooked, besotted and about one hundred further adjectives to do with love. This girl is so petite, gorgeous, perfect from every angle, and performs well above what you would expect. She is flighty, nimble, agile, and at times unpredictable, but everything she does always brings a smile to my face. She is not a normal girl, as she is quite different, almost unusual, even unique, and she is French - "we we monsieur". Her name is Victoria. Please, please don't tell my wife, Denise.

Now that I have your attention, I wish to tell you about Victoria. I (we) call her Victoria, but her full name is Victoria Combination, although depending on where she was sold, she had different names. If you purchased her in London, she was called a Eureka. If you purchased her in France, she was sometimes called a Parisienne. Generally though, they were known as a Victoria Combination.

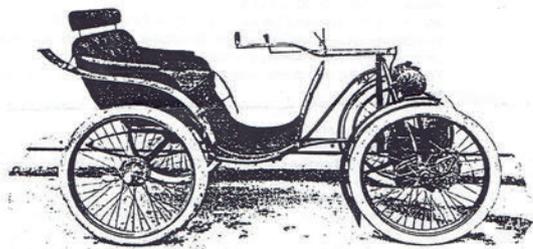
At the recent Pre 1905 Pioneers rally I had the fortunate opportunity to get close and intimate with this amazing little car. Victoria had pretty much gone into retirement when about ten years ago she attended the NSW 1&2 cylinder rally. The runs were enormous, and dad decided after doing these huge distances, that it was far too hard on the car, and indeed him, and she would not do this again and would just become a display item. She is a physically demanding little thing to drive, and concentration is paramount (more about this latter in the article) so for the past ten years she has been static.

Fortunately, for the inaugural Pre 1905 Pioneers rally she was to be back in action for the next generation, and the generation after that, being allowed to once again grace the road. She performed impeccably never missing a beat, like she had never had that ten year break.

I sincerely believe it was probably the best fun I have had in forty years of rallying, piloting Victoria on the Saturday run. I was totally hooked, truly besotted and completely in love. I didn't care one bit it was pouring rain, and pretty much freezing beyond belief, as I was truly in heaven.

If you can imagine, taking off from the traffic light following a 1901 De Dion Bouton Vis-à-vis (Julian McNeil), get into high gear, pass it, only to be passed back, and then pass it again, and then passed again. A 1904 De Dion Bouton (Andrew McDougal) then whizzes by. We get to a bit of a hill, and a 1903 FN motorcycle then passes us with a fair bit of pedalling happening. It is almost indescribable, just how good this was.

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Motoring with these "pioneers" is just spectacular. I remember on the way home going down the avenue, could hardly see because of the freezing cold rain (practically snow) thinking that, it does not get any better than this, driving a 1900 vehicle of 2 3/4hp. If I had died of exposure or hyperthermia, I was one happy and totally contented man.

On the pre 1905 run, it was like Victoria was a new car out, as I was constantly questioned on her history,

specifications, and many, many questions on how you drive her, so hopefully in this article I will endeavour to devolve all.

As far as Victoria's history goes, we know nothing until she was found in a village near Le Mans (France) in the late 1950's where she was exported to England. It remained unrestored for many years and changed hands several times, until it became the property of Malcolm Jeal. Anybody who knows anything about the Veteran Car Club in the U.K. will know Malcolm was quite an authority on the early period of Veteran motoring. He was an author for the Automobile magazine, on the VCC dating committee, and was the commentator at the start of the London to Brighton car run. He also had one of the most extensive libraries on early veteran motoring.

Most of the restoration took place largely during 1982/3. Every effort was made to preserve original components, for example, all the external walnut panelling is original as is the red cloth upholstery. The front splash board is original. The front mudguard blades are replacements, but he used the original fittings. The wheel "westwood" rims are original, the spokes being replaced. The tiller for steering is still original. The engine was rebuilt and the small radiator below the tank was made by a specialist. In general it has been a case of conservation, rather than restoration. This makes this little car even more amazing to be in the condition it is, after 118 years. Its first London to Brighton car run was 1984, and I believe it completed five Brighton runs, usually at an average of 12 to 13 mph. Malcolm said that all the hills on the Brighton run can be climbed two up, in bottom gear, but it only needs a moments inattention for the perfect settings to be lost and the passenger having to dismount.

The engine is a De Dion Bouton single cylinder 74mm x 76mm bore and stroke. 327cc. 2 3/4hp. Automatic inlet valve, water cooled cylinder head only. The brass tank has three compartments, fuel one end, oil the other end, and water in the middle with radiator under the tank. It has high tension coil ignition with De Dion Bouton make and break. Longuemare carburettor and the transmission is a two speed Bozier epicyclic gear system. Steering is by a long tiller (of the type the French call a "queue de vache"- cows tail) and needs only gentle pressure to change direction, and suffers from inherent oversteer. Because of the front wheel drive (has to be one of the first vehicles to do this), cornering is best done with the power off early, on entry to the bend, and power on out of it. The frame is tubular steel, and she has no front suspension, but it has large cee springs at the rear to give a comfortable ride.

The name, Victoria Combination is the result of the combination of a motor-tricycle and a trailing car. The motor with the transmission mechanism is on the

front pair of cycle wheels, thus forming an avant-train. Behind is a trailing-car (in France the little two seater body style was called a Victoria), thus the name was derived. It is quite petite having a wheel base of 1.35 metres and a track of 90 cms.

How did she get to Australia? To make the story as short as possible, it goes like this. Malcolm and wife Eunice came to Australia on a holiday, and ended up coming on one of our 1&2 cylinder events with the Holbrooks to Seymour. Mum and Dad of course got to meet them and struck up a friendship. Several years later Mum and Dad were in England and dropped in on Malcolm and Eunice. They found out there had been an accident involving them both with Victoria. Eunice was tipped out and injured her shoulder quite badly, and swore she would never travel in Victoria again. Malcolm said to dad as they were leaving, that reluctantly he was going to part with Victoria. When Dad and Mum reached Heathrow Airport, dad said to mum, "I should have had a better look at that little car". They travelled back to Australia probably thinking about Victoria most of the way home. At some stage after returning home, a phone call was made to England, and Victoria was purchased almost sight unseen and soon freighted (trailer and all) to Australia. They both now look back and agree, it was probably one of the best purchases they have ever made. She really has become part of the family. Mum used to write rally reports through the eyes of Victoria, and sign off with her name as well. (Kim Coillet did the same with his Doulas motorcycle- Doug).

When Victoria was freighted to Australia, Malcolm sent a great set of instructions on the maintenance, starting procedure, and driving techniques of Victoria. They are so good and well written, the following is just a direct copy of his words.



Starting

Lift front axle and insert axle-stands from behind axle making sure that near-side stand with cut-out clears gear selector. Connect-up battery under seat. Having

Her Name Is Victoria (Cont.)

By Greg Smith

filled up tank with any modern petrol, turn on fuel supply. Flood carburettor. Set throttle lever (on extreme right) fully forward, as wide open as possible. Ensure that middle lever for air collar is fully forwards to totally shut air valve. Set inner lever for advance/retard so that top of pear-shaped ignition unit is just a shade back from being upright (i.e. slightly advanced). Move gear lever on left of tiller backwards to engage top gear. Flood carburettor again. Kneel down in front of vehicle and speak to Victoria nicely, with words along the lines of "please start". Take hold of both tyres near the top and jointly pull the wheels forwards quite smartly. The engine will turn and you will hear the automatic inlet valve 'snort' as it opens. The engine will not fire. This is because you have not switched the ignition on using the brass switch on the floor. (Towards a seated driver for on, in emergency can be pushed off with, toe). Switch on ignition. (It is useful to have a companion to do this as it saves getting up from kneeling. He/she can perform useful functions once engine fires and it is also useful to have someone else to blame when engine a) will not start, b) when it starts but fades away. Phrases like "are you sure it's switched on?" and "why have you shut the throttle?" will come to form a normal part of the starting vocabulary.) Re-flood carburettor. Take hold of tyres again, pull engine up to compression, then smartly forwards. Engine should fire and the revs will rise rapidly. Knock throttle lever backwards to shut throttle and revs will begin to drop whilst everything vibrates quite violently in sympathy with an over-revving engine. Do not panic! As revs fall, by very gently retarding the ignition a smooth tick-over can be obtained. Move gear lever to neutral position. Wheels will continue to revolve because of drag in the gearbox. Your companion may have assisted in moving levers, but now get up and stand nonchalantly beside Victoria, hold tiller and fiddle with advance and retard lever to maintain a steady tickover. Keep the engine running for at least five minutes. The engine will begin to warm up, as will the gearbox, 'and drag in the system will reduce. The engine will gradually start to choke itself and black smoke may begin to emerge from the exhaust. Move air lever backwards gently to open the air collar a shade. The revs should start to rise, and the ignition can be retarded to compensate and it may then be necessary to re-riche the mixture, so you are now playing with two levers. When satisfied that all is well and warm, retard ignition and switch off. Remove Victoria from axle stands.

Driving: Sit on right and hold tiller in left hand. Set levers as above. Companion will flood carburettor (even if engine is warm) and then go to back of vehicle and push on rear springs not on any part of body. At a brisk walking pace use right hand to move gear lever backwards for top gear. Engine does not fire. This is again because you forgot to switch on. (I stress this because it is the commonest reason for the engine not starting.) Re-flood carburettor, check levers, take out of

top gear. Reassure pusher that his/her efforts are truly valued and when he/she has recovered his/her breath ask him/her to push again, remembering to switch on. When engine fires, take out of top gear, brake to a halt, close throttle, set ignition and air levers to get a brisk tickover. Get companion on board, do not go off on a solo run. Both of you get comfortable with bums as far back in seat as possible. Ideally, you have chosen to do your first trial run on a straightish road with a very slight up gradient against you. Do not be tempted to use a downgrade to ease pushing. Use right hand to open throttle, a shade, left to push gearlever forwards and into farthest notch to engage bottom gear, release footbrake, hold tiller handle with left hand. Victoria will move off, lean off mixture. Look where you are going, not at the levers, you practised with these whilst vehicle was on axle stands. Try gentle pressure on tiller left and right, but do not attempt any sharp turns even at this walking pace, Victoria greatly oversteers, even though she does not understand this concept. At a brisk walking pace (about 6 mph) shut throttle, with left hand move gear lever backwards into 'top gear without hesitation, re-grab tiller handle and open throttle wide. Top gear will take up and speed will rise quite quickly. You can then start to advance the ignition and open air valve further. A corner approaches. Shut throttle, retard somewhat, richen mixture and gently steer round corner. As straight is regained open everything up again and pull clear. A hill approaches. Keep throttle wide open and full advance. As revs drop richen mixture. A change to bottom gear is called for as engine starts to 'plonk', but wait until, you are down to the brisk walking pace. Changing into bottom at too high a speed will cause Victoria to try and rotate around the front axle, not a good thing! Leave levers set for maximum revs, take tiller in right hand, use left to slowly ease into bottom gear, revs should rise significantly as you go through neutral and throttle lever will probably vibrate shut. Engage bottom gear. Swap hands and whack throttle wide open. Chug, chug, chug and you will pull away up the hill. Now in bottom, you can rarely change up again until back on the flatish. Do not over-rev in bottom as gradient eases. Having gone up, it is necessary to go down. Do this with great caution. Assuming a gentle gradient, shut throttle, retard ignition, and brake as appropriate. If it is a steep descent slow right down, engage low gear, and lower down the slope also using the brake. If the situation gets serious, switch off ignition with toe and open air valve fully. Although the brakes will hold Victoria on a gradient forwards or backwards, do not be tempted to go downhill in neutral relying on the brakes alone. A fully retarded engine, throttle shut, air valve open, gives good braking.

When the engine is pulling, Victoria is inclined to go in a straight line. This is why it is good to start driving on a gentle up-grade. On the over-run, and downhill, for reasons presumably to do with the differential, you

can feel through the tiller an inclination to 'yaw'. This is readily overcome by gentle braking, not enough to significantly slow Victoria, but just to steady it. You may wonder why. It is recommended that you do not go off on a solo run. The reasons for this are manifold: you need a 'rear-view mirror', (the one on the vehicle is for legal reasons only and is useless) another pair of eyes is helpful, warning of an overtaking car builds confidence, warning of the blast from an overtaking truck is important, Victoria is so light that she can be seriously deflected by truck 'wash'. If you stall/come to a halt with the engine dead, the companion is essential for restarting.

I hope that answers all the questions that were thrown at me at the Pioneers rally. Victoria is at times a bit of a handful, and requires your undivided attention (what lady doesn't). Most things that are quite unique often require special attention, but the rewards that come back to you are sensational. The thrill and adrenalin that she provides when you are piloting her is unsurpassed, and that is why I am totally in love with one of our great pioneer vehicles that is in our club. I can hardly wait to our next encounter.



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Valē - Graeme Edwards

By Shane Edwards



20/5/1948 - 21/9/2018

Graeme Edwards was a long-time member of the Veteran Car of Victoria from the 1960's, where he had a variety of interests for pre-1918 American & European Cars. I know before his marriage he had a vintage Morris Cowley which was subsequently sold to pay for an engagement ring. Graeme sadly passed away on the 21st September 2018 after a short battle with cancer.

He was born in Brunswick, Victoria in 1948 and spent his formative years at Pearcedale, Victoria on the family farm. In his teenage years his family moved to Cranbourne South where he was a keen footballer playing for Cranbourne, Frankston and even playing for U18's at Melbourne football club, where his disability made it difficult for him to continue. The disability of significant hearing loss was caused and diagnosed at birth through an incorrect blood transfusion. This made no impact on his vigour and outlook to life as he excelled in any activity where he put his mind and effort to during his life time.

Graeme married Lynette in 1972 and had just celebrated their 47 years of marriage. They had two children, Shane & Cheryl and eventually five grandchildren.

I believe his interest in veteran cars began when he was indentured as an auto armature rewinder. After his apprenticeship, he started an auto electrical business in Webster St, Dandenong, from 1972 until 1990 and during this time he started another venture as an auto parts salesman which included the manufacturing of battery cables for the automotive aftermarket.

He was a skilled auto electrician and assisted many Car Club members to get their vehicles on the road, either with a full rewire of the car, repairing generators, regulators, magnetos or providing them with parts for

their restoration. Also, willing and adept to assisting some members with restoring their woodwork on their vehicles. On the flip side he needed assistance when it came to the metal work, but persisted with help and achieved results.

In 1970 he purchased his first 1913 Hudson 6-cylinder, which came from the Kilmore area, with subsequent cars and parts being purchased from Adelaide, Echuca and Perth. This particular car has had a ground up restoration from when he brought this home on Boxing Day 1970 but sadly he will never see this finished due to his illness as it was nearing the final stages of completion.

In the early 1970's, he joined various other car clubs around the world and made many life long friends in the USA, Great Britain and other parts of the world. Some of these clubs which he was a member included the Veteran Car Club of Great Britain, Horseless Carriage Club of America (HCCA), Hudson Car Club, Veteran Car Club of New Zealand and Overland Car Club of Australia.

In 1976 he purchased the 1912 Straker Squire from Norm George. This vehicle was rallied extensively within the club on various rallies until 2004 when it was sold to the UK. The decision to sell this vehicle was not easy for him but some financial constraints at the time deemed it necessary.

During the latter part of his lifetime he travelled to various countries for holidays including several trips to Europe, Canada and the USA. These always, of course, coincided with visiting museums, attending swap meets and HCCA tours (Car rallies) in the UK, NZ and USA.

In 1993 on a holiday to the USA, he purchased a two-cylinder 1909 Maxwell, which was duly restored and rallied within the club. Many stories could be told about this vehicle during the restoration progress and when he rallied it. He always believed it was cursed. Earlier this year (April/ May 2018) this Maxwell was sold and he purchased a large horsepower two-cylinder 1909 Reo. His main reason for this purchase was for transporting his primary school aged grandchildren on future rallies to foster their interest and participation in veteran cars. Again, sadly, these anticipated trips will not come to fruition.

Parts for his restoration projects were source all over Australia and the world for the cars which he owned or were in progress of restoration. Always attending various swap meets, auctions or finding that elusive part on another club member shelf. There were many occasions where we spent time chasing parts together for these cars and these adventures inevitably ended up with me repairing or machining the broken part we had just obtained.



The vehicles and restoration projects which Graeme had own during his lifetime included the following:

- 1910 FN
- 1912 Straker Squire
- 1909 Maxwell
- 1913 Hudson 6-54
- 1913 Hudson 4-37
- 1912 Overland
- 1910 Overland
- 1904 De Dion
- 1912 Pilain
- 1908 Reo

In the past few years my father had been assisting in the history and research of information for the recently published book, *Dementia Prodest*, for the Veteran Car Club of Victoria. His research focussed on the motor vehicles that have been associated with the VCCA. I know he spent many long hours behind the computer or on the phone with other club members, researching each rally, the history of each vehicle or the traceability of ownership between various members and the current whereabouts. As I have been told by some members, Graeme could provide a detailed history of each car that was or has been in the club.

Finally, my father was always very grateful for the friendships and acquaintances he has made within the Veteran Car Club and various other associations. These many friendships were enduring with friends always willing to lend a hand on restoration projects or assistance, even on personal matters when needed.

He was a good man, loyal and a loving father to his wife, children and extended family.

Valē - Lorna McManamny

By Peter McManamny

GRANDMOTHER DRIVING TO MELBOURNE IN A 60-YEAR-OLD CAR

Mrs Tom McManamny is not afraid of the uncertain temper of her 1910 Talbot veteran car.

In fact, she regards the 1,000-mile run from Sydney to Melbourne in the 1970 Bi-centenary International veteran and vintage

car rally which left Sydney yesterday as a family occasion.

Mrs McManamny is driving the veteran Talbot. Her son, Peter, 11, is the navigator.

Her son-in-law and daughter, John and Patricia McMillan and grand-

daughter Kelly, 8 months, will be driving along behind in their veteran 1914 Clement-Talbot.

Mr McManamny is the president of the Veteran Car Club of Australia. He will speed along the route in an assembly line model, circa 1970.

"He doesn't have time to go the nicest way," Mrs McManamny said with a smile.

Peter is a whizz at a compass. "I am in the Boy Scouts," he said, "and I've been on lots of drives with my mother before."

"I won't have any trouble giving her directions."

Mrs McManamny is a cheerful person with lots of energy. "Oh yes, old cars often break down. I hope ours won't in the rally," she said just before she left.

"I have taken a crash course in mechanics, so I'll have a go at righting any engine troubles."

"If something serious happens, we'll just wait until someone comes along."

The McManamny's Talbot arrived by train from their home in Frankston, Victoria, all spic and span to start the rally.

Her daughter had less luck, John and Patricia McMillan drove from Victoria in their 1914 Clement-Talbot. It broke down outside Wagga.

But veteran owners are a diehard lot. They worked through the night on the engine with Kelly sleeping peacefully inside the car.

They all left Sydney yesterday in great form. First stop Mittagong.



MRS TOM McMANAMNY and her son PETER with one of the veteran cars before they left on the rally yesterday.

Life member VCCA (Vic) passed away 28.09.2018 at the age of 95.

Lorna's involvement in the Club started in 1957 when a neighbour and Club foundation member Perc Hosking invited herself and husband Tom on a rally to Sorrento. Tom went on to be Club President VCCA (Vic) August 1964-August 1974.

The McManamny's rallied a number of cars a 1910 Fiat and owned a 1910 Talbot for 50 years. Lorna competently drove veterans and competed in many woman's driving events.

At the 1970 International Vintage and Veteran rally from Sydney to Melbourne, Lorna drove the 1910 Talbot with her son Peter aged 11 as navigator.

Her husband Tom was the Rally Director. In 2011 Lorna received her 50 year membership badge.

Lorna enjoyed good health from an active sporting life of tennis, golf and bowling in later years. She made many contributions to the community as a volunteer for the Red Cross, Scouting movement and Incapacitated Soldiers movement (TPI).



TAVCCA Montagu Trophy Recipient 2018



PRESS RELEASE

Award Recipient:

Kelvin Callahan

TAVCCA Member Club:

Veteran Car Club of Australia - Tasmania

Press release date:

Sunday, 30 September 2018

Details of nominee's significant contributions to the veteran car club movement, either at national or member club level:

In 1974 Kelvin acquired an old (Bedford, I believe) truck and, with little mechanical knowledge, proceeded to restore it.

Joined Veteran Car Club of Australia (Tas.) Inc. in 1975.

In 1981 he participated in the organisation of the 25th Anniversary Rally of The Veteran Car Club of Australia (Tas.) Inc. – his introduction to the behind-the-scenes issues involved in the organisation of large club events.

In 1993 Kelvin was State President of The Veteran Car Club of Australia (Tas.) Inc. when the club organised and ran the BMW FIVA World Rally in Tasmania. With an entry list of 400 veteran and vintage vehicles it was the largest on-road motoring event ever to be held in the state for such vehicles and is still referred to as the pinnacle example of how to organise such an event. Certainly accolades are deserved and go to every person involved in the running of that event which was co-ordinated by Francis Ransley as Rally Director, but Kelvin Callahan was at the helm of the ship and proved his capability.

Kelvin has used his knowledge and experience gained then, and since, to organise, act as Tour Director, and/or provide his expert guidance in many events held in Tasmania to promote both the veteran car movement and vintage and historic motoring within the state. All those who have participated in National Veteran

Rallies in Tasmania would be familiar with Kelvin and the enthusiasm he has brought to those events. At the same time, his interest in veteran motoring has led to his latest acquisition and restoration of a 1906 Orient Buckboard and a 1911 Itala 14/15 Roadster, both of which vehicles he still owns and actively rallies (or attempts to do so in the case of the Orient).

It was also in 1993 that The Veteran Car Club of Australia (Tas.) Inc. formed a Dating Committee to enable the formal certified dating of club member's vehicles. Kelvin Callahan was active in this initiative as Records Officer and later became Chairman of the Dating Committee and he still serves in that role. Under his hand the model adopted in Tasmania for dating of veteran vehicles has seen wide acceptance.

Kelvin Callahan has also served as Tasmanian State Delegate to TAVCCA on an as-needed basis since the formation of TAVCCA.

His reputation for initiating, promoting and organising, then participating in veteran vehicle events in Tasmania is well known, with events of an "adventurous" nature being his forte in recent years. It was his initiative which brought about the veteran vehicle event 2 years ago which ran from the most North West point in the State (Cape Grim) to the most southerly point in the state (Cockle Creek) via the central highlands of Tasmania.

Similarly, right now he has initiated another such event planned for the end of February, 2019, this time starting from the most North East point in Tasmania (Cape Portland) to the most South West place accessible by road in Tasmania (Strathgordon).

Virtually every state or national event held in Tasmania over recent years for veteran vehicles has seen the guidance and involvement of Kelvin Callahan.

In 2011 Kelvin Callahan was granted Life Membership of The Veteran Car Club of Australia (Tas.) Inc. in recognition of his services.

TAVCCA Congratulates Kevin on his contribution to the Veteran Car Movement and subsequent his recognition in being awarded the 2018 Montagu Trophy.



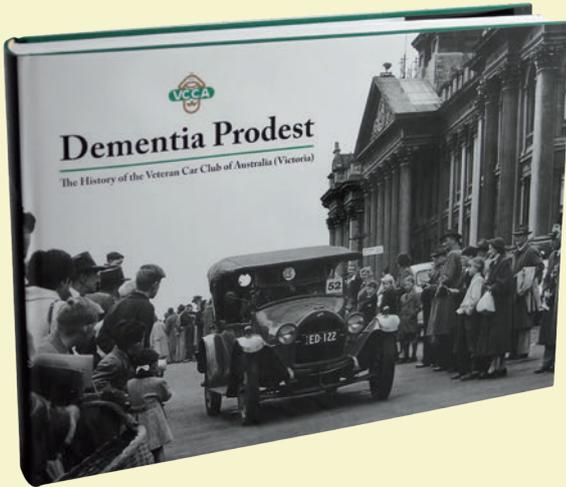
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Dementia Prodest

By Ian Berg



Did you know?

The first car over the West Gate Bridge at its official opening parade in 1978 was the 1906 Tarrant, at that time owned by members Peter and Ken Holmes, grandsons of Colonel Harley Tarrant.

Did you know it was also the first car over the Sydney Harbour Bridge in the parade at its official opening in 1932? This extraordinary car was also the first off the line at the 1955 Argus rally which was the rally that preceded, and resulted in the formation of the Veteran Car Club. The full story of this and many other fascinating cars, characters and events can be found in our history book *Dementia Prodest*. For those members who have qualified for a complimentary copy of *Dementia Prodest* but are yet to collect their copy, please contact our Registrar Geoff Payne as soon as possible to ensure you do not miss out.



1932 Sydney Harbour Bridge opening parade. The Tarrant is the car following the carriage. Image courtesy of State Library of New South Wales

VACC Centennial Cavalcade of Transport

The Cavalcade of 100 vehicles from 1918 to 2018, travelled from Calder Park Raceway to Bendigo to celebrate 100 years since the formation of the Victorian Automotive Chamber of Commerce.

The parade was lead by the 1918 Buick of our members David and Marge Barnard of Horsham.

Featuring a six-cylinder engine with open overhead valves, this E644 model started life as a roadster before being converted into what is believed to have been Victoria's first motorised country hearse, serving the Bendigo and Castlemaine communities. In order to fit the hearse body, an extra two feet were added to the chassis and rear bodywork created. The Buick has spent much of its life in central Victoria and was once used and owned by undertakers, RA Gregory & Son of Pyramid Hill. The car was later restored and returned to roadster configuration, which is how David purchased it in 1969. The Buick then underwent yet another restoration under his direction. The car features its original engine, and the original hearse body is on display at Mulqueens Funeral Parlour in Bendigo.



Photo courtesy Bendigo Advertiser Facebook page



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TAVCCA National Contact List (Email/Postal) – September 2018



The Association of Veteran Car Clubs in Australia (TAVCCA)

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

Secretary/Treasurer: secretary.avcca@veterancarclub.org.au

State/Position	Name	Email
ACT	Darrell Leemhuis	darrell@apleemhuis.com.au
ACT	Rob Woolley	robwoolley275@gmail.com
NSW – Immediate Past Chairman (TAVCCA)	John Burke	hupmobile@bigpond.com
NSW	Doug Fulford	dougf@people.net.au
Qld - Chairman (TAVCCA)	Peter Arnold	parnold4@bigpond.com
Qld	Bob Burley	bowtie@aapt.net.au
SA	Peter Templer	temple34@bigpond.com
SA	Hamish McDonald	hamishmcdonald@bigpond.com
Tas	Francis Ransley	fander@aapt.net.au
Tas	Tony Anderson	sanderson@activ8.net.au
Vic	David Provan	secretary@veterancarclub.org.au
Vic- Vice Chairman (TAVCCA)	Paul Daley	paul.daley@neo.com.au
WA	Bob Henley	bobjos89@bigpond.com
WA	John Wood	wood1941@bigpond.com
FIVA Technical Officer (TAVCCA)	Andrew McDougall	amfi@dunollie.com.au
Secretary/Treasurer (TAVCCA)	Hamish McDonald	secretary.avcca@veterancarclub.org.au

Member TAVCCA Clubs	Email	Postal Address	Suburb	State	Postcode
SCCSA - Veteran and Vintage Sections	temple34@bigpond.com	51 King William Rd	Unley	SA	5061
The Veteran Car Club of Australia (Queensland) Inc	secretary.vccaq@gmail.com	1376 Old Cleveland Rd	Carindale	QLD	4152
The Veteran Car Club of Australia (Tasmania) Inc	biggelaarj@gmail.com	PO Box 170	Riverside	Tas	7250
Veteran Car Club Of Australia (N.S.W.) Inc	secretary@vccansw.org	134 Queens Road	Five Dock	NSW	2046
Veteran Car Club of Australia (Victoria)	secretary@veterancarclub.org.au	PO Box 2300	Mt Waverley	Vic	3149
Veteran Car Club of South Australia	secretary@vccsa.org.au	PO Box 193	Unley B.C.	SA	5061
Veteran Car Club of WA (Inc)	admin@veterancarclubofwa.asn.au	PO Box 79	Bentley	WA	6982
Vintage and Veteran Car Club of the ACT (Inc)	nowakn@netspeed.com.au	16 Renwick Street	Chifley	ACT	2606

Events

REMEMBER WHEN...

Save the date for the 2018 RACV Veteran Car Club Annual Rally.

This year's annual rally will be a hub rally from the RACV resort in Cape Schanck. An optional Friday night dinner will kick off the weekend followed by scenic touring showcasing the rallies of old. The 'Remember When' theme will feature throughout the weekend and to help capture all of the old memories we are seeking your help. Whether it be a route we took, place we visited or something someone did on a rally, we would love to hear from all of our members about your favourite memories of rallying with the Veteran Car Club.

So we are asking you for:

A photo(s) of you at your earliest rally

Paragraph on your favourite rallying memory

To be emailed to events@veterancarclub.org.au or call Deb Alcock on 0412 777 676 to discuss.

Entry forms will be in the August Brass Notes, so please join us on this trip down memory lane.

When: 9 – 11th November 2018
Where: Cape Schanck – RACV Resort
Contact: Deb Alcock on 0412 777 676

THE INTERCLUB PETANQUE COMPETITION

The Interclub Petanque competition, Sunday 18th November 2018, will be held at the Lynden Park club rooms in Wakefields Grove (off Through Street) Camberwell, Melways reference; 60 F 4. The event will be run under the auspices of the Veteran Car Club Australia (Vic.) (VCCA Vic) and the event will be open to the members of that club.

We will be using the old lower grass green and not the Petanque Club's gravel piste and hence there is no charge. However we will be levying a gold coin donation from the members of the visiting clubs to cover for barbecue gas, power and cleaning and tidying afterwards.

Suggested arrival time: - 11.30 am, with plenty of off street parking after entering via Wakefields Grove.

Lunch: from 12.00pm to 1.00pm. – people to byo lunch, drinks and everything as though they were attending a private property.

Competition: from 1.00pm through to 3.00pm, followed by trophy presentation and departure by 4.00pm. Participants to bring their own boules sets, as this event is being run separately from the Petanque Club. As normal the rules for playing the game are informal as it is designed to be a bit of fun whilst enjoying the company of other club members.

Facilities: Seating, tables, hot water for tea and coffee, barbecue available for those who wish to use one.

There is no bar and the consumption of alcohol licence is contingent on everyone wishing to consume their own BYO alcohol signing the book upon entering the club rooms.

YARRA SCENIC DRIVE HEAD TO HEAD RALLY

Join the Vintage Drivers Club on a fun, relaxing 40 mile drive on Melbourne's famous Yarra River Scenic Drive.

Three optional starting points, Warrandyte, City or Williamstown depending on which one is closest to home. The idea is to meet together "head to head" at the Studley Park boathouse on the banks of the Yarra for a picnic lunch. Younger members and guests will be encouraged to compete in the inaugural VDC rowing championship during the lunch break for everyone's entertainment.

For those that wish, there will also be a photographic scavenger hunt to complete throughout the day and will keep everyone in the car entertained and on the look out!

Meet at the starting points at 10am to collect your instructions and have a coffee before a 10:30 departure.

Starting Points are:

Williamstown – Meet at the Time Ball Tower, Nelson Place, Melway Map 56 F10.

City – Alexandra Ave, Melway Map 44 A11

Warrandyte – River Reserve Car Park, Web Street, Melway Map 23 F11

I have arranged perfect weather, so there is no excuse not to bring out your veteran car.

You will need:

A Melway (yes a Melway, not a Navman!!)

Clipboard and pen

Picnic lunch (refreshments available at Studley Park boathouse at your own expense)

Smartphone / camera phone and someone that knows how to use it.

A Navigator with more a sense of humour than a sense of direction. Eyes in both the front and back of their head would be advantageous as well.

Please let Stuart McCorkelle know if you are coming and your starting point, via

ph. 0423 939 053. email: stuart_mccorkelle@hotmail.com

Or Doug Stevenson 0419 319 977. email: events@vdc.org.au

When

Sunday 25th November

Contact:

Please let Stuart McCorkelle know if you are coming and your starting point, via ph. 0423 939 053.

email: stuart_mccorkelle@hotmail.com

Or Doug Stevenson 0419 319 977.

email: events@vdc.org.au

PRE 30 TOUR 2018

The Vintage & Classic Car Club Ballarat presents the Annual Geoff Herkes memorial pre '30's run

Catering for vintage & veteran cars, trucks & motorcycles, a casual days drive / ride in scenic countryside with other enthusiasts. Entry \$5.00 per person. tour starts & finishes at Haddon (15km sw of Ballarat).

Morning & afternoon tea provided. BYO lunch or takeaway shops available.

Period dress optional.

When: Sunday the 25th of november 2018.

Where: Arrive from 8.15am at the haddon lions park for a 9.00am departure.

Contact: Mark Border 0438 399 609
Peter Grose 0438 346 509
Damian O'Doherty 0417 565 408
Colin Sargent 5334 8068

NATIONAL BRUSH RALLY 2019 GOOLWA SOUTH AUSTRALIA

All Brush enthusiasts are called to register now for the next National Brush Rally being held in Goolwa South Australia 22nd to 26th April 2019. Following the highly successful Rally in July 2017, plans are well under way to make the 2019 event even bigger with a huge push to encourage members from the UK and USA to join us. It would be great if we could get 20 cars!

1. If you are a Brush owner and you haven't already registered for the Members Forum, please do so via any of the following:

- a. the website <http://brushownersregister.com/>
- b. email brushownersregister@gmail.com or
- c. post to Brush Owners Register, PO Box 440, Willunga, SA 5172

2019 RACV 1 & 2 CYLINDER RALLY

Bright and the Alpine Valleys, Victoria

Touring on flat roads along the bases of the Alpine Valleys; magnificent surrounding mountains, rivers and streams; historic sites; wineries; fruit orchards; restaurants; and local attractions including a steam engine & vehicle collection and much more. This rally has it all ...and at the pace of your 1 or 2 cylinder veteran, you have time to take it all in.

Your first task is to book your accommodation. Do it today! Bright is a popular tourist destination all year round so if you want to secure any of the recommended properties you must act now.

A number of our interstate friends will be merging this event with the Tasmanian Cracked Plug Tour and the National Brush Rally so not only is it anticipated this will be a bigger event than usual, it will be an opportunity to catch up with old mates.

Thursday (March 14th) – Registration from 12 noon at the High Country Motor Inn (see below.) Then at 2pm a short shakedown tour along the scenic bicycle path along the river, to historic Wandiligong in the Morses Valley. Activities will include a tour of the old gold crushing battery, a cuppa stop at the Maze and a look at the Wandy Pub (voted best regional pub in Vic.)

Later, the Welcome Dinner will feature some uniquely Australian flavours and a chance to sample and learn about the best of Alpine wines and beers.

Friday – The Touring Day! 127km return, travelling along the Ovens Valley. Flat roads, morning tea and lunch and many distractions along the way including a ride on a 1908 steam bus (fire restrictions permitting.)

Saturday – A shorter day, with a slower start. First, our cars on display at the morning street market then just 66km in total, as we tour into the Buckland River valley and return.

The final dinner will celebrate the rally with fine food and wine and a delightful view over the Morses Valley foothills.

Sunday (March 17th) – 20km into the Ovens Valley to historic and scenic Harrierville. Activities will precede a handsome late morning brunch in Tevere Park. This will allow time to travel the 20km back to Bright, load your trailer and be back home by 6pm.

Beyond Sunday – There is a raft of optional activities to extend your visit. Why not trailer over Tawonga Gap and then explore the Kiewa Valley in your veteran. See John Stanley for options.

ACCOMMODATION:

Motels

High Country Motor Inn (Rally Headquarters)
13-17 Great Alpine Rd., Bright (03) 5755 1244
Rooms have been blocked out, so mention the rally.
Ample room for trailer parking
www.highcountrymotorinn.com.au

Ovens Valley Motor Inn. (Almost next door to the High Country)
Cnr Ashwood Ave and Great Alpine Rd. (03) 5755 2022
www.ovensvalleymotorinn.com.au

Riverbank Park Motel.
69 Gavan St. (Great Alpine Rd) (03) 5755 1255

Bright Motor Inn.
1 Delany Ave. (03) 5750 1433.

(continued on next page)

Events

Bogong View Motor Inn.
35-41 Delany Ave. (03) 5755 1422

Bright Avenue Motor Inn.
87 Delany Ave. (03) 5755 1911

Caravan Parks

Big 4 Bright Holiday Park.
1-11 Mountbatten Ave. (03) 5755 1064

NRMA Bright Holiday Park.
1 Cherry Ave. (03) 5755 1141

Visit www.visitbright.com.au/camping/ for a full listing of caravan parks

When **Thurs 14th – Sun 17th March 2019**
Where **Bright VICTORIA**

Contact: John Stanley
 Rally Director
 Phone 0409 001 836
 john.m.stanley1947@gmail.com

2019 ANNUAL "4 & MORE" RALLY

Come, See, Learn and Explore this fascinating part of our National Heritage. Corowa NSW. The birth place of Australia's Federation set on the banks of the iconic Murray River. Be sure to book your accommodation NOW as this is the ANZAC weekend and Corowa books out fast.

Further details to come.

Accommodation:

Ball Park Caravan Park (02) 6033 1426
Motel Meneres (02) 6033 1066
Corowa Gateway Motel (02) 6033 1566
Golfers Lodge Motel (02) 6033 1366
Corowa Caravan Park (02) 6033 1944
Corowa Golf Club Motel (02) 6033 4188
Statesman Motor Inn (02) 6033 2411
Corowa Motor Inn (02) 6033 1255
Rivergum Holiday Park (02) 6033 1990
Best Western Heritage Motor Inn (02) 6033
Greenacres Motel (02) 6033 2288
Corowa Bindaree Holiday Park (02) 6033 2500
Federation Motor Inn (02) 6033 2022
Golden Chain Lone Pine Motel (02) 6033 2966

When: **Anzac Weekend 25th-28th April 2019**
Where: Corowa. NSW.
Contact: Rally Organisers:
 David Lang T: 03 5881 2492
 Don McPherson M: 0412 851 325

HCCA INTERNATIONAL TOUR 2019

Expressions of Interest are sought for a Horseless Carriage Club of America (HCCA) International Tour to be held in September 2019 Bathurst NSW. With 2 years to go, and with 80+ Expressions of Interest having already been received the tour looks like it may top 300 entries

Entries include every State in Australia (except NT) and Internationally:

- New Zealand
- England
- Wales
- United States of America
- Canada
- Spain

7 days of touring and fun. Some of the highlights being organised:

- Evening fair & Gas light parade,
- Display day & BBQ on Mt Panorama Start / Finish grid.
- Evening seminars & entertainment.

For vehicles produced prior to the 31st December 1915

NB: That includes 1916 models that were produced in the 1915 year.

To register your interest please contact Russell & Chris Holden, Rally Directors on 0422 219 911 or email: russell@oldworldlamps.net

When: **30 August – 6 Sept 2019**
Where: Mt Panorama race track Bathurst NSW
Contact: Russell and Christine Holden
 Rally Directors:
 Phone 0422 219 911
 info@hccabathurst2019.com.au

2019 NATIONAL VETERAN VEHICLE RALLY

Bundaberg/Bargara Queensland

Planning is now underway for our 2019 Queensland National Rally. The Rally runs Tuesday 17th – Monday 23rd September 2019 and for those who wish, either side of the event (Friday 13th-Thursdays 26th Sept) we will arrange a selection of pre and post rally "enjoyments & excitements".

The dates were selected to fit between the HCCA International Tour based at Bathurst Friday 30th Aug- Friday 6th Sept and the Model T National Rally Maryborough Sunday 29th –Saturday 5th Oct. What a great festival of historic vehicles September 2019 will be, we encourage you to come and enjoy all. If you would like to leave your vehicle here between rallies we can arrange free storage ...but leave the crank handle!

We ask you to please forward a completed Expression of Interest (Eoi) form which can be found on the VCCAQ website (www.vccaq.com). From the Eoi we would like to get a general idea of your requirements and it may help us negotiate accommodation discounts, etc.

When: **17th – 23rd September 2019**
Where: Bundaberg/Bargara Queensland
Contact: Rally2019@skymesh.com.au or
 John & Pam Handley 0423 000 675
 Chris & Jenny Sorenson 0427 244 847
 Peter & Linda Arnold 0417 615 149
 Terry & Regie Lewis 0404 647 359



7th HCCA International Tour

Bathurst, NSW Australia,

Fri 30th August to Fri 6th September 2019

WWW.HCCABathurst2019.com.au



Entries are now open. An Entry Form was included with the October Brass Notes.

So what has this event got to offer? 7 days of touring; Mount Panorama; veteran vehicles not seen in Australia before; but more importantly, camaraderie with entrants from Australia and up to 6 other countries.

The website is now open. Don't miss out! If you want to be part of this international event, you need to log onto **the tour website NOW.**

Website? Rallies don't have websites! ...Do they?

This event is gaining momentum at such a pace it was clear, newsletters just couldn't keep up. **So we have launched a dedicated website.**

www.hccabathurst2019.com.au

Log on now and check it out. This dedicated website is being updated regularly as the event draws closer. It provides itinerary details, accommodation options, things to do before the tour, things to do after the tour, why you should be there and much, much more. Newsletters 1, 2 and 3 can be downloaded.

Catering availability has limited our maximum overall numbers, so don't let the cap of 200 entrants (450 people) preclude you from being a part of this rarely experienced event.

The itinerary is a "work in progress" but is listed in full on the website. Apart from day runs traversing magnificent veteran friendly countryside some of the highlights will be:

- The official Mayoral Reception at the National Motor Racing Museum
- Saturday night is Date Night. (Watch this space)
- The "Show & Shine" in Pit Straight, with the Raceway museum offering track rides in both original 70's and retro race cars, including the Famous Ford GT, Holden 327 Monaro and Mini Cooper S
- The Gas Light Parade the Bathurst CBD at dusk. Period Costume would be great for this event.
- Mayfield Gardens, followed by the 2nd of our seminars, this one in the Garage complex on Pit Straight.

The biggest drawcard of this event will be the experience of being a part of an international veteran car tour that brings together some rare cars that have never been seen in Australia but more importantly, that rallies a group of like-minded enthusiasts from around the world to enjoy our hobby.

When 30 August – 6 Sept 2019

Contact: Russell & Chris Holden, Rally Directors on 0422 219 911 or email:
info@hccabathurst2019.com.au or log on at
www.hccabathurst2019.com.au

Private Classifieds

FOR SALE

1. Brass Zenith updraft carburettor 36mm DEF patented 1907. Complete except missing one of the two small jets which screw into the bottom. \$195



2. 4 beaded edge rims, internal diameter approximately 21 3/4". Three sandblasted and primed, one rusted. FREE

CONTACT: David Inglis

Ph: 9878 0496

WANTED

Any parts, information or literature on Hupmobile Model 20.

CONTACT: Simon Anderson.

M: 0414 482241.

E: ando_84@hotmail.com

FOR SALE

T Ford sidelight



Unidentified wheel (5.50 X 20 tyre)



CONTACT: June Hulme

M: 0418564041

TO IDENTIFY

FRONT SEAT From a large 2 seater vehicle probably about 1907-1909 with a 36" wide chassis Discovered on a property (family name: Wiggins) in



Rangers Valley near Wallabadah NSW, 55km south of Tamworth on the New England Highway. Can anybody identify this?

CONTACT: Robert McDermott

M: 0416 074 120

WANTED

Capable person for mechanical work on Classic, Vintage and Veteran cars Age and qualifications not important. Flexible hours.

CONTACT: Robert McDermott

M: 0416 074 120

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- ☎ Paul 0407 216 660
- ✉ paul@fastphaseclassics.com.au
- 🌐 www.fastphaseclassics.com.au
- 📍 6/48 Prindiville Drive, Wangara WA 6065



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A/C- B & M Love - 7 Ramsay Street, Rochester

Sunday 18th November at 9.30am

Open Inspection- Saturday 17th November 10am – 12noon

(Bendigo Swapmeet weekend. Only 60kms North of Bendigo)

Vehicles/Motorbike: (To be sold at 12noon) 1954 Citroen L15 sedan (immaculate), 1976 VW Kombi (full mechanical overhaul), 1962 EJ 225 Holden sedan (new long motor), 1981 GL110D Honda Goldwing motorbike (rare, non fairing model), 1942 Willys's Jeep Inc. trailer, 1933 Riley 9 Monaco (unmolested for restoration), 1954 Riley Pathfinder complete rolling chassis (no body), 1977 Sigma sedan (one old lady owner, body dents, 1988 Honda Accord (non goer), 2 x VW Beetle rolling shells

Car & Motorbike parts/Collectables: Assorted veteran lamps, horns & extra parts, 2 cyl Renault engine hood, Very large assortment of 1920's Austin 7 parts Inc Propert pointy tail body, chassis, lamps, radiators, gear box engines (inc very rare early motor), 1920 Studebaker special 6 engine, Grey Holden stationary motor assembly in frame, Vintage Riley scuttle fuel tank, New MG TF scuttle, Asst veteran car wheels & rims up to 26", Early Honda Goldwing parts inc. panniers, V6 Commodore engine inc trans, dash & electronics etc, Vintage APAC garage jacks (2), 4/30 x 3.5 wheels & tyres & front axle (EXC), LJ50 Suzuki gear box & F & R diffs, Assorted L15 Citroen panels in VGC, Citroen DS tow bar, Sunshine Gates inc hinges & catch, Furphy pig trough, 4 cwt anvil (GC), Lge blacksmiths swage block, Lge collection of B/Smith tools, Foy & Gibson wood stove, Coleman steel wheel assembly, DemiJohns, low boy oil tanks & pump, CI Tractor seats, Small antique Milners safe inc. Key, WWII Jerry cans, Asstd Pedal cars Inc. 2 Jeeps, **Approx 70 Enamel signs**, Assorted oil tins, Old scales, Antique baby rocking cradle, 2 Shell bowsers (no nozzles), Oil bottles & racks plus additional items yet to be found, British Anzani Iron Horse garden tractor (going), Cameron & Sutherland P/L Old large Cement Mixer (going, David Brown 25 Tractor

Equipment/Tools: 3ph plant Inc. Triumph Vibro shear with lots of tooling, Mill inc. Vertical & horizontal heads, Trulock vice, Sheraton Cadet Lathe, GMF 8" DE Grinder, Servian pedestal drill, Brand new full dividing head, Set Clarkson milling cutters, John Heine 48" Guillotine, McPherson 48" Pan brake (Hi Lift), Bramley bead roller, John Heine throatless shears (2), Asst. Gennies, Qty John Heine bead roller blanks, Old Servex air compressor, Power hacksaw, 240V/14" Bandsaw, Battery chargers, Dapto 36" Slasher, 4' 3PL Rotary Hoe (as new)

Sundries: Lge assortment Inc. old eskies, 2 cyl elec starter Victa mowers (for restoration), Whipper Snipper, Lge qty of insulated suspended ceiling panels, Panel doors, Lovely leadlight entrance door assy, Vintage outboard motors, Golf Clubs, Roll bird wire, Vintage Bondwood dingy, Old Canadian canoe, Jaken side curtains, Some old furniture, 6 x 4 trailer etc etc

Remarks: The vendor is downsizing his collection. All goods are for genuine sale.

Terms: Strictly cash or cheque on day of sale. Number system, ID required. GST Free Sale **Full sale terms & conditions will be read at beginning of sale.**

Directions: At the painted silos head south 100m on Ramsay Street. Follow signs

Contact: Paul Durden 0409 563 671 Chelsea McKay 0418 371 622



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P 5821 8388 F 5821 5492

www.kevinhicksrealestate.com.au

AGM Draft Minutes

DRAFT MINUTES OF THE 2018 ANNUAL GENERAL MEETING

Held on Tuesday 9 October 2018 at the VCCA (Victoria) Clubrooms Lynden Park, Wakefields Grove, Camberwell

1. Opening and Welcome

The President, Paul Daley, declared the Annual General Meeting open at 8.00 pm and welcomed all members present.

2. Members Present

51

3. Apologies

John Fryirs, John Washbourne, Robyn Blackwell, Cliff and Betty Ward, Paul Goethel.

4. Proxies

The Secretary, David Provan, stated that there had been no proxy forms received.

5. Quorum

Pursuant to the requirements of Rule 36.2 of the Club's Constitution, the meeting must have physically present (or by proxy) 5% of the members entitled to vote. The Secretary, David Provan, declared that a quorum for the meeting was present.

6. Minutes of the 2017 Annual General Meeting

Resolution: That the minutes of the 2017 Annual General Meeting, as published in the October 2018 edition of Brass Notes, be accepted. Moved by David Provan and seconded by Andrew McDougall – carried unanimously.

7. President's Report

The President referred to his report that was published in the October edition of Brass Notes. Paul thanked Deb Alcock for undertaking the role of Treasurer during the 2017-2018 year. Paul also thanked James Dunshea and Scott Staples for their contribution to the Club during their three-year term of appointment. James and Scott were both retiring from the committee this year.

Resolution: That the President's Report, as published in the October 2018 edition of Brass Notes, be accepted. Moved by Paul Daley and seconded by Brian Hussey – carried unanimously.

8. Treasurer's Report

The Treasurer informed members that a condensed version of the auditor's report had been published in the October 2018 edition of Brass Notes. Any member wishing to view a full version of the report should contact the Secretary, David Provan.

Resolution: That the Treasurer's Report, as published in the October 2018 edition of Brass Notes, be accepted. Moved by Deb Alcock and seconded by Peter Hammet – carried unanimously.

9. Appointment of Auditor

The President thanked Gerry Howell for undertaking the role of honorary auditor during the 2017-2018 year.

Resolution: That the appointment of Gerry Howell CPA as the Club's auditor (on an honorary basis) be accepted. Moved

by Paul Daley and seconded by Scott Staples – carried unanimously.

10. Election of Office Bearers for the 2018-2019 Year

Ian Berg, the Immediate Past President, chaired the election of officer bearers.

10.1 Nominations Received

For the position of President – Paul Daley
For the position of Vice-President – Ben Alcock
For the position of Secretary – David Provan
For the position of Treasurer – Peter Hammet
For the position of General Committee Member – Deb Alcock

10.2 Executive Positions

There being only one candidate nominated for each executive position, Paul Daley was declared President, Ben Alcock was declared Vice-President, David Provan was declared Secretary and Peter Hammet was declared Treasurer, all for a twelve-month term.

10.3 General Committee Members

There being only one candidate for the vacancies on the committee, Deb Alcock was declared elected as a General Committee Member for a three-year term.

11. Closure

Paul Daley closed the 2018 Annual General Meeting at 8.18 pm.



“TILL THEY ALL COME HOME”
Melbourn Welsh Male Choir
conducted by **David Ashton-Smith O.A.M.**
Melbourn's Concert Commemorating 100 Years Since the WWI Armistice

Featured Artists **Marina Prior, Mike Brady & Australian Youth Band**

3 pm Sunday
11th November

Melbourn Town Hall
Adult \$50 Concession \$45
www.melbournwelshchoir.com.au/tickets
Phone 9800 3889 or 0421 391 253

Natter Night Meeting Minutes

**Tuesday 9 October 2018 at the
Veteran Car Club of Australia (Victoria) Inc.
Clubrooms, Lynden Park, Wakefields Grove, Camberwell**

1. Opening and Welcome

The Club's President, Paul Daley, opened the meeting at 8.18pm and welcomed all members to the meeting.

2. Attendance

There were 51 members who attended the meeting.

3. Apologies

John Fryirs, John Washbourne, Robyn Blackwell, Cliff and Betty Ward, Paul Goethel.

4. Visitors and New Members

The President welcomed Dan Sinclair to the meeting.

5. Member News

Paul Daley said that funeral services were held in the past week for members Bill Brand, Graeme Edwards and Honorary Life Member, Lorna McManamny. Andrew McDougall reflected on the funeral service of Graeme Edwards and Stan Bone shared his memories of Bill Brand.

Paul informed members that it was Ben Alcock's 28th birthday. James Dunshea presented Ben with a birthday cake.

Darren Savory spoke about the Distinguished Gentleman's Ride that he had participated in on Sunday 30 September. The Ride raised significant funds for research into prostate cancer, mental health and suicide prevention programs. At the September meeting, Darren requested financial support from members for his fundraising efforts, to which he received an overwhelming response and raised over \$1,250.

6. Treasurer's Report – Deb Alcock

Deb reported that (as at 30 September) the cheque account balance was \$11,866.03, the cash management account balance was \$32,128.00 and the term deposit balance was \$97,220.72.

7. Membership – David Provan

David welcomed the following new members to the Club.

Neville and Tholie Forbes from Nagambie. Neville has purchased his uncle's (Bruce) Model T Ford.

Cameron Hussey and Danielle from Tyabb. Cameron will have access to his father's (Brian) veteran vehicles.

8. Events – Ben Alcock

8.1 Past Events

The Bay to Birdwood Run – 30 September 2018. Callum Walsh provided an event report and shared his experience as a participant in a vintage Vauxhall. Peter Caffyn and family were also participants in the 1912 Talbot and spoke about the Run.

National Veteran Rally (Forbes NSW) – 23 to 28 September 2018. Brian Hussey provided an event report.

8.2 Future Events

Early Overland Round-Up (Orange NSW) – 15 to 19 October 2018. Ben Alcock provided an update report.

Breakfast Run (Surrey Park Box Hill) – 27 October 2018. Ben Alcock provided an update report.

RACV Veteran Car Club Annual Rally (Cape Schanck) – 9 to 11 November 2018. Deb Alcock provided an update report.

Vintage Drivers Club's Head-to-Head Rally – 25 November 2018. Ben Alcock provided an update report.

9. Library and Archives Report – Daryl Meek

Daryl spoke about the library and archives working bee that took place on Saturday 8 September. A collective total of 22 hours was spent working on the library. Daryl thanked Maggie and Stan Bone for their efforts and work at the working bee.

Daryl thanked Scott Staples for replacing the glass in the library cabinet doors with laminated safety glass that now meets Australian standards. Daryl said that Frances McDougall had donated to the library 600 images from the recent Forbes rally and that Fiona Lane had donated the 2018 National 1&2 Cylinder Tour (March 2018 in Deloraine, Tasmania) DVD. Daryl spoke about three veteran motorcycle books that are in the Club's library collection.

10. Wanted, For Sale or Swap

Wanted – Deane Hill said that he is still after a steering wheel spider for a 1909 IHC buggy.

For Sale– Daryl Meek said he had decided to sell his 1949 Morris Minor and 1933 Dodge.

For Sale – Alan Lethborg said he is selling his 1946 Buick Straight-8 for \$30,000.

Daryl Meek informed members that he had recently received a call from a gentleman who wanted to sell his 1977 Viscount Supreme caravan for \$12,000.

11. General Business

Paul Daley thanked Callum Walsh and the other subcommittee members who had undertaken a review of, then updated, the Club's brochure. The revised brochure had been recently reprinted and was available for members to take a copy.

Paul Daley thanked Frances McDougall for agreeing to lead the new sustainability and environment portfolio.

At 8.55 pm, a short break was taken. The meeting resumed at 9.02 pm.

Paul Daley invited James Dunshea and Scott Staples to the front of the room then thanked them both for their contribution to the management of the business and affairs of the Club during their three-year term on the committee.

Paul Daley referred to his annual report (published in October Brass Notes) and then delivered a talk about the highlights of the 2017-2018 year. Paul also spoke about the goals and priorities for the coming year, and the line-up of events for 2019 and 2020.

There were no items of general business.

12. Next Meeting

The next meeting will commence at 8.00 pm on Tuesday 13 November 2018. The guest speaker will be Kim Coillet who will deliver a talk about his expansive collection of button hooks.

13. Closure

The President closed the meeting at 9.35 pm.

THE VETERAN CAR CLUB OF AUSTRALIA (VICTORIA) INC.
Registration number A0097964Y

ABN 67 004 366 312

PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY

CLUB MAILING ADDRESS

PO Box 2300,
Mt Waverley, VIC 3149

PRESIDENT

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

VICE PRESIDENT/CLUB CAPTAIN

Ben Alcock
t 0404 917 366
e vicepresident@veterancarclub.org.au

SECRETARY

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

TREASURER

Peter Hammet
t 0428 282 631
e treasurer@veterancarclub.org.au

IMMEDIATE PAST PRESIDENT

Ian Berg (Sue)
t 0419 364 427

COMMITTEE MEMBERS

Andrew McDougall (Frances)
t (03) 9486 4221

Geoff Payne (Sue)
t (03) 9560 6837

Daryl Meek (Fiona)
t 0407 881 288

Greg Smith (Denise)
t 0447 395 233

Brian Hussey
t 0418 561 910

John Prior (Paula)
t 0418 548 184

Deb Alcock
t 0412 777 676

Callum Walsh (Francesca)
t 0447 766 724

FIVA REPRESENTATIVE (AVCCA)

Andrew McDougall
t 03 9486 4221

SUB COMMITTEE CHAIR

DATING

Andrew McDougall
t (03) 9486 4221

LIBRARIAN AND ARCHIVIST

Daryl Meek
t 0407 881 288

SUBCOMMITTEE: MEMBERSHIP

Geoff Payne and David Provan

EVENTS SUBCOMMITTEE

The Events Subcommittee meets in February, May and October to plan the Club's forthcoming events, which are published annually in the Club Calendar with regular updates in Brass Notes. Chair – Ben Alcock, Participants - Paul Daley, Ian Berg, David Provan, David Wright, Daryl Meek, James Dunshea, Ben Alcock, Chris Dillon, Robert Couper, Brendan Pierce, John Prior, Michael Holding.

SUBCOMMITTEE:

CLUBROOMS MANAGEMENT

John Prior and Jim McCaffrey

SUBCOMMITTEE: SOCIAL MEDIA AND NEXT GENERATION

Ben Alcock, James Dunshea and Callum Walsh

CLUBROOMS COORDINATOR

John Prior (Sign-in book, Scott Staples)

REGISTRAR & PERMIT APPLICATIONS & RENEWALS

Geoff Payne
t (03) 9560 6837
e registrar@veterancarclub.org.au
Postal:
26 Windella Cres, Glen Waverley, 3150

CLUB STOCK

John Prior (Paula)
t 0418 548 184

SAFETY COMMITTEE / SCRUTINEERS

Brian Hussey
t 0418 561 910
Bob Ballinger (Helen)
t (03) 9746 1345

EDITORIAL COMMITTEE

Gordon Berg, Paul Daley, Ian Berg

LAYOUT EDITOR

Roger Berg
t 0403 727 228
e editor@veterancarclub.org.au

WEBMASTER

Mark McKibbin
t 0419 515 606

ENVIRONMENT & SUSTAINABILITY:

Frances McDougall

PUBLICITY & COMMUNICATIONS:

Callum Walsh

AOMC & FEDERATION DELEGATES

Daryl Meek
t 0407 881 288
Andrew McDougall
t (03) 9486 4221

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 a membership application form and additional information.

BRASS NOTES

BRASS NOTES is the Journal of the Veteran Car Club of Australia (Vic.) Inc.

Contributions for Brass Notes are welcome, and should be forwarded to the Editor by the 20th of the prior month preferably via email, or posted to the club address.

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

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. Material herein may be copied with acknowledgement to Brass Notes of the VCCA (Vic.) as the source.

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VICROADS PERMITS AND SAFETY CHECKS FOR MEMBERS VETERAN CARS AND MOTORCYCLES

If you require your vehicle safety inspected, and verified for Vicroads eligibility, please review the Vicroads permit requirements on their web-site, and contact Brian Hussey or Bob Ballinger. They will assist with the process for obtaining a permit, and advise of a club Scrutineer who can inspect the vehicle at a mutually convenient time.

JP SERVICES AT NATTER NIGHTS

As a service to VCCA (Victoria) Inc. members our President Paul Daley JP and Secretary David Provan JP, in their capacity as Honorary Justices of the Peace for the State of Victoria, are available at Natter Nights or by appointment to provide document witnessing and certification services.

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.*



Find us on
Facebook

The Argus, by Ian Berg, historical references Wikipedia.

The Argus newspaper sponsored the 1955 Veteran Car Rally, the success of which was to result in the formation of our Club in mid 1955. The Argus also sponsored a second rally in 1956. One of our early presidents, Norm Strack had been on staff with the Argus and was instrumental in the publicity and sponsorship arrangements.

The Argus was a morning daily newspaper in Melbourne, that was established in 1846 and closed in 1957. It was considered to be the general Australian newspaper of record for this period. Widely known as a conservative newspaper for most of its history, the Argus's main competitor was David Syme's more liberal-minded History.

The newspaper was originally owned by William Kerr, a journalist who had worked with the Sydney Gazette before moving to Melbourne in 1839. The first edition was published on 2 June 1846. The paper was soon known for its scurrilous abuse and sarcasm, and by 1853, Kerr had lost ownership through a series of libel suits. The paper was then published under the name of Edward Wilson. By the 1880s Richard Twopeny (1857-1919) regarded it as, "the best daily paper published out of England." The paper became a stablemate to the weekly The Australasian, which was to become The Australasian Post in 1946.

During the Depression in 1933, it launched the Melbourne Evening Star in competition with The Herald newspaper of The Herald and

Weekly Times Ltd, but was forced to close the venture in 1936. In 1949 the paper was acquired by the London-based Daily Mirror newspaper group.

On 28 July 1952, The Argus became the first newspaper in the world to publish colour photographs in a daily paper. The paper also had interests in radio and, in 1956, the new medium of television, being part of the consortium General Telecasters Victoria (GTV) and its television station GTV-9.

The company's newspaper operation experienced severe loss of profitability in the 1950s, attributable to increased costs of newsprint and acute competition for newspaper circulation in Melbourne. In 1957, the paper was discontinued and sold to the Herald and Weekly Times group (HWT), which undertook to re-employ Argus staff and continue publication of selected features.

Pictured below is the impressive office of the Argus which was in Collins Street, near Swanston Street c1909. These offices were often the scene of early morning crowds as people peered in for the latest headlines. In 1926 a new Argus Building was opened on La Trobe Street and the the pictured building was demolished soon after.



*The photo is courtesy of the State Library of Victoria.
Can anyone identify the make and model of the rather sporting looking car?*



Julian and Jane McNeil in their Sunbeam on the recent Forbes National Veteran Rally (Photo by Allen Davis)



Rick Thege and Heather Gingell in their 1914 Hotchkiss on the recent Forbes National Veteran Rally (Photo by Allen Davis)