

June/July 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

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Flashback



The photo in this month's FLASHBACK was taken in the 1960s on a Club rally. We do not know the car although the attractive little runabout may be a Swift. Please contact the Editor if you know more about the car, the owner or when and where the photo was taken.

The photo of the Argyle shown in last month's FLASHBACK photo was taken in a 'Round the Houses' run in 1985. It was owned by John Miller and is the same car and location as the photo on page 203 of *Dementia Prodest*.



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

The RACV supports the:

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

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Coming Events

11 June 2019	Natter Night – 7:30pm Meeting - Special Movie Night 7:45pm Movie – Tucker: The man and his dream
19 June 2019	Around the Garages – Yarra Valley and Eastern Suburbs Contact: Ben Alcock 0404 917 366
29 June 2019	AOMC Restoration Seminar 21 Rosalie St, Springvale - Register: 9558 4829
9 July 2019	Natter Night 8pm Clubrooms - Fourth Henry Ford Oration Guest Speaker: Brian Churchill
14 July 2019	Naked Radiator Run – Combined with VDC 9:30 McDonalds Rowville – Lunch at Panton Hill Hotel
28 July 2019	Ford Flathead Festival - Caribbean Gardens - Scoresby 10am-2pm, Henry Ford's Birthday
8 September 2019	Shepparton Swap Meet Shepparton Showgrounds - (High St) - Gates open 7:30am
11-13 Oct 2019	Motorclassica - Royal Exhibition Buildings - Melbourne

Major Events

19-21 July 2019	RACV Midwinter Rally – Inverloch Rally Director: Ben Alcock 0404 917 366
8-10 November 2019	RACV Veteran Car Club Annual Rally - November 2019 - Wangaratta
12 -15 March 2020	RACV 1 & 2 Cylinder Rally - Hamilton (Vic) Rally Director: Doug Palmer

National Events

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
11 – 17 October 2020	RACV 2020 National Veteran Vehicle Rally - Swan Hill, VIC Contact: Michael and Claudia Holding 0407 008 895

International Events

30 Aug - 6 Sep 2019	HCCA International Tour, Bathurst NSW 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

Thank you Hot Cross Bun Run...



L-R Debbie Alcock, John Prior, Paula McNicol

It was 'all hands to the grille' on Good Friday, and with a record turn-up of cars and spectators no-one was left hungry. *Ben Alcock* in his multi faceted role of VP / Club Captain and Events Director did a superb job in organising the catering arrangement and supplies for the day. Even Ben's strategy for keep the boiling water up worked a treat! Chief tong-master was *John Prior*, and *Paula McNicol* and *Debbie Alcock* assisted with serving, while *James Dunshea* assisted with the hot water department. The Club thanks all who assisted the team to make this year's HCB run a success. We raised \$812 for the Royal Children's Hospital, and a special thanks to *Andrew McDougall* for assisting with coin collecting. Next year will be the turn of the Austin 7 Club who have joined the original clubs for the day going forward.

Southern FM 88.3 at Hot Cross Bun Run...



Paul Daley (left) is interviewed by Southern FM 88.3 with Brian Garrett, (CHACA), and Paul Goethel

Local radio station Southern FM 88.3 'The Sounds of the Bayside', broadcasted live from the HBC event with hosts *Leanne Cutler* and *Paul Goethel* interviewing the Presidents of the participating clubs that were taking part in the run. Southern FM 88.3 is a community station, and home to a diverse range of programming,

and both *Leanne* and *Paul* have had active programme and announcing roles with it over the years, and on this day *Paul* was able to invite locals to 'come on down to Braeside Park' and also get plugs in for Winton and Motoring Heritage Day in May. Publicity works – we had a record attendance of cars on display, and also many locals came down to the park and enthusiastically embraced the display.

Excellent attendance at Presentation Evening...

Our Presentation Evening/May Natter Night saw 84 members attended – a record for recent times. It was a wonderful night of socialising, and a time to recognise those members who have made such an important range of contributions to our Club. A full report is on page 34. I did enjoy spending time with RACV Deputy Chairman, Mr Geoff Cosgriff, who brought greetings and encouragement to our Club from the RACV and warmly embraced the ethos and direction of the Club, which I outlined to him and members during the evening. Our Secretary, *David Provan* led a very moving time of celebration that recognised members who had passed away during the year – many had been members for 50 years plus. Our speaker was *Ian Berg*, and his presentation on the Rolls-Royce Silver Ghosts that have graced our Club over the years was once again an outstanding presentation – entertaining, historically relevant, and warmly received.

Sold in two days...

David Inglis advertised his 1911 AX Renault two cylinder, with its original coachwork, starter, new upholstery, plus top and tonneau, in the *May Brass Notes*, and got quick result. Within two days



of publication the car was sold to a Tasmanian enthusiast – the speed of the transaction delighted *David*, and although the car has gone interstate, it will no doubt continue to be an entrant in our popular RACV 1&2 Cylinder Rallies. This category of veteran motoring is continuing to gain popularity, and quality vehicles soon find new owners.

Congratulations To Pre-05 Team

David Provan joined with me and *Lena Daley* at the Pre-05 Pioneers Run, and we were all impressed with the effort that has been made to make this event one that now features on the National calendar and is also sanctioned by TAVCCA. At the Saturday evening dinner I congratulated the team who did so much to make the run successful: *Mick Turner*, *Greg* and *Denise Smith* together with *Ben Alcock* and *James Dunshea* were the catalysts, supported by *Rick Thege* as tail end Charlie, while *Steve Hobbins* put out and collected the direction signs each day. *Noel* and *Sue Holbrook* were part of the original group that formed the event, and are strong supporters also.

Our 'Children Free' Policy...

I recently wrote to the AOMC advising them of our 'Children Free' policy for all our events. Keith Mortimer, President AOMC replied:

Dear Paul,

Thank you for your letter about the Veteran Car Club's adoption of a 'Child Free' policy. This policy fits in with the association's own policy of encouraging more young people and families to participate in AOMC organised vehicle shows.

In the past 20 years the AOMC has given free entry to our vehicle shows for all children under 16 years of age. Early in 2019 our committee decided to allow display vehicles driven by "L" and "P" drivers' free entry to the AOMC shows.

The AOMC has always provided children's activities at our vehicle shows e.g face painting, animal farms and colouring in. This year we decided to group these activities under the banner "Take a kid to a Car Show". This idea came from an American concept designed to encourage family participation in vehicle shows as either an exhibitor or as a spectator. We plan to include the logo on all future AOMC vehicle show fliers.

The AOMC committee is open to ideas on how to encourage greater family participation in the hobby vehicle movement.

John Washbourne suffers burglary...

While John Washbourne and Judy Lewis were sleeping at their residence recently, thieves stole their Land Rover Discovery that was garaged just meters away from their bedroom. John and Judy had only just returned from the 'Brush' Rally in SA, and the brass headlamps from that car as well as assorted tools were still in the Range Rover. Members are asked to keep an eye out for the headlamps that may appear for sale through online sites such as 'Gumtree'.



John Washbourne, at the Brush Rally, Goolwa SA

Roger Bansemer – Accomplished Artist

While strolling the Gilmore Museum Illinois last year, I was fascinated to stop and watch a chap sketching the Pierce Arrow cars that were taking part in a club display. Roger Bansemer is an accomplished painter, videographer and instructor, and together with his wife Sarah produce a TV series called 'Painting & Travel with Roger and Sarah Bansemer'. Roger's paintings vary from abstracts and realistic landscapes to shorebirds, wildlife, beach scenes and nautical themes, and the day I met him – automobiles! He was the guest artist on two expeditions to the *Titanic* and is the first to have painted at the site of the wreck while inside a Russian submersible at a depth of two and a half miles.



Roger Bansemer – artist of note

MEMBERSHIP RENEWALS

It's that time of the Year!

Your membership is due for renewal.

You will find with the hard-copy version of this issue of *Brass Notes*, or by separate post, your renewal form. Please ensure you check and update the records accordingly and return the Renewal form. Payment can be made by cheque or electronic transfer.

Renwal is due by July 1 so please assist the Committee by renewing early. If you have any enquiries regarding your membership status please contact our Registrar, Geoff Payne.

What Electric Car Should I buy?

That's the dilemma that *drive.com.au* took on for 'Bryce' a motorist who wanted to move to purely EV motoring. Here are the specs - a minimum 300km driving range is a must, and DC fast-charging capacity would be even better, as would some level of towing ability. Renault's Zoe, Hyundai's Kona Electric and Tesla's Model 3 are on his shortlist, or should he just blow it all on a Jaguar I-Pace? 'Drive' went through the pros and cons (which you can read in detail online) and finished up with the proverbial 'two bob each way' – and said: 'There's little doubt the Jaguar is the most artful, able and enticing of our trio. If he puts his sensible hat on, however, the Kona and Leaf have to win – they might not have the breadth of ability or desirability of the Jag, but they tick off similar key EV needs at a price he can easily stomach. Which one? A definitive call is impossible until we sample both locally, but if we had to pull the trigger now the Hyundai's performance, driving range and ownership advantages would be compelling sway points.'

Let's go back 110 years and *invers.com* takes up the EV and asks: 'In 1910 Electric cars were the best vehicles on the road. What happened?' Electric vehicles are hardly new. They've been around just as long as their internal-combustion cousins, and at the turn of the 20th century were considered to be the future of motor transportation. As it turns out, your Edwardian aunts and uncles were more than hip to the EV game, and not just in the experimental sense. Practical, reliable, and relatively safe electric vehicles were whispering along roads from Los Angeles to Sydney by 1910. Your tech-savvy great-greats would be reading today's headlines, mystified that we're only now catching up to the past.

In the first decade of the 20th century, postal services in Paris and London had fleets of electric wagons for delivering mail. New York supported a burgeoning electric wagon taxi industry (90 percent of the cars in taxi fleets were electric). In urban areas across America and Europe, delivery services starting replacing their horse-drawn wagon fleets with electric delivery wagons capable of hauling thousands of pounds of freight.



An electric wagon used for beer delivery in Detroit (1906)

So why did it take another 100 years for the world to (re)embrace electric vehicles? As it turns out, the electric car of the 1900's suffered from the same obstacles that continue to hamper the industry today. It's important to understand that at the turn of the 20th century, electricity was still considered a bit of a novelty: only about 3 percent of homes had access to electric power. Much like now, it was just damn hard to find a recharge. Thomas Edison, the father of electricity himself, pushed hard for electricity as the power source of the future, but especially in the blossoming automobile industry. Not only was Edison trying to perfect heavy-duty batteries capable of providing electric wagons with longer range and more power, he envisioned a world with adequate infrastructure: electric charging stations as a built-in feature of every home, building, and public space. His vision then sounds like a sales pitch for EVs now.

It was Edison's foray into manufacturing electric automobiles that contributed to its downfall. He paired up with a former employee by the name of Henry Ford to devise a cheap mass-produced electric vehicle. The electric cars were ridiculously expensive at the time, anywhere between \$1000 and \$3000 (compared to \$25 to \$100 for a horse, and around \$600 for a Model T). Then Texas found crude — lots of it — and petroleum got cheaper than producing electricity. The oil industry, perhaps cognizant of its natural disadvantages, set about creating one of the most powerful lobbying groups in the history of capitalism.



The Ford EV prototype (1913)

To his credit, Ford — who was on his way to becoming one of the richest men in the world by producing cheap cars with gas engines — invested the equivalent of \$31.5 million into the electric vehicle project with his former boss (100 years later, Ford Motor Company announced it would invest about \$135 million in its "brand new" electric vehicle project).

As the theory goes Ford would use only batteries designed and built by Edison, ordering 100,000 of the batteries without properly testing them on his prototype. As it turns out, Edison's batteries — to use the proper technical jargon — sucked hind teat. The

Edison batteries were literally incapable of getting the car to move. Ford's engineers begged him to use better batteries, but the famously stubborn Ford refused. When he found out that a couple of rogue employees tested the new electric prototype with heavier lead acid batteries from a different company, Ford 'flipped his Twinkies'. Instead of investing in new batteries from one of Edison's competitors, he opted to cut his losses and shutter the project.

(Acknowledgement: inverse.com)

Easy Transport Option for 1&2 Cylinder –

Peter Hawkins has certainly made it easy to transport his one cylinder Brush runabout by utilising the tray of his Ford 3.2 Ranger and adding a 40cm extension on the tray, plus a canopy and power switch. Peter and Jill reside in Tasmania, and are regulars at many of our mainland rallies - they were at the RACV 1&2 Cylinder Rally in Bright, and being able to transport their vehicles – including their Model T Fords – on their Ranger saves them nearly \$1,000 each trip on the Ferry – and that's certainly substantial. Peter Johnson of Gippsland has done a similar modification to his Toyota rig and also transports his Brush with ease. Both have complied with the necessary overhang and weight regulations pertaining their vehicles, with the Model T tourer being right on the limit.



Peter Hawkins loads the Brush on Ford Ranger



Ford Ranger – extended tray for carrying veteran cars

New Zealand Review of 'Dementia Prodest'.

Alan Meredith forwarded to Ian Berg, this book review which appeared in the latest New Zealand Veteran Car Club Bulletin. 'Obviously your good work made quite an impression with the Auckland community.'

'Dementia Prodest':

This excellent volume was recently acquired by the Auckland Branch library of the VCC. 'Dementia Prodest' is the official motto of the Australian Club, and means 'It's not necessary to be mad, but it helps'.

The first chapter talks about the arrival of the motor car in Victoria, the problems the early motorists faced, the formation of The Royal Automobile Club of Victoria, locally built cars, body builders, fuel supplies and regulations.

We learnt about an Old Crocks Run in 1936 a parallel to what we had seen in Auckland with a lot of great early photos.

The second chapter looks at the events organised before the formation of the Veteran Car Club in 1956, the formation of the club and events, participants and their vehicles in the early years. Again, we see lots of excellent period photos. I wish I had attended the Parker Auction!

As you proceed through the book it looks at major events organized each year, participants and their car club personalities, changes to the newsletter, club projects, trophy winners and the committee.

I loved the photos where we saw the vehicle before and after the restoration. They go on to say they have lost far too many early Rolls-Royce's from Victoria to Europe. They had a lot of makes from Europe that we never saw. They had almost thirty high wheelers on one run recently.

With almost 400 pages, it is the best record of old car club history I have encountered. A must for any veteran car library and anyone interested in early history and veteran motoring.'

An ANZAC Day to Remember...

ANZAC Day at Goolwa SA saw BrushRally entrants add that special touch with hand knitted poppies affixed to the radiator caps of the cars. John Washbourne and Judy Lewis were up at dawn and joined with nearly 600 locals



Paul Daley's 1910 Brush with poppy

at their Dawn Service in the Garden of Remembrance where the Cenotaph and surrounds were also decked out with thousands of knitted poppies – the work of many locals. The march down Cadell Street was another highlight, and with the town abuzz, the Brush cars drew warm applause from locals during their afternoon tour.

Member News...

Maggie Cripps and Rod Cripps have been active in the Veteran movement since 1981, and with their 1912 Overland Tourer, 'The Duchess', have logged up over 30,000 miles of enjoyable motoring around Australia. Their friendship with *Jeff Alcock* goes back to the early eighties also – 1984 they calculate, and they have enjoyed many National events over the years, this year being no exception with Jeff taking in the H.C.C.A event in Bathurst, and then all planning to meet up at our Nationals in Bundaberg.



Maggie Cripps, Rod Cripps, Jeff Alcock

Nigel Wooster's 1917 Dodge Brothers Roadster, was at the head of the line up of Veteran cars at the HCB event, and the self-standing display poster that displays Nigel's pride and joy just added that special touch. Many visitors and other exhibitors could be seen reading the Dodge Bros Role in the early days of the automobile in Detroit, beginning with making many of the parts for the Model T Ford. Nigel's '17 Roadster is superbly presented with its 'faithful to original' restoration.



Nigel Wooster – 1917 Dodge Bros Roadster

When *Ian Berg* and *David Provan* caught up at the HCB run, it was a case of 'my Cadillac is bigger than yours!' Ian rolled up in his 1961 Cadillac series '62 convertible – a stretched monster with fins to brag about and only 27,000 miles on the clock, and with a thirsty 6.4L and 5.639m long, it's not for the average suburban garage.

David's 1907 Cadillac (a car that Ian is very familiar with) is a single cylinder with two speed planetary transmission and two wheel brakes. David had no problem driving the car from Blackburn to the HCB event and he regularly drives the car in modern traffic.



Ian Berg and David Provan – comparing Cadillacs

Hamish McDonald is one of those guys with boundless energy – as Secretary/Treasurer of The Association of Veteran Car Clubs of Australia, the main stay of the International Brush Register (and editor of their journal 'Swap') plus Chairman of the Veteran Car Club of South Australia – well, Hamish certainly wears many hats! He's also a member of VCCA (Vic), and is one of our many interstate members who enjoys the 'big picture' of the movement and the wonderful friendships that can be made. Our interstate members are a 'growth area' in our Club, and the recent 'Four and More' Rally saw a contingent from NSW participating.



Hamish McDonald – a man with 'Many Hats'!

Julian McNeil is active on the Committee of VCCA (SA), and somehow manages to mix with his heavy workload as a leading SA Medical Specialist, a rather full veteran rally commitment. Julian is another 'interstate' member of VCCA (Vic) and is a regular at many of our events. *Andrew McDougall* and he have enjoyed a long friendship in the movement, and spent a few hours chatting on the steam boat trip at the Brush Goolwa Rally. Andrew is the Australian representative of FIVA, as well as on the VCCA (Vic) committee.



Andrew McDougall with Julian McNeil

Natter Night – Special Movie Evening

Our June 11 Natter Night will be a special movie evening screening 'Tucker: The Man and his Dream'. **Doors open at 7:00pm, with Natter Night 7:30pm, and movie at 7:45pm.** Seating will be 'Supper Club' style, so bring a bottle or two to enjoy (and some nibbles). It's an ideal evening to invite friends or neighbours to your Club! As usual, supper will be provided at the conclusion.

Paul Daley,
President

MEMBERSHIP

WELCOME TO NEW MEMBERS

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

Rob and Leonie Anderson from Mount Eliza

Nick Horn from Hampton Park

Brendan and Ollie Wilson from Mentone who own a 1908 Belsize 14/16 Tourer

Stephen Handbury from Alexandra who owns a 1912 FN

Malcolm and Judith Bandy who own a 1916 Cole

IT'S ON AGAIN!



Around the Garages

Join us on
Wednesday June 19
as we visit the Yarra Ranges!

**10am - Coffee & Cake -
McDonalds Ringwood (51-57 Maroondah Hwy)
11am - Visit to Healey Factory Mitcham
12.30pm - The Brendan Pierce Collection**

See working steam vehicles, extensive memorabilia,
veteran, vintage & classic vehicles.

BBQ lunch in the shed... with all the action.

This is a visit not to be missed.



DON'T MISS THIS!

June 11 NATTER NIGHT



BYO

Drinks & Nibbles
Supper Club Seating

7.00pm
Doors Open

7.30pm
Short Meeting

7.45 SHOW
TIME

Complimentary
souvenir book on the
Tucker car!



@ THE CLUBROOMS - Lynden Park, Camberwell

The Four and More Rally - Corowa N.S.W.

By Brian Hussey (Photos by Brian Hussey, Ben Alcock, James Dunshea)

The Four and More Rally held over the weekend of 25th to 28th of April in Corowa N.S.W, was in every way a Country Rally. With hospitality in true Country style; Starting with an introductory B.B.Q, on the Thursday evening to kick things off. Rally Directors David Lang and Don McPherson did a 'roll call' to pass Rally Packs to the entrants. This was a good thing as each saw the other and could (or could not) recognise and put names to faces. It was great to see the Coutts and Wards there from N.S.W, as we enjoyed balmy conditions in the outdoors for the meeting and greeting.

Corowa established in 1858, with a population of some 3,500 is on the banks of the Murray and is the largest town in the Federation Council. It is said the name could have been derived from an Aboriginal word referring to the Curra Pine, which yielded gum used by the Aboriginal people to fasten the heads of spears to the shafts.

Day one Friday:

Starting at 9-00 am, took entrants through the hamlet of Walbundrie to the Morgan's lookout. Named after the notorious bush ranger Mad Dan Morgan. An impressive job of local Engineering which was a fully Galvanised structure, it was fully funded and provided for the public by the Local Jaycees and the Paech family it is situated on the Paech Family Farm. The pictures of this will give some idea of the size and difficulty of the job. Engineers from an Albury based company did the measure; went away made it up and returned with the structure which "bolted together and fitted the rocky outcrop perfectly".

Next stop was Walla Walla to view the most original wagon...

From here entrants next stop was Walla Walla to view the most original historic Wagon that transported a family of Lutheran migrants from South Australia. The next stop and directly opposite in the main street was an inspiration to all; the Kotzur Engineering works, who's main purpose was the manufacture of Silos. Working mostly with Stainless Steel there are silos of all sizes made and transported to site or if too large made, transported and assembled on site. Started by the present generation's Grandfather the business has grown from a tiny tin shed to a most impressive factory, the facade of which is a Stainless Steel Silo. This was the type of success story that lays foundation in the theory that if you are passionate enough and work hard enough at something you will make a go of it. The decentralised location made the Kotzur success even more impressive. On to the Jindera Pioneer Museum an immaculately presented indoor and outdoor Museum which raised the comment "The best we've seen" from many present. All followed by a leisurely drive back to Corowa for dinner at the Golf Club.



Euan and Wilga Coutts' 1910 SCAT



How's this for a shed!



David and Marge Barnard's 1918 Buick roadster in front of the Jinders Pioneer Museum

Day Two Saturday:

Driving again through freshly planted grain crops via Mulwala to 'Collendina Station'. Owners Kim and Roger Matthews had put together an amazing array of scones, cakes, sandwiches etc in an undercover but otherwise open pavilion, which was adjacent to a sizable lagoon. This was to be the location of a talk given by Vic Carrol who's family were former long- term owners of 'Collendina Station'.

Roger Matthews with wife Kim are highly skilled and experienced farmers; this was most evident in their most successful running of 'Collendina'. Highlighted by their humility and underlined by their generosity and hospitality.

"She'll be right mate..."

Roger granted permission for the cars to drive around the periphery of the house, which is a most impressive example of early Victorian Architecture in a mansion. Rally director Don was given permission for four cars to be parked off centre in front of the house in the front garden. Many of the other cars were to follow however, in an area that had been freshly sown and watered. The outcome of which was significant destruction of the lawn area of the house. A large Bunya Pine had been recently removed from this area with the resulting soak of freshly filled root space. A shameful display of blatant disregard or more likely innocent unknowing- who knows. All effort to reimburse our hosts was treated with gracious understanding, "She'll be right mate", said Roger.

A drive through open country- with barely a modern car in sight, via Rennie, to the Corowa Federation Museum followed. Entrants could browse the most interesting display, or just catch up on the day's activities and chat amongst the parked Veteran Cars. The Corowa Machinery Club was open and running for the entrants amusement during the late afternoon. Dinner at the R.S.L, where Ben Alcock did a fine job of the formalities and guest speaker Alan Handberg provided a most entertaining story on Corowa's role in Australia's Federation. This along with his extensive experience in management roles in the Automotive Industry.

Day Three Sunday:

This was a breakfast and farewell at the Corowa Chocolate Factory before an early departure.

Both Don McPherson And David T Lang are to be congratulated on putting together a Pay as you go Rally. A low cost, layback, Four and More. A Country Rally where both Urban and Country members could enjoy great company, with renowned Australian hospitality, on quiet roads where a spot more rain would go down well but never dampen spirits.



Tim and Marie Harris's 1910 Briton



John and Susan Ward's 1916 Benz leads this line-up at Collendina Station



Paul and Kim William's 1911 Wolseley at the other end of the line-up



Rear of the cars at Collendena Station, overlooking the water



View from the top of Morgan's Lookout

Rally Entrants:

Ben Alcock
1914 Overland Speedster

David and Marge Barnard
1918 Buick Roadster

Russel and Jan Black
1912 Model T Ford

Stan and Maggie Bone
1910 F N Tourer

David and Gayle Boyd
1914 Model T Ford

David Couper
1916 Oakland tourer

Euan and Wilga Coutts
1910 SCAT Tourer

Patrick and Dorothy Day
1915 Ford T Sedan

James Dunshea
1911 Hotchkiss Roadster

Alan and Heather Esmore
1911 Berliet Sporting Torpedo

Peter and Judy Fitzgerald
1912 Rover Tourer

John Fryiers
1915 Model T Ford

Tim and Marie Harris
1910 Briton roadster

Brian Hussey
1913 Model T Ford Tourer

David Lang
1916 Model T Ford Tourer

Brian and Maria Love
Modern

Don and Lynda McPherson
1915 Ford T Runabout

Greg Smith
1913 Ford T Raceabout

Rick and Heather Thege
1914 Sunbeam tourer

Brendan Walsh
Modern

John and Susan Wards
1916 Benz Tourer

Paul and Kim Williams
1911 Wolseley Tourer

Terry and Marcus Wills-Cooke
1915 Maxwell Tourer



Talk from the owners of Collendena Station



1911 Berliet of Alan Esmore



Quick morning tea stop at Morgan's Lookout



Fine facilities provided on the rally

Second Pre-1905 Pioneers Run at Ballarat

By Greg Smith (Photos by Ben Alcock and James Dunshea)

For those who have the appreciation of these most amazing early pioneer vehicles, we now have a date we can firmly pencil into our diaries, the third weekend of May, heritage day. It is like the Melbourne Cup held on the first Tuesday in November. Our date is also set, and as some larrikin said to me on the weekend, *'there is to be no births, deaths, marriages, engagements of any kind to be held on this weekend, as it is only the pre 1905 Pioneers Run we have the commitment to attend.'*

So, our second pre 1905 Pioneers Run was held on this extremely appropriate heritage weekend of May 18th and 19th. How more appropriate can it be to celebrate our hobbies heritage with pioneer vehicles, promenading around the back blocks of the Ballarat region.

We were also certainly blessed with extraordinary weather which was just perfect for showcasing our most elderly veteran vehicles around some remote quite roads in our endeavours to travel from our headquarters at the Bell Tower Inn to our lunch destinations of nigh on 20 to 25 km in duration, and then similar distance to return.

Our weekend started with a casual get together meal at the Ballarat Golf Club. This proves to be a great opportunity to meet with our interstate guests and

talk of pre run adventures and tribulations, and also of our hopes and aspirations of the weekend. What completely stands out to me is the strong camaraderie that has built in such a short time of the events history.

Saturday dawned with a brisk, almost frosty start, but as we were having breakfast the sun was streaming through the window of the dining room, and we all knew it was to be a brilliant sunny day, completely the polar opposite to our inaugural run last September. After morning tea and allowing the "new" entrants to arrive Saturday morning, it was time for the rally briefing where the important messages for the weekend were delivered. The key message was (1) have fun, and (2) treat the weekend as a health retreat where relaxation was to be paramount and to work on the theory that whatever pace you normally work at, just half it. Peter Allen from South Australia, also offered yoga on the grass in front of his room! With the message ingrained we set off leisurely on a lovely drive to Smythesdale, to the Court House Hotel for lunch.

It was a little busier on some of the roads than usual as it was polling day for the Federal Election. What was nice is that we had plenty of on lookers on our arrival in Smythesdale as there was a public market on directly opposite the hotel. We were also joined by many VCCA members to also just come for a look. Such is the



Lineup of cars & bikes at Lake Learmonth, taken from the top of the toilet block

interest in these early pioneer vehicles, we even had four travel from Adelaide just to view the event, and our hope is that seeing the event live will ignite the desire for them to return next year with their eligible vehicles.

Some had lots of trepidation in what lay ahead, such as Mick Turner riding his 1904 Clement powered bicycle for the first time on this run. Russell and Chris Holden, although rally “veterans” were driving the 1902 Elmore on its first outing, which is such an oddity being two stroke, and not conventional at all. Whereas, others such as Kevin Cadzow (1903 Oldsmobile), Brian Scudds (1904 De Dion Bouton), Larry Clarke (1903 F.N.) set off in a much more confident mind set, as they have been driving and riding their machines for countless years, although each, are only far too aware of what can let you down, just when you least expect it. One such issue, was Tony Duvoisin in his delightful 1903 Waltham Orient Buckboard who had an exhaust valve issue which put a halt to his driving for the weekend. Such is the camaraderie within the group, Greg Orde (1903 Orient motorcycle) returned to the motel to get the trailer to pick Tony up, and then Sunday, Tony became Kevin Cadzow’s navigator in the Oldsmobile.

Personally, I had a brilliant morning, in being able to re-associate with my little girl friend, “Victoria”. I had been looking forward to this moment for weeks, and I sort of pulled rank over my son, to drive with dad in “Victoria” for the morning run, before being relegated to ride my next favourite vehicle, the 1904 Maldon in the afternoon. I am really so lucky to get the opportunity to experience the best of both worlds. What is also special is both Mum and Dad allowing their grandson (Brenton) to also drive this special specimen, “Victoria”. Grandson and Grandfather driving together is something very special, and we hope to promote this for others to consider in allowing similar to occur to keep vehicles out and mobile.

Similar to this, is Peter Blayney with his 1904 Oldsmobile, allowing Daryl Meek to pilot this most reliable car on this event. Daryl enjoys the drive, and Peter loves being driven, which is a win, win situation, that keeps the car operating on the Pioneers Run. We hope other elderly owners will consider an option like this, to allow more entries to flourish into the future.

We all enjoyed a very nice lunch in a beautiful old hotel, before we tackled the return journey, which was a little



1904 Cadillac of Martyn Carter at Smythesdale



John Bennett & Paul Walkley on their Penny-Farthing bicycles



Greg Smith on his 1904 Maldon



Russell & Chris Holden in the 1902 Elsmore on its first time out

more uphill on the way home, thus slightly more testing. The rest of the afternoon was free to fettle, oil and prepare vehicles along with socialising and analysing the days run.

During the evening meal, we were entertained with a couple of apt videos. One supplied by Daryl Meek, of a Mercedes Benz advertisement featuring Bertha Benz driving the first Benz, which was an outstanding production and the second video produced by Ben and James of our pre 1905 Pioneers event of last year. I hope their production of this year will be of equal quality. We also had the opportunity for Paul Daley and David Provan to present a 50 year membership award badge to a very appreciative, Sandra Splatt.

What this event has also done, is promote new vehicles to come out for the first time, and we were able to present five of these awards. Daryl Meek 1904 Oldsmobile, Tony Duviosin 1903 Waltham Orient, Mick Turner 1904 Clement Motorcycle, Peter Fagan 1904 Clement Motorcycle, Russell Holden 1902 Elmore, were all recipients.

Sunday was another lovely day, and a group photo was undertaken before we left. A secondary group photo was to occur at Lake Learmonth, which really was an oxymoron as the lake is completely dry at the moment. Now to get all entrants to be at one place at a particular time was to prove to be somewhat difficult! When you are dealing with minimum age of vehicles 115 years old, absolutely anything can, and usually occurs, and there is not a case of making up time in these vehicles, as they just go at their own pace. To make matters worse or harder, was that there was a pretty strong head wind that really affected the majority. Mick Turner with the

feeble Clement reckoned he pedalled most of the way, even on the flat and downhill, and was very late. The Elmore would not start and had to be towed several times around the block before setting out. The 1900 Victoria Combination with Brenton and Ivan Smith, suffered a tech screw through the tyre which required a tube to be changed on the side of the road, and being the slowest vehicle anyway, meant they were last in. Patience and perseverance prevailed, and a group photo was taken.

It was then another 3 km to the lunch stop, and it was here the three "P's" of patience, perseverance and Peter Fagan had a triumphant win. Peter got to ride the Clement the whole distance, plus a bit more, as he would not get off, as it was travelling under its own power. This was a mighty effort considering what he had endured for the weekend.

This leads me onto my highlights of the pre 1905 Pioneers weekend. My first is Peter Fagan. Peter rode Mick Turner's Clement on the inaugural run when Mick was overseas and unable to attend. Peter, after the run was hooked and said "where can I get one of these?" Well he got onto a nice original example only weeks before this event. It required a fair bit of work to get it mobile, and although he got it running before the event, he had not ridden it on the road. He arrived early on the Friday to do just that. All was looking promising with the warm up on the stand where it appeared to be running really nicely. (I witnessed this). It then stopped for no apparent reason, which trended to be the unsolved mystery for the rest of the weekend. It appears to be a fuel issue, but almost every conceivable and inconceivable remedy was tried, with no real decent outcome.



Brian & Joan Scudds with Ian Heyme in the 1904 De Dion Bouton



Rodney Anderson and Jennifer Atherton in the 'Louis Renault'



The lineup on Sunday morning at the Bell Tower Inn



Parked for Sunday Lunch



Mick Turner's Clement alongside Larry Clarke's 1903 FN



Running repairs to the Orient by Greg & Tony



Kevin Cadzow & Peter Fitzgerald in the 1903 Oldsmobile



Lunch on Saturday

Peter would have pedalled easily more kilometres than the entire weekend route, such was his tenacity. He went through several thermal activities, but still he soldered on, still with a smile on his face. It really was an unbelievable effort, and I cannot wait for next year when he rides the entire run.

The other Clement rider, (yes, we had the entire Clement "going" examples in Australia attend this run) Mick Turner had a catastrophe only five days before the run. He was test riding at my place the Sunday before the event when he dropped a valve, when the pin broke, and the valve ended up in a horse shoe shape, and the con rod extremely bent. All looked lost, but John Bennett performed a miracle cure in just one day and had it running ready for the run better than ever.

Other highlights for me, are the efforts the interstate people take to attend. Peter Allen and Larry Clarke are two of the most enthusiastic blokes I have had the pleasure to meet and associate with. They keep me motivated (not that I need much) and energised to run this event, and I reckon wild horses would not stop them attending from Adelaide year after year. Long may they continue to attend.

Another this year from Adelaide, was Martyn Carter with his delightful 1904 Cadillac. Martyn not only travelled all the way from South Australia, but he took a week's annual leave from work to attend. He had a trouble free run, and the car is a credit to him, and we hope he will continue to make the huge effort and add to our variety of vehicles.

Russell and Christine Holden did a mighty job just to attend. Fifteen hours drive (they had to go back home as they forgot their seat for the Elmore) to get to Ballarat, and thirteen hours home. That is indeed commitment, and I personally thank them for this. They also could have brought down the 1902 Thomas which would have been much easier to run on the rally, but wanted to show us something different and quirky with the 1902 Elmore, which added more work to have it here.

We also had the pleasure of the company of John Bennett and Paul Walkley who rode Penny-Farthing bicycles with us on the routes. These Victorian era bicycles are known as ordinary. Their effort to ride these ordinary's the entire route was anything but ordinary. Riding 90 km on these contraptions especially on Sunday with the head wind was amazing and added to our special weekend.

My last highlight is the support I receive to run this event. The support from Denise, Ben, James, Mick that help me prior and during the event, as well as Deb, Stephen, Rick and Peter (tail end people) mean I can also participate in the run, which means heaps to me. I truly appreciate their work.

The interest the pre1905 Pioneers run generates is quite amazing, both internally in the Veteran Car movement and externally with the general public and vehicle lovers in general. Stay tuned to find out more on next year's run on heritage weekend when we do it all again.

Brush National Rally - April 2019

By Andrew and Frances McDougall

The inaugural Brush National Rally was held in Wedderburn Victoria in April 2016. This was followed in mid year, 2017 with the second Brush National Rally, held in Dalby Queensland and in April this year the third National Rally was held in Goolwa South Australia from the 22nd to 26th April.

We have to thank Hamish McDonald and family, with the support of Ian Voysey and Trish Clayton for running the wonderful third national rally for Brush enthusiasts. There were 13 participating cars from all states of Australia.

Brush production only ran from 1907 through to 1912. In 1910 Brush became part of a large conglomerate organisation which collapsed in 1912. Unfortunately Brush was a casualty of this corporate collapse. However in its short production life Brush cars demonstrated their simplicity and innovativeness which endeared them to their original and subsequent owners. Unfortunately for many Brush cars the excellence of their transmission led to the demise of many cars, which were wrecked in order to provide transmissions for many clinker built wooden boats. Undoubtedly with the passing of time there are many Brush transmissions languishing in sunken boats. Fortunately there were enough surviving transmissions and cars that there are now the makings of around 35 cars in Australia, with a notional mid twenties on the road. There are many more in America and a sprinkling in other parts of the world.

The first car to cross Australia from Fremantle to Sydney was a Brush in 1912. The intrepid crew of Sid

Ferguson and Francis Birtles took 28 days to make the crossing, striking across country, salt lakes, rail formations and tracks. This was a magnificent effort. A number of 1 and 2 cylinder veteran vehicles, including 5 Brush, re-enacted this feat a century later, in March 2012, albeit with much better driving conditions and taking 18 days of driving.

Having come from all over Australia we all met for registration and a welcome barbecue at the Goolwa Motel on Monday 22nd April. It was good to catch up with people who are less frequently seen and to welcome for the first time Peter Johnson and his friend Mark Grant with the newly restored, ex Bruce Nelson Brush. The owners of the Motel were particularly interested in our cars and welcoming.

Next morning we headed off on our first run of 74 km to Milang via Currency Creek and Clayton Bay for morning tea. Along the way there was great photo opportunity of the cars fording a stream and passing by huge gum trees. At Milang we had an excellent guided tour of the Historical Society collections of memorabilia and machinery, before going to the historical railway museum for lunch. Both venues were fitting for our era of cars. Following lunch and a look around the railway museum we returned to the motel at Goolwa.

Wednesday, our second day and with continuing great weather, had us again heading out via Currency Creek, but this time to the Finnis General Store for morning tea before continuing onto Strathalbyn for lunch. Here there was the opportunity to visit the many antique



A line-up of Brush cars at Milang Museum at Strathalbyn



Bill Lindsay gets ready to enjoy the run



Judy Lewis and John Washbourne in full flight



A Brush in pursuit...



The McDonalds... having a race?



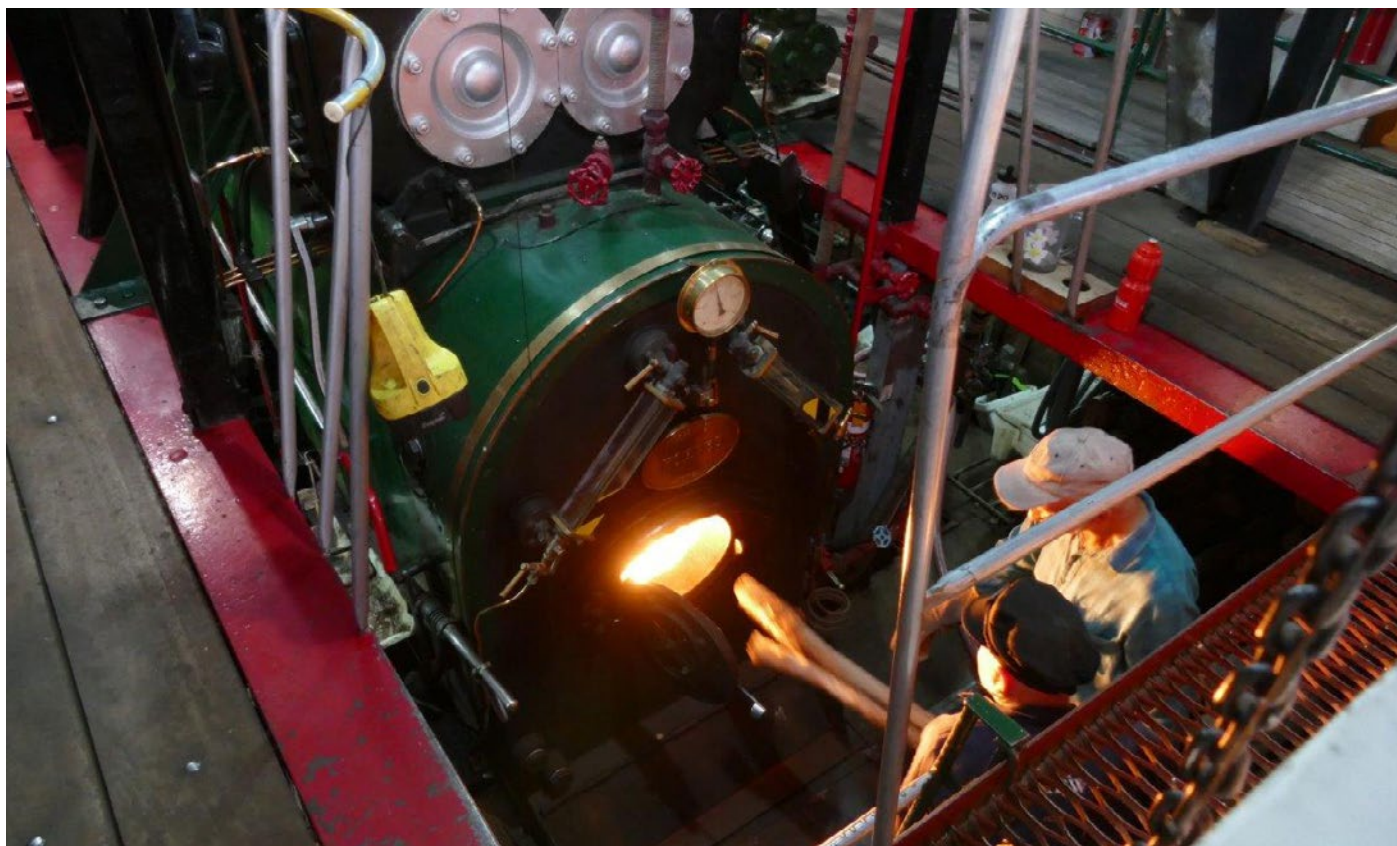
shops and to find a place to eat of your own choosing. The run home took us via a very picturesque, hilly route, through beautiful countryside and avenues of ancient gum trees. Quite a bit of low gear work was required; however it reminded us of the old saying "that slow and steady wins the race". A great day and test for our little cars.

The focus on Thursday was the environs of Goolwa and Hindmarsh Island with a later start and shorter run following ANZAC Day celebrations. Each of our cars sported a red poppy. Initially we visited the barrage which separates the fresh water of the Murray River from the sea and the Coorong. We then retraced our steps before going to through eastern part of Goolwa and the foreshore overlooking Hindmarsh Island and then made our way over the high humpy bridge and onto Hindmarsh Island itself. We then travelled to the other end of the island where we could overlook the mouth of the Murray River and the dredges keeping the channel open. We returned to the motel by mid afternoon in order in order to catch the historic steam powered paddle steamer Oscar W. The Oscar W took us on a couple of hours of cruising to the barrage and then back up under the Hindmarsh Island Bridge and along the extent of the island before returning to the Goolwa Port. This was a great paddle steamer experience which I am sure the boat now relishes after its years of labouring in the Darling and the upper reaches of the Murray River. This evening we were able to discuss the possible venue for the next Brush National Rally in two year's time. It was suggested that it could be held in Bathurst, NSW with assistance of local support. This is to be pursued.

Friday, and all too quickly our final day had arrived. Our excellent weather had moved on leaving us with rain over night, but fortunately fine by morning, however the wind was strong. The wind at times impeded progress and tested top gear whereas at other times we enjoyed wind assistance. First stop was Port Elliot at the obelisk overlooking the turbulent sea. We then continued a short distance to the Southern Fleurieu Historical Museum which is located by the show ground. Here we enjoyed an excellent morning tea before an inspection of a wide and varied collection of the museum. The volunteers are enthusiastic and have done an excellent job with the museum and presenting the exhibits. The opportunity was also taken to ride in the museum's restored Land Rover powered train which used to run across the causeway from Victor Harbour to Granite Island. We, in turn, reciprocated by giving the museum volunteers rides in our Brush cars, around the perimeter of the show ground. A great time was had by all. It was then time to head to Victor Harbour for a wander around the town and lunch. The Brushes, parked in a foreshore car park certainly attracted a lot of attention as the town was crowded with school holiday makers.

It was then time to head back to the motel in Goolwa, load up our cars and get ready for the evening meal. For our meal at the Goolwa Hotel we were able to have an area allocated to us in the corner of the large dining room, where we could reminisce on the past four days activities. The great thing about the Brush rallies is the compact size, camaraderie and informality, whilst enjoying our wonderful unique vehicles.

Hamish and the McDonald clan are to be congratulated on having run a customary most enjoyable event for our special vehicles.



The heart and soul of the paddlesteamer Oscar 'W'



Bernie and Jane McCallum (R) and Graham and Irene Donges (L) cars



Presentation and "where to from here?" (the next rally)



Alan Miller and Geoff Paynter enjoy the run



Lunch in a railway carriage at Milang Railway Museum



Brush - reasonably well spaced on quiet road on Hindmarsh Island

The Delaunay-Belleville That Got Away

By Murray Murfett

Sometimes referred to as 'French Rolls Royces', Delaunay-Belleville vehicles were popular with royalty. The Kings of Spain and Greece had them and the Russian Tsars loved them, in fact by 1916, Tsar Nicholas had eight in the Imperial fleet! They were also popular in Victoria's Western District, and in close proximity to my hometown of Terang, there were at least 3, owned by wealthy graziers, sold to them through Dalgetys. At the time, they were considered to be not quite up to the standard of a Rolls-Royce, but superior to a Napier. One of the Terang cars, from the Palmers 'Dalvui' homestead, was removed from the barn in a derelict condition in the 1960's and donated to the Royal Childrens Hospital, which fetched 610 pounds at auction.

Harry Hawker tinkered with engines and became an aviation pioneer...

The one that I have close associations with, was a 1908, 4 cylinder model, originally owned by Stuart Black of 'Glenormiston House'. His brother Neil, at nearby 'Noorat House' owned an early Renault. In the late 1930's, the D-B was traded in on a new American car with the local motor car garage H. Goodall & Son, in Terang. The proprietor, the 'Son', was Charles Goodall who had learnt some of his early engineering skills as a lad, visiting Harry Hawker, then a chauffeur to the de Little family at Caramut, north of Warrnambool (who also owned a Delaunay-Belleville). Harry Hawker tinkered with engines and became an aviation pioneer, emigrating to England and becoming the chief test pilot for Sopwith, later forming the partnership Hawker Siddeley, The young Charles then moved to Melbourne to work at HV McKay in Sunshine, A.H. McDonalds



Miscellaneous paraphernalia from the Goodall and Sons businesses

Imperial Engine works, then, in 1911 joined the Murray Auger motor firm in Adelaide, before establishing himself back home, with garages in Terang, Mortlake & Lake Bolac.

I had several connections to Mr Goodall, and his garages. My restored 1920 Dodge Bros car was purchased from new by the local Shire President from the local Terang garage and dealership that was taken over by Goodalls in 1927. Mr Goodall became my first employer when, as a 13 year-old, I had a regular job cutting the lawns at his residence, and other properties in Terang that he owned. At that time he operated three garages, with a total staff of 69, doing all sorts of sales, servicing and other mechanical works but despite all this, his old Scott Bonnar mower was very hard to start and many a time he had to be summonsed home by his wife to fix it for me! My father's brother, Tony (who got me the lawn mowing job), was married to Charles Goodall's daughter Patricia and managed the Lake Bolac garage, where the veteran D-B was displayed for many years. Tony was later employed by the VACC, and was based in Horsham. The car was used for special occasions, such as processions and parades where 'modifications' were made to not only make it backfire loudly, but to emit great clouds of smoke, to the amusement of onlookers.



Dressed up as cartoon characters Wally & the Major in a procession in Terang



My cousins, Peter, Robyn & Joanne Murfett, during a procession



Local Dodge Bros agency in Terang

In the mid-60's, the D-B was relegated to an old barn behind Goodalls Car Agency Showrooms in High St Terang, and this is where I became acquainted with it. As a teenager I used to sneak into the barn and sit in the big green D-B, trying to work out what the levers and gauges were for. I use to marvel at the round brass radiator. I suspect that these early visits sparked my interest in veteran cars.



Charles Goodall with his D-B, in front of his new Ampol Service Station in Terang

In 1966, Doug & Vivienne Hill from the Mt Gambier Car Club visited Mr Goodall and his Delaunay Belleville. They wrote an article for their Club newsletter, sections of which are extracted.

“It seems that almost every person interested in Veteran cars around our district has heard about the grand old car, a Delaunay-Belleville that resides in Terang.

She was very original even down to the gas generator on the running board, Stepney wheel mounted on a bracket on the side, Cape Cart hood and hood straps and bulb for the classic horn, Unfortunately the original brass headlights were given to the S.E.C. for use as flood lights and were replaced by electric lights similar to the 30/98 Vauxhalls.

The coachwork is a 4 door tourer of spacious proportions constructed of wood. The doors still close with that renowned ‘click’ associated with a quality motor car.

Each year the car was taken to the local coach painter in Terang where a coat of varnish was expertly applied over the complete coachwork and chassis, the car not leaving the building until the varnish was perfect. The result is that today, the varnish has preserved everything wonderfully and no trace of decay could be seen.

The radiator was completely round and cooled a beautifully made 4 cylinder engine with cylinders cast in pairs, and rated at 15H.P. The upholstery was of leather buttoned in the best coach trade condition. Unfortunately the original sized tyres were unobtainable so Dodge 4 wheels were substituted, so well that they remain in keeping with the car, the original hubs and ornate caps still being used.

The owner gave it to Mr Goodall after he found it a trifle old fashioned and he bought a new car from Mr Goodalls new car agency. The Delaunay was used in many local processions, and a few rallies, including the Melbourne to Ballarat veteran car run (in 1956) - see *Brass Notes Flashback* April 2019). Mr & Mrs Goodall have been in the car business from the De Dion days.”



The Delaunay-Belleville as it was when in the William Harrah collection

In 1970, the car was purchased by a dealer who subsequently offered it to the two representatives from the Nevada based William Harrah Car Museum, out in Australia for the 1970 Bi-Centennial Rally, (driving a Thomas ‘Flyer’). They asked knowledgeable car collector Ian Saxton to look at it on their behalf, who took photographs and described it as being in ‘good

unrestored condition'. In my recent discussions with Ivan he said that the next time he saw it was in the 1980's when he visited a warehouse of Harrah cars in the US, still unrestored but fitted with reproduction wheels, to replace the Dodge Bros. wheels fitted by Goodalls in Terang. It was reportedly sold to Harrahs for \$3,000, which in 1970, exceeded the value of an 'up market' new car in Australia.

The car again surfaced in promotional Bonhams Auctioneers advert in the Horseless Carriage Roster of 2012, being described as Ex-William Harrah, Bud Ekins. 1908 Delaunay-Belleville Type H4 Double Phaeton. Coachwork by Henri Labourdette. Sold for \$117,000.

At some stage of its life in the US, the front doors and windscreen had been removed, and period lights fitted.

There were several D-B's in Australia, of which Dalgety's were the agents. At least 4 were originally owned in the Western District by wealthy graziers. In more recent years, George Green from Sydney owned a restored a 6 cylinder version, and in Melbourne, Athol Kelly, then Chairman, VACC owned a magnificent example, which was sold overseas. Sadly are no Delaunay-Belleville cars are currently listed in the Association of Veteran Car Clubs in Australia vehicle index.



FOOTNOTES

- Tsar Nicolas of Russia was obsessed with motor cars and by the Revolution of 1917, he was purported to own some 56 vehicles (which included the 8 Delaunay-Bellevilles). It could be said that he 'lost his head' over them!
- William Harrah was a multi-millionaire owner of casinos in Reno, Nevada. His hobby was car collecting and in addition to the 200 cars on display in his museum, there was another 1,000 or so stored in warehouses. It seems that he also 'lost his head'! He was married 6 times, one of his wives being American singer-songwriter Bobbie Gentry.
- The property 'Glenormiston', near Terang, later became the Glenormiston Agricultural College, and is currently owned by Dean Montgomery, also owner of the former Fletcher Jones factory in Warrambool, where his vast private collection of cars are housed.
- A De Dion Bouton 'courtesy car' was used by Goodalls Garage to drive customers 'to and fro' while their cars were being serviced. I still have its 'squarish' P & H kerosene tail light, which was found hanging from a nail high up in the rafters after the building was sold.
- Victorias Western District was the home of many and varied cars in the early 1900's. The other 'car of choice' was the Rolls-Royce 'Silver Ghost' and there were at least 3 in the district, one being a 1908 model, located at the Stauntons 'Keayang' property, on the outskirts of Terang. The chassis was later found on the property, being used as a gate, and has been built up as a complete car and is in a private collection in Ireland. It is reported to be the earliest chassis number to come to Australia.

Large Crowds Support the Flinders Motoring Heritage 2019

By Ian Berg

The Flinders Motoring Heritage is an excellent and popular collector car display and concourse event held over Easter. Commencing in 2016 it raised \$2,500 for charities supported by the Flinders Lion's Club. In 2019 it attracted large crowds and hundreds of interesting and diverse cars on a sunny Easter Sunday. The display raised over \$40,000 at this year's event, and the Car of the Show was won by George Forbes' 1912 Rolls-Royce Silver Ghost chassis 2009. Best Veteran was won by my own 1909 Buick Model F. This event will be a regular, and being located in such a picturesque part of the Mornington Peninsula is well worth attending, and veteran entries are always welcome.



There were only two veterans attending - my own 1909 2 cylinder Buick which is pictured in the foreground, as well as George Forbes' 1912 Silver Ghost. Quite a few rarities were on display such as a 1927 Kissell, as well as the usual classics and exotics. It is a really great day in a delightful setting not far from Melbourne.



The ceremonial cheque made out to Peninsula Health, the beneficial charity and major public health care provider for the Mornington Peninsula. The event is run by the Flinders Lions Club, and our Brian Hussey was the very busy Chief Judge on the day.

Seen at the Hot Cross Bun run, Braeside

(Photos by Frances McDougall and Gordon Berg)



Peter Hammet's De Dion Bouton, Paul Daley's T-Model, David Inglis' Overland and Barry Smith's Chevrolet



Anna Young & Deb Alcock cutting hot cross buns



Andrew McDougall's Brush and the Alcock's Overland



David Vinen's 1908 Metallurgique



The pro-Billy Overland of David Ingles



James Dunshea and Jack Alcock



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Helpful Information About Wheels

By Stan Bone

While taking part in the recent Four and More Rally at Corowa I engaged in conversation with David T Lang and Greg Smith regarding the shrinkage and loosening of spokes and felloe's on wooden spoke wheels. After explaining the method I used to solve this problem it was suggested that I pass on this information to other members that may not be aware of this process. I must point out at this time that the results have been most satisfactory in my case.

The following article that was forwarded to me by Doug Marshall in Newcastle (N.S.W) is very self explanatory and needs no further comment from me.

I have enclosed a picture of my wheel showing the point of injection, these holes can be disguised with wooden plugs if required. See below some information regarding the availability of an equivalent product which I used and can be sourced locally, this information is current and up to date.

If any further information is required feel free to call me on: 0408 077 039

*Fortis Adhesives and Coatings
Product name Fortis 820*

*14 Commercial Drive Dandenong South Vic 3175
Phone 9706 5448.*



Early Motor Vehicle Imports

By Graeme Jarrett

How Many Motor Vehicles Came To Australia In The Early Years – Prior To 1908

I have long pondered the real number of motor vehicles imported to Australia in the early years.

The newspaper search engine 'TROVE' has proved valuable in helping to understand the numbers. The early registration records are also helpful in understanding the numbers to each state. That too was a revelation; I had always assumed there were probably more cars in NSW than Victoria – this appears to be incorrect.

The following extract from "The Evening Telegraph" news-paper (Charters Towers, Qld) of Mon 30th Nov 1908 is illuminating. As one of the larger states, in geographical size, I would have expected more than the 3.7% (approximately) of the national car imports.

My interest in early car imports to Queensland, particularly North Queensland, led me to the conclusion that very few vehicles arrived there in the earliest times. The cars that did arrive there may have been small in number but were of a high or unusual quality – in my experience.

"IMPORTATION OF MOTORS"

"During the period from 1901 to 1907,

3559 motor vehicles were imported into Australia.

1,436 to Victoria.

1,175 to New South Wales.

496 to South Australia.

224 to Western Australia.

132 to Queensland.

96 to Tasmania.

The total value of the vehicles was £697,036, and the duty amounted to £144,191.

Motor Cycles Imported during the nine months ended September 30, 1908, were valued at £12,198, tile duty being £3,469.

Bodies for motor cars, Lorries and wagons, £27,743 with duty amounting to £9,443.

Chassis for motor cars, lorries and wagons; £191,800, the duty being £4611.

Under the statistical classification as altered since the- passing of the Customs Tariff of 1908, no record is now kept of the number of motor cars imported."

This last paragraph is interesting insofar as it is disappointing that records were not nationally identified. I understand that the importation records of some states were kept, recorded and published in early motoring related publications.

The Club Permit Scheme

Instances of unpaid or permit labels that are not endorsed are still coming to the attention of Club Scrutineers. We must individually put a reminder of some sort in place, to remind ourselves when our permit falls due. Also, we must keep the receipt in the folder that the log book is kept in and of course keep both in the car at all times. Permit identification is now available to the Police via their mobile network, but they cannot tell if you are a paid up Member of the Club. Importantly; that's the Club through which the car retains the permit, so your current membership card or receipt for your annual subs should be kept together in your log book folder as well.

Our hard working Registrar Geoff Payne has in the past done some reminding, it is however unfair to expect this of him. If for some reason you do forget or 'come unstuck' for some other reason with any permit matter don't hesitate to contact myself or Geoff for assistance.

*Brian Hussey
Head Scrutineer*

Is Your Car Roadworthy?

How long is it since it was checked over thoroughly?

Some of our Cars have been on the road a very long time. Whilst most are in excellent shape, there are some that have not had attention for some time. If you have any concerns or would like the help of a Club Scrutineer just call the Club Scrutineer nearest to you. Brian Hussey or Bob Ballinger are available to tell you who this is and will assist with an appointment for a visit. There is no charge for this Club Service. Club Scrutineers have been very carefully chosen for their knowledge and experience, they are also registered with VicRoads to perform this function. Brian and Bob's contact details are on the Appointments page of every 'Brass Notes'

*Brian Hussey
Head Scrutineer*

LUNCHEON GROUP

Our Luncheon Group meets on the last Tuesday of the month at our Club rooms.

It's a BYO, with tea and coffee supplied. Daryl Meek co-ordinates assistance with Library and Archive storage.

Seen at Winton

Photos by Callum Walsh



1914 Delage Gp - Stuart Murdoch



1914 Overland Speedster - Jeff Alcock

Tasmania and Corduroy Roads

Our VCCA friends in Tasmania must be congratulated for their Facebook entries – up to date and always interesting with pictures of events and those special items of interest. This one from the past caught our attention with this comment: 'One more sleep before we gather for the Cracked Plug Run for veteran cars going from Cape Portland to Strathgordon. Let's hope Jill and Kelvin haven't found any corduroy roads with these two Hupmobile and Chev – if we don't get eaten by Tassie Tigers, will update on our great adventure!'



Private Classifieds

FOR SALE

Trailer

Inside measures 10' 3" X 6' 9" with electric disc brakes and electric winch.

Strong but light, it is registered and ready to go. Originally purpose built for a two cyl Maxwell.

Price: \$1,500-00 O.N.O.

CONTACT Peter Fitzgerald

M: 0428361529



FOR SALE

1914 FIAT Zero 4 cylinder

- New
- New Radiator, Side Curtains

Club rego, lovely car

Reason for selling "Health"

PRICE: \$59,000 ONO

CONTACT: Alan Lethborg

T: 03 9560 8299



FOR SALE

Bosch magneto

DU 4/2. Brass base, advance/retard lever, patented 1908. Exceptional condition, fat spark (clockwise). Markings and condition suggest it may have been new old stock for US navy.

Price \$475.

Complete Renault gearbox, circa 1908.

Fits model AG and possibly a small 4 cylinder. Excellent condition everything moves freely including clutch thrust.

Price \$900

Aircraft chocks
several sizes

Price \$5 each.



Calometer (working),
brass radiator cap wings, vintage tyre gauge with cover.

Price \$125 the lot.



Pair of brass strips for Renault AX bonnet.

Restorable condition or would be interesting display.

Price \$300 the pair



Brass castings to make up a windscreen frame
(project now not being proceeded with). 12 pieces.

Price \$100.

CONTACT: David Inglis

T: 9878 0496



Events

2019 RACV MID WINTER RALLY - INVERLOCH

The 2019 RACV Mid Winter Rally will this year test out the winter woolies. A 2.5 day event starting with a casual dinner on Friday Night will be based in the picturesque seaside town of Inverloch, only 2 hours South East of Melbourne. We will have the chance to enjoy the bass coast and some of its wonders including the State Coal Mine in Wonthaggi, the Bunurong Coastal Drive, Cape Liptrap and others.

Join us for our traditional cold start competition at the RACV resort in Inverloch on Sunday morning followed by a scenic drive and lunch ready to return back to the RACV resort with plenty of time to get back home for those that need.

Entry forms out now – Don't forgets kids (under 16) are FREE

When: July 19-20 2019
Where: Inverloch (accommodation at RACV resort or other options available in town)
Who: Ben Alcock 0404 917 366

HCCA INTERNATIONAL TOUR 2019 BATHURST

With just 4 months to, entries are rolling in. Have you booked your accommodation? Have you submitted your entry form? 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 5 is soon to be released: 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

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

Caribbean Gardens & Market
(Enter from Ferntree Gully or Stud Roads Scoresby)

Ford Flathead Festival

Sunday July 28th 2019

HENRY FORD'S BIRTHDAY!

RACV WHAT BETTER WAY TO CELEBRATE THAN WITH A FORD CAR SHOW!

A GREAT DAY FOR ALL FORD ENTHUSIASTS

Non-club members especially welcome as no membership required!

This show is open to all Ford Flatheads from 1903 to the end of the Flathead era.

With over 100 cars on show last year, it's set to be a great day!

3 FREE Entrants Prizes Drawn at 1.45pm
You must be present to win a prize

10am - 2pm

Food & Drink available on site or BYO
Adults - \$2.50
Pensioners & Children under 13 - \$1.00

This is a combined display day for all Flathead (S/V) Fords and has been organised by:

 Early Ford V8 Club of Victoria Contact: Jackie Thompson 0409 562 515	 Model T Ford Club of Victoria Contact: Robbie Dalton 0439 363 283	 FORDCA (6 & 10 HP SV Fords) Contact: Bill Ballard 03 9762 9974	 Model A Ford Club of Victoria Contact: Rob Turner 0428 686 616
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14TH HIGHWHEELER RALLY SEPT 29TH-4TH OCT 2019 MARYBOROUGH VIC

The 14th High Wheeler Rally to Maryborough (Vic) is all planned and formulated. We have been very conscious in our planning to ensure that both vehicles and participants will not be overtaxed, and we should have ample time for the all, important socialising, fettling time, and a chance to experience all the varied attractions we have booked for our week in Maryborough and surrounds.

The week will start on the Sunday evening, with a welcome get together dinner, near one of Maryborough's iconic buildings. The days to follow will include visits to private collections, not usually open to the public, a private steam train journey, some wonderful visits to unique small country towns, all on quite country roads that should not strain our precious machines.

We have just got back yesterday from writing down the directions for our routes. It promises to be an amazing spectacle, seeing what looks like being our biggest High Wheeler gathering ever, in Australia, and probably the world. When we ran the last one in Maryborough 16 years ago, it had us with numbers in the high twenties, but it seems this time we will exceed 30 buggies.

If you require further details, please feel free to contact me by phone or email.

Greg Smith 0447395233 email schacht09@bigpond.com

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 2020 NATIONAL VETERAN VEHICLE RALLY – SWAN HILL

Planning and organising are well advanced. Over the next few months we will launch the event information web-site and will be calling for Expressions of Interest. Watch this space.

We have a total of 45 accommodation bookings for the event already. Have you booked yours?

The rally starts with a Mayoral Welcome, Sunday afternoon, October 11th 2020 and finishes with breakfast on Saturday morning October 17th.

Note there are two Big4 caravan parks; Riverside [which is Rally headquarters and located in Swan Hill CBD] and Big4 Swan Hill [2 km out.] Both are described below.

Big4 Riverside (Rally Headquarters)

In town, adjacent to the daily start and the display day. Cabins have been reserved until September 2019. All but 6 2 bedroom cabins and the "Glamping tent" have been taken so be quick. Plenty of powered sites are available.

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 available, plenty of powered sites and trailer parking. Some en-suite sites available.

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
nationalrally@veterancarclub.org.au

IT'S THAT TIME OF THE YEAR!

Your membership is due for renewal.

You will find with the hard-copy version of this issue of *Brass Notes*, or by separate post, your renewal form. Please ensure you check and update the records accordingly and return the Renewal form. Payment can be made by cheque or electronic transfer.

Renewal is due by July 1 so please assist the Committee by renewing early. If you have any enquiries regarding your membership status please contact our Registrar, Geoff Payne.

Natter Night Meeting Minutes

Natter Night Meeting and Presentation Evening Minutes

Tuesday 14 May 2019

Veteran Car Club of Australia (Victoria) Inc.

Clubrooms, Lynden Park, Wakefields Grove, Camberwell

1. Opening

The Club's President, Paul Daley, opened the meeting at 8.00pm and welcomed all members and guests to the 2019 presentation evening.

2. Attendance

There were 84 members who attended the meeting.

3. Guests, New and Long Term Members

The President welcomed Geoff Cosgriff (RACV Deputy Chairman), Rob Anderson (new member), and Richard and June Heron (50 year members) to the meeting.

4. Apologies

Kim Coillet, Michael Tippett (Honorary Legal Advisor), Jack Alcock, Graeme and Sandra Splatt, Hugh and Rayna Guthrie, Cliff and Betty Ward, John Washbourne, Robert Caffyn, and Wally Nye.

5. Member News

Paul Daley informed members that John Washbourne and Judy Lewis had been the victims of a crime on Sunday evening 12 May. John's Land Rover Discover was stolen, along with his 1910 Brush brass headlamps, which were in the vehicle.

6. Membership – David Provan

David welcomed the following new members to the Club.

Rob and Leonie Anderson from Mount Eliza

Nick Horn from Hampton Park

Brendan and Ollie Wilson from Mentone who own a 1908 Belsize 14/16 Tourer

Stephen Handbury from Alexandra who owns a 1912 FN

Malcolm and Judith Bandy who own a 1916 Cole

7. Events – Ben Alcock

7.1 Past Events

Good Friday Hot Cross Bun Run (Braeside Park) – 19 April 2019.

Four & More Rally (Corowa, NSW) – 25 to 28 April 2019. Ben thanked David Lang and Don McPherson for organising an outstanding rally.

RACV Florence Thomson Tour (Cobram) – 27 April 2019. Fiona Lane provided an event report.

7.2 Future Events

Pre-1905 Pioneers Run (Ballarat) – 17 to 19 May 2019.

43rd Historic Winton (Winton Motor Raceway via Benalla) – 17 to 19 May 2019.

National Motoring Heritage Day (Yarra Glen) – 26 May 2019. Andrew McDougall provided an update report.

"Around the Garages" (Yarra Ranges) – Wednesday 19 June 2019.

AOMC Restoration Seminar – 29 June 2019. Andrew McDougall provided an update report.

Naked Radiator Run (a combined event with the VDC) – 14 July 2019.

RACV Midwinter Rally (Inverloch) – 19 to 21 July 2019.

8. Wanted, For Sale or Swap

For sale – Robyn Blackwell has veteran lights and a trailer for sale.

Wanted – Peter Latreille is seeking the name of an upholsterer who can do pin beading for his Vauxhall.

9. General Business

Geoff Cosgriff

RACV Deputy Chairman, Geoff Cosgriff, spoke about the strong and valued relationship that the RACV enjoys with the Veteran Car Club of Australia (Victoria).

'What Sets Us Apart'

PD spoke about characteristics of our Club that sets us apart from other veteran car clubs.

A summary of these characteristics include:

VCCA (Victoria) is a growing Club.

The three signature RACV rallies are recognised by TAVCCA and other clubs as 'outstanding'.

A published safety policy/booklet, which is used by TAVCCA clubs.

The Club celebrates diversity and the partners of all members are embraced.

Brass Notes, brochures, booklets and the Club's book Dementia Prodest are first class.

The Club values, respects and supports its senior members, as well as those who have retired from veteran motoring.

All children under 16 can attend events and rallies at no cost.

The Club respects the indigenous people of the regions we rally and we will arrange a Welcome to Country wherever practicable. A transitional owners' representative has been appointed (John Stanley).

The Club cares for the environment, has an environmental and sustainability policy and has appointed a coordinator (Frances McDougall).

The Club interacts with other clubs in addition to the clubs of TAVCCA.

The display of member vehicles to the general public, which is an essential part of our rallies.

There were no other items of general business.

10. Next Meeting

The next meeting will commence at 7.30pm on 11 June 2019. Doors open at 7.00pm. After a short meeting, the screening of the Tucker: The Man and His Dream movie will commence at 7.45pm.

11. Closure

The President closed the meeting at 8.24pm.

Presentation of Trophies and Awards

1. Opening

The presentation of trophies and awards commenced at 8.25pm.

2. Members Who Have Passed Away during the Year

David Provan informed members that since the 2018 presentation evening, seven Club members had passed away. Instead of observing a traditional minute of silence, David invited members to fill the minute with applause, which has long been a custom in Italy. Members stood and applauded the following past members as a gesture of respect and to celebrate their lives and contribution to the Club.

Former President of the Club, Frank Dallimore

Ian Smith

Ralph Quaine

Bill Brand

Graeme Edwards

Honorary Life Member, Lorna McManamy

and former member Alan Burr

3. Presentation of Trophies and Awards

David Provan announced the recipients of the following awards that were presented to the members by Paul Daley and Geoff Cosgriff (RACV Deputy Chairman).

Jean and Ern Cobb Trophy

Best vehicle (car or motorcycle) that is in original condition or a restoration older than 5 years, which has been well maintained and held its appearance.

Stephen Dynes, 1914 Triumph motorcycle

Ron Hobbs Trophy

Persistence and tenacity in presenting and running a 1 or 2 cylinder vehicle during the RACV 2019 1 and 2 Cylinder Rally at Bright. John Stanley, the Rally Director, selected the worthy recipient for this award at the rally.

Martin and Tina Smallman, 1911 Stanley 63 Steamer

Bert Lamshed Memorial (Hotchkiss) Trophy

Cold Start Trophy – RACV 2018 Midwinter Rally (Creswick).

Peter Caffyn, 1912 Talbot

Gordon Griffiths Trophy

Hard Luck Trophy for not finishing the RACV 2018 Veteran Car Club Annual Rally (Cape Schanck) due to mechanical failure.

The Gordon Griffiths Trophy was not awarded this year. Every entrant successfully completed the RACV 2018 Veteran Car Club Annual Rally!

Norm Strack Trophy

Best Lady Driver.

Annette Newell, 1912 Overland

City of Frankston Award

Service Award.

John Stanley

Apollo Trophy

Most assistance during the year to the Editor of Brass Notes.

Greg Smith

The McKaige Trophy

Most helpful Club member to the President.

Geoff Payne

First Time-Out Awards

Award for first time-out at a Club event/rally in a veteran vehicle.

Jack Alcock – 1910 Overland

Annette Newell – 1912 Overland

Simon Anderson – 1909 Hupmobile

Robyn Blackwell – 1909 Renault

Roger Stewart – 1917 Overland

Shane Edwards – 1908 Reo

Robert Caffyn – 1910 Maxwell

Daryl Meek – 1904 Oldsmobile

50 Year Membership Award

Consistent membership for 50 years. The following members joined the Club in 1969.

David and Marge Barnard

Stan and Maggie Bone

Honorary Life Members Gordon and Shirley Griffiths

Richard and June Heron

Sandra Splatt

12. The Presentation Evening concluded at 8.45pm.

13. Speaker Presentation

Ian Berg delivered a very interesting and entertaining presentation titled 'Silver Ghosts Then and Now ... stories of the Rolls-Royce Silver Ghosts of the Veteran Car Club of Australia (Victoria)'.

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

SUB COMMITTEE CHAIR

DATING

Andrew McDougall

LIBRARIAN AND ARCHIVIST

Daryl Meek

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, 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
e registrar@veterancarclub.org.au
Postal:
26 Windella Cres, Glen Waverley, 3150

CLUB STOCK

John Prior (Paula)

SAFETY COMMITTEE / SCRUTINEERS

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

EDITORIAL COMMITTEE

Paul Daley, Ian Berg

LAYOUT EDITOR

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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
Andrew McDougall

TRADITIONAL OWNERS' LIAISON

John Stanley 0409 001 836

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.

EDITORIAL POLICY

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.

Unless specified otherwise, articles may be copied with acknowledgement to Brass Notes of the VCCA (Victoria) as the source.

The editorial team reserves the right to edit or omit any material submitted for inclusion in Brass Notes. The decision to publish a letter in Brass Notes is the decision of the editorial team.

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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.



Presentation Night

Members Who Have Passed Away during the Year
Since the last presentation evening, we have lost seven members.

- Former President of the Club, Frank Dallimore
- Ian Smith
- Ralph Quaine
- Bill Brand
- Graeme Edwards
- Honorary Life Member, Lorna McManamny
- Former member Alan Burr

Paul Daley and RACV Deputy Chairman, Mr Geoff Cosgriff presented the following trophies and awards.

Jean and Ern Cobb Trophy	Best vehicle (car or motorcycle) that is an original or a restoration older than 5 years which has been well maintained and held its appearance Stephen Dynes, 1914 Triumph motorcycle
Ron Hobbs Trophy	Persistence and tenacity in presenting and running a 1 or 2 cylinder vehicle during the RACV 2019 1 and 2 Cylinder Rally at Bright. John Stanley, the Rally Director, selected the worthy recipient for this award at the rally. Martin and Tina Smallman, 1911 Stanley 63 Steamer
Bert Lamshed Memorial (Hotchkiss) Trophy	Cold Start Trophy – RACV 2018 Midwinter Rally (Creswick) Peter Caffyn, 1912 Talbot
Gordon Griffiths Trophy	Hard Luck Trophy for not finishing the RACV Veteran Car Club Annual Rally (Cape Schanck) due to mechanical failure. The Gordon Griffiths Trophy will not awarded this year, as every entrant successfully completed the rally.
Norm Strack Trophy	Best Lady Driver Annette Newell, 1912 Overland
City of Frankston Award	Service Award John Stanley
Apollo Trophy	Most assistance during the year to the Editor of Brass Notes Greg Smith
The McKaige Trophy	Most helpful Club member to the President Geoff Payne

First Time-Out Awards	Owner award for first time-out at a Club event in their veteran vehicle (even if they had been a passenger in the vehicle in a past event). <ul style="list-style-type: none"> • Jack Alcock – 1910 Overland • Annette Newell – 1912 Overland • Simon Anderson – 1909 Hupmobile • Robyn Blackwell – 1909 Renault • Roger Stewart – 1917 Overland • Shane Edwards – 1908 Reo • Daryl Meek – 1904 Oldsmobile • Robert Caffyn – 1910 Maxwell
50 Year Membership Award	Consistent membership for 50 years. The following members joined the Club in 1969. <ul style="list-style-type: none"> • David and Marge Barnard • Stan and Maggie Bone • Honorary Life Members Gordon and Shirley Griffiths. • Richard and June Heron. • Sandra Splatt



Roger Stewart, First Time Out Award



Shane Edwards, First Time Out Award



RACV Deputy Chairman Geoff Cosgriff (centre back) graciously presented the Club trophies, along with our President



Robin Blackwell, First Time Out Award



Martin & Tina Smallman receiving the Ron Hobbs Trophy



Richard & June Heron, 50 Year Membership Award



Geoff Payne receiving the McKaige Trophy



Alan Esmore's Berliet at the Four & More Rally, with David Lang's T-Model in the background



1910 Overland of Ben Alcock at Corowa Railway Station on the Four & More Rally