

February 2019



Brass Notes

www.veterancarclub.org.au

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



Dementia Prodest

Veteran Car Club of Australia (Victoria) Inc.
Registration Number A0097964Y

Patron: Ms Netta Griffin, President, RACV

CONTENTS

| | |
|---|----|
| President's Message..... | 4 |
| Membership..... | 9 |
| Flashing Lights Notice..... | 9 |
| Important Club Permit Advice..... | 9 |
| Environment and Sustainability VCCA (Vic) Initiatives..... | 10 |
| A Tale of Two Henrys..... | 12 |
| Dementia Prodest - Some feedback..... | 20 |
| Letter To The Editor..... | 22 |
| Code Red And Extreme Fire Rating Days..... | 22 |
| Events..... | 23 |
| Private Classifieds..... | 28 |
| Natter Night Meeting Minutes..... | 29 |



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

Front Cover: Our President, Paul Daley's 1912 Ford Model T Mother in Law roadster is looking a real charmer in this rural setting. What did Ford have in common with Rolls Royce in this era? Turn to page 12 to find out.

Flashback

This month's FLASHBACK shows a veteran Ford T at a combined club rally to the Hermitage at Narbathong in January 1990. But who owns the T?

Respond to the Editor.



Greg Smith has provided some information and thoughts on the truck in the December Flashback photo.



The first point of interest is that it is it probably does not belong to the "veteran" period as the company did not begin to 1918, and I feel it is in fact even newer than that (happy to be proven wrong, as I am sure someone with more knowledge than me will correct me). Secondly I also feel that it should have had solid rubber tyres, rather than pneumatics, as most trucks around this period were on solids. The owner of the time may not have had access to getting solids, or wanted it a bit more user friendly?

The third and most important point of interest is that it is now located in Holland and for sale. I was trawling the *pre-war cars website* and spotted it for sale in Holland. Interesting in that it shows the owner to be C Gilmore of Mt Gambier (shown on the sign writing on the truck). It also still carries the Veteran rego plate of 277 located on the back of the truck. This is the link to the site:

<https://www.prewarcar.com/233462-day-elder-wtu-b-m-24-s-8-cabriolet>

As is often the case another vehicle leaves our shores.

Coming Events

| | |
|------------------|--|
| 12 February 2019 | Natter Night – Welcome BBQ and Show & Tell BBQ from 6pm – meeting at 8pm |
| 17 February 2019 | Inaugural Daylesford Motorfest Victoria Park, Daylesford |
| 24 February 2019 | RACV British & European Motoring Show Yarra Glen Racecourse |
| 10 March 2019 | Yarra Glen Swap Meet Yarra Glen Racecourse |
| 12 March 2019 | Natter Night – 8pm Club rooms - Ladies Night |
| 24 March 2019 | 64th Kalorama Rally - Veteran Cars Featured |
| 19 April 2019 | Good Friday Hot Cross Bun Run Braeside Park, Rosella Oval |
| 25-28 April 2019 | 2019 “4 & More” Rally, Corowa. NSW Contacts: David Lang T: 03 5881 2492, Don McPherson M: 0412 851 325 |
| 27 April 2019 | RACV Florence Thomson Tour -RACV Cobram Resort |
| 18–19 May 2019 | Pre 1905 Pioneers Rally – Ballarat Rally Director: Greg Smith 0447 395 233 |

Major Events

| | |
|--------------------|---|
| 14 - 17 March 2019 | RACV 1 & 2 Cylinder Rally - Bright Contact: John Stanley 0409 001 836 |
| 18 - 19 May 2019 | Pre 1905 Pioneer's Rally, Ballarat - TAVCCA National Event Contact Greg Smith: 0447 395 233 |
| 19-21 July 2019 | RACV Mid Winter Rally – Inverloch Rally Director: Ben Alcock 0404 917 366 |

National Events

| | |
|--------------------------|--|
| 10 - 15 March 2019 | National Veteran Motorcycle Rally - Ulverstone Tasmania Contact: Greg Smith 0447 395 233 |
| 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 |
| 29 Sep – 5 Oct 2019 | National High Wheeler Rally – Maryborough, VIC Contact: Greg Smith 0447 395 233 |
| 11th – 17th October 2020 | RACV National Veteran Car Rally - Swan Hill, VIC Contact: Michael and Claudia Holding 0407 008 895 |

International Events

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

President's Message

By Paul Daley

Children Under 16 to be Free at our Events...

At the December Natter Night, I read from a letter from *Lois and Ralph Provan* who had expressed concerns about the cost for families attending rallies and emphasising that more discussion needs to take place as to how better to consider this issue to ensure that families are not dissuaded from participating in future events. I agree with Lois and Ralph – the future of the Club lies in families wanting and being able to afford to participate in rallies. On December 3, your committee made the following decision: *Effective immediately*, all children under the age of sixteen will be able to attend all Club events free. The members present at Natter Night gave the decision a round of applause. What this means is that all line items on a Rally Entry form will have U16's no charge, including all catering as well.

Let's Encourage the Movement to Embrace 'Children Free'

Many of our members are also involved with other clubs in the motoring movement, and they have the potential to effect change in these clubs. May I encourage you to also promote the 'Children Free' initiative in the other clubs you are involved with? The VCCA (Vic) will be advising both the AOMC and the Federation of this initiative. The Movement is having great difficulty in attracting 'younger' members to get involved at a Committee and Executive level, and everything possible should be done to encourage families to embrace our hobby. Embracing a 'Children Free' policy throughout the Movement would be a great start. The Federation in particular are having difficulty in attracting younger members and it's good to see that children under 16 have free entry at the Bendigo Swap, while the Eastlink Great Australian Rally had children under 14 free. Let's push for this to be a Movement wide initiative.

Steam to Feature at RACV 1&2 Cylinder Rally

Rally director *John Stanley* is busy fine tuning arrangements for the steam cars that have entered the RACV 1&2 Cylinder Rally at Bright in March. A 1000 litre water cart has been already organised and entrants are being asked as to whether more facilities will be needed, or whether jerry-cans filled with water can be carried by support vehicles. With six steam car entries, this logistical challenge is something new. The second day is a 125km return run, and the lunch stop will feature a large collection of steam engines including a coal fired 2 cylinder bus will be running (subject to fire restrictions). Some entrants may choose to trailer their vehicles to the morning tea stop at the Myrtleford Golf Club – a great alternative to enable all to participate, reducing the total distance to 63km. Good planning John!



Thank you Gilbert Ralph MBE, OAM

Mr Gilbert Ralph MBE, OAM, Honorary Archivist of the Rolls-Royce Owner's Club, has prepared a fascinating article comparing Henry Royce and Henry Ford and the cars that made them famous. The article first appeared in the RROC magazine *Praeclarum*, and we are grateful to be able to publish it on pages 12-19 of this edition of *Brass Notes*.

Inside Rolls-Royce...

David Provan sent us the link <https://www.youtube.com/watch?v=Rpymtht9RRg> and it is a fascinating 46 minutes of the history and inner workings of the Rolls-Royce organisation. The extent of design perfection and continual quest for the ultimate automobile is revealed, beginning right from the start.



Letters to the Editor

On occasions 'Letters to the Editor' are published in *Brass Notes*. All contributors should be mindful of the following guidelines which are published on our Directory page.

Letters to the Editor:

Letters to the Editor may be edited for space or other reasons. Preference will be given to well-constructed and formatted letters. The decision to publish a letter in *Brass Notes* is the decision of the editorial team and not an entitlement of a member. The editorial team reserves the right to edit or omit any material submitted for inclusion in *Brass Notes*.

Minerva Chassis Numbering...

The latest VCC of GB Gazette had a fascinating article on veteran Minerva chassis outsourcing and the numbering sequences that identified the source. Australian enthusiasts of the marque played an important role in author Roy Case's research – among those referenced were: *Robin Sharp* (Vic) 26 hp Minerva Type X, *Adrian Denamn* (SA), *Bill Sides* (Vic) who is internationally recognised as an expert on Minerva, and regular National participant, *Ray Mossops* with his 1914 Minerva 14hp Type KK.

Frank Pound's Breakfast Run...

Frank Pound's popular Breakfast Runs commence on February 23, with a run to Halley Park, Jasper Road, Bentleigh, with the regulars welcoming all to attend from 8.00am. For new members it's a great way to make new friends and get involved with our Club, and shake the cob-webs out of a vehicle.



Geoff and Sue Payne enjoy a hearty breakfast as the December run

The McDougalls... Committed to the Movement

When it comes to getting things done around the Club Andrew and Frances McDougall are always one of the first to help. Recently the Club Committee decided to address the Club's commitment to the Environment and Sustainability of our Club's 'footprint' and Frances willingly took up the challenge to development policy and practical ideas. Her first report to Committee is published on page 10. Frances is also the designated photographer at many events and her work is a valuable resource for *Brass Notes*, our website, and archives. Andrew contributes as a Committee member, as a Scrutineer and also as the FIVA representative for Australia. He also travels to country Victoria to represent us at the Federation as well as the AOMC. Andrew and Frances rarely miss a Club event and also organise the annual Petanque inter club competition.



Andrew and Frances McDougall

A Little Less Conversation...

It seemed to be an issue that was a 'no brainer' to us at the VCCA (Vic), but it's taken our Andrew McDougall over a year to get the Federation over the line and unequivocally 'nail their colours to the mast' and call for the removal of the inequitable Luxury Car Tax. Andrew is also representing the Elvis Car Club (according to Federation's draft minutes) and the 'yes' vote saw the Federation finally get on board. Luxury Car Tax – A motion has been moved that the Federation become involved in the push to the Government to remove the Luxury Car Tax on vehicles 30 years and older. Moved Andrew McDougall (Veteran Car Club, Elvis Car Club), seconded Frank Dofter (Packard Car Club) carried. One vote per club. Vote 25 votes to pursue motion for removal of Luxury Car Tax.

'2020' AHMF National Tour... March 28 - April 4, 2020

2020 is shaping up to be a year to remember with events coming already on to the Calendar. The Australian Historic Motoring Federation invites members to take part in this week-long event, opening with a Cocktail-style Welcome Evening and Open Day, followed by a week of touring, concluding with a Gala Farewell Dinner. Come along, participate and have fun at this affordable event. Bring your children; bring your grandchildren; bring your grandparents!

Albury-Wodonga has been selected for the first major national event since the highly successful 2001 Canberra rally. This event includes daily touring options. '2020' AHMF National Tour is being promoted internationally. All historic vehicles are welcome and encouraged to attend and there will be routes to suit vehicles of all eras:

| Veteran | Vintage | Classic |
|-------------------|----------------------|--------------|
| Historic caravans | Motorcycles | Tractors |
| Steamrollers | Stationary machinery | Lady drivers |

Promotion for entrant drivers under 25 years of age.

More information:

Web: ahmf.org.au

Email: 2020Tour@ahmf.org.au

PO Box 246 Nundah QLD 4012

John Kennett: Ph 0419 599 066

64th Kalorama Rally

Sunday March 24 will see the Kalorama Rally kick off at 9.00am at the Manhattan Hotel with the run to Kalorama. Veteran cars are a feature this year so get involved and fly our flag! The official opening takes place at 10.00am, and the event is a wonderful showcase.

President's Message

By Paul Daley

Two Wheel Brake Rally

Sunday December 16, saw the VSCC's annual Two Wheel Brake Rally host our final event for 2018, with 20 cars and 56 passengers participating. Many of our VCCA (Vic) members have links to the VSSC and there is a wonderful spirit of camaraderie between the clubs. The event had its origins forty years ago as the Melbourne Traffic Light Rally, when its founder Peter Latreille saw the need for an event for the 'slower' veteran and vintage 'sports cars'. Today it is known as the Two Wheel Brake rally, with Peter the ever innovative convenor, running an event that has stood the test of time. The organisers do their best to educate participants on a variety of features of Melbourne and this year was no different with 'Modern Melbourne' being the theme. A highlight was the 1906 Clements (before Bayard) owned and driven by Phil Schudmak - the car being restored and rebuilt some 25 years ago with significant providence and on the Victorian Historic Racing Register. Also of interest was the 1923 Elite, restored by Graeme Simpson some years ago. It was then a 'basket case' and underwent continuous restoration – a 1.7 tonne vehicle powered by a 3.1 litre 'adequate' engine. This year *Brian Hussey* and his friend *Christine Sheath* were spectators as Brian was recovering from recent surgery.



Pre run briefing



Callum Walsh chats with Craig Emmerson



Christine Sheath and Brian Hussey



David Provan and Robert Tenney, 1923 Crossley



The Emmerson brothers with their 1923 Cadillac



Phil Schudmak, with the 1906 Clements (Bayard)



Graeme Simpson's 1923 Elite



Peter Latreille briefing entrants

What exactly do they weigh?

I am beginning the task of assessing which vehicle to replace the Ford Territory that has been doing a superb job towing and touring Australia with my hobby. I was curious to know the exact (not approximate) weight of my rig, and called in at the GoWeigh Public Weighbridge on Eastlink, Scoresby exit with my 1913 Willys Overland happily on the car float. It was a very simple procedure. The weighbridge comprises four segments, A, B, C, D, and you drive your rig on, and position the car float over A & B, unhitch and drive the car over C & D. You then insert your credit card into the vending machine and the weights are printed out – complete with photographic verification of the vehicles. The result: Float with veteran car total 2400kg – and the Ford Territory 2300kg – total all up 4700kg. Cost \$36



Weighing Ford Territory and car float at GoWeigh Scoresby

Member News

Callum and Francesca Walsh welcomed with much joy and love Audrey Grace Walsh, born on January 5. The Club sends Callum and Francesca our congratulations.

Brian Hussey is well underway with the complete restoration and thorough mechanical going over of a 1909 single cylinder De Dion-Bouton rear entrance Tonneau example, with a de Cours engine that he acquired from the Jack Nelson Estate. Brian was unable to enter the RACV Annual Rally last year due to spinal and bi-pass surgery. Proving that you 'can't keep a good man down', Brian has had four spinal operations over the years and yet still restored three WO Bentleys, one which took 9000 hours and sold for \$1.4M at Pebble Beach. Brian campaigned Bentleys for 21 years and also ran two farms – one at Pearcedale (Vic) and the other in New Zealand.



Brian Hussey restoring 1909 De Dion-Bouton

London to Brighton – Tender Vehicles Still a Problem...

In the Gazette of the Veteran Car Club of Great Britain (Dec 2018), the Chairman, Adrian Goding made the following comment regarding the 2018 London to Brighton Run: 'There are still some examples of really poor driving by both entrants and tenders and a remarkable number of the latter were to be found on the route... Just because it is one particular Sunday in November does not suspend all the regulations regarding red lights and keep left signs and bus lane exemptions certainly do not extend to tenders'. Our Safety Committee is continually requesting (on usually deaf ears) that tender vehicles stay well behind the veteran cars on a Rally. One of the greatest dangers on a rally are vehicles bunching together, and then further being compounded by selfish tender vehicles mixing with the fleet. Ideally tender vehicles should be up to 30 minutes behind the pack.

President's Message

By Paul Daley

Mecum Kissimmee 2019 Auction

It was my search for the selling price of the 1909 Model T Ford Couplet at the Kissimmee Auction that piqued my interest in the Mecum phenomenon. Kissimmee (a name of North American Indian origin, not to be confused with romance), is a small city of about 60,000 (similar size to Victoria's Shepparton) in the state of Florida. Back in 1910 there was even a Kissimmee Automobile brand. A Mecum auction is a television and online spectacle with a cast of 100's – videographers, floor managers, gaffers, grips, runners, technical director, roving lighting, booms, and the fastest talking motor mouth on the planet – 'REEEESURRRV is ORRRFF'. To watch the action online (which I did) was simply a matter of registering and subscribing to Mecum's Auctions – no charge. Mecum will hold 13 Auctions this year around the US, plus additional hobby specific events, and although the Kissimmee event had 3500 lots, there are smaller events with 600-1000 lots. The company was founded by Dana Mecum, the sixty-five year old son of a famed auto fleet salesman Edward Mecum, and today Dana's net worth is estimated at \$45M. Mecum are the world leaders in live auctions of collector and classic cars, antique motorcycles, vintage tractors and Road Art memorabilia. Mecum does not solicit people to sell their cars – all sellers contact Mecum and a seller can post a reserve price on their

vehicle and they are not obliged to sell it. If it doesn't sell, only the prepaid entry fee is retained by Mecum – a \$5,000 car sells at the same auction as a \$5M car. Mecum will never sell a car with a 'checkered past' and they have a thorough vetting process that every car must pass before it's sold. The seller is also required to attend the auction and the auction is organised by vehicle value and separates the price tiers over different days. For example, Day 1 is for cars less than \$10,000 and the cost is between \$350 - \$500.

The collector car hobby is alive, very healthy and kicking, and the '50's, '60's and '70's 'muscle cars', plus aspirational cars from the childhood days of today's seniors bring top money e.g 1959 Chevrolet Corvette in mint condition \$152,000 – and they just kept rolling day after day. This year's Kissimmee event went for 11 days – Jan 3-13, and the 1909 Model T Ford Couplet featured in our January Brass Notes sold for \$60,500. And what was the most interesting result at Kissimmee? That's a hard one to answer. An offering of two L88 1969 Corvettes saw the hammer fall for \$900,000. A 1969 Dodge Hewi Dayton had the entire audience yelping and hollering for more as it hit \$900,000 also! Sadly, there was nothing of the Veteran era while I was watching. With over 3500 autos on the block the event and the razzamattaz is something that could only happen in the US.



The Kissimmee Auction grounds in Florida



Kissimmee Automobile Factory circa 1909



Another one goes over the line



It's a television spectacular

Flashing Lights Notice

February Natter Night

Our February 12 Natter Night kicks the year off with a BBQ at 6.00pm – it's an all inclusive event and we look forward to hosting you to this complimentary start to the year. *John Prior* will again be doing the honours as our BBQ Tong Master, with the bar open for beverages. At 8.00pm we have what's becoming a tradition – 'Show and Tell', hosted by *Daryl Meek* and *Fiona Lane*. Add to that fun and bring an item to present and have us guessing!

*Yours in Veteran Motoring,
Paul R Daley, President*

NATTER NIGHT

February 12, 2019



6.00pm at the Clubrooms with refreshments - we supply everything for a great start for the year

8.00pm - Natter Night

with Daryl Meek & Fiona Lane presenting their popular



feel free to bring something of interest to show as well!

MEMBERSHIP

WELCOME TO NEW MEMBERS

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

Shane and Karen Edwards from Langwarrin.

David and Karen own an unrestored 1913 Hudson, and a restored 1908 Reo and 1917 Indian.

Robert and Carol Stunden from Cranbourne. Robert and Carol own a 1910 Rolls-Royce, which is undergoing a restoration.

Notice regarding the fitting of flashing lights on veteran cars.

For some time a number of Members have been using flashing lights of one type or another on the rear of Veteran Vehicles; It has been established by the Safety Sub Committee, and confirmed by external Legal Advice that this is in fact illegal. Colour and configuration matter not, as it is a VicRoads Regulation. Flashing lights are not legal on the back (or front) of cars unless they are hazard lights in use in emergency situations. It is a regulation enforced by Victoria Police.

Members of the Club, along with other road users, are bound by VicRoads to comply with these Regulations.

The Club and/or it's Committee can therefore: not recommend, promote or condone their installation or use.

We remind members that the safety and legality of their vehicle, and the safe driving of the vehicle remain the responsibility of the individual owner and driver at all times.

The Club promotes safety at every opportunity, and plan on issuing an updated Safety brochure and additional safety information in the near future. At any time members can also contact our Club Scrutineers for advice with respect to the mechanical condition of their veteran vehicle.

Important Club Permit Advice

from the VDC newsletter

Important Club Permit Advice There have been many instances reported recently where VicRoads have not accurately recorded payment of permits. This has led to the situation where drivers have been stopped by Police and given a ticket for driving an unregistered vehicle. They have been unable to advise police of their payment and VicRoads data base, relied on by the police tells them the permit has expired. So, the police are very reluctant to listen to any argument as they rely solely on this information.

It is suggested that you avoid paying the permit with cash as payments made by this method may be difficult to trace if the payment is not correctly recorded.

When renewing your permit glue or staple a copy of the receipt inside the front cover of your logbook. The original receipt fades with time so it is suggested that a copy be made. As well when renewing the permit at a VicRoads office ask the operator to confirm that they have ticked the payment off on the last page of the document on their screen. While these actions will not prevent VicRoads making these errors, it will give the driver more evidence to show the police should you be pulled up. It also gives proof that you have paid when you go to VicRoads to try to sort it out with them.

Environment and Sustainability VCCA (Vic) Initiatives

By Frances McDougall

These first thoughts are to start discussion and to come up with a policy that will cover a number of areas. The first area: how best to tackle the Club's responsibility to become better at reducing waste, recycling, using fewer resources and to aim for sustainability in what is used on rallies, events and in the clubrooms. The second area: to improve members' use of resources and recycling at home. A third area would be to encourage all members to submit ideas on finding solutions to recycling, reducing waste and being sustainable.

What will be important is to change the way we think by remembering to retain those items that can be used again on future events and then to be reminded to bring them to the next event!

Rallies and Events:

Reducing Waste: To ensure that Rally Bags only have the information that is required for the rally i.e. Rally Book, necessary local maps, rally badge and car information cards (RACV cards in plastic folders) The other bag fillers should start to be left out unless there is advertising from a Sponsor, which would then need to be included.

Name Badges, Rally Bags and Plastic Rally Book Folders:

Encourage the use of VCCA Name Badges for our local Victorian Events. On National Rallies and where a number of interstate entrants attend, then have a policy to collect and re-use the name badge folders. Ensure there are collection boxes at the final dinner. The boxes can be marked and then stored at the clubrooms for the contents & the box to be passed onto the next event organisers.

Encourage the recycling of the plastic rally book folders – again have a collection box at the final dinner. I am aware that these folders often don't stand up to a whole week long rally without getting damaged but we can collect what we can. Also to look into changing from plastic folders to bio-degradable ones.

Rally Bags:

To look into bio-degradable, calico or jute bags

Food Containers:

This is an area that can be much improved on, so as to move away from plastic plates, cups, knives, forks, spoons and straws. There is now a wide range of compostable and bio-degradable of all of the above. There are a large number of firms where you can buy sugarcane plates, wooden cutlery and coffee cups that have a PLA lining. This lining is a polylactic acid derived from cornstarch and is compostable under commercial conditions.

The sugarcane plates are compostable in a home compost bin. BioPak, which makes the coffee cups, also has a facility to pick up coffee cups, food scraps,

coffee grounds & tea bags in one of their bins. They work in Victoria with Corio Waste Management and they do collect for one off events. This will need to be followed up if we go with the use of compostable cups on a rally. We would also need to have a system in place in which to collect this waste and not have it contaminated with any other waste.

Drinks:

This is another area in which we can reduce waste. When juices are on offer, use paper or recyclable cups and 2lt containers, instead of the single poppers with plastic straws. Have paper straws on hand. On a major rally supply a metal drink bottle that is reusable – people fill their own bottle each day, e.g. as was done at the recent Forbes Rally. We could have one with the VCCA (Vic) Logo, then members to be encouraged use them on future events.

Clubrooms:

Reducing Waste: To reduce what goes to landfill the clubrooms should use paper straws, have a soft plastic bin for recycling as these are generally not acceptable in normal recycling bins. The supermarkets and council recycling depots have soft plastic recycle bins. For events held in the Clubrooms when disposable plates etc are used refer to suggestions under Rallies & Events.

In regard to food waste – Clubroom Management Committee should look at the feasibility of starting a compost bin at the clubrooms if it doesn't already exist.

At Home:

This is an area where all members should be encouraged to recycle their waste oil – Club to provide a list of places where this can be done, via local councils and businesses that sell oil like Super Cheap.

Encourage members when re-doing, restoring engines to think about putting in lip-seals so as to reduce oil leaks.

Also to look at using suitable brake lining material that doesn't contain asbestos.

Recycle old car batteries and tyres – provide a list of recycle places.

Third Area:

To regularly, in *Brass Notes*, ask for suggestions from members on recycling, reducing waste – many may already be doing this and would know where to go in their local area.

These are just first thoughts on areas that could be covered in the club policy documents and any suggestions are welcome.

Frances McDougall

amfi@dunollie.com.au

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A Tale of Two Henrys

By Gilbert M Ralph, MBE, OAM*

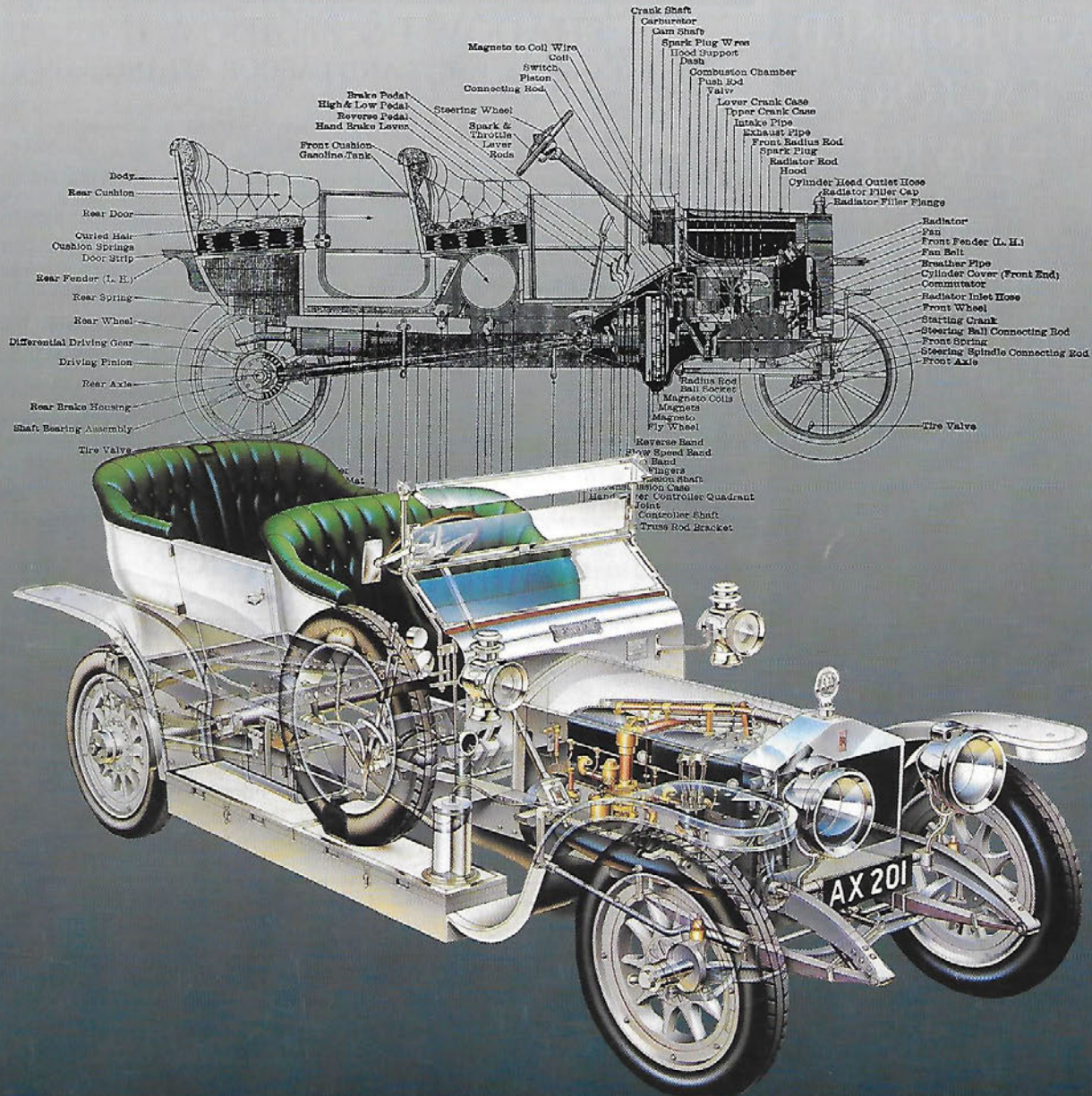
Some years ago Gilbert Ralph put together a fascinating comparison of the lives of Henry Ford and Henry Royce. It played out in many ways, including in the manufacture of the cars that made them so famous. We are grateful for Gilbert's agreement to allow publication in Brass Notes. The article was first published in Praeclarum in April of 1999, and we also thank the RROC for the opportunity to reprint it.

*Quidvis recte factum quamvis humile praeclarum**

PRÆCLARVM

The Federal Journal of the Rolls-Royce Owners' Club of Australia.

No. 2-99. April, 1999



A Tale of two Henrys

Despite the extreme contrast in the nature of the motor cars they built, Henry Royce and Henry Ford had more in common than might at first be expected. Each made a remarkable contribution, not only to motoring, but to the nations they were proud to represent.

Many Rolls-Royce owners have read of Henry Royce, the modest 'mechanic', who introduced such remarkable standards of engineering excellence into the manufacture of internal combustion engines, and the accompanying motor car chassis, as to become an industry leader almost overnight. Within a few years his 40-50 horsepower model (the Silver Ghost) was acclaimed by a motoring correspondent as 'the best car in the World'. Such cars were produced, regardless of cost, to satisfy a very limited market of motoring enthusiasts, many of whom were wealthy aristocrats known to the Hon Charles Rolls with whom Royce had formed an alliance in 1904 to produce 'Rolls-Royce' motor cars.

Henry Ford made no less of a contribution to motoring. Not only did he develop a simple, economical automobile but he pioneered mass production, and other manufacturing practices, which enabled him to progressively reduce the cost of his cars. His philosophy was to make a practical motor car at a price everyone could afford. The Australian author-TV personality, Clive James, said of Henry Ford in his book *Fame in the 20th Century*, that, 'Henry Ford put his name on the century like no one else. He put America on wheels and the whole world followed. He turned the automobile from a privileged carriage into a mass-market consumer utensil. He was hailed as a genius with a vision of the new, infinitely mobile democratic society. The Ford Motor Company was the new America.'

Henry Royce wasn't even mentioned among the 250 biographical sketches of people Clive James believed shaped the 20th Century.

What excited my interest in these two Henrys was the coincidence of advertisements for Ford and Rolls-Royce which appeared on opposite pages of the 1908 Edition of *The Encyclopaedia of Motoring* - a 700 page book with more than 50 fascinating advertisements. (See attached illustration) The Fords referred to were obviously earlier than the Model T and the Rolls-Royce was most likely the 40/50 h.p. (Silver Ghost) following its celebrated 14,371 mile run under RAC supervision in 1907 when the running cost was determined at 4½d (pence) per mile.

Many aspects in the lives of Henry Royce and Henry Ford had a remarkable similarity. For example they were both born in 1863, worked for railway companies, became electricians, installed electric generators in their homes, were capable machinists, able mechanics, tireless workers, technically dominant in their enterprises, enjoyed successes in motor racing, set world motoring records, were innovative, became

pioneers in the use of alloys, developed V8 engines, designed aircraft engines, planned their own factories, shared an interest in farming, contributed to the war effort and received high distinctions.

On the other hand they were quite different in nature and behaviour. Their personal characteristics were so diverse that, had they met, they would most likely have had an instant dislike of each other. Royce had an excellent command of English, Ford was verging on illiterate. Royce was composed and rational, Ford erratic and unpredictable.

Both men had modest beginnings. C. W. Morton in, *A History of Rolls-Royce Motor Cars* gives a good account of Royce's life. His father was a miller who died young leaving the family in poor circumstances. Henry's aunt paid for the early years of his apprenticeship at the Great Northern Railway Workshops at Peterborough but he was unable to complete it and drifted to London where he became involved in the relatively new business of electricity. He was receptive and learnt quickly. At the age of 19 he was 'Chief Electrician' to the Lancashire Maxim-Western Electrical Co. Two years later Royce and his friend A. E. Claremont set up in business as F. H. Royce & Co. in Manchester where initially they manufactured simple electrical equipment such as door bells. In this they were successful beyond the average. It was while they were working in Manchester that Claremont and Royce married sisters, Edith and Minnie Punt. The Claremonts had no children. Henry was fond of children but Minnie was terrified of child birth and as a consequence they had no children. They did however adopt Minnie's orphaned niece, Violet Punt. They were devoted in the early years of their marriage, Minnie being very tolerant of the long hours Henry spent building up his electrical business. In 1893 they moved into Brae Cottage in Knutsford, a fashionable area south of Manchester.

Henry Ford was born at Dearborn, south of Detroit, to an Irish farmer with a large family. As a child he showed a great interest in mechanical things and loved to tinker, especially with clocks and watches. He was disinclined to stay on the farm and in 1880 took a job with the Michigan Car Co., makers of railway rolling stock. He then worked in the machine shop at James Flower & Co. but, like Royce, did not complete the apprenticeship. Later he joined Westinghouse Engine Co. where he was involved with steam engines. He became interested in electricity and following his marriage to Clara Bryant in 1888, moved to Detroit and worked for Detroit Edison Co. where he soon became Chief Engineer at a salary of \$1,000 per annum. They lived in a modest rented house nearby where Henry pursued his interest in mechanics and electricity. He attended night school to make up for his earlier lack of education. Their only child Edsel was born in Detroit in 1893.

A Tale of Two Henrys (Cont.)

By Gilbert M Ralph, MBE, OAM*



A Few Recent Successes.

GOLD MEDAL. Irish A.C. Reliability Trials, 1907. Course 568 Miles. Speed, 31.5 Miles per Hour. Fastest in Class in Graiguenamanagh Hill Climb. Petrol Consumption, 32.748 Miles per Gallon.

GOLD MEDALS (TWO) Saltburn Speed Tests.

GOLD MEDAL. Essex Motor Club Reliability Competition. Course, 200 Miles. Fastest Time in Speed Test. Petrol Consumption, 33.4 Miles per Gallon.

GOLD MEDAL. Irish A.C. Open Hill Climb. Beat all Competitors up to £600 Chassis Price.

SILVER CUP. Somersetshire A.C. Hill Climb. 1st, 2nd, and 4th, FASTEST TIME in its Class at Birdlip Hill Climb.

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A copy of this certificate will be mailed free on request.

Rolls-Royce, Ltd., 14 & 15 Conduit St., London, W.
 Telegrams—"Rolbead, London" Telephones—1654, 1655, 1656, Gerrard.

Advertisements for Ford (left) and Rolls-Royce motor cars from the 1908 edition of *The Encyclopedia of Motoring*. The Fords referred to were obviously earlier than the Model T and the Rolls-Royce was most likely the 40/50 h.p. following its celebrated 14,371 mile run under RAC supervision in 1907 when the running cost was determined at 4 1/2d per mile.

F. H. Royce & Co grew steadily during its first decade as did the range of products to include electric motors, generators and cranes. Royce was not so much of an inventor as a perfectionist and it was his careful study of other machines that led to patentable improvements such as his sparkless commutator. During this same period Ford's reputation for innovation at Detroit Edison grew. In 1893 his interest in internal combustion engines was intensified and he began building an engine in the back shed often working through the night. His friend James Bishop helped him build a light chassis with four cycle wheels, a single seat, tiller steering and an electric bell as a warning device. It was an excited Henry who drove the car around the block in July 1896. This was a remarkable achievement considering he had probably never seen a horseless carriage let alone owned one. This was six years before Royce acquired his first car.

Thomas Edison, whom Ford met in August 1896 at the Association of Edison Illuminating Companies in New York, praised his inventiveness and observed that Ford's 'car has an advantage over the electric car because it supplies its own power'. Henry was inspired

by Edison's encouragement and on his return to Dearborn sold his first car for \$200 and began making another one. 'Crazy Henry', as he became known, was obsessed with the automobile and at the age of 36 he declined promotion at the Edison plant to take up the position of Chief Engineer with the Detroit Automobile Company of which he was a partner. Its first prototype - a delivery wagon - was ready in January 1900.

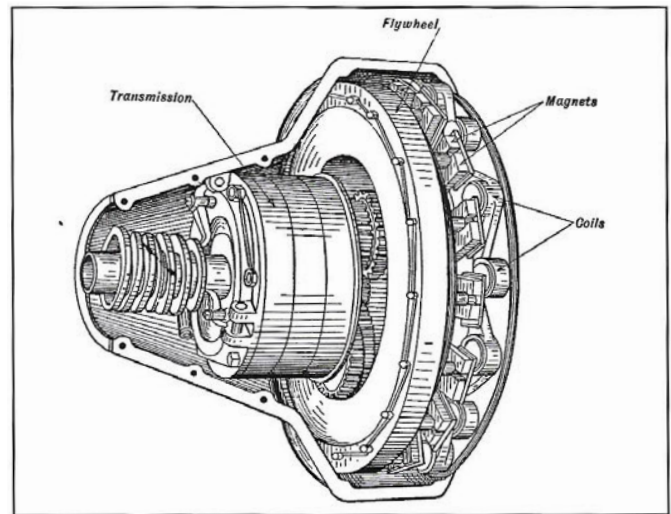
In England at the turn of the Century there were few motor cars and for the most part they were either German or French. Royce must have looked at these with interest and it is surprising that as a successful manufacturer of electrical equipment it is surprising that he did not attempt to build an electric car. Instead he bought a used two cylinder Decauville and soon became aware of its numerous shortcomings. For a while he tinkered with it until finally he was so distressed by it that he decided to build a car of his own. He, like Ford, became obsessed and often worked through the night. The engine and chassis were very similar to the Decauville. There was no inventiveness in what he did - just technical improvements, better materials and quality workmanship. Royce's 10 h.p.

twin made its first run on 1 April 1904. By comparison it was quiet and reliable. With its success Royce was into the motor car business.

Royce entered his first 10 h.p. car in the Automobile Club Sideslip Trials in April 1904 and it performed faultlessly attracting the admiration of Massac Buist, a motoring correspondent and friend of Hon. C. S. Rolls. Subsequently Henry Edmunds introduced Rolls and Royce and by December the name Rolls-Royce was established and a range of cars from a two cylinder 10 h.p. to a six cylinder 30 h.p. were on display at the Paris Salon. Rolls, and other drivers, enjoyed a considerable degree of success in the following years in a variety of trials and endurance runs, which obviously helped promotion of the marque.

Both Ford and Royce recognised the value of competing in races and reliability trials as a means of establishing their products in the market place. Ford entered his first race in October 1901 and came second; mainly because so many other participants withdrew. Two years later his new racer '999' won a major race in the hands of Barney Oldfield, a champion cyclist Ford taught to drive overnight, because his wife Clara refused to let him compete himself. A few weeks later in a twin to '999' set a world speed record of 60 mph. These successes attracted financial support from Alexander Malcolmson which enabled Ford to establish the Ford Motor Company with himself very much in control. He quickly ordered 650 two-cylinder 8 h.p. engines and transmissions from a local manufacturing firm, Dodge Bros., and soon after the Ford Model A appeared and sold quickly. About the same time as Rolls-Royce were receiving good publicity following endurance trials such as the 874 mile Lands End to John O'Groats Run, two Ford cars successfully completed the 4,100 mile Trans-America Race.

Whilst Royce was keen to develop a six cylinder engine because of the smoothness of its power strokes, the first few were plagued with crankshaft failure. Royce persisted and quite by accident discovered the 'slipper flywheel' which eradicated torsional vibrations common in such engines. Rolls-Royce exhibited a 30 h.p. six cylinder Rolls-Royce at the New York Automobile Show in December 1906. Amongst the cars on the Ford stand was a luxury Model K - a six cylinder Ford which Henry had been obliged to build to satisfy the wishes of his partners. It was the only one he ever built. Later he is reputed to have said, "A car should have no more cylinders than a cow has teats". Charles Rolls attended this Show and it is not known whether he and Ford met. Ford would certainly have been aware that Rolls was there since Rolls was the winner of the Under-25 h.p. Class race in a Rolls-Royce 20 h.p. The car was sold to Captain Hutton who set a world land speed record for the under-60 h.p. class over a five mile course at Ormond Beach in the following year.



The Ford Model T magneto, built into the flywheel, and the ingenious planetary transmission.

The two Henrys did agree on one thing - or at least separately came to the same conclusion at about the same time - and that was to abandon the multiplicity of models and concentrate on one model only. Royce discontinued the 10, 15, 20 and 30 h.p. models, and the two V-8 models, and settled on the newly designed 40/50 h.p. model which of course later became known as the Silver Ghost. Ford, having utilised all the letters of the alphabet from A to S, settled on his latest creation, the Model T. The Silver Ghost remained in production from 1907 until 1926 during which 7,876 were made, and 1703 of those in Springfield, Massachusetts, U.S.A. The Model T began in 1908 and continued until 1927, by which time over 15 million had been produced. This fact alone prompts the question, "which car was the more successful?"

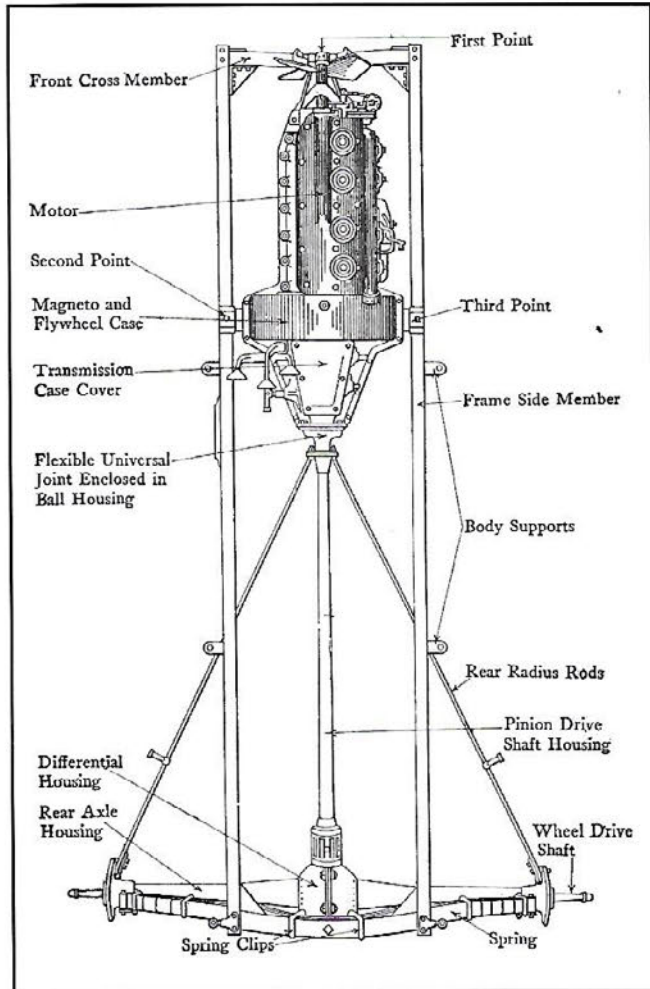
Martin Bennett, Editor of PRAECLARUM, suggests that if there is any similarity between a Rolls-Royce and T Model Ford it is limited to the shape of their radiator top tanks. There were certainly many striking differences. One was complicated, the other simple. Royce cars were heavy, Fords were light. The Ford chassis consisted of two pressed steel channel sections which, unlike the heavily cross-braced Silver Ghost Chassis, had only two cross members - one at the front and one at the rear for the transverse springs. The engine boasted a three point mounting and the body had six bolts holding it to the flexible chassis.

It is of interest that Henry Ford owned a Rolls-Royce. I have seen no evidence that Royce owned a Ford. Fasal and Goodman in *The Edwardian Rolls-Royce* records that a Silver Ghost, Chassis No 1972, with a Lookers Ltd of Manchester torpedo tourer coachwork, was sold to the Ford Motor Company (England) Ltd in 1912 and that it later passed to Henry Ford of Detroit, U.S.A. Collier and Horowitz in their book *The Fords - An American Epic*, describe how Henry, his wife Clara and son Edsel went to England in 1912 where Henry

A Tale of Two Henrys (Cont.)

By Gilbert M Ralph, MBE, OAM*

had discussions with Sir Percival Perry about forming an English company. Presumably the Rolls-Royce was bought after the English subsidiary was established and it was shipped to the United States later. Whilst in England on this occasion the Fords also visited Ireland where they saw Henry's father's birthplace. It was described as "a crumbling structure with a caved in roof and two barren rooms". Henry had a very humble Irish ancestry.



The Ford Model T chassis, less front axle. Note the absence of intermediate crossmembers to brace the chassis rails.

The English subsidiary prospered and became the avenue through which Ford established his various European subsidiaries. In England they had plants at Dagenham, near London, and Trafford Park, near Manchester (in the vicinity of the Royce Ltd factory). The Trafford Park factory was an integrated facility where the raw materials, such as coal and iron ore, came in at one end and completed motor cars drove out the other end.

During World War I both Rolls-Royce and Ford redirected their energies to the war effort. Many Silver Ghosts were converted and saw service as Staff cars, Ambulances and Light Armoured Cars. They were fast

and reliable. Model T Fords were also used on the battlefields of Europe. They proved as durable in the rough slushy conditions in Europe as they had on the farms in USA.

Both Henrys were amongst the first to utilise alloys and the spindly looking axles, springs, crankshafts and connecting rods on T Models owed their incredible strength to vanadium steels which Ford pioneered. Royce was also alert to the benefits of alloys, particularly in the case of aluminium and he led the world in the use of aluminium alloys in aircraft engines. By 1946 Rolls-Royce Ltd held over sixty-five patents for aluminium alloys, many of which were being made under licence around the world.

By the mid 20's the T Model was obsolete and rapidly losing market share to Chevrolet and Dodge. Henry was reluctant to change and it was his stubbornness that nearly brought the company down. (Henry had complete control of the company since 1912 when he had bought out the minority shareholders. In 1926 he was the richest men in U.S.A.) Finally, when sales halved he gave in, and threw all his energy into designing a new, more conventional car. Like Royce, Ford worked remotely from the Plant during this period with a number of capable draftsmen, notably Lawrence Sheldrick, who had been involved with a doomed X-8 Henry once built. The Ford plant was closed down, re-equipped and within eight months the new Model A was released with great fanfare and Ford's popularity recovered. At least when the T Model was abandoned it was replaced by a completely new model. The successor to the Silver Ghost - the New Phantom - was essentially a new overhead valve engine in the old chassis.

The engineering philosophies and practices of the two Henrys were markedly different even though the marketing departments of each of the companies would have you believe that their products were designed by capable engineers, made from the best materials, fashioned to the most exacting standards to provide years of reliable, economical, comfortable motoring. In reality their cars were at the opposite ends of the scale. A Ford was cheap to buy, economical to operate but unreliable, noisy, poorly made, frustrating to drive, rough to ride in and extremely common. A Rolls-Royce on the other hand was expensive, costly to maintain but reliable, silent, well made, easy to drive, smooth to ride in and rare. In terms of their relative longevity I would guess that whilst there may be tens of thousands of T Models surviving in collectors' hands around the world the survival rate of Silver Ghosts would be significantly higher.

Next time you see a T Model compare its rugged simplicity. The two halves of the differential housing on a T are held together by seven bolts. On a Ghost there are twenty. Each axle housing is attached to the differential housing by twelve rivets on a Ford. On a Ghost there are twenty four bolts. The Ford has no

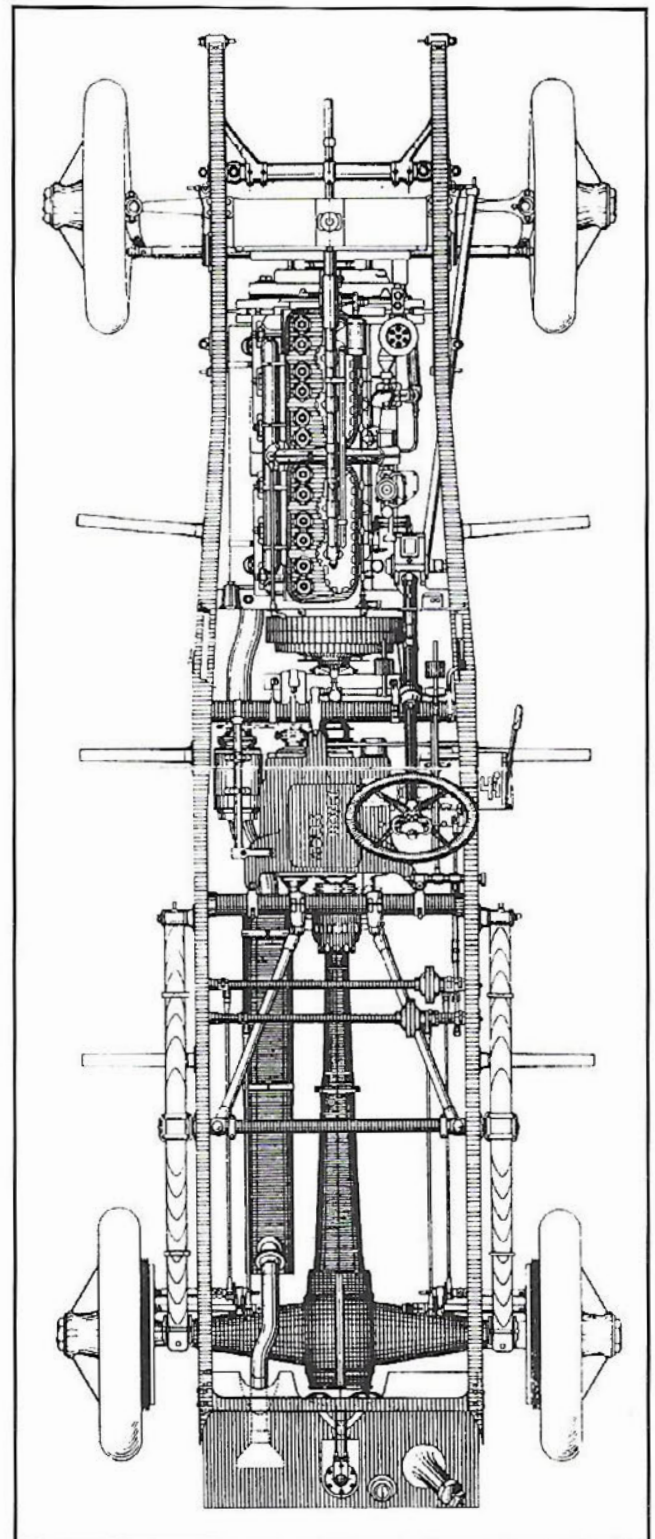
water pump, no oil pump, no petrol pump, no starter motor, no belt or gear driven generator or magneto, no governor, no gear change lever, no shock absorbers, no speedometer - there's practically nothing to go wrong!

Henry's T Model had far more original features than any Royce product. The generator-magneto was unique. Victor Page in his comprehensive 1918 manual *The Model T Ford*, mentions the "very ingenious and practical dynamo...being used on the Ford car only". The coils were stationary and the sixteen V-shaped permanent magnets attached to the flywheel not only provided the magnetic field but contributed to the weight of the flywheel and acted as an oil 'pump' by lifting oil from the common engine/gearbox sump and tossing it into a funnel from which it drained to the timing gears at the front of the engine. Another unique feature was the pedal-operated planetary gears for 'low' and 'reverse'. Modern automatic transmissions are based on the same technology. Royce tended to adopt other makers' ideas and improve on them, such as with the servo brake system built under licence from Hispano Suiza.

Whilst Rolls-Royce enjoyed a reputation for silence and reliability, T Models were characteristically noisy and far less reliable. They were called the 'Tin Lizzie' because they were tinny. Parts frequently worked loose and fell off due to excessive vibration. The magnetos were troublesome and the transmission bands wore rapidly, especially when drivers resorted to pressing the reverse pedal when the totally inadequate foot-brake proved ineffective. It was not uncommon to see early Model T Fords reversing up steep hills because the gravity feed petrol tank was lower than the carburettor when going forward. The many jokes and cartoons about Fords were based on their numerous shortcomings. For example: "What does the Model T use for shock absorbers? Answer: The passengers".

Rolls-Royce on the other hand gained an enviable reputation for quality and the name came into general usage to define a whole range of products intimating that they were the best that money could buy. Rolls-Royce have recently put an end to this practice. Some commentators say it was not the company that made the claim that the Rolls-Royce was The Best Car in the World, but a motoring journalist when describing his impressions of the 40/50 h.p. model soon after its release. Nevertheless, the Company has since repeatedly made use of the famous slogan in its advertising.

Intentionally avoiding the six cylinder engine Ford's next great advance was to popularise the V-8, and is frequently but wrongly credited with having invented that engine configuration. This had none of the sophistication of Royce's 'Legalimit' V-8 engine of 30 years before. It did, however, power the car that restored Ford to first place in the world market.



The Rolls-Royce Silver Ghost chassis is the very antithesis of the light and simple Ford Model T opposite. Note particularly the massive tubular crossmembers.

Both Ford and Royce bought into competitor companies, but for quite different reasons. Ford acquired Lincoln in 1922 to satisfy his son Edsel's desire to become involved with the luxury car market. Royce bought Bentley Motors in 1931 from the Receiver partly to eliminate a serious challenge to its own supremacy - the Bentley 8-Litre.

A Tale of Two Henrys (Cont.)

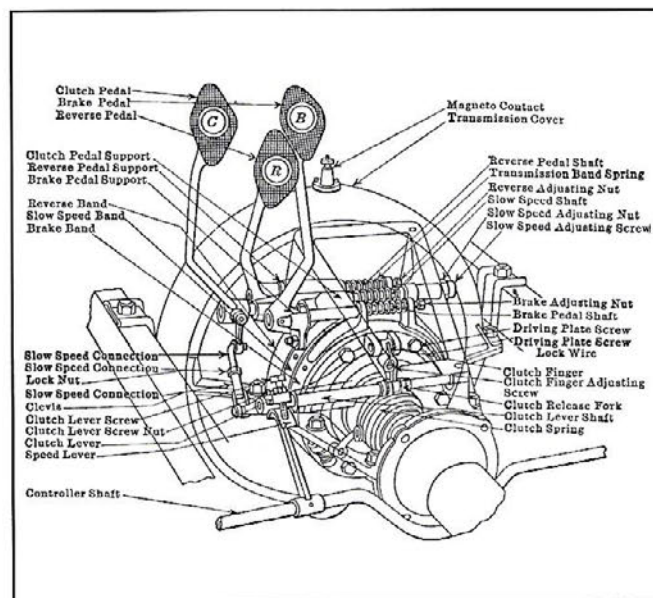
By Gilbert M Ralph, MBE, OAM*

Both Henrys became involved in aircraft engine design and manufacture - Royce during WW I when in a prompt response to the nation's need he designed the V 12 'Eagle' aero engine and had it on test in less than six months. Edsel Ford became interested in flying during the 1920s especially after flew with Charles Lindbergh in the Spirit of St Louis. Their most famous aircraft was a Ford Trimotor one of which was the first aircraft to fly over the South Pole. Henry Ford even investigated the practicability of using a T Model engine in an aircraft in the hope of achieving in the air what he had done on the road. When this proved to be a failure Henry ordered Edsel to withdraw from the aircraft business.

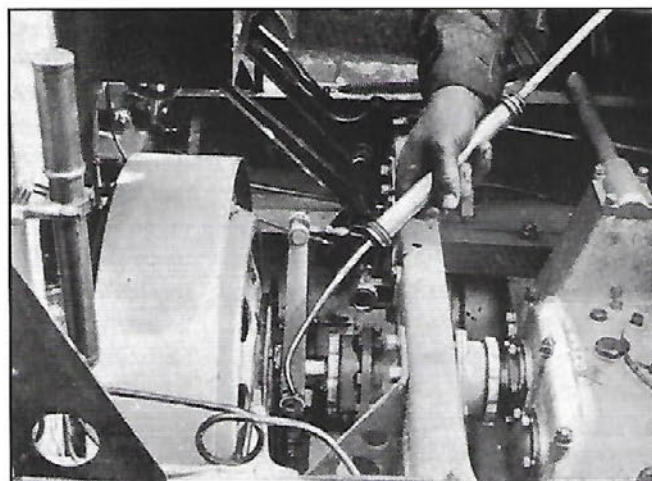
The two Henrys were honoured by different nations for quite different things. Royce was created Baronet of Seaton in Rutlandshire in June 1930 for his important on aero engine development and the successful winning of the Schneider Trophy for Great Britain in 1929. Ford on the other hand, received no official recognition in the country of his birth but from a foreign country. He was well known for his anti-British sentiments and for his admiration for the thrifty and technologically adept Germans. On his 75 birthday Ford was awarded the highest honour which Germany bestows on a non national, the Supreme Order of the German Eagle in recognition of his contribution to mass production. That was a year before the Second World War began. In addition to being anti-British, Ford was anti-Jewish.

During World War II when Britain was desperate for more fighter aircraft the Prime Minister, Winston Churchill, asked the US president, Franklin D. Roosevelt, for assistance in manufacturing Rolls-Royce 'Merlin' engines. Roosevelt contacted Edsel Ford, who was then President of Ford Motor Company, and Edsel agreed to make the engines to Rolls-Royce specifications. The Ford company began immediately to set up a production facility when along came Henry to enquire what was taking place. When he was told, he flew into a rage declaring how he hated the British in general and Churchill in particular and that the Ford Motor Company would not be a party to it. When told the President had promised to help Churchill, Henry declared that was the President's problem. An embarrassed Edsel reported back to the Government and Packard took over the contract. I wonder how Henry reacted to Ford in England were compelled by Churchill's wartime government to make Rolls-Royce 'Merlin' engines at its Trafford Park Works near Manchester during WW II?

Both Royce and Ford were said to be very capable tradesmen - indeed Royce described himself as a 'mechanic'. Massac Buist, the noted motoring correspondent in his book, Rolls-Royce Memories, describes how, "With his own hands Mr Royce can



The Ford Model T planetary transmission showing the clutch, reverse and brake pedals. The clutch pedal also engaged low gear.



The Rolls-Royce Silver Ghost transmission was by contrast relatively conventional through massively built. The conventional clutch, brake and accelerator pedals are partially hidden by the trembler coil box at top left.

The chaffeur is oiling the clutch mechanism.
(From the 1909 40/50 h.p. Handbook.)

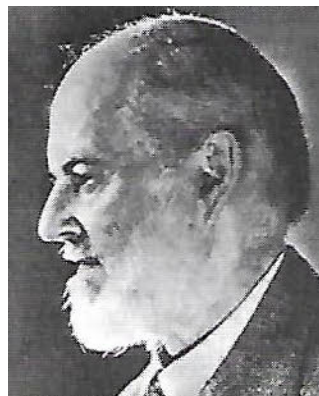
do anything on any machine that any employee in the Works to-day can undertake". When he found an inferior casting, Royce is said to have asked for a sledge hammer with which he smashed the faulty work. Ford, who was also a skilled tradesman, had an equally quick response on spying faulty workmanship. Once when visiting the pattern shop he espied some faulty work. He invited the pattern-maker to pick one of the offending pieces. He took the other, and then challenging the workman to throwing competition, out the nearby window went the inferior pieces.

The two Henrys were both tall and energetic. They were workaholics. Over-work undoubtedly contributed to Royce's deterioration in health. In Ford's case he is more likely to have contributed to other peoples' ill-health the way he treated them, especially his son Edsel who suffered dreadfully from stomach ulcers and died prematurely at the age of 49 never to succeed to the position he aspired to. Henry was devastated by the loss and since there was no succession plan he returned to take over the running of the day-to-day affairs of the company with disastrous results. Henry worked through a few old cronies, who so frustrated the few capable managers that remained that many of them resigned. Ford II took years to establish his authority within the company. There was no such trouble within Rolls-Royce where there was a much less autocratic management.

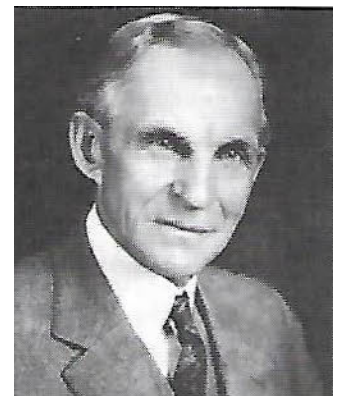
As a matter of interest Henry Ford's grandson Henry II, did not share his namesakes dislike of the English. He and his second wife Cristina had lunch with Queen Elizabeth II and Lord Mountbatten at Windsor Castle and he later bought a house in Henley-on-Thames. It was Henry II who, in 1948, visited war torn Europe and tried to buy 51% of Volkswagen. If he had been successful, and other things being equal, can you imagine the reaction of some Rolls-Royce enthusiasts to the current ownership question if faced with a Ford-Volkswagen-BMW-Rolls-Royce structure?

Both our heroes are reputed to have had extramarital relations. Henry Ford is said to have had a love affair with Evangeline Dahlinger. She bore a son, John, in whom Henry took a great interest and generously provided for during his lifetime. Royce, who had initially been very devoted to Minnie, tended to drift apart from her, particularly following his major operation - a colostomy - after which he became increasingly dependant upon Nurse Aubin. Donald Bastow in Henry Royce - mechanic, remarked that there were "indications of a close physical relationship" between her and Royce and indeed she was amply provided for in his Will.

Royce died on 22nd April 1933 aged 70, was cremated and his ashes placed beneath a bronze bust at the Nightingale Road factory (later transferred to Alwalton Church, near his birthplace). At the time of his death he was working on the design of the 'Merlin' aero engine. Ford also died in April, but in 1947, by which time he had become even more erratic and eccentric. Over 100,000 people passed his coffin as it lay in state in the Henry Ford Museum at Dearborn near where he was buried. For a man who once declared, "History is bunk", it may surprise some that Henry Ford went on to establish one of the world's outstanding museums at Greenfield Village, Dearborn.



Henry Royce (1863-1933)



Henry Ford (1863-1947)

There is obviously a great deal more that could be written in this Tale of Two Henrys. It would be inappropriate for me, in this journal, to suggest which of the two has left the greatest legacy to the motoring world. Perhaps the solution for an enthusiast with such a dilemma would be to have one of each make in his garage as a tribute to the two Henrys who, I believe, have both made an enormous contribution to the wonderful world of transportation.

** Gilbert M Ralph, MBE, OAM, AWASM, FAusIMM, MIEAust, CPEng, is a retired engineer living in Melbourne, Australia. He has had a keen interest in motoring for sixty years and has owned numerous old cars during his life time. He is or has been a member of several motoring clubs in Australia, Great Britain and U.S.A. He is Honorary Archivist for the Sir Henry Royce Foundation, Australia and is an Honorary Life Member of the Rolls-Royce Owners' Club of Australia. For 40 years he has treasured a National Concours d'Élegance winning 1936 Rolls-Royce 20/25 h.p., Chassis No GTK-20, on which is mounted an elegant close-coupled sports saloon by H. J. Mulliner.*

This article was first published in Praeclarum, the Federal Journal of the Rolls-Royce Owners' Club of Australia in April 1999.

Captions for the accompanying illustrations should be taken from the above publication or be devised to suit any alternative illustrations which may be used to illustrate the article.

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Melbourne, 20th April 2008

Dementia Prodest - Some feedback

By Ian Berg

Since the release of our Club history *Dementia Prodest* we have had some great feedback from members, past members and many others who have had some touch point with the Club over the years. This has ranged from general information, to details of people and vehicles and their current whereabouts. We love to get this kind of response to our Club history and here is an example. If you have an interesting story or photos then please do send them in.

Peter Crauford recently rejoined the Club and provided the attached photograph of his truck collecting two acquisitions from the Parker collection auction of 1982. The auction is detailed in our Club history and Peter purchased the Brennabor that had been used in the very early years of the Club, as well as a Darracq. The Brennabor is pictured in *Dementia Prodest* when rallied in the 1956 Golden Fleece Rally. Peter has long since passed on both cars and while we do not know the whereabouts of the Brennabor we do know that member Julian McNeil was to acquire the Darracq shortly after the auction. While the car was supposed to be restored it clearly wasn't and Julian subsequently completed a 20 year restoration. Julian takes up the story as follows;

I subsequently learnt that the car originally came from the Christchurch NZ area (Geraldine to be exact) and was known and used around there for some time.

I learned from the late George Gilltrap that it had been brought to Australia when his father moved to Queensland to set up his museum. Shortly after arriving in Australia George's father apparently swapped it with the Parkers for some motor bikes as he already had one Darracq in his collection i.e. Genevieve. It was imported from France with its current body as it has a body makers plate that says 'A Corot, Carrossier, 43 Rue Eugene Eichelberger, Puteaux, Paris' and presumably if it had been imported into Australia it would not have had a French body given the stance of the local body builders.



The 1911 Darracq, now fully restored by Julian McNeil and showing original and appealing French coachwork. Photos taken at the Busselton, Western Australia rally 2007



The Brennabor and the Darraq loaded onto Peter's Leyland, following purchase at the Parker auction in Colac.

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LETTER TO THE EDITOR

Dear Editor,

May I have this published in 'Brass Notes' please. It is not an official statement rather a view, or sentiment expressed by some members and supported by your Head Scrutineer:

This is the Veteran Car Club; it's about the preservation and maintenance of Veteran Cars. Authenticity and originality are therefore pivotal.

Modification and / or modernisation are destructive elements in terms of this ethos.

When working as Chief Judge at some 'Concours of Elegance' in Veteran and Vintage Classes I also note: 'Modern lighting along with any other modification will result in a loss of points'. Purism, authenticity and originality are paramount to success. Important points, when coupled with general condition, set and maintain a car's value, as well as the determination of insured value.

If an individual wishes to modify his or her car once registered; providing those modifications i.e. modern lighting, are legal and within VicRoads Regulation, it is that individual's right to do so. Given sound engineering and good wiring practice are employed, I was greatly saddened recently, in order to remain an active rally participant, to have to fit a starter motor. It was a difficult decision with a car which is otherwise very authentic. To many however, it remains quite correctly outside the disciplined mind set of a conscientious custodian. Also, there are strict rules, guide lines and regulations to observe, in terms of modification, to the point of being rejected as a Veteran Car.

The closer the Veteran Car is to original spec, the easier it is for the Scrutineer to authenticate it, to approve it as eligible. Therefore when applying for initial Club Permit Scheme Registration, it is advisable to have no modern equipment at all fitted, except for the Fire Extinguisher.

Well hidden turn indicators, fitted inside period correct lamps, are another example of something that can be done in the claimed interest of safety. This can be done without impacting or detracting from the all important aesthetic of a Veteran car.

It's worth remembering, the Veteran Car Club of Australia (Vic) was the founding CPS Club. At that time modification of any type or in any form was

considered inappropriate. What is more, there were people with the knowledge in place to see that it didn't happen. Safety Checks were held yearly, where roadworthiness and modification of any kind were seriously monitored.

Our special place with VicRoads in the Club Permit Scheme; as those who represent the very earliest years in motoring history, requires that we be vigilant in keeping our cars authentic.

There was a time when the Club had Judging days, where the originality and authenticity of a restoration would be recognised and awarded. The cars were judged by people who knew the difference. Those people are sadly no longer with us. Such knowledge and encouragement to pursue originality are not currently in place.

It remains therefore, for the time being, the responsibility of the individual owner to research, demonstrate integrity and strive to maintain originality. The Dating Sub Committee is there to help in this process. It could be for example that a Veteran Car should be dated before it is presented for CPS registration. The Scrutineering team will do their best to assist as well, with any of the above.

Authentic and unmodified Veterans are also important from a public perspective. It is in our best interest to present without confusing modification which detracts from the original, the true period spectacle. It's quite a nonsense when people go to the trouble of wearing period accurate clothing in a car that isn't.

All the lighting and/ or modification in the world is not going to help a person who is not comfortable driving in an unmodified, proper Veteran, feel comfortable. Perhaps real Veteran motoring (that which we are meant to represent) is simply not for them.

I am familiar with the Club's Constitution and Bylaws, re the above, all of which can be misinterpreted if one is determined enough. Our place/ our privilege and our responsibility, as custodians of Veteran Cars, is to see that they stay just that, unmodified, true to original, Veteran Cars.

Brian Hussey

Head Scrutineer

CODE RED AND EXTREME FIRE RATING DAYS

Any event which falls on a day designated as code red or extreme fire rating may be cancelled by the organisers. It is advised to check with the designated contact for confirmation.

Events



Gates open 7:30 - Entry \$20
Cars 25 years and older

C322

Picnic at Hanging Rock
Sunday 10th February 2019

Classic Cars, Trucks, Stationery engines
Free petting zoo, sack racing, displays, sponsors, community exhibitions

Macedon Ranges and Districts Motor Club



ALL MAKES & MODELS
Brought to you by Daylesford Cars and Coffee

1ST ANNUAL

DAYLESFORD MOTORFEST

SUNDAY FEBRUARY 17TH
VICTORIA PARK, DAYLESFORD

FAMILY FRIENDLY EVENT
FOOD AND TRADE STALLS
DISPLAYS AND DEMONSTRATIONS
BEST DRESSED COMP AND LIVE MUSIC
\$5 ENTRY PER PERSON - U15 FREE
\$10 ENTRY FOR DISPLAY CARS INC DRIVER
DISPLAY VEHICLES FROM 7AM PUBLIC FROM 9AM
RAISING MONEY FOR LOCAL CAUSES

FOLLOW US ON FACEBOOK FOR UPDATES
www.daylesfordmotorfest.com

This event is proudly sponsored by the **RACV**



Torquay Rotary Club Community Fundraiser

Torquay Motor Show
on the Torquay Foreshore
Sunday 10th Feb 2019

More Info & Entry Forms ..
torquaymotorshow.com.au Ph: 0423 620 009

Kids Free !!!

Display cars \$15.00 (inc. all occupants)
Motorbikes \$10.00 (inc. passenger)
Display vehicles or motorbikes driven by L or P drivers may enter free.

Spectators \$8.00
RACV Members \$5.00
Children free

RACV



RACV British & European Motoring Show 2019

Open to all vehicles manufactured in England and Europe
Featuring the annual MC Club Concours

Celebrating 70 years of the Rover P4 75
60 years of the Daimler SP250 Dart,
Austin/Morris Mini, Jaguar MK2,
50 years of the Ford Capri MK1, Triumph TR6
Mercedes Benz 280SE 3.5,
40 years of the SAAB 900Turbo

Display cars \$15.00 (inc. all occupants)
Motorbikes \$10.00 (inc. passenger)
Display vehicles or motorbikes driven by L or P drivers may enter free.

Spectators \$8.00
RACV Members \$5.00
Children free

Sunday 24th February 2019
Yarra Glen Racecourse, Armstrong Avenue, Yarra Glen
Childrens Entertainment, Music, Trophies, Club Displays & Vendors
Gates Open for Display Cars at 9.00am & Spectators at 10.00am
For more info contact 03 9558 4829 www.aomc.asn.au/britishandeuropean2019 fb.com/infoaomc

RACV

Events

BREAKFAST RUN

When: Saturday 23 February 2019
8.00 am onwards

Where : Halley Park Jasper Road Bentleigh
Melways Map Ref : 77E3
Park in Mortimore Street

What: BYO Breakfast

Why: Please join us in a beautiful park for our first Breakfast Run in 2019

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

Enquiries: Frank Pound Tel : 95837723



YARRA GLEN RACECOURSE
Armstrong Avenue Yarra Glen
(Melways 275C1)

Gates open: 6.30 am for Sellers (light permitting)
Buyers from 7.30am
& Display cars from 8.00-10am

Sunday 10th March 2019

Site Fees - Swap sites \$20.00 Indoor sites \$25.00 Swap meet sites entry from 6.30 am at gate A,B,C

Entry - \$10.00 two occupants, extra occupants \$8.00 each, single occupant \$8.00, Children under 15 Free

Vintage car parts / Bric a brac

Chrome bumper display cars welcome

Proudly promoted by the Vintage Drivers Club ABN 300 044 265 28

Enquiries: 0409 027 392 www.vintagedriversclub.com.au/yarraglen

2019 RACV 1 & 2 CYLINDER RALLY

Bright and the Alpine Valleys, Victoria

Be quick: Entries close Thursday 21st February. Less than 3 weeks to secure your place in this spectacular event. We now have 41 entries including possibly 6 steamers with more entries are arriving every day.

The Rally Headquarters is booked out but the Ovens Valley Motor Inn next door still has some rooms available. Send in your entry and then book your accommodation NOW! Do it today! Accommodation options are listed in the next column. Entry forms are downloadable from our website www.veterancarclub.org.au

Registration is from 12 noon Thursday 14th March at the High Country Motor Inn (see below) followed by a shakedown run to Wandiligong in the Morses Valley.

The rally will conclude with a late morning Brunch on the Sunday which will allow time for most entrants to load trailers and arrive home before 6pm.

When Thurs 14th – Sun 17th March 2019
Where Bright VICTORIA
Contact: John Stanley Rally Director
Phone 0409 001 836
john.m.stanley1947@gmail.com

ACCOMMODATION:

Motels

High Country Motor Inn (Rally Headquarters)
Booked Out

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.

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

E: john.m.stanley1947@gmail.com

AMERICAN MOTORING SHOW
The show for Vintage, Classic Cars and Trucks manufactured in North America.

Featuring:
Ford Mustang Bullitt
HSV Chevrolet Camaro
Pontiac Bonneville 60 yrs
Studebaker Champion 80 yrs

Childrens entertainment,
Music, Trophies,
Club displays &
Trade stands

Display vehicles \$10.00
(all occupants inc.)
Spectators \$5.00.
Children under 14 free.

SMART HIRE

fb.com/infoaomc

Saturday 23rd March 2019
Akoonah Park, Princess Highway, Berwick (Melway 111 H10)
Gates Open: Display cars from 8.00am - 11am Spectators from 9.00am Show closes at 2pm
Details & site plans www.aomc.asn.au/shannons-american-motoring-show/ Enquires 03 9558 4829

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!

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

the website <http://brushownersregister.com/>

email brushownersregister@gmail.com or

post to Brush Owners Register, PO Box 440, Willunga, SA 5172

When: 22nd to 26th April 2019

Where: Goolwa South Australia

Contact: <http://brushownersregister.com>

FOUR AND MORE RALLY - COROWA - NSW

Come join us on a journey steeped in history for the 2019 Four and More Rally at the Birthplace of Australia's Federation, Corowa NSW. You will be intrigued how this quaint little river town became woven into our nations history books.

The Four and More Corowa rally will be in a PAY AS YOU GO format with the only up front cost being the entry fee. For those who have period costumes, we ask you to please bring them along. We will be encouraging our members to please support the local volunteer organisations we have asked to provide lunches and morning/ afternoon teas, this will be advised in the rally booklet. For those who require secure trailer parking: It will be gratefully supplied to our members by O'Connors Case IH Dealership, 439 Honour Avenue Corowa.

We will be visiting an historic property, museums, travelling to a magnificently scenic location where an Australian bush ranger once roamed, then visiting a small country town settled in 1869 when 56 Germans from Ebenezer, South Australia made their journey across in 14 covered wagons of which one has survived and is on display. We will also visit an historical society which is like stepping back 120 years into the local grocery store. Longest days run will be Saturday 27th 160 Km.

Be sure to book your accommodation NOW as this is the ANZAC weekend and Corowa books out fast.

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 1800 |
| 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: Thursday 25th - Sunday 28th April 2019

Where: Corowa

Rally Organisers: David LangT: 03 58 81 2492,
Don McPherson M: 0412 851 325

THE FLORENCE THOMSON TOUR

"Celebrating women in motoring"

SATURDAY 27 APRIL 2019

In celebration of Victorian women's pioneering spirit and contributions to motoring, RACV invites women historic vehicle drivers to register for the annual RACV Florence Thomson Tour.

The 110-kilometre tour starts at the RACV Cobram Resort on 27 April.

Guests will also be invited to make a weekend of it in the magnificent Murray Sun Country region.

Places are limited to 200 participants. RACV members will be given priority.

Please register your interest via the form at

events.racv.com.au/florencethomsontour2019

Conditions of Entry to the Florence Thomson Tour

1. Expressions of interest close on 15 February 2019 (places limited to 200 guests)

2. Drivers must be women

3. Vehicles must be 25 years or older with priority going to older vehicles

4. Only one vehicle may be entered on the expression of interest form

5. The recommended driving route must be followed as part of the tour

6. Cancellations must be made prior to 5 April 2019 after which no refund will be given

7. To participate in this event, you must fully complete the official expression of interest form online at events.racv.com.au/florencethomsontour2019

9. If your expression of interest is accepted, you will receive notification providing entry and payment information

9. Please note that an entry fee is \$50 per person

(All entry fees will be donated to the RACV Community Foundation)

Events



PRE 1905 PIONEER RUN

On April 30th 1900, Messrs H. Thomson and E.L. Holmes left Bathurst to travel to Melbourne. A distance of 493 and a quarter miles, covered in ten days, at an average of 8.72 miles per hour. They encountered dreadful weather, biting cold, torrential rain, washed out bridges, clay bogs and tracks that were barely tracks. They slept under drover's carts, survived on two day old sandwiches, had only mile posts for direction and blacksmith repairs en route kept the vehicle running. They also experienced amazing hospitality, fantastic interest in the vehicle and their journey and the 'tremendous excitement and pleasure' of 'travelling at fully 40 miles per hour'... 'with the car seemingly alive under us'. They arrived in Melbourne on May 9th 1900.

Successfully proving the practicality of the motor vehicle for Australian conditions. Mr H. Thomson wrote "The introduction of the Motor Car must surely go a long way towards giving the colonies better roads, and it is not a rash statement to make that before long we will have the "coming vehicle" speeding merrily through our country roads, excelling our old friend the horse, and equalling the utility of the railroad."

In 2019, over the weekend of May 18th and 19th, the second run for Pre '05 pioneer vehicles – motor cars, motorcycles, tricycles and quadricycles will happen in Ballarat. Until like Messrs Thomson and

Holmes, there will be soft and warm beds, comfortable accommodation and food and drink to satisfy the needs of all. Two days of gentle ambling on the roads that Mr Thomson foresaw with guaranteed 'merrily', and without the need to 'speed'. A glorious weekend of wonderful motoring, joyous company and an opportunity to demonstrate to this part of the world the ingenuity and foresight of motoring's earliest creators and the practicality of their designs.

Join us: each day approximately 45 kilometres total distance on country roads: Saturday - Learmonth, Sunday – Smythesdale.

For further information:

Contact: Greg Smith 0447 395 233

HCCA INTERNATIONAL TOUR 2019 BATHURST

Have you booked your accommodation? Have you submitted your entry form? With just 7 months it is time to commit. There are still rooms available at Rally Headquarters, Rydges but you need to book now.

Log onto the tour website for all the information you need. www.hccabathurst2019.com.au

Newsletter No 4 is now available: This includes details on accommodation, trailer parking, caravan, motorhome and camping sites, and pre and post event tours.

Don't miss out! An entry form is downloadable from the event website or our own VCCA (Vic) club website.

When: 30 August – 6 Sept 2019
Contact: Russell & Chris Holden, Rally Directors on 0422 219 911 or
email: info@hccabathurst2019.com.au

2019 NATIONAL VETERAN RALLY – BARGARA, QUEENSLAND IN RALLY ACTION

After the enjoyment and camaraderie of this year's National Veteran Rally at Forbes, the 2019 mantle has been handed over! Here it's definitely heads down with action plans, lessons learnt, meetings and begging letters.

Certainly, it is an advantage having the rally in our own neighbourhood, particularly when working with the council, local organisations and leaning on friends! It's also useful being able to check out all the eateries! To date we have 88 EOIs and more accommodation managers have come up

with discounts. We welcome on board Hazel Burley as our Treasurer and Marc Obrowski looking after media and newsletters. Web master Peter Ransom is busy keeping our site at www.vccaq.com updated and number crunching all the EOI data.

We have appointed a rally choreographer, plus helping with musical entertainment is Tony "Goose" Spruce,

lead singer in Old Bones! The ladies are not forgotten, a “Shelia Shack” with lots of exciting plans is shaping up.

The rallying days will offer something special and memorable for all our entrants whether driving long or short-legged cars. You will be amazed what diversity and interest our region has to offer. We will have several opportunities, for those who wish, to use their vehicle lights. After the rally, on the Tuesday 24th Sept. with a good number of model Ts and other treasures still here, John Handley will provide one of his unique “Outback” days. We hope you have your favourite Hawaiian shirt and Lei ready for packing!

Pre and post rally activity

Either side of the rally are opportunities for some great local activity. Each newsletter will offer a different suggestion. We have arranged with Lady Musgrave Experience for a discounted day trip:

Day trip to Lady Musgrave Island
<https://ladymusgraveexperience.com.au/>

Lady Musgrave is the jewel of the Southern Great Barrier Reef, enjoy from Bundaberg port a luxury catamaran transfer to Lady Musgrave Island on the way perhaps see whales. Then, with a guide, have time swimming and exploring the island before heading back. “See the Great 8” is the cry!

Accommodation

Bargara has ample accommodation in a variety of configurations. It is worth booking at the earliest opportunity. Airbnb seems to be offering some attractive deals but check the location and distance from Bargara. The Esplanade offers a nice short pleasant walk from all the accommodation to Rally Base.

When: 17th – 23rd September 2019
Where: Bargara (Bundaberg, QLD)
Contact: Rally2019@skymesh.com.au

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
PO Box 1282, Carindale, QLD 4152
T: (07) 3219 4192
E: popintomaryborough2019@hotmail.com

RACV NATIONAL VETERAN CAR RALLY 2020 SWAN HILL

2020 is Victoria’s turn to host the national veteran rally.

Based in Swan Hill on the Murray River, the theme of Rural Edwardian Australiana will dominate the event. Suitable for both large and small veterans, 1&2’s will easily cope with the terrain and the runs.

The rally starts on Sunday afternoon, October 11th 2020 and finishes on Saturday morning October 17th.

The planned schedule will be: A long run day, a short run day, a display day with a few diversions then “driving your veteran to dinner”, a long run day, a short run day and Rally Dinner. Breakfast and home.

As always: book your accommodation NOW!!! Book directly with the property (do not book on-line) and quote the VCCA rally. Check cancellation policy.

Big4 Riverside (Rally Headquarters)

In town, adjacent to the daily start and the display day. Cabins reserved until September 2019. Many configurations (Studio, 2 bedroom, 3 bedroom, 2 bathrooms). Plenty of powered sites.

Must book direct on 1800 101 012 and quote VCCA

Swan Hill Resort

Also in town, 1.3 km from the daily start. Over 60 rooms of varying configurations. (some 2nd story rooms)

Phone direct on 1800 034 220 and quote VCCA

Big4 Swan Hill

2km from daily start (60kph speed zone). Cabins reserved, plenty of powered sites and trailer parking.

Phone direct 1800 990 389 and quote VCCA Rally

Lazy River Motor Inn

Next door to the Big4 Swan Hill. 2km from daily start (60kph speed zone.) Plenty of trailer parking. Budget – clean, all ground floor units.

Phone direct 03 5032 2123 and quote VCCA Rally

When: 11 October – 17 October 2020
Where: Swan Hill, Victoria
Contacts: Rally Directors Michael & Claudia
Holding 0407 008 895 or email mholding@netspace.net.au
for the spiel:
claudia_holding@hotmail.com
for the facts

Private Classifieds

FOR SALE

Set of all 8 Flood books in as new condition. Some signed by authors.

Offers

Contact: Aub Smith

T: 03 9583 3960

FOR SALE

RENAULT 1909 AX

Older restoration. Engine number 4782. Chassis number 270.

Price \$40,000

Contact: David Holden
03 5756 7607



FOR SALE

Bosch DU4 magneto, anti-clockwise rotation. Fully reconditioned. Good spark.

Price \$550.

Contact: David Inglis

T: 9878 0496

FOR SALE

Scintilla, 80 Watt generator with Voltage Regulator. These units have been fully restored using new, old stock. They should be in perfect, useable condition but have not been used since restoration as I later found a Bosch generator with inbuilt regulator that was correct for my car.

\$2000 spent

Asking \$1500.

Contact: John Stanley

M: 0409 001 836

E: john.m.stanley1947@gmail.com



FOR SALE

Brass and steel taillight in restored condition ready to mount to vehicle. Branded Vasco. All complete. Rear ruby lens and two clear side glasses. Suit either side of vehicle.

Price \$220

Small French tail lamp in restored condition, ready to fit to vehicle. All complete and operating. Lovely petite design rear facing ruby lens and clear side lens. Approx 6 inches high.

Price \$390

P&H all brass tail lamp in restored condition ready to fit to a vehicle. All complete with large rear facing ruby lens and two clear side facing lens suitable to either side of vehicle.

Price \$550

All brass and quite rare. Lucas Kings Own tail lamp in lovely restored condition. All complete with rear facing ruby lens and clear facing side lens. Suit drivers side mounting for English vehicle.

Price \$495 Many other lamps available.

Contact Greg Smith with your needs

M: 0447395233



FOR SALE

Overland

Complete all weather rally car, nothing to do do, just enter and drive.

Price \$ 27,000

Contact John McMillan

E: mcmillanjp@hotmail.com

T: 0456630566



Natter Night Meeting Minutes

Tuesday 11 December 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 8:00 pm and welcomed all members to the meeting.

2. Attendance

There were 68 members who attended the meeting.

3. Apologies

Cliff and Betty Ward, Ian Berg, Wally Nye, Hugh and Rayna Guthrie, Scott and Caree Staples, Barry Gomm.

4. New Members

The President welcomed new members Garry and Carol Dubois to the meeting.

5. Member News

David Wright informed members that Hugh Guthrie is unwell. Robyn Blackwell said that Dot Dallimore is currently at the Cabrini Health Rehabilitation Service.

6. Treasurer's Report

Paul Daley informed members that the Club was in a sound financial position.

7. Membership – David Provan

David welcomed the following new members to the Club.

Shane and Karen Edwards from Langwarrin. Shane and Karen own an unrestored 1913 Hudson, and a restored 1908 Reo and 1917 Indian.

Robert and Carol Stunden from Cranbourne. Robert and Carol own a 1910 Rolls-Royce, which is undergoing a restoration.

8. Events – Ben Alcock

8.1 Past Events

Combined Clubs Pétanque Day – 18 November 2018. Andrew McDougall provided a report about this event.

Vintage Drivers Club's Head-to-Head Rally – 25 November 2018.

Combined Clubs Family Christmas Picnic (Como Gardens) – 2 December 2018. The annual Christmas celebration was once again held at Como Gardens, the home of George and Pat Hetrel.

8.2 Future Events

Eastlink Great Australian Rally (Cruden Farm, Langwarrin) – 20 January 2019.

RACV Heritage Showcase (Kings Domain Gardens) – 26 January 2019. Daryl Meek provided an update report and said that the event was for vintage cars only.

RACV Daylesford Motorfest (Victoria Park, Daylesford) – 17 February 2019. Daryl Meek provided an update report.

RACV 1&2 Cylinder Rally (Bright) – 14 to 17 March 2019.

Kalorama Rally (Dandenong Ranges) – 24 March 2019.

The Four and More Rally (Corowa NSW) – 25 to 28 April 2019.

9. Library and Archives Report – Daryl Meek

Daryl Meek said that members were welcome to borrow magazines, which were displayed on the table at each Natter Night meeting.

The Club's library has a new book in its collection. The book is about the life of Henry Sutton who was a prolific inventor credited with contributions to many forefront technologies of the day. Mr Sutton was born in Ballarat and in 1899 designed

and built one of Australia's first cars (called the Sutton Autocar).

Daryl spoke about a book in the library titled Petroleum Motor-Cars that was written by Louis Lockert and published in 1898.

Daryl informed members that a new cataloguing system for the Club's library will be introduced. A luncheon group will be formed next year and will meet monthly (on the last Tuesday of the month) to work on entering the data into the new cataloguing system.

10. Wanted, For Sale or Swap

Free – David Inglis said he had a pair of car stands to give away.

For sale – Daryl Meek said the RACV had a perfectly functional two post car hoist that will be sold for the price of 'scrap metal'.

Wanted – Marcus Wills Cooke said he would like to purchase a high precision lathe.

11. General Business

Letter from Lois and Ralph Provan

Paul Daley read a letter that had been received from Lois and Ralph Provan. The letter was tabled at the December committee meeting. The points made in the letter were considered and discussed by the committee. Paul said Lois and Ralph had expressed some concerns about the cost for families attending rallies and that more discussion needs to take place as to how to better consider this issue to ensure that families are not dissuaded from participating in future events.

Paul stated that he agreed with an important point that Lois and Ralph had made in the letter that the future of the Club lies in families wanting and being able to afford to participate in rallies. Paul then shared with the members a decision that the committee had made on 3 December. Effective immediately, all children under the age of sixteen will be able to attend all Club events for free. The members present then gave the decision a round of applause.

Natter Night Suppers

Kath Wright thanked all those who had assisted in the kitchen during the year and the members who had made a contribution to the monthly supper.

Reg Hunt

Daryl Meek spoke about a dinner that he and Fiona had attended to celebrate the life of Reg Hunt who is now in his 95th year. Reg was an early member of the Veteran Car Club. After his decision to retire from racing, Reg went on to become the largest Holden distributor in Australia.

There were no items of general business.

12. Next Meeting

The next meeting will commence at 6.00 pm on Tuesday 12 February 2019 with a BBQ dinner. The presentation at the February 2019 Natter Night will be the annual 'Show and Tell' with Daryl Meek and Fiona Lane.

13. Closure

The President closed the meeting at 8.35 pm.

14. Presentation

Members enjoyed a video screening of the Pre-1905 Pioneers Rally (Ballarat, 1 and 2 September 2018). The President's sister, Susan Watts, delivered a moving 'Christmas Message'.

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 (TAVCCA)

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)
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SAFETY COMMITTEE / SCRUTINEERS

Brian Hussey
t 0418 561 910

Bob Ballinger (Helen)
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EDITORIAL COMMITTEE

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MEMBER eCOMMUNICATIONS:

Ian Berg

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 (Victoria). 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's 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 (Victoria) 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 (Victoria) or its officers. Material herein may be copied with acknowledgement to *Brass Notes* of the VCCA (Victoria) as the source.

LETTERS TO THE EDITOR

Letters to the editor may be edited for space or other reasons. Preference will be given to well-constructed and formatted letters. The decision to publish a letter in *Brass Notes* is the decision of the editorial team and not an entitlement of a member. The editorial team reserves the right to edit or omit any material submitted for inclusion in *Brass Notes*.

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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.



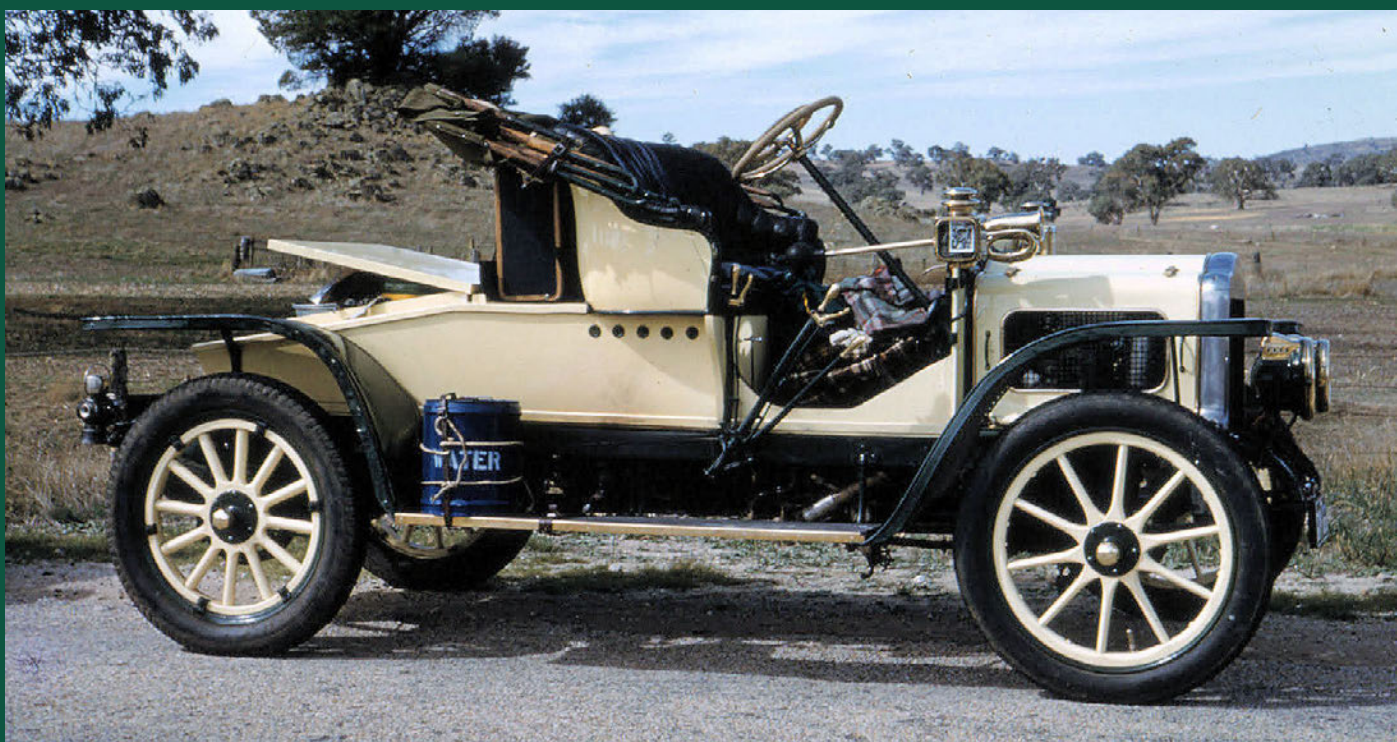
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Steamers to Feature at 1 & 2 Cylinder Rally

by Ian Berg

There are six steamers already entered in the Bright 1 & 2 Cylinder Rally as reported in the President's Message. The 1909 White Steamer model O pictured belongs to Malcolm McInnes from South Australia and was well rallied by his father Alan in the early sixties (refer *Dementia Prodest*). In the lower photo it is seen c1960 and note

the spare water tank on the running board. While it is not coming to Bright it would be great to see more of our steamers out and about. Maybe there is scope for a steam only rally in 2019! The upper photo shows the car at the 1961 Golden Fleece rally.





Phil Schudmak, with the 1906 Clements (Bayard) (Photo by Callum Walsh)



Des Dillon's Hispano Suiza Alfonso at the 2 wheel brake run in December (Photo by Callum Walsh)