



Brass Notes

“DEMENTIA PRODEST”

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



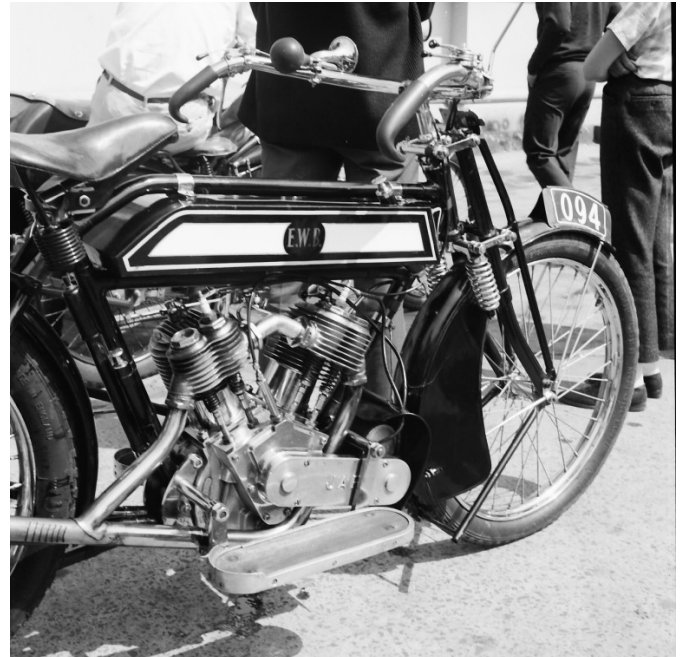
May 2018

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FLASHBACK photo for this month shows another motor cycle which is obviously an EWB - who owns it now?. Respond to the Editor.



Greg Smith responded to last month's FLASHBACK photo:

Excellent flashback photo. My thought on the fellow with the dark jumper, is Ken Hall. I am not brilliant on recognising people from the past, but it certainly looks to be him. I don't know the fellow with the light jumper, but I certainly recognise the bike and know who has owned it over the years.

The motorcycle is of course a 1912 Triumph, firstly discovered near the Footscray footy oval complete with wicker side-chair, in the very early 60's, and owned by Gerry Trethewey. Gerry campaigned this motorcycle for some time with and without the wicker side-chair. It won Best Motorcycle in 1961. By 1963 it was then owned by Neil Kirk who again campaigned it for many years, but by this time the wicker chair was gone. I recall Neil taking it to New Zealand in 1965 for the International Rally, that was also attended by my father and mother in the 23/60 Vauxhall. Eventually Neil sold this lovely Triumph to Barry Forryan who rode it with Gerry in those early years.

Barry and Joan very kindly lent this beautiful Triumph to us for a number of years so my son Brenton could participate with it in Antique Motorcycle Club events, and also in a couple of Veteran Car Club events, such was their unsurpassed generosity. We, as a family still thank Barry and Joan for giving Brenton the chance of experiencing Veteran Motorcycling and fostering the next generation. I too, also rode this bike on several occasions, and to ride a Triumph, with a clutched rear hub, suspension and a comfortable seat, made this a great touring motorcycle that was so reliable. This is one of the Club's very special vehicles.



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

Coming Events

4-6 May 2018	NOTE THIS EVENT HAS BEEN CANCELED. Shakedown Run and Testing kwquigley@aapt.net.au 0419 300 090
8th May 2018	Natter Night and Presentation Evening 7:30pm refreshments, 8pm Extraordinary General Meeting; Presentation Night and guest speaker: John Stanley
20 May 2018	Dawn Patrol 8:30am carpark of McDonalds Mulgrave, cnr Wellington and Springvale Road Contact: Paul Daley 0417 583 064
26 May 2018	Historic Winton – Winton Racecourse Contact Paul Goethel 0412 534 131
20 June 2018	Around the Garages (Morningson Peninsula) Organiser: Graeme Edwards M: 0418 347 216
8-9 September 2018	Pre 1905 event – Ballarat Greg Smith: 0447 395233 or schacht09@bigpond.com

Major Events

21 – 22 July 2018	RACV Mid Winter Rally – Creswick Rally Directors: Daryl Meek & Fiona Lane M: 0407 881 288
9 -11 November 2018	RACV Veteran Car Club Annual Rally – Cape Schanck “Trip Down Memory Lane” Rally Director: Deb Alcock, M: 0412 777 676
14-17 March 2019	RACV 1 & 2 Cylinder Rally - Bright Contact: John Stanley 0409 001 836

National Events

23 - 28 September 2018	National Veteran Rally – Forbes NSW Organised by the Newcastle Branch of the VCCA (NSW) email: forbes2018@bigpond.com
14 – 19 October 2018	Early Overland Roundup Rally 2018 Les Johnson 0419 288 383 or Jeff Alcock 0425 519 959
22 – 26 April 2019	National Brush Rally 2019 – Goolwa, SA Hamish McDonald brushownersregister@gmail.com
17 – 23 September 2019	National Veteran Rally – Bargara (Bundaberg, QLD) Rally2019@skymesh.com.au

International Events

30 Aug - 6 Sep 2019	HCCA International Tour Expressions of Interest - Russell Holden: 0422 219 911
29 Sept – 5 Oct 2019	Model T Ford Annual Rally 2019 Maryborough, QLD www.mtop12.wix.com/mtoq

Front Cover: Michael and Claudia Holding, with guest Mackensie Belbin, in the 1905 Cadillac on the Tasmania rally (Photo by Frances McDougall)

President's Message

Kalorama – A Day of Nostalgia

The 62nd Kalorama Rally on March 25, was an opportunity for many of our members to catch up with motoring movement friends and take a diverse range of vehicles out for a pleasant run. My '14 Model T Ford in its preservation glory was well photographed and got many toots on the drive up from Surrey Hills. Among those I caught up with were *Barry Gomm* and *Roma Thomson* who had spent the last fortnight polishing the '09 Aries preparing it for the Hot Cross Bun Run, new member *Phillip Barclay* displayed his '26 Dodge Special Coupe, *Paul and Leanne Goethel* were strolling and promoting Historic Winton, *Ian Berg* was a hit with his '21 Rolls-Royce Silver Ghost which was displayed just down from *Chris and Fiona Dillon* in their '53 FX Holden. *Barry and Ros Smith* drove their '82 Mercedes 380 SL Coupe up from the Peninsula, while to the tune of 'Beautiful Dreamer' on the PA, *David Couper* lamented that his Austin 7 Holden bodied Chummy, registered two days prior, didn't have the license plates sent in time to show. *Graham and Denise Fossey* were comparing Austin 7's and are busy with their '30 Austin 7 Victor restoration.

Peter Gordon-Hill displayed his '25 Rolls-Royce Phantom, while his friend *Mark Herbstreit* drove the '12 T Model up from Frankston. *Stephen Hands'* '16 Morris Cowley Trench Warfare with bomb attracted the looks, while *Gordon Berg* was seen in a sedate 1958 Wolseley 1500.

John and Paula Prior rolled in with the '49 MKIV Jaguar, *Brendan Pierce* was seen showcasing a Cadillac with *James Dunshea*. With the song 'Everybody's Somebody's Fool' playing on the PA in the background, *Ian Berg* told a few assembled admirers about the similarities of a Rolls-Royce Silver Ghost to a T Model Ford. 'The RR was built between 1909 – 1925, and the T Model between 1908 – 1927. If you break one of these cars down, the parts are interchangeable through the years!' Yes, 'It's a classic vintage car day', said *Ian*, recalling his first time there was 1970!



L-R *Brendan Pierce, Paul Daley* and *James Dunshea* with *Paul's* 1914 preservation class Model T

National Rally at Forbes:

If you have already *registered online* for the National Rally at Forbes this year you would have been impressed with its ease of operation – in short, an excellent initiative. The 'back office' work in organising a National event is a mammoth and often thankless task, and the consistent theme from those at the coalface is 'there must be a better way!' There is, and the NSW team is proving that online registration is the way forward. A recent meeting of our Victorian Executive team has determined that we need to accelerate our Club's online facilities and investigate and acquire the necessary software to begin online Rally management. The many catering options, evening events and optional entertainment that maybe offered to Rally entrants compounds the work of volunteer Rally Directors, and with the 2020 National Rally that we are hosting, it is time to evaluate the best online registration for our events.

Member News

Well known Gippsland motoring movement identity *Bill Formby* is recovering from extensive surgery and tells us that he is 'Feeling better every day'. *Bill* is back in the workshop and keeps in contact with his many Model T Ford friends both locally and overseas.

The Hot Cross Bun Run saw a roll-call of past Presidents of the Club enjoying the annual Easter get together of the Tri-Clubs. Seen on the day were: *Ian Berg, David Wright, Jeff Alcock, Pam Hill* and *Barry Gomm*. All were in fine fettle, mingling with old friends and motoring acquaintances.

With magnificent weather Easter Sunday saw over 150 cars and a village packed with locals and tourists enjoy the Flinders Motoring Heritage Event. Our Club member *George Forbes*, won the Award with his 1926 Rolls Royce 20HP Skiff which he acquired 53 years ago as fourteen year old paper boy, and progressively restored it over the years. *Ian Berg* displayed his 1910 Cadillac, and yours truly, *Paul Daley*, was presented an Award by *Alan Moffat* for his 1912 Model T Ford. *Brian Hussey* was the Chief Judge and Scrutineer for the event.



L-R *George Forbes, Paul Daley* and *Ian Berg*, with the Award winning 1926 Rolls-Royce Skiff

Enjoying the sunshine at the Hot Cross Bun event were *Cliff and Betty Ward*. Betty was proudly wearing her Life Member badge of the Club, and at 94 years of age was holding hands with Cliff – the younger. ‘I was a cradle snatcher!’ exclaimed Betty. Daughter *Robyn Blackwell* drove the 1910 Renault and displayed it on the day.



L-R Paul Daley, Betty and Cliff Ward with the Renault AX. Betty is wearing her treasured Life Member badge

Historic Winton – Tickets to display available

Historic Winton is on again Friday May 25 to Sunday May 26, and our Club will again feature vehicles on display in a special reserved area. The event is a labour of love for our members *Paul and Leanne Goethel* in their capacity with the Austin 7 Club. Complimentary tickets are available for those wishing to display cars over the weekend, contact *Ben Alcock* 0404 917 366.

RACV 1&2 Cylinder Rally 2019 – Bright

John Stanley is well underway planning, liaising and negotiating catering options for the 2019 1&2 event to be held in the popular tourist town of Bright from March 14 – 17. The Bright Brewery will sponsor beers for the Saturday night dinner, and there will be a display of our cars early on the Howett Park market day. It’s all beginning to take shape, with some first rate runs planned in this scenic area.

Condolences to Bill Eldridge

At the Kalorama event I was able to shake *Bill Eldridge*’s hand and convey to him our Club’s condolences at the passing of his wife *Margaret Eldridge*. Bill explained that she had been unwell for some years. Margaret was a passionate and dedicated member of the Vintage Drivers Club, and Bill is well known in the movement through his Mechanical Vintage & Classic Car Repair business.

RACV Midwinter Rally, Creswick

The Entry Form for this event in July is inserted in this edition of Brass Notes and is also up on the website. I suggest you book early to ensure your preferred accommodation.

Sunday May 20 – Dawn Patrol

Join me on Sunday May 20 for our inaugural Dawn Patrol Run – kicking off at the Mulgrave McDonalds at 8:30am for breakfast, followed by a run to Emerald where we will do a surprise pop-up display for the locals. It’s an ideal opportunity on National Motoring Heritage Day for those without trailers to take your veteran for a spin.

Presentation Evening – May 8 Natter Night

A highlight of the Club calendar is our annual Presentation Evening when we salute our volunteers, thank all who contribute to the Club and present our Annual Awards. A feature is the guest speaker, and this year *John Stanley* will treat us to a presentation on the German marque Steower. His collection of these cars is of an international significance, and he is regarded as a world expert on the Steower brand.

Yours in Veteran Motoring,

PAUL R DALEY,
President

PRESENTATION EVENING

TUESDAY MAY 8TH

7.30pm - Drinks & Nibbles

8.00pm - Natter Night &
Extraordinary General Meeting



Guest Speaker - John Stanley

Our May 8 **Natter Night** will be our Annual Presentation Evening at which the Club awards are presented. We will be welcoming some special guests on the night. This is one of our highlight events on the Club calendar and the guest speaker will be **John Stanley** who will present a fascinating insight into the German marque Steower.



The American Auto Buggy

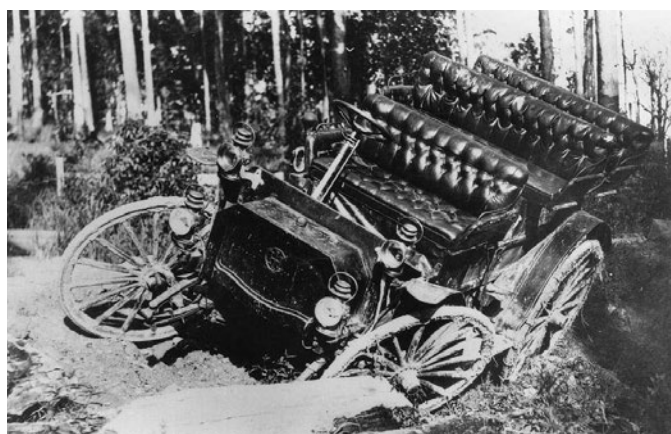
By Noel Holbrook (Images from various sources)

The American high-wheeled auto buggy was produced for only a short period of five or so years and was unique to that country. The American automobile industry had begun in the late 1890s and had within a few years been in full production with companies like Oldsmobile, Ford and many others building one and two-cylinder cars at first, progressing to the larger four and six-cylinder double place family vehicles. The roads were slowly being improved close to the cities although the outlying district roads were still rough and pot holed - virtually unmade.

Members of the carriage trade were slowly losing sales in the cities to the modern automated vehicles that were unsuitable for the majority of the country roads, being of a heavy weight, low ground clearance and fitted with pneumatic tyres that were susceptible to the many horse shoe nails that were shed everywhere.

But it was not the big auto companies that took up the challenge for the country, but the well-established carriage builders that were constructing the horse drawn vehicles that saw the possibility of motorising their products that were already the mode of transport of their clientele. The obvious was a light weight, low priced vehicle similar to their horse drawn buggies with an engine, steering etc. These vehicles could negotiate the rough terrain with high solid wheels and were able to drill down through the soft boggy tracks that were often slushy mud and snow, yet still have a good ground clearance and would naturally alleviate tyre troubles by being shod with the solid rubber tyres. It was essential that these vehicles be of a simple construction for ease of maintenance for the farmers that were becoming mechanised with small stationary engines and farming equipment on their properties. The farmers would be confident operating such a vehicle, sitting up high with the leather dash in front, protected from the elements as they had been and would also not be such a deterrent to the animals as those noisy, smelly, speeding contraptions that marred the tranquil countryside.

Several foundries were building engines, transmissions etc for the motor trade and some businesses



Despite their suitability for primitive roads, they could still trip over

advertised the complete chassis, so it was not hard to source the components required to construct a tough reliable vehicle having the required features.

The majority utilised simple two cylinder opposed under floor engines with water or air cooling allowing for all weather use, two speed & reverse planetary or friction transmissions driving through double side chains to the rear wheels that were fitted with foot operated brakes. The controls were hand operated ignition and throttle levers with pedal and lever operated gears. Most used the wheel steering although some retained the side lever like the Sears Company mail order buggy and the Holsman. Other well-known makes were the Schacht, Kiblinger, McIntyre, Black, Reliable Dayton, International etc. The country doctors and salesmen preferred the smaller single seaters, while the farmers and merchants chose the I.H.C. product which was larger and more versatile and could be used for farming activities through the week and with the rear seat fitted for taking the family to church and picnics on Sundays. The mechanised buggies were claimed to be three times more efficient than horse drawn vehicles as they only needed feeding when in use, they were much faster and could travel greater distances without the need for a change of horse team.

International was the most prevalent make in Australia



1908 International Harvester Runabout in South Australia

"Get There"
at a price to suit
you direct for a

BLACK
MOTOR BUGGY

Built for country roads, hills and mud. Engine—10 H. P., 2 cylinders, air cooled, chain drive rear wheels, double brake. Speed 2 to 25 m. per hr.—30 miles on 1 gal. of gasoline. Highest quality finish, workmanship and materials. Absolutely safe and reliable. Write for Book No. A-285

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375⁰⁰ 450⁰⁰

Contemporary Advertisements for Black and IHC (next page)

with a main International Harvester Co. outlet in every capital city. Their buggies were delivered by train to the nearest rail head with a salesman staying with the vehicle for the week to familiarise the owner with his new motorised buggy.

By about 1910 the demand for this type of vehicle had waned due to the improvement in rural roads and the advent of the successful and more versatile Ford T car. Many of the motorised buggy companies continued in production building standard type commercial vehicles.

THE UTILITY CAR

IT IS the all-'round farmers' car. You can take a pleasure trip, haul merchandise to and from town, take long journeys, travel through mud, sand and snow, and up steep hills. You can do all this in comfort and safety—and at the same time save money and energy.

One man says: "It runs easy and smooth, and takes its maximum load at good speed over all sorts of desert roads—through sand, rocks, bushes, mud, uphill and downhill. It never fails. It takes hills and sand on a high gear where other machines have failed to follow on any gear and stuck tight, until pulled out by a team of horses."

This is why the International Auto Buggy is the utility car. It will do what you want it to and when you want it done.

It is the perfected car for the farmer—built by a company that knows most about his problems and that has been solving them for years—and guarantees its machine to be as represented.

The tires are solid rubber. You are not delayed by punctures or "blow-outs." There is no expense of mending.

It has a powerful driving mechanism—of such simplicity that you will understand it without difficulty. Its high wheels and clearance will avoid the danger of being stuck in mud-holes and deep ruts, or stopped by stumps and other obstructions.

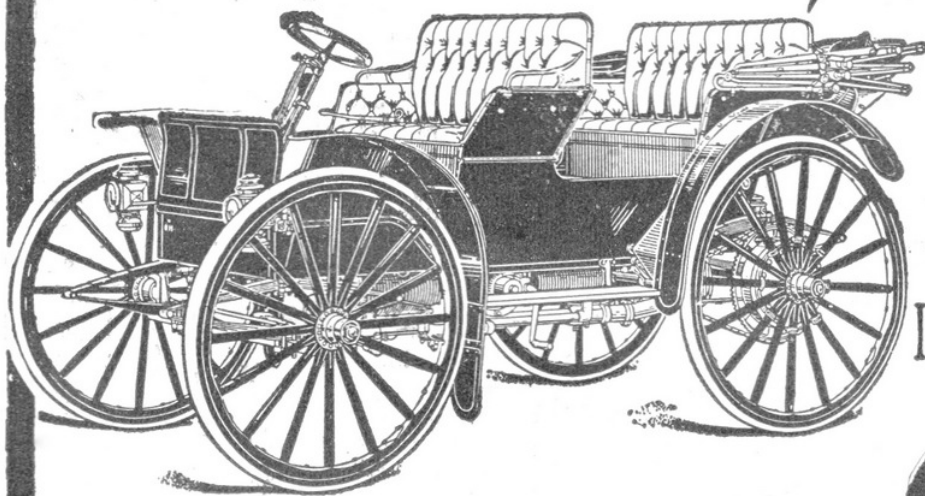
The Auto Buggy is furnished with either single or double seats and with or without top. It carries a supply of gasoline sufficient for a seventy-five-mile journey.

Our local agent will cheerfully supply you with catalogue and explain the advantages of the Auto Buggy and its mechanical construction. Call on him; or, if you prefer, write direct for catalogue and further information.



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*Prosperity—
"Prosperity" for short*



**INTERNATIONAL
AUTO BUGGY**



**INTERNATIONAL HARVESTER COMPANY
OF AMERICA**
(INCORPORATED)
CHICAGO, U. S. A.

Look for the Trade-Mark. It is a Seal of Excellence and a Guarantee of Quality

100th Anniversary Of The First Vehicle To Cross The Buchan River

By Andrew McDougall

An 8HP De Dion was the first vehicle to drive to Buchan, (inland from Bairnsdale, Gippsland Victoria) in 1908, but it only went as far as the caves.

On 5th May 1910 the first vehicle to actually enter the town by fording the river and climbing a hill was an IHC Motorised Buggy. The buggy started from Lindenow, many miles away, with 5 occupants, luggage and spare fuel equating to a load of 7 people. Doubts were expressed by many people that the buggy would be able to make the trip there and back over unmade roads. However it not only reached Buchan but to the surprise of the residents it went through the river and sand without stoppage and then proceeded to climb a steep hill. This was after some of the finest cars in the state, on previous occasions, had tried, but failed. Following this feat it was stated that "the buggy proved beyond all doubt the strength and durability of this make and the superiority over motor cars, for the country. Having cushion (solid) tyres, they cannot puncture. The speed ranged from 6 to 25 miles per hour, cost of fuel was less than horse feed; it carried double the load of ordinary motor cars; whilst the vehicle cost was only one fourth the price of an ordinary motor car."

On the first weekend of May 2010 The Gippsland Vehicle Collection organised a 100th Anniversary Celebration to commemorate the first successful buggy run into Buchan. This was based at the Maffra Shed

and was capably arranged under the direction of Ian Kennedy and his crew of volunteers.

The celebration was held over 3 days with vehicles arriving in Maffra from midday on the Friday. In all there ended up being over 100 vehicles attending the celebrations, ranging from an original Gippsland 1902 Curved Dash Oldsmobile, a 1903 8HP De Dion, the same as went to the Buchan Caves in 1908, our 1909 IHC Buggy, a 1917 Detroit Electric and through the eras to modern classics. The buggy movement was also to be represented by Clark Mayze with the Black, but Clark found that he had double booked himself and couldn't make it and Stephen Edwards who was bringing the IHC, I understand, had a last minute hiccup with the tow vehicle. So we were pleased that we managed to get there with our buggy.

Those entrants that made it to Maffra on the Friday toured the town in the afternoon, giving residents, the children at all the schools and the residents of the retirement home a great spectacle of the passing parade of early vehicles, accompanied by much horn tooting, shouting and enthusiastic waving. Our buggy ran faultlessly and the exhaust cut out provided extra attraction. That evening we enjoyed a good value meal at the local club in the company of new friends.

Mark McKibbin joined us early Saturday morning, having driven over in thick fog from Warragul. However



Andrew in his IHC

the fog soon cleared to reveal a perfect, fine Autumn day. We all met at The Shed at 8.30 ready for the run from Maffra to Lindenow (the town where the buggy started its run 100 years ago), then to Bruthen for morning tea and then on to Buchan by 11.30am. We got the buggy out of The Shed and she started up ok. We only planned to drive her to the outskirts of Maffra and then load her back onto the trailer for the 150+km run up to Buchan. Just as we planned to leave on the drive to the outskirts of town the buggy lost a cylinder so we didn't depart and spent time changing out a failed coil to the rear cylinder. On starting the buggy again it would still only run on one cylinder so we loaded it on the trailer for the drive up to Buchan.

On arrival in Buchan we unloaded and set about getting the buggy to run on 2 cylinders, as the other vehicles arrived from their drive from Maffra. The Detroit Electric made the 40km run from Bruthen to Buchan. We installed another replacement coil, but still the buggy would only run on one cylinder. Running out of time we drove it the short distance across the grounds to line up for the official speeches commemorating the first run. After the speeches we continued checking and found that the cylinder which hadn't been working was in fact now working and that now the front one had died. After fitting another spare coil we found that the front plug had oiled up and was shorting to earth through the insulator. A change of plug finally got the buggy running sweetly on 2 cylinders. We then checked the river crossing and decided to give it a try. With a huge crowd of spectators, the press and cameras Mark McKibbin and I headed down the rough bank track and into the river which had about 200mm of water in it. The buggy steadily drove across the stony bottom and climbed out the track running up the opposite bank. We then turned around and retraced our steps almost running over people as we climbed the far bank, as

they were waiting on the track until the last moment in order to get the best photos. This is the precise spot where the IHC made the crossing 100 years ago. We were pleased that we managed to get the Buggy going properly and that we had been able to provide so much excitement and pleasure for the onlookers. The only other vehicle to make the crossing was a Toyota 4WD, so it just goes to show how good buggies are!

Back on the trailer we returned to Maffra in time to unload and then enjoy a top BBQ, held in the Maffra Shed and put on by the local club. This was accompanied by lots of chatter and conversation with enthusiasts from other clubs and with other era vehicles. It was amazing to find how many people in common we knew – it certainly confirms that we belong to a great movement with interest in classic vehicles.

Sunday morning again dawned fine even though a change was forecast. A run to Lake Glenmaggie was organised from 9 through to 10am, when everyone was to return to The Shed for brunch. Again the run was too far for the buggy in the time allowed so the Detroit Electric and ourselves, in the buggy, drove around Maffra, past the farmers and craft market and then we had a very enjoyable run out to Boisdale and back. We experienced no more difficulties with the buggy and she pulled strongly up the long hill midway between Maffra and Boisdale.

After a nutritious and filling brunch we loaded the buggy back onto the trailer for the last time and after bidding farewell headed off to Melbourne and into the weather change.

It was a great weekend and we wish to again thank the organisers for putting on such a good event and for having the foresight to run the 100th Anniversary Re-enactment Run to Buchan. Having the buggy there made it all the more special.



Andrew and Mark McKibbin cross the Buchan River without getting their feet wet!

Further Details On The History Of Our Schacht

By Greg Smith (Photos by Frances McDougall)

I have been fortunate in a number of ways, knowing the complete chronological history of our Schacht, including all the owners and what has been done to the car over the years. Some of the history was a little superficial in some respects, and some intricate details never completely known. What has occurred recently has given me some more amazing details of the Schacht from 1947 through to the mid 1970's. I have been able to find this out through the second owner of the car's son. I call him the second owner, but indeed he actually was the third, as the second owner only owned it a matter of one or two months, and never used it.

Most of you will know of the car's first owner and history. It was purchased and used by Gerald Buckley, the famed owner of the big department store, Buckley and Nunn. Also very famous for the expression "Buckley's chance". Eg. No or nil (Nunn) chance. Purchased in 1909 and housed until the clearance sale in 1947 at Buckley's property "Narrapumelap" at Wickliffe, in the Western District of Victoria. This property is now a famed National Trust property.

I first met the second (really the third) owner's son in 2002, not long after we had purchased the Schacht. He had been in contact with the Veteran Car Club of Victoria looking to find out who owned his father's Schacht. He had some memorabilia and trophies the

Schacht had won, and a nice diary of the rally he and his father did in 1965, from Sydney to Adelaide. He wanted this to go to the new owner which he gladly passed over to me. Lovely gesture.

Fast forward to 2017, and I was using the Schacht on the 1&2 Cylinder Rally at Hamilton. It was a hot day, and a big run for the afternoon of almost 100 klm's, so Noel and Sue and myself headed off a little earlier to conquer the big afternoon run. We stopped at a shop (general store) that was basically in the middle of nowhere to have an ice cream, a welcome break for driver and car. Just about to climb aboard again, after starting the Schacht, when I noticed a car with a boat travelling the other direction. It applied the brakes hard, did a big U-turn and quickly pulled up behind me. Out bolted a bloke and I sort of wondered what was going on. With a big grin and an extended hand of greeting, it turned out to be Grenville Silvester, the son of Henty, who was the second (sorry third) owner. I had not seen him since 2002, but he immediately recognised the car and just had to stop. We chatted for a while, and Grenville reminisced. I was now the last car as the "tail end Charlie" came along. Grenville spoke of his mother who had recently passed away. He said they were to go through her house and cleaning things up, and was definite that more Schacht material was still there, and would let me know when and if he found it. We



Greg Smith, Brenton Smith and Lillie Keogh with the Schacht on the recent Tasmania rally

exchanged phone numbers and then I gave his wife a ride in the buggy before we parted company.

Fast forward another six months, and I had forgotten his promise, when I received a phone call “out of the blue” while I was participating in the National Veteran rally in Clare. Grenville stated, he had found some material and that he wanted me to have it. I made a time to contact him when I was back home in Victoria. We set up a meeting time which was to be at the Royal Melbourne Show, outside gate 1 at 3.00pm on a Monday. This worked well for me, as it was a trip to Melbourne anyway to attend the committee meeting, and for Grenville, he was taking his grandchildren to the Royal Melbourne Show.

The material he had found was superb. Photographs from 1947 when Henty purchased the buggy, photographs of the very early Golden Fleece rallies of the Veteran car club. Articles from newspapers featuring the Schacht, and other amazing photos of the car in its early rally years, of the late 1950’s and early 60’s, plus lots of negatives still to be developed.

The jewel for me, was the receipt of purchase, complete with a stamp duty tax stamp from 1947, in a small envelope. On viewing this, and my interest, Grenville then invoked the amazing and most intriguing story of the purchase of the Schacht. The story goes like this.

Henty was riding his almost new Panther motor-cycle along when he spotted the Schacht with two children playing in it. He stopped and asked the children if their father was around and if he could talk to him. The kids went and got their father, whereby Henty tried to purchase the buggy. The bloke was not keen to sell, as he wanted to take the motor out to put it in a boat. Henty was persistent though and a price was agreed on. The price was 35 pounds, which in 1947 would have been, a great deal of money. The question also would have been, why would he want it? There was no Veteran Car Club formed by then, and it was not a car you could drive every day, it was in fact, “fairly useless”. Of course Henty certainly did not have 35 pounds in his pocket, so as security, he left his almost new Panther motor-cycle with the man, and drove the 95 mile trip home in the Schacht, such was the condition of the buggy. He returned the following day in his car with his wife and collected the prized Panther motor-cycle. The condition of the buggy was really amazing, being just 40 years old, and could have been used in that original condition and patina.

This story was such a highlight for me to hear of the 1947 purchase, and to have photos and the receipt to accompany this, was another piece in the “Buckley” Schacht history.



Denise and Greg rallying the Schacht

1 & 2 Cylinder National Rally Deloraine Tasmania

By Greg Smith (Images by Frances McDougall and Greg Smith)



Line up at Meander

I always look forward to a rally in Tasmania with great enthusiasm. I firmly believe it is really the best state to rally in, as Tasmania seems to have it all. This 1&2 Cylinder Rally in Deloraine certainly did not let this belief down, as it contained it all. We experienced all types of weather, the very best in scenic landscapes, unbelievable warm hospitality, and a great variety of attractions exhibiting history, art and entertainment.

The trip aboard the Spirit of Tasmania is all a part of the adventure, and most of the interstate participants travelled over on the Monday night after a great Cobram rally. As can be the case, we had a pretty “lumpy” crossing with 3 to 4 metre swell, so not a great deal of sleep was had. It was when the “spirit” docked; the start of the “Tasmanian” hospitality came to the fore. Those who needed cars transported to Deloraine, their needs were obliged, and a welcoming breakfast was provided by the ever generous, Peter and Jill Hawkins at their house. After a fine welcoming breakfast it was a quick jaunt down to our accommodation at Deloraine. After a quick check over and final oil of the Schacht and Sovereign, I travelled down to Launceston to pick up Denise, Brenton and Lillie from the airport.

Day one of the rally was a morning tea and briefing at 11.00am to allow the rally participants that arrived on the boat today to get to the start. It was a most interesting arrival for me on the Tasmanian built Sovereign motorcycle, as I seemed to be besieged on arrival from the local press and locals who were waiting for my presence. Obviously, in the pre-rally advertising, the Sovereign being locally built, was one of the draw cards. Firstly a photo shoot with the Advocate Newspaper and then a full blooded interview with the Southern Cross Austereo television crew (see you tube clip <https://youtu.be/SHOHPRBexyw> Southern Cross News 21 March 2018). I was also trying to fix a leaking oil pump at the same time, that had sprung a leak at an untimely moment. To add to this, a previous owner in the 1960's was also there discussing the Sovereign's provenance. A bit of a hectic start!

Our run today was to be through the pristine grazing area of the Meander Valley. Denise pushed me off, and the Sovereign was travelling superbly with the little

Zedel power plant rhythmically pumping away. With a small rise, I passed the 1906 Swift of Julian McNeil, and soon after the Brush of Andrew McDougall. I was in turn passed by the 1914 Triumph of Mark Gasgoigne, when disaster struck. I felt the bike drop and wiggle, so I quickly pulled up. There I saw the frame had broken on the front down tube, and with this brake, the top tube was also bent downwards.

This was to be the end of my rally only after about 5 klm's, was my initial thought. Brenton and Lillie came along in the Schacht, along with Denise in the ute. We loaded up the Sovereign and continued on to lunch



Coming in to Meander



Row of Renaults at Meander



at the Meander Hall. Typical country catering with desserts to die for. Joe our ever helpful rally director suggested during our lunch break, that I see the local engineering shop in Deloraine, as he has had many jobs done by them on his veterans, as he said you have nothing to lose. I travelled with Brenton in the Schacht after lunch as we visited a carriage collection and all the veterans parked in the courtyard where the carriages were housed. This was one of the great advantages of having a small intimate group of 30 entries.

We did as Joe suggested, and went and saw the local engineering shop. Much to my pleasant surprise, the shop foreman had no hesitation in saying he could and would fix it. I made sure with him, that he would sleeve the break, and dowel or pin it. He said he definitely would, and he would replace the area where it had the bend, using the same technique. We took the bike back to our accommodation and Brenton and I stripped it ready for these repairs to take place. We took the Sovereign back to the shop the next morning and left it in hopefully safe hands, to return at the end of the day with the bike ready for action again. The fellow did an absolutely remarkable job, to such an extent; you are unable to see where the repair was. He was a great craftsman who said his boss almost "had a fit" when he asked him to hold the frame while he angle grinded the frame into two sections. He also said he had many interruptions with some of the locals coming in and asking what he was working on.

He replied, just an old motorcycle, but the locals would say that is not an old motorcycle, it is the Sovereign, as they has seen it on the news the night before. He was working on the "famous" motorcycle. In every respect he did a great job and we took it home and re-assembled it ready for day three.

While all the repairs were taking place we continued with the rally. Brenton and Lillie in the Schacht, while I joined Robert Smith in Ken Hall's Sizaire et Naudin (the ex Mark McKibbin Sizaire). This is quite a remarkable vehicle with very long legs. We had morning tea at Bracknell before heading off to Bishopsbourne and on to Carrick. Here we visited the Copper Art Gallery which is definitely worth visiting if you are ever in Carrick. We then went to a beautiful garden at Hawthorn Villa Gardens, before having our lunch at the Carrick Hall. After lunch we visited the outstanding garage of Chester McKaige and the wonderful stable of



In front of Archer's Folly at Carrick



Greg Smith's Sovereign built in Launceston



Ken Hall's Sizaire Naudin and the Schacht behind

1 & 2 Cylinder National Rally Deloraine Tasmania (Cont.)

By Greg Smith (Images by Frances McDougall and Greg Smith)

magnificent cars he owns. His premises is so neat and well set out, and through his generosity, his workshop got quite a workout with many doing running repairs. Ken Hall was seen re-welding the seat post on the B&B motorcycle for daughter Frances. Arnold de Groot had the back wheel out of his Rudge Multi motorcycle replacing a ruined tube. Rob Duffey and Russell Holden were operating on Rob's Black motor-buggy timer. Graham Donges was working on a rear wheel bearing issue on his Brush. Others were also working on their vehicles. It was a real hive of activity using Chester's workshop.



In Chester McKaige's workshop

Friday was day three, and we were travelling to the historic township of Westbury and visiting the town sights, including Culzean Gardens, the amazing steam museum, and the Primary School.



Culzean Gardens Westbury

This day was the most incredible amazing day I have ever experienced in my rallying years. Morning tea was at Pearn's Steam World, and I was as per usual enjoying it, when I noticed a lady getting a photo of herself standing extremely close to the Sovereign. I approached her and offered if she wanted to sit astride the bike that she was most welcome. She looked at me,



Morning Tea in the Steam Shed at Pearn's



Pearn's Steam World, Westbury

with tears in her eyes and said, "my great grandfather made this motorcycle". I could see she was quite emotional, and I repeated exactly what she said to me. "Your great grandfather made this motorcycle". She replied in the affirmative, and with her being so emotional, I too, became emotional as well. With both of us with tears in our eyes, she presented me with three photographs of the premises where the Sovereign Motorcycles was produced, and one of an exhibition of the products the company produced. Wearne and Geard were the makers of the Sovereign Motorcycle and bicycles, and this lady was the great grand-daughter of Geard. We talked for some time about Geard and of course Sovereign Motorcycles. This was a remarkable occurrence.

It would have been about 15 minutes later after the great grand-daughter of Geard had left when a bloke came up to the Sovereign again getting his picture taken standing very close to the machine. As I approached him to offer him the opportunity to get a photo astride the Sovereign, he said "are you the owner? My great grand-father made this motorcycle". Again I repeated what he stated to me, and I told him how just minutes ago I met the great grand-daughter of Mr. Geard. He asked who it was, and he knew of the lady being his second or third cousin. This of course led to further discussions of Geard, and of course Sovereign Motorcycles. He did take up my offer of getting a photo astride the Tasmanian built machine. During our further conversation he invited me

to come to his home in Launceston as he said he had many period (early 1900's) photographs of cars and motorcycles as his wife was the great grand-daughter of Stephen Spurling, who was a noted and highly respected photographer in Tasmania, especially of motor vehicles. Spurling owned a Orient Buckboard, a 8 hp De Dion Bouton, a Hupmobile 20 and a number of veteran motorcycles. My visit to their house the week following the rally was fascinating and informative and truly amazing, and was all made possible from our meeting at Westbury and our connection through the Sovereign Motorcycle.



John Pickrell one of the Sovereign maker's great grand children

It was time to head off to lunch, and I did not have time to look at the exhibition of steam due to my meetings with Geard's descendants, but for me it was more than totally worth it. Our lunch stop was at the Village Green opposite the RSL and I was just about to head to the line up for lunch when, you would never believe it, but I was again approached by a man with camera in hand. He introduced himself as a great grandson of Geard, the maker of the Sovereign. To a certain respect, for some reason, I almost expected this. This was truly amazing to have met three great grandchildren of Geard. The stars really aligned this day, as two days ago, I thought my rally had finished in regards to riding and displaying the Sovereign. If it had not been for the wonderful repair job done by the local engineering shop

in Deloraine, none of what happened on this day would have transpired. Everything just worked out superbly, and I now have much more knowledge of the Sovereign make and history. What a day!!

Day four dawned with threatening weather. Many were tossing up should they drive, or go modern. Our day was to go to Westbury for morning tea at the tractor museum and on to Rosevale for lunch. By the time we got to morning tea, most people were fairly drenched from some consistent rain. Most of the motorcycles were experiencing fairly bad belt slip, and a lot of the cars experiencing braking issues. We all took shelter in the sheds with a great array of tractors, and extensive model collection. We were lucky to have somewhere to shelter from the constant precipitation. It was here that some decided to take a short cut (15 klms) back to Deloraine instead of driving out to lunch and having to sit in wet clothes for the rest of the day. I took the former option and drove out to lunch in the modern. For me it was good decision, but others, they braved the elements and did an amazing job.

Day five, our final day was a run to Chudleigh and Mole Creek to visit a honey farm, and a honey factory. The weather first up was atrocious and not a single veteran was fired up to do the run, which in my mind, the first time I have ever seen this. I guess it was because so many were so, so wet from the day before. I couldn't go veteran anyway, as I had to take the family to Launceston to catch their flight back to Melbourne. The day's weather did clear later after lunch and a few ended up going for a drive in their veterans when they returned to Deloraine. I was lucky enough to take a few of the volunteers in the rally for a drive in the Schacht, just as a little thank you for their unheralded work.

In summary, this was a terrific week of rallying in the great state of Tasmania, and all participants would sincerely thank Joe and Julie Clippingdale and their team of helpers for making it a week that was intimate and so enjoyable, for all who made the effort to attend. I for one, wish we had more events to attend in Tasmania, and for me personally, I will never forget the experience, of meeting the Sovereign makers descendants.



The cars tucked up - dry & warm at the Deloraine Showgrounds

SPECIAL GENERAL MEETING

Notice of a Special General Meeting

A reminder that the May members' (Natter Night) meeting is a Special General Meeting (pursuant to Rule 31 of the Club's Constitution) for the purposes of adopting a revised annual subscription fee for the 2018-2019 year.

When and Where

The meeting will be held at the Clubrooms, Lynden Park, Wakefields Grove, Camberwell commencing at 8.00 pm on Tuesday, 8 May 2018.

Proxy

In accordance with the Club's Constitution (Rule 34), each member is entitled to appoint another member as his/her proxy if he/she cannot attend the meeting, by notice given to the Secretary in

writing (by hand, post or email) no later than 24 hours before the commencement of the meeting. A form appointing a proxy may be given to the Chairperson of the meeting before or at the commencement of the meeting. A copy of a Proxy Vote form can be provided on request to the Secretary.

Resolution

That the annual subscription fee for the 2018-2019 year be increased from \$80 to \$85; that there be no increase for members who receive the electronic version of Brass Notes only; and that there be no change to the joining fee.

*David Provan,
Secretary*



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The **DAWN PATROL**

SUNDAY MAY 20

Here's the itinerary for our first 'Dawn Patrol':

First Light - Depart your home to rendezvous for the 'Dawn Patrol'.
8:30am - Meet in the carpark of McDonalds Mulgrave.
9:30am - Depart for Emerald Village, 30km run up the Dandenongs.
10:15am - Display cars at The Gem Community Arts Centre.
11:15am - Depart and travel via Belgrave, Ferntree Gully and conclude run at Mountain Gate Shopping Centre.

JOIN THE ACTION

42nd
HISTORIC WINTON



26th 27th MAY 2018

www.historicwinton.org

Presented by The Austin Seven Club and HMRV
Enquiries 03 5428 2689
Austin Seven Club Inc.A0003290N | Photo:Peter Ellenbogen

Kalorama Rally - 25 March 2018

Photos by Gordon Berg

A photo pictorial of some of our members cars on the day. Refer to the President's message for an account of this run.



John Prior and James Dunshea with Brendan Pierce's Cadillac



Paul Daley's 1914 T Ford



Ian Berg's vintage Roll Royce Silver Ghost



Some history of Paul's T



Chris and Fiona Dillon's very original FX Holden which has been in the family most of its life



John and Paula Prior's Jaguar Mark IV



Mark Herbstreit's 1912 T Ford



Looking over the Kalorama oval

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Good Friday Braeside Hot Cross Bun Run

Photos by Gordon Berg

A photo pictorial of some of our members' cars on the day. Refer to the President's message for an account of this run.



David Wright's 1911 FIAT



Stephen Dyne's 1913 Triumph motor cycle



Mark Herbstreit's 1912 T Ford



Robyn Blackwell came in the 1910 Renault and Barry Gomm in the 1909 Aries



Keyvn Brown's T Ford racer

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M: 0418 347 216
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CONTACT: Paul Williams
M: 0408691144
P: 02 6020 8678.

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Events - 2018 RACV Midwinter Rally: Creswick

This year's Midwinter Rally will again be at the RACV Goldfields Resort, Creswick.

Situated 15km north of Central Ballarat, Creswick is the perfect spot for a Midwinter Rally with an average maximum temperature in July of 10 degrees and an average minimum of just 2 degrees.

RACV Goldfields Resort will be Rally HQ. There is ample room for parking and unloading of trailers, just follow the signs and proceed to the lower car park upon arrival.

We will aim to depart Creswick at approximately 10:30am on Saturday after a warming morning tea at Goldfields. The route takes us through Creswick and to the East before arriving at Clunes for lunch at the National Hotel. Following lunch, participants are invited to take a tour through the recently refurbished Clunes Museum, just down from the pub. There will also be time to look around town before departure back to Creswick. Total distance will be about 95km with a shorter 70km option for those who prefer.

On Saturday evening we will enjoy a three course dinner at RACV Goldfields resort. There will be the usual opportunity to place a small wager on the Cold Start competition. A local motoring identity will also be giving a short presentation between courses.

After a hearty breakfast on Sunday, the Cold Start competition will be held in the lower carpark prior to departing for a short circuitous trip to the west before arriving back at the Creswick Woollen Mills where we will enjoy a tour and a warming lunch. Total distance will be about 40km. After lunch it's a very short trip back to the Resort, leaving plenty of

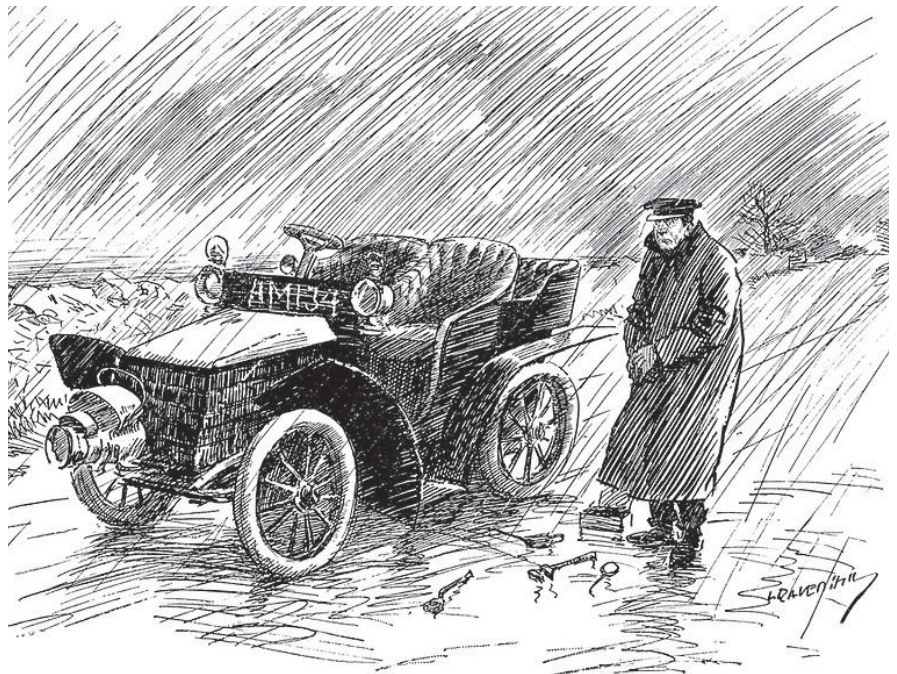
time to load up and get home with time to spare.

The aim is to run a traditional style Rally with all of the thrills and less of the frills. What we can pretty much guarantee is that it will be cold. There will be no rally bag, so you can just turn up, fill up (on morning tea), load up and get going.

We have strived to keep costs to a minimum in the hope that members will venture west for what we reckon will be a terrific weekend on roads less travelled. If you have any questions, or still need convincing, please call either Daryl or Fiona a call. See you there.

CONTACT:

Daryl Meek & Fiona Lane
M: 0407 881 288



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Events

'DAWN PATROL' – JOIN OUR FIRST RUN MAY 20

To celebrate the National Motoring Heritage Day 2018 we are running our first 'Dawn Patrol' on Sunday May 20. A number of members have requested that we run some more events that do not require their vehicles to be trailored to the start. This new event is an opportunity for members to drive their vehicles to a rendezvous point for breakfast, coffee and a chat and then drive on a 50km run with morning tea and a pop-up display of our vehicles.

Here's the itinerary for our first 'Dawn Patrol':

First Light – Depart from your home to rendezvous for the 'Dawn Patrol'

8:30am – Meet in the carpark of McDonalds Mulgrave, cnr Wellington and Springvale Road

9:30am – Depart for Emerald Village, 30km run up the Dandenongs.

10:15am - Display cars at The Gem Community Arts Centre, Kilvington Drive, Emerald.

11:15am – Depart and travel via Belgrave, Ferntree Gully and conclude run at Mountain Gate Shopping Centre, Junction of Burwood Hwy and Ferntree Gully Road. Meet at 'Bees Knees Cafe' for farewell coffee.

Noon – Depart for your drive home

The aim of the National Motoring Heritage Day (NMHD) is to promote and display Australia's strong motoring heritage and also show the community, business and government the strength of the Australian motoring movement. It is most fortunate that the Australian climate has been relatively kind to old motor vehicles and a varied range of early vehicles from Europe and North America still exist – some of which are believed to be the last remaining!

After much consideration the NMHD was chosen to be the third Sunday in May each year and to be adopted in all Australian States and territories. The choice of this day would avoid any conflict with Mother's Day and allow Clubs to plan local events well ahead.

All motoring clubs are encouraged to participate in the event because, without promotion of our hobby, government and community support may gradually fade and concessional registration schemes may be lost.

The 'Dawn Patrol' is being organised by Paul Daley 0417 583 064

VCCA NSW INVITATION RALLY

1 & 2 CYLINDER VETERAN CARS AND BIKES

The Invitation Rally for 1 & 2 Cylinder Veteran Cars and Bikes, will be held 25th – 27th May 2018 at Yamba. You are invited to come to Yamba on the NSW North Coast for a short 1 & 2 cylinder Veteran Car and Bike Rally next year. Yamba is at the mouth of the Clarence

River 670km north of Sydney and 270km south of Brisbane.

When: 25th – 27th May 2018
Where: Yamba, NSW
Contact: Rod and Ruth Holmes (E:) rodruthholmes@gmail.com
(P) 02 6657 2765
(M) 0427 572 765

HISTORIC WINTON

Australia's longest running, all-historic motor race meeting presents two big days of non-stop racing on Saturday 26 and Sunday 27 May. Once again, the event will feature over 400 historic racing cars and motorbikes from the 1920s to the 1980s plus a huge heritage display of veteran and vintage vehicles.

The long weekend of historic motoring will commence on Friday 25 May with the Benalla & District Classic Car & Motorbike Tour, which is always great fun for all who participate, as well as spectators.

Call for Display Vehicles – Sound your sirens. Ring your bells. Organisers are currently seeking heritage emergency vehicles for a display as well cars and motorbikes with significant anniversaries. Clubs or individuals with below listed vehicles who wish to participate can receive complimentary tickets by contacting organizer Noel Wilcox on noelwilcox@rocketmail.com or 03 54 282 689.

Historic Winton displays:

- Shannons Classic Car Park featuring car and bike clubs plus special interest vehicles
- Heritage Displays featuring Model T Ford, Veteran Car Club, Vintage Drivers Club, Ford Model A, vintage speedway cars and bikes, micro cars, cycle cars, pedal cars, push bikes, dragsters, veteran and vintage cars / motorcycles, vintage buses, work vehicles, caravans, speed boats and more.
- Spectator access to the Competition Paddock with fabulous, old racing machines on open display.

Raceway entry fees: Sat \$30, Sun \$35, weekend \$60, children 16 and under n/c, competition paddock \$5. Camping at the track: \$25/head per night. Camping enquiries: Winton Motor Raceway 03 5760 7100.

When: Friday 25, Saturday 26 & Sunday 27 May 2018
Where: 42nd Historic Winton, Winton Motor Raceway, near Benalla, Victoria Australia

Conducted by the Austin 7 Club Inc A0003290N with the assistance of the HMRV

BENALLA & DISTRICT CLASSIC CAR & MOTORBIKE TOUR

Be part of the Benalla & District Classic Car & Motorbike Tour assembling 9am on Friday 25 May in front of the Benalla Art Gallery, situated in the Benalla Botanical Gardens. No gravel roads. Red plate vehicles welcome. The tour concludes with a 'Shine & Show' display. More information: Benalla Visitor Information Centre on 03 5762 1749.

When: Friday 25 May 2018

AROUND THE GARAGES

We are visiting Ian Barton's collection of cars on the Morning Peninsula which include Jaguars, two race cars a Bulant and a Scarad plus motorbikes and early Kris-Craft boat and a huge collection of Texaco Memorabilia. Also another mystery location collection. Further details in next month's newsletter.

When: 20 June 2018

Where: Mornington Peninsula

Contact: Graeme Edwards M: 0418 347 216

CAMERON CORNER 2018

Model T Owners Queensland is excited to announce – "An Outback Adventure Tour", to remember...!!!

All parties and/or clubs will meet up at Tibooburra (top end of NSW) on the 1st & 2nd of July – 2018 for the push to The Corner. We are inviting all Model T Ford Clubs/Friends to come along to add extra fun (and challenges) for a trip of adventure in the outback. This will be a great tour of endurance just getting our T's and ourselves "out & about" into the outback. As a group/club, you make your way to Tibooburra (North/Western part of NSW) then head out with us to Fort Grey (base camp) in the Sturt National Park, where all the states will meet, before finally making our way to CAMERON CORNER the following day.

You need to do this, as you may not get another chance...

When: 1st – 2nd July 2018

Where: Tibooburra NSW

Contact: Peter Cameron –
pgcamo81@gmail.com
phone - 0458581458
Don Hill – don.hill@live.com.au

PRE 1905 EVENT

The true "Pioneers" are coming out to play!

Rarely do we get to see these historically significant vehicles, but on September 8th-9th, we are officially running an event in Ballarat based at the Bell Tower Motel.

The response from our expressions of interest, was to say the least, extremely promising, so we are so excited that the concept is now actually taking place, and pre 1905 cars, motorcycles and tricycles will take to the road.

The event will be tailored to meet the needs of these "pioneers" with a weekend of short runs designed not to overtax the vehicles or pilots. A public display is also on the agenda.

Can you imagine the sight? "Pioneer" vehicles touring Historic Ballarat in a weekend never before seen, and one never to be forgotten. Make sure you don't miss this very special event.

Entry forms will be out soon. For further details please contact:

When: 8-9 September 2018

Contact: Greg Smith 0447 395233 or
schacht09@bigpond.com

Ben Alcock 0404 917366 or
events@veterancarclub.org.au

AVCCA NATIONAL RALLY FORBES NSW

You are invited to join the 2018 National Veteran Tour which is currently being organised by the Newcastle Branch of the VCCA (NSW). The Tour is proposed to run as a hub event from the beautiful town of Forbes in the Central West of NSW. Daily runs will be on roads that are well suited to veteran motoring, following routes that are flat to gently undulating.

We are in the process of negotiating places of interest, accommodation options, routes etc and approximate costs will be listed in our first newsletter later this year.

To assist with planning we are now seeking Expressions of Interest (EOI) for the 2018 Veteran Tour to be held between the 23rd September and 28th September 2018. The Tour is open to veteran vehicles built before the end of 1918.

When: 23rd – 28th September 2018

Where: Forbes NSW

Contact: The Tour Secretary,
PO Box 6110, Gorokan NSW 2263
email: forbes2018@bigpond.com

EARLY OVERLAND ROUNDUP RALLY 2018

What could possibly be the largest gathering of Early Overlands in the one place since the end of the 1919 in Australia, the next Willys Overland Roundup Rally is only months away. The event is already promising to be one not to be missed with the Rally finishing on the 100 year anniversary of the day Fred Eager and Wally Webb set off on the record breaking Sydney to Brisbane trip.

When: 14th – 20th October 2018

Where: Orange, NSW

Contact: Les Johnson 0419 288 383
frogshollow1@bigpond.com.au
Jeff Alcock 0425 519 959

Events

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 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–Thursday 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. To complement our direct emails, thanks to Peter Ransom, the VCCAQ website (www.vccaq.com) will also soon provide rally links.

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

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.

When: 30 Aug - 6 Sep 2019

Contact:

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

2019 MODEL T FORD NATIONAL TOUR – MARYBOROUGH QLD

Model T owners QLD Inc (MTOQ), welcomes all Model T Ford enthusiasts to join us in 2019 for the 13th National Model T Tour. This tour is to be based in the city of Maryborough, Queensland from Sunday 29th September to Sunday 5th October 2019 on the banks of the Mary River. Just a short 3 hours' drive (250km) north of Brisbane, Maryborough is a thriving and vital city on the banks of the Mary River, filled with meticulously maintained Heritage Listed buildings, just a short Model T drive from the beautiful Fraser Coast and Hervey Bay.

For all enquiries and entry details visit the website www.mtoq12.wix.com/mtoq/2019-national or email MTOQ2019rally@hotmail.com for an information pack. Tour Director Peter Cameron has already begun his tour of duty preparing newsletters to keep everyone informed of the planning process and uploading them to the website. Peter's tip for this tour: book your accommodation from the list on the website!

When: 29th September – 5th October 2019
Where: Maryborough QLD
Contact: Peter Cameron, National Tour Director
Phone: (07) 3219 4192
email: popintomaryborough2019@hotmail.com
PO Box 1282, Carindale, QLD 4152

Natter Night Meeting Minutes

**Tuesday 10 April 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 8:03pm and welcomed all members, guests and visitors to 'Ladies Night'.

2. Attendance

There were 55 members who attended the meeting.

3. Apologies

David Provan, Ian Berg, Scott Staples, Robert and Peter Caffyn, David Nicholls, Hugh and Rayna Guthrie, Betty and Cliff Ward, John Washbourne, John and Sue Wards, Margaret Lethborg, Michael and Claudia Holding.

4. Visitors and New Members

The President welcomed new members, Jennifer Atherton and Philip Barclay, and visitors Bob Fretwell, Rodney Anderson and Nigel Woodstell to the meeting.

5. Member News

The Club gave best wishes to Callum Walsh and Francesca Cundari for their upcoming nuptials.

No further member news was reported.

6. Treasurer's Report

Deb informed members that (as at 28 March 2018) the cheque account balance was \$7,423, the cash management account balance was \$41,229 and the term deposit balance was \$95,660.

7. Membership Report

Callum welcomed the following new members to the Club:

Phillip Barclay from Ringwood. Phillip was the successful purchaser of the late Cedric Christie's 1916 Dodge.

Carol and Bill Heeney from Saratoga, NSW. Carol and Bill own a 1912 Austin.

Jennifer Atherton from Guildford, WA. Jennifer owns a vast collection of veteran vehicles.

Colin and Maria Birkett from Jan Juc. Colin and Maria own a 1911 Star.

8. Events Report

8.1 Past Events

RACV 1&2 Cylinder Rally (Cobram) – 15 to 18 March 2018. Ben presented a slideshow of photos from the event and thanked Andrew and Frances McDougall for their efforts in organizing the great event.

National 1&2 Cylinder Tour (Deloraine, Tasmania) – 21 to 25 March 2018. Ben presented a slideshow of photos from the event.

Breakfast Run – 24 March 2018

Annual Kalorama Rally - 25 March 2018

Good Friday Hot Cross Bun Run – 30 March 2018

Flinders Rotary Easter Sunday Display – 1 April 2018

8.2 Future Events

AOMC American Motoring Show – 15 April 2018

4 or More Rally – 27 to 30 April 2018

"Shakedown Run" – 4 to 6 May 2018

NMHD Dawn Patrol – 20th May 2018

Historic Winton – 25-27 May 2018

Around the Garages – 19th June 2018. Graeme Edwards notified the Club of the unfortunate passing of a past member whose garage was planned to be visited. Plans for the day have been modified and more details are to come.

RACV Midwinter Rally (Creswick) – 21 and 22 July 2018. Daryl provided the members with a summary of the planned activities. More details to come in the May newsletter.

9. Library and Archives Report

Daryl noted the new items for the library, thanks to Pam and Deane Hill, Stan and Maggie Bone for their contributions.

10. Wanted, For Sale or Swap

David Inglis offered new old stock pressings for a brass 'Boa' horn for sale

Daryl Meek offered a 1938 Ford 10hp Model 7W, green in colour.

11. Items of General Business

Paul informed members about the meeting with and encouraged the welcoming of Dirk and Trudy Regter on their 'round the world in a T' trip, 4pm 19th April in Traralgon East.

Frances McDougall provided an update on Kath McKinnes, she is very happy and was busy completing a jigsaw puzzle when visited by Andrew and Frances. She loves reading Brass Notes and loves having visitors.

Paul invited Andrew McDougall to comment on the CPS Survey sent out from VicRoads. Andrew encouraged members who have received the randomized request to complete the survey.

12. A Reading From the Book

Paul invited Alan Long to give a brief history of 'Hercule' the Type AD Hotchkiss Fire Engine, an early participant in Club events.

Paul went on to read a snippet from 1965 that's within the upcoming history book.

13. Next Meeting

Paul reminded the members that the next meeting is the Presentation Night and it will commence at 8.00 pm on Tuesday, 8 May 2018.

14. Meeting Closure (Paul Daley)

The President closed the meeting at 8:52 pm.

15. Presentation

Ladies Night – Guest speaker John Howell, author of 'The Only Woman at Gallipoli', whose fantastic presentation enthralled all and led to many members purchasing a copy of the book.

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

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Mt Waverley, VIC 3149

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Paul Daley (Lena)

t 0417 583 064

e president@veterancarclub.org.au

VICE PRESIDENT/CLUB CAPTAIN

Ben Alcock

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e vicepresident@veterancarclub.org.au

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e secretary@veterancarclub.org.au

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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 (Jill)

t 0418 561 910

John Prior (Paula)

t 0418 548 184

Scott Staples (Caree)

t 0419 710 039

James Dunshea

t 0457 609 999

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

Daryl Meek

t 0407 881 288

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, Graeme Edwards, John Prior, Michael Holding,

SUBCOMMITTEE CLUBROOMS MANAGEMENT

John Prior and Jim McCaffrey

SUBCOMMITTEE SOCIAL MEDIA AND NEXT GENERATION

Ben Alcock, James Dunshea, Callum Walsh

SUBCOMMITTEE MEMBERSHIP

Geoff Payne, Scott Staples and David Provan

CLUBROOMS COORDINATOR

John Prior

(Sign-in book Scott Staples)

REGISTRAR & PERMIT APPLICATIONS & RENEWALS

Geoff Payne

t (03) 9560 6837

Postal:

26 Windella Cres, Glen Waverley, 3150

CLUB STOCK

John Prior (Paula)

t 0418 548 184

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Brian Hussey (Jill)

t 0418 561 910

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AOMC & FEDERATION DELEGATES

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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 website, 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

Photos from the Club's Archives



The 2 photos above are from early Victorian Golden Fleece Rallies

The Torbenson (top photo) was entered in the 1960 rally by Bernie Bade, an early Club member. It was sold at the Parker auction in 1982. Who owns it now?

The 1899 Locomobile steamer is pictured at the start of the 1961 Golden Fleece Rally in Lansdowne Street. It was entered on its first rally this year by Jack Vaughan. Who owns it now? Don't you love the trailer?

John Shields recognised the Talbot on this page in the April Brass Notes. It was owned by Jack Dance (Secretary of the NSW club for quite a while) who is in the photo. It is now owned by Barry Shinfield, also a NSW member.



Daryl Meek and Fiona Lane in their Renault AX lead a procession from on the Tasmania Rally (Photo by Frances McDougall)



The Hawkin's Darracq, the Smith's Schacht and the Provan Cadillac in Tasmania (Photo by Frances McDougall)