

September 2019



# Brass Notes

[www.veterancarclub.org.au](http://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



This month's FLASHBACK shows two Ford T's on an early rally. Do you recognise where and when this photo is? And do you know where they are now?

We received a note from John Day, VCCA member from Queensland, re the Cadillac photo in the August BN FLASHBACK.

He writes to us about the ex Gilltrap Cadillac: He believes it is now owned by a Queensland Club member John Battersby. In the photo the late Terry Gilltrap is doing the show that was a feature of the Museum.



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

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- RACV Midwinter Rally
- RACV Veteran Car Club Annual Rally

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## Coming Events

8 September 2019	<b>Shepparton Swap Meet</b> Shepparton Showgrounds - (High St) - Gates open 7:30am
10 September 2019	<b>Natter Night - Club Rooms 8:00pm</b> Speaker - Callum Walsh - "The Next Generation"
6 October 2019	<b>Australian National Show &amp; Shine - Euroa</b> 8:00am - 3:30pm, Contact: Ross Holt 0418 599 183
6 October 2019	<b>Spanner in the Works - Alice Anderson Book launch (Meet the Author)</b> 2:00 pm – 4:00 pm AEDT Location: Watts River Brewing, 7 Hunter Road Healesville, VIC 3777. Contact: Ben Alcock
11-13 October 2019	<b>Motorclassica - Royal Exhibition Buildings - Melbourne</b>
2 November 2019	<b>RACV Aussie Classic Car Show</b> Yarra Glen Racecourse
22 - 24 November 2019	<b>Geelong Revival Motoring Festival</b> Waterfront, Geelong

## Major Events

8 -10 November 2019	<b>RACV Veteran Car Club Annual Rally - November 2019 - Wangaratta</b> David Nicholls and Jeff Alcock
12 -15 March 2020	<b>RACV 1 &amp; 2 Cylinder Rally - Hamilton (Vic)</b> Rally Director: Doug Palmer

## National Events

17 – 23 September 2019	<b>National Veteran Rally – Bargara (Bundaberg, QLD)</b> Rally2019@skymesh.com.au
29 Sep – 5 Oct 2019	<b>National High Wheeler Rally – Maryborough, VIC</b> Contact: Greg Smith 0447 395 233
11 – 17 October 2020	<b>RACV 2020 National Veteran Vehicle Rally - Swan Hill, VIC</b> Contact: Michael and Claudia Holding 0407 008 895
12 - 15 April 2021	<b>National Brush Rally 2021 NSW</b> Rally Director: Alan Miller - mrcherman@bigpond.com

## International Events

30 Aug - 6 Sep 2019	<b>HCCA International Tour, Bathurst NSW</b> Russell Holden: 0422 219 911
29 Sept – 5 Oct 2019	<b>Model T Ford Annual Rally 2019 Maryborough, QLD</b> www.mtop12.wix.com/mtoq
3 November 2019	<b>London to Brighton Veteran Car Run 2019</b>

# President's Message

By Paul Daley

## Passing of David Holden...

Our Club mourns the passing of *David Holden*, on August 10, a wonderful friend and benefactor to the VCCA (Vic). It was an honour for me to represent the Club at David's funeral at Wangaratta on Thursday August 15, and have the opportunity to say a few words on the Club's behalf at the service, honouring David's commitment to the motoring movement and his generous financial contribution to the '*Dementia Prodest*' book publishing project. I was able to share the Club's respect of David with his partner *Mavis Hinton*, who remained stoic and warmly greeted the many mourners. David's contribution to the Vintage Drivers Club was recalled eloquently by Past President Howard James and close friend Richard Unkles remembered a long friendship in his eulogy. I was able to chat with a number of our country members including *Terry Mansbridge, Graeme Fraser, Greg Orde, Tim Harris, David Rench, Bruce Feldtmann* and *Daryl Meek* as well as *John and Sue Turner* from the Tasmanian club. David's 1912 Napier was on display having been driven on the day by neighbour and friend Peter Slessar, and David's 1934 Packard Super 8 recognised David's broad love of the motoring movement. The obituary for David Holden is on page 11.



Peter Slessar fettles the David Holden 1914 Napier

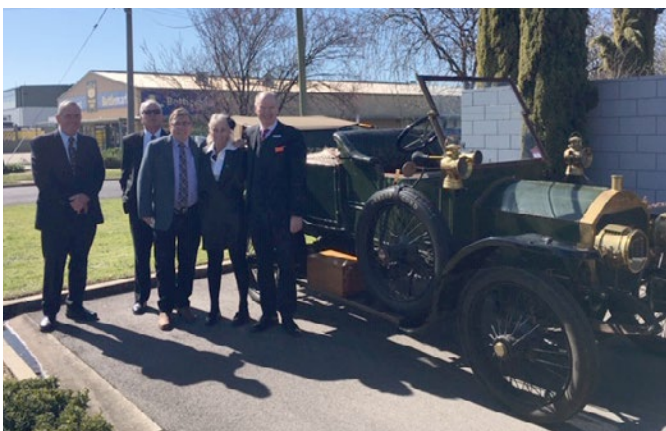
## Thank you Ben Alcock...

The RACV Midwinter Rally at the RACV Resort Inverloch was an outstanding success. Inverloch with its bucolic landscape is a part of Victoria that we had not visited for many years, and two days touring whetted our appetite for more. *Ben Alcock* in his capacity as Rally Director for this event is congratulated for putting together an exceptional weekend – a full report is on page 20. Ben was assisted by his sister *Jessica*, brother *Jack* and parents *Debbie* and *Jeff*, as well as *Daryl Meek* as tailend Charlie, and our thanks to all who assisted.

## Victory in the Pacific – 75 Year Celebration Plans

VP (Victory in the Pacific) Day, also referred to as VJ (Victory over Japan) Day, is celebrated on 15 August. This date commemorates Japan's acceptance of the Allied demand for unconditional surrender 14 August 1945. For Australians, it meant that the Second World War was finally over.

The following day, 15 August, is usually referred to as VP Day. In August 1945 Australian governments gazetted a public holiday as VP Day and most newspapers reported it as such. However, the governments of Britain, the United States and New Zealand preferred VJ Day. It is not true as some have claimed, that the day was originally called VJ and that the name was surreptitiously changed later.



Centre: Paul Daley with Mavis Hinton and the Napier



L-R: Tim Harris, Mavis Hinton and Bruce Feldtmann



A crowd celebrates Japan's surrender on a tram in Melbourne 1945 – Courtesy of Argus Collection



Crowds gather at Bourke and Elizabeth Streets to hear the news. Courtesy of Argus Collection

The Melbourne 'Argus' newspaper reported:

*Tokio Radio says Hirohito has ordered all his armed forces to cease hostilities immediately. It may, however, take some time, even several days, before the Imperial order reaches front-line units in some remote island or mountain areas.*

*The Allied terms of surrender will not only demobilise Japan, but will also deprive her of 43 per cent of her territory, and nearly one-third of the population she held when she attacked Pearl Harbor.*

*Thus, these terms, already approved by President Truman and the Allies, will not only destroy the vast Empire she conquered in the first 18 months of the war, but also reduce her to little more than the territory she occupied in 1853.*

Preliminary plans are underway to celebrate the 75th Anniversary of Japan's surrender next year, and our Club has been contacted to begin liaison to participate in an event at Tocumwal NSW. The plan is to join in with a 'fly in' of aircraft to the aerodrome at Tocumwal, with photo opportunities and joy rides. Dates are being set in an already busy 2020 calendar and our Events Director *Ben Alcock* will keep us posted.

### **Spirited Women: 'We Can Do It'...**

One of the most iconic images of WWII is the determined woman with a polka-dot headscarf and flexing her right arm with a rolled up sleeve – 'we can do it' is the proclamation. Last year I attended the play 'Willow Run' in Ypsilanti Michigan, where the mile-long factory employed nearly 40,000 workers, mostly women, and turned out B-24 bomber planes at the rate of one every 55 minutes. For those who attended our July movie night '*Tucker: the man and his dream*', Ypsilanti was the town where the Preston Tucker family home was. Many modern political figures of recent years have used 'Rosie' banners posters etc eg Julia Gillard, Hilary Clinton, Michelle Obama. The 'Rosie' era was one where women were grappling with widespread job and wage discrimination and feminists simply wanted to use 'Rosie' to show that women could

perform jobs traditionally held by men just as well, if not better.

When I came across a reference to Sarah Maddock and her bicycle ride from Sydney to Melbourne in 1894, the opportunity to research and focus an article on women was irresistible. Australia has always had its own 'Rosies', and we salute two spirited women on page 14.



Preston Tucker residence in Ypsilanti today

### **TAVCCA – The Association of Veteran Car Clubs in Australia**

At the last AGM it was decided to establish a national committee to consider both the role of TAVCCA and the way in which it should operate going forward. The committee consists of Peter Arnold (QLD) current National Chair, Paul Daley (Vic), Doug Fulford and John Burke (NSW) and Peter Allen (SA). A three hour teleconference was held on July 6, and recommendations concerning the following issues will be put to the coming AGM to be held at Bargara (QLD) during the Nationals. Recommendations were made on the following: Advocacy, Website, FIVA, Dating, Membership of TAVCCA, voting, extend term of Chairperson, Constitution, Incorporation, Finance. This comprehensive review will potentially be the catalyst for change and a full report will be published after the AGM. The Dating Advisory Committee will also be meeting at Bargara as at the lat AGM the process was started with the sharing of various state information to which Vic, SA, NSW, Tas and QLD responded. Your representatives, *Andrew McDougall* and *Brian Hussey*, will attend the gathering of all State and Territory dating officials at Bagara on Thursday, Sept 19.

## Happy 156th Birthday Henry!

Henry Ford's birthday on July 30th is a global day of recognition, and the *Ford Flathead Festival* celebrated this 156th birthday with a superb cake, and a rousing rendition of 'Happy Birthday'! Lualla Tong, President of the Model A Ford Club, wished Henry many happy returns, and the cake – courtesy of Woolworths – was a welcome morning tea treat for the 200 participants. Lualla and her husband Brendan are regular visitors to our Natter Nights, and members of that club have attended our Henry Ford Annual Ovarations by *Brian Churchill*. Their members appreciate our hospitality, and as one of their members Russell Boyle commented – that when it comes to sharing with smaller clubs – 'that's the future – that's what clubs should do!'



Lualla Tong with Henry's Birthday Cake

## Maling Road Auto Classico 2019

Brilliant winter sunshine brought a crowd of over 1500 during the morning to the Maling Road Auto Classico on Sunday August 18. With over 150 cars representing 30 marques, with a value of over \$80m, the precinct buzzed with roaming entertainment, food, cafes, sponsors, marques as well as retail stores being opened for the fun day. There were impressive club displays including Fiat, Vespa, Mercedes Benz, and the emphasis was European and the organisers were mindful to curate a street show with a wow factor that suited the locale and demographics. *Ian and Sue Berg's* 1920 Rolls-Royce Silver Ghost 40-50 drew much attention and took out the 'Best Car of the Show' trophy. The organisers used social media extensively to promote the event, and on the day there was a live Facebook feed. I am convinced that events like these are essential to showcase the collector car movement, and the veteran niche should make the effort to display vehicles when the opportunity arises. The Mercedes Benz Club had a prominent membership marquee with stock for sale as well, and there was a real effort to connect with the 'next generation!' I overheard one youngster - 'Dad, this is better than Motorclassica', well, questionable... but, it certainly was a great day out! What was really pleasing was the number of children who attended.



Trophies on display



Ian & Sue Berg, winners 'Best Car of Show'



Keith Mortimer (AOMC) second on left, with Maling Road crowd

## It's on again... Bendigo Swap

In our January 'Brass Notes', I made reference to the facilities that greet visitors to the Bendigo showground:

*Bendigo Swap seems to have lost none of its attraction! Even though we all seem to gracefully age, the valuable 'rust' seems to draw the 'old timers' back each year. The long queues for a shower – the men's toilets on the tray of an old truck. It seems that it really is time for some up to date toilets and bathrooms.*

My observations drew the attention of Neil Athorn, President of The Federation of Veteran Vintage & Classic Vehicle Clubs of Victoria who organise the Bendigo Swap, who referenced my comments at their February meeting and kudos to Neil and his team for aggressively lobbying all three levels of government. The *'Bendigo Advertiser'* reported 28/03/2019 that members of the Bendigo Agricultural Show Society met with the Federation of Veteran, Vintage & Classic Car Club, together with the Member Bendigo East, Lisa Chesters, who said that Labor would commit \$933,208 to the project if they won the upcoming Federal election. The newspaper reported that **Neil Athorn said** the funding commitment was welcome. **'It means a lot to us to have these upgrades'** he said. **'Dust suppression, quality toilets – they're the memories people take away from the Showgrounds'**.

Although Labor did not win the federal election, the Andrews state Labor Government also recognised the need for a modern upgrade, and has come on board with a grant to get things started. *Minister for Regional Development Jaclyn Symes was in Bendigo recently to announce a \$50,000 grant from the Labor Government's Stranger Regional Communities Plan to support development of the Masterplan and Business Case. The City of Greater Bendigo, which will lead the project, and the Bendigo Agriculture Show Society Inc will also contribute \$25,000 each towards the project. 'The Bendigo Showgrounds is a major venue in regional Victoria and needs a first-rate events space for the future – that's exactly what we hope this Masterplan will deliver... We're proud to play its part in helping ensure that the Bendigo Showgrounds can continue to attract major events and visitors to regional Victoria for years to come'.*

The dates for Bendigo Swap this year are *November 16-17*, and *Ben Alcock* will again be organising our stand. Ben would appreciate assistance and just a few hours of your time would help. Many members call by, chat and leave item in our care while they visit the swap, and country and interstate members enjoy the interaction.



*Members of the Bendigo Agricultural Show Society and the Federation of Veteran, Vintage and Classic Car Clubs joined Member for Bendigo East Lisa Chesters. Picture: TARA COSOLETO, with thanks*

### **Promoting the hobby...**

I recently hosted a group of retired chaps at my garage in Surrey Hills – four were retired doctors, a musician, and also radio personality Terry Lane. They were all fascinated by the transmission and driving technique of the veteran Model T Fords that are my passion. I was able to take them all for a thirty minute tour of the locale and they enjoyed the thrill of mixing veteran motoring with today's traffic. Terry Lane took some excellent video footage and requested the opportunity to make a return visit and produce a short video and he emailed me the next day saying, 'Thanks for the absolutely wonderful day yesterday. The guys are still smiling, and 'some of them were photographic hobbyists and photographed my cars on film which they process at Ikigai in Williamstown. Evidently film is alive and well in a small part of the photographic community with even some new film stocks being commercially released.



*All aboard... 1913 Model T Tourer – Paul Daley hosts visitors*



*Paul explains the transmission of a 1914 Model T runabout.*

### **Federation Meet in Mildura...**

*Daryl Meek* was our delegate at the Federation of Veteran, Vintage and Classic Car Clubs meeting in Mildura on August 3. Daryl reports that the Federation has a bank balance at that time of \$225,000; an associate membership will be established, the election of office bearers took place and the new committee basically remains the same; and the new Federation website is up and running. Due to the distance from Melbourne and other country areas only 70 people (including partners) attended the meeting. (Daryl's return trip from Melbourne was 1,100km)

### **Events Subcommittee meet...**

*Ben Alcock, David Provan, Greg Smith and Paul Daley* met prior to the August general Committee meeting to bolt down our calendar for 2020 and also begin planning 2021. The calendar for 2020 is shaping up to be possibly our busiest ever, with five scheduled RACV rallies, the biggest being the National event at Swan Hill in October. There are also some events in the 'extraordinary' category – the 40th Bay to Birdwood run in SA, as well as WWII Commemoration event in Tocumwal NSW that is planned for September. With such a full calendar and our Nationals in October, our traditional November rally will be only a two day event. The next events subcommittee meeting is scheduled for Tuesday October 22.

**Member News:**



*Jeff Alcock and Jessica Alcock*

The RACV Midwinter Rally at Inverloch event saw the entire Alcock clan in action with *Ben Alcock* leading from the front as Rally Director. But it was the Cold Start Competition that really showed the versatility of the Alcocks! *Jessica Alcock* took the honour of the first woman to compete in this competition – and she struck out in real style cranking the *Stan Bone FN*. When brother *Jack Alcock* had his turn to show his Cold Start prowess, the advice from the crowd was a loud voice ‘Hey Jack, don’t forget it’s your sister!’. Jack tempered his effort! Father, *Jeff Alcock*, showed great style, and it was up to *Ben Alcock* in his role as official time keeper to keep the competitive spirit in order. *Peter Fagan* was another first, competing with his 1914 Triumph motorcycle.

*Peter Latreille* was the charming ‘mine host’ for the morning tea stop for the Saturday run on the Midwinter event, and together with his pals from the VSCC and other local identities ensured our stop over at the Latreille holiday home was a highlight. Peter and his wife Anne served a sumptuous spread which was heartily appreciated by all. *David Provan* shared ‘war stories’ of the morning’s drive with a number of entries encountering mechanical breakdowns. David’s tour of duty as Secretary of VCCA (Vic) finishes this year and David is set to undertake Financial Planning studies next year at Monash University, as well as contract assignments for Deloittes.



*Peter Latreille with David Provan*



*Ian Wells and Wally Nye*

*Ian Wells* and *Wally Nye* seem to have that special knack of hunting down those illusive ‘barn finds’. Both are active members of the Veteran Car Club and also the Austin fraternity – and both love the challenge of persevering to acquire another Austin piece. Six years ago Wally heard of a 1913 20 hp Austin motor with gear box, sub-frame and a Claudel & Hobson carburettor. It had dual ignition with generator drive off the rear cam stops and was resting on a pallet. Back then the farmer wouldn’t let Wally acquire it, but a month or so ago Wally was able to acquire it at a clearing sale.



*1913 Austin 20hp motor/gearbox – barn find*

He is tossing up whether to do a display or hunt down a project and front end – there are only five surviving (and one is in Canberra). *Ian Wells* is off to Tasmania – he’s been able to track down a 1910 15 hp Austin engine and front axle. To top it off he’s bought a ute to travel over and pick the goodies up!

*Darren Savory* took his ‘16 Model T Ford Tourer for a ‘local’ spin to attend the Ford Flathead Festival and for once there was an event close to home. Darren has been sitting in on our Committee meetings for the past few months as he has nominated for the position of Club Secretary to replace *David Provan* who is retiring. Darren is no stranger to Committee having served previously.

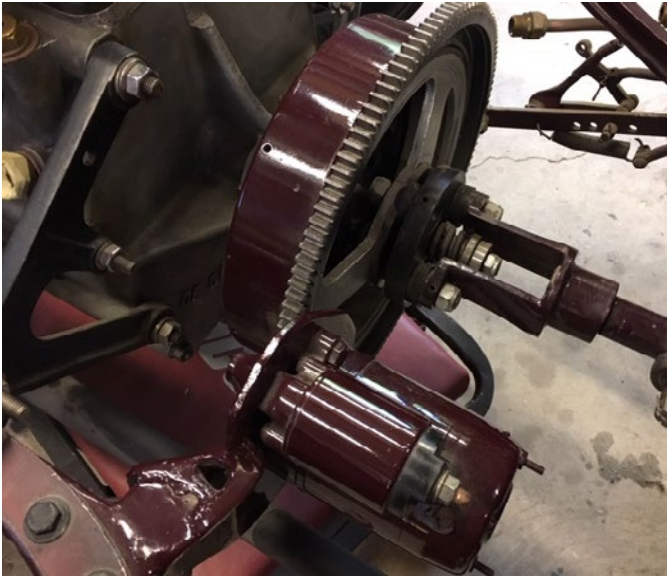


*Darren Savory – ‘16 Model T*



### Starter Solution for 1 & 2's....

Brian Hussey has completed a nifty starter solution for his 1909 De Dion-Bouton. He machined a Landcruiser flywheel down fitted it to the cone-clutch assembly, and utilised a Subaru starter motor to complete the installation.



Starter solution for De Dion-Bouton.

### POR – 15 Rust Remover...



A couple of years ago, I acquired from *Brian Scudds*, a set of rusty Model A Ford spoked wheels for a project I was planning tackle. Of course, time gets away and the 'project' never got started, and fortunately I was able to move the rusty wheels to a chap who was building a speedster. Just recently I saw this product promoted online – POR – 15 Rust Remover which will safely remove light to even heavy rust completely from metal surfaces. This product would have been ideal as the first step in preparing the wheels for either painting or powdercoating. This product has no fumes or bad odours, and no sanding or scrubbing is required – it works in as little as 20 minutes for light rust or overnight for heavy rusted metal. All the rusted areas must be submerged for the Rust Remover to work, and when the rust is removed simply rinse the metal piece with water. Available from Body Shop Dandenong (03) 9706 9470



### Natter Night... terrific turnout...

The August Natter Night saw just on 50 members brave the winter cold snap to hear *Barry Gomm* deliver an entertaining presentation 'Shake, Rattle and Roll through the 1950's!' Barry's presentation was a real hoot and a wonderful 'trip down memory lane!' Our September 'Natter Night' is an opportunity for one of our younger committee members, *Callum Walsh*, to challenge us with 'The Next Generation' issues of the motoring movement. Let's give Callum and crew a night of encouragement with a great turn out of members and friends.

Yours in Veteran Motoring

Paul Daley

President

## NATTER NIGHT

TUESDAY SEPTEMBER 10<sup>TH</sup>

8pm - Guest Speaker:

**CALLUM WALSH**



### Callum Walsh

is a Committee Member of VCCA (Vic) and is also involved with a number of other clubs in the motoring movement, which keeps him up to date with trends and the latest in vehicle acquisitions. Callum will give us an insight into where he

sees the movement heading, the challenges that it faces, and how it could interact with the next generation. **Not to be missed.**

# Annual General Meeting

All members are notified that the 2019 Annual General Meeting will be held at the

Clubrooms, Lynden Park, Wakefields Grove, Camberwell on

Tuesday, 8 October commencing at 8.00 pm

## AGENDA

- 1 Opening and welcome by the President
  - 2 Apologies, proxies and declaration that a quorum for the meeting is present
  - 3 To confirm the minutes of 2018 Annual General Meeting
  - 4 The President's annual report on the activities of the Club during the 2018-2019 year
  - 5 The Treasurer's report and presentation of financial statements of the Club for the 2018-2019 year
  - 6 To confirm the annual membership subscription and joining fee for the 2019-2020 year
  - 7 Appointment (and fix any remuneration) of an auditor for the 2019-2020 year
  - 8 Election of the executive and general committee positions for the 2019-2020 year
  - 9 Honorary Life Membership Awards
- Pursuant to Rule 9(2) of the Club's Constitution, an Honorary

Life Member shall be a member of longstanding who has performed outstanding and distinguished service for the Club. The appointment of a member to Honorary Life Membership is the ultimate expression of the Club's gratitude to that member for his or her generous support of the objects of the Club.

10 Closure

## APPOINTMENT OF PROXY

In accordance with the Club's Constitution (Rule 34), each member is entitled to appoint another member as their proxy if they cannot attend the meeting, by notice given to the Secretary in writing (by hand, post or email no later than 24 hours before the meeting) or the form may be given to the Chairperson before or at the commencement of the meeting. A proxy form will be available at the September Natter Night meeting. Alternatively, please contact me and I will post or email the form to you.

## MORE INFORMATION

If you would like further information, please feel free to contact me on 0409 136 301 or email [secretary@veterancarclub.org.au](mailto:secretary@veterancarclub.org.au).

*David Provan,  
Secretary*

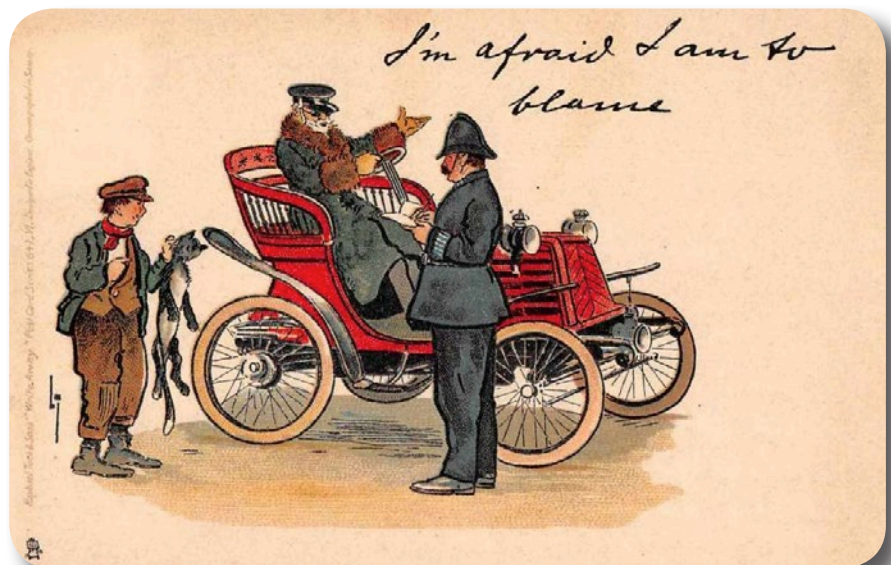
## A little humour goes a long way...

...but it's no laughing matter when you're fresh out of ideas for that elusive gift. May we suggest an alternative for that adult family member or special friend?

Consider giving them a Gift Membership to the Veteran Car Club of Australia (Victoria).

Simply download the Membership Application Form from our website, complete the details, send the form to us with your payment and request us to send it as a gift from you.

Tell us if you wish this to be an ongoing arrangement and we'll do the rest! We will send them a letter advising them of your kindness.



The Veteran Car Club of Australia (Vic) Inc PO Box 2300, Mount Waverley, Victoria 3149

# David Holden Remembered

The following is a compilation put together from the eulogies for David Holden.



*A pensive moment for David.*

Long-time member David Holden passed away earlier in August after a brave battle with cancer. There are many of us in the Veteran Car Club Australia (Vic) who knew David as a popular and generous man. In recent years he and Mavis Hinton were regular attendees at our rallies and even if he was not able to drive one of his beloved veteran cars, he was keen to be amongst it with his many friends.

Growing up in Melbourne David's interest in old cars began when as a teenager he enjoyed a moonlight jaunt in his parents Model A Ford. He soon secured a job at the local garage and became very skilled at all things mechanical. David met Elaine and they were married in 1958, moved to Glenroy and had three children Mark, Lynette and Fiona. He acquired a number of vintage cars including a 1924 Loraine Dietrich and 1923 Itala becoming active with the Vintage Drivers Club including a role as Editor of their journal for a period of time. In due course a 1926 Oakland received the treatment and he enjoyed a number of long distance tours with this car.

David's business interests shifted to refrigeration machinery, its installation and maintenance and he established a successful business with the support of Elaine. In 1988 they made a new home Bright and

being the only local refrigeration engineer he was adept at commercial and domestic work and also had the equipment for servicing automotive air conditioners.

David became the "go to" man for car clubs that planned visits or rallies in the area. His interests in local history, from bushranging to gold mining, made for informative rallies with interesting stops at unexpected places.

Tragically Elaine passed away in 2009 and David definitely felt her loss. David's interest in old cars and rallies was not deterred however and he recommissioned a 34 Packard sedan. He also acquired a veteran Napier from Neil Stapleton, an early member of the Veteran Car Club and Neil and David become great friends. Other veteran cars followed including a 1914 Humberette, a 1909 Sears and a 1912 Napier and a Renault. He planned several rallies for the Veteran Car Club including the memorable and outstanding 2011 Bright rally and later a rally around Mansfield. These included a number of stops of local interest in local collections or for historical interest, which might have been anything from gold mining to bushrangers.

Mavis was originally tending to David's garden in Bright as a pastime and was to become David's carer as his health deteriorated. In 2015 David and Mavis moved to Violet Town. Here they made new friends and re-established old ones. Mavis became known to and admired by many of us in the Veteran Car Club and was a wonderful support to David in recent years. David Holden was always generous with his many friends and all he met. He was a lovely person and will be very much missed by all who knew him. David passed away peacefully holding Mavis' hand.



*Mavis and David in the little Humberette.*

# Regarding the Argyll shown in the May Brass Notes Flashback

By Greg Smith

We should have been flooded with responses of the 1908 Argyll, as at the time of the photograph, it was owned by popular member, John Miller, who campaigned the car very regularly. It was one of our early cars of the club, with two members owning the Argyll prior to John. Graeme Blyth owned it up to around 1963, when it was purchased by Warnambool sign writer, Grant Phillips. One of my early recollections of the Argyll when Grant owned it, was seeing it parked under a huge cypress tree with hay bales in the back seat. I think at the time dad tried to purchase it from Grant, as it looked very neglected but to no avail. The car was a really nice example of a very original patina car.



*The Argyll taken on a rally early sixties when owned by Blyth's.*



*Argyll's in front of Factory at 100 year celebration.*

So, where is it now, is quite the coincidence. Mum and dad travelled to Scotland to the celebrations of 100 years of Argyll in 2000. At these celebrations there were only four or five Argyll's in attendance. It seems very few Argyll's survive over there, and the ones that do, are housed in museums. As such, they are a quite sort after marque. The celebrations were centred around the town of Alexandria where the Argyll factory was located, and the remains of the factory still exist, being now turned into a number of speciality shops, and trade as Lomond Galleries.

Those who know the Argyll marque, will know of the Argyll factory, as it was famous for its grandeur. The factory covered 12 acres and was served by its

own railway line, and several streets of houses for the factory workers. No expense was spared as the facility cost over 200,000 pound and was designed to produce 2500 cars per year (which it never ever got close too). Italian marble was imported for all the workers bathroom and toilet facilities, along with grand staircases and floors. This was a building that was elaborate and grand beyond belief.



*The Grand Argyll Factory facade*



*Fabulous marble staircase in factory.*

What an excellent backdrop for the celebration, as a lot of the façade and marble features still exist, and a drive around the Alexandria district was also planned. It was here Mum and Dad got to meet other Argyll owners, and a lovely couple from the U.K. , Robin and Anita Harris offered the "Aussies" a ride in their 1908 Argyll for the day. They travelled up a pass aptly named, "Rest and be Thankful". Robin was not totally happy with how



*Detail of Argyll Factory Facade.*



*Rest and be Thankful Pass Scotland.*

the Argyll was running, as it seemed to be slow and struggling somewhat, but on stopping to see what the issues may have been, they all looked down the pass and revealed that they had been climbing many, many metres (245m above sea level), so the Argyll was working very, very hard, so they did just rest and be thankful.

It was at this point dad had the realisation that he knew this car. "I know this car, did it come from Melbourne?" he asked Robin. Robin answered in the affirmative. After John Miller passed away, the Argyll was sold, and ended up overseas. What a coincidence, here was Mum and Dad, 10,000 miles from home, in Scotland travelling in the ex John Miller Argyll. Sometimes the world is so small.

The folks maintained their friendship with the Harris's through regular correspondence from then on. In 2008, Denise and I did an overseas trip, and it was decided to meet up with Mick Turner, to see the London to Brighton Veteran Car run. Through mum's correspondence with Anita Harris, she mentioned this fact. An extremely kind offer was made to us to attend the Brighton Run with the Harris's in their 1904 Tony Huber, which we jumped at the opportunity. This was a day we were never to forget, but that is another story in its self.

In 2013 when the Harris's came out to Australia for a holiday, we were able to reciprocate to some extent, when they were staying in Kyneton for a period of time, and I took the family 1906 Argyll with the Harris's

as passengers on our Annual Rally to Seymour that was run by Kim Coillet and Ralph Provan. Maybe this was not quite the Brighton Run, but they enjoyed the Australian humour and way of rallying, and also to be able to travel in another Argyll.

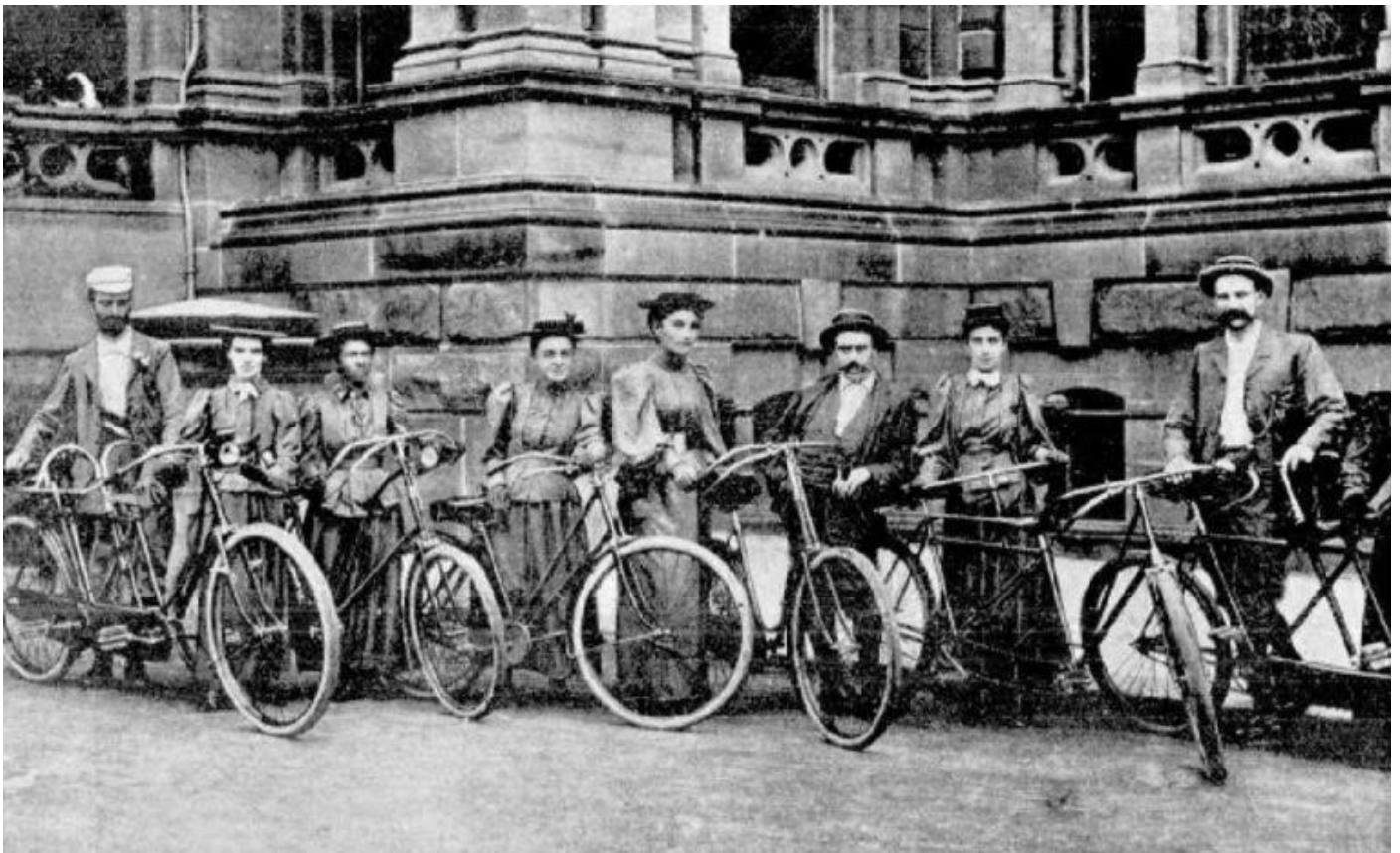
The Argyll pictured in the May *Brass Notes* has certainly provided an amazing amount of enjoyment and treasured experiences to countless people over the years. As well as these experiences and memories, more importantly it has provided the conduit to lasting friendships, and that is a big by-product that veteran motoring provides. ( Thank you, ye old bonnie Argyll!)



*Seymour 2013 Harris's and Deb Alcock in Smith Argyll.*

# Two Spirited Women... The Penny Farthing... and the Suffragettes

by Paul Daley



*Sarah Maddock (4th from the right) alongside her husband Ernest, with the Sydney Ladies Bicycle Club in 1895*

This year is the 125th anniversary of the first woman – Sarah Maddock – to ride a bicycle from Sydney to Melbourne in 1894. Sarah was 34 years old and had only begun cycling the previous year – with the new safety bike design (two wheels the same size, in contrast to the penny farthing) she was one of many women who got caught up in the cycling craze that boomed in the 1880's – 90's.

In *'The Conversation'*, Rob Hess reported. 'The initial cycling boom began in the 1860's with the invention of the velocipede – a contraption constructed of iron and wood with pedal cranks attached to the front wheel. The first races for the velocipede were held at the MCG in 1869 and the Australian newspaper recorded that a number of females had also participated in cycling contests which were held as part of local athletic sports meetings.'

'But these early machines were cumbersome and uncomfortable to ride, and so their attraction as a means of transportation of physical activity soon diminished. The next boom occurred in the late 1870's and early 1880's with the advent of the high wheeler, also known as the 'ordinary', or (later) the penny farthing. As popular advertising posters for American firm the Pope Manufacturing Company show the heavy and expensive velocipede was quickly superseded by the sleek superior high wheeler. Crucially, the high wheeler's giant front wheel allowed fast and comfortable self-propelled travel over rough roads.

The 'ordinary' was quickly adopted as a relatively cheap form of transport, marking a new way of life for some people. Young males in particular took to the bike, forming cycling clubs for mutual enjoyment and protection. The first high wheeler was imported into Melbourne in 1875 and the Melbourne Bicycle Club was formed three years later, quickly becoming the centre for cycling in Australia.'



*Melbourne Bicycle Club, 1878. Courtesy of National Museum of Australia*

Penny farthings were also highly dangerous and crashes leading to serious injuries – or death – were common. Front wheels grew to gargantuan sizes, with the biggest specimens measuring about two meters in diameter. If a rider hit a bump or any other obstacle on the road, riders were sent flying over the handlebar, a type of accident known as 'taking a header' or 'coming a cropper'.

One daring pioneer was Mark Twain, who wrote an amusing account of his misfortunes on a high wheeler:

*When you have reached the point in bicycling where you can balance the machine tolerably fairly and propel it and steer it, then comes your next task – how to mount it. You do it in this way: you hop along behind it on your right foot, resting the other on the mounting-peg, and grasping the tiller with your hands. At the word, you rise on the peg, stiffen your left leg, hang your other one around in the air in a general and indefinite way, lean your stomach against the rear of the saddle, and then fall off, maybe on one side, maybe on the other; but you fall off. You get up and do it again; and once more; and then several times. By this time you have learned to keep your balance; and also to steer without wrenching the tiller out by the roots (I say tiller because it is a tiller; ‘handle-bar’ is a lamely descriptive phrase). So you steer along, straight ahead, a little while, then you rise forward, with a steady strain, bringing your right leg, and then your body, into the saddle, catch your breath, fetch a violent hitch this way and then that, and down you go again.*



*The velocipede created one of several cycling booms in Australia – Harpers Weekly December 18 1868*

**The Safety Bicycle** arrived in Melbourne in 1889, and its popularity grew when Dunlop supplied pneumatic tyres from 1890 – the bicycle was now simple to ride and affordable. Within just three decades Victoria had gained mobility sans horse – and bicycles were now part of sport, recreation, business everyday transport and work. By 1897 the number of different brands of bicycles available in Australia peaked at over 150 spanning the alphabet from Acme to Zimmy. Prices for touring bicycles dropped dramatically during that decade – to put it in context: in 1897 in rural NSW a new low priced bicycle cost the equivalent of four or five weeks wages for a rural worker.

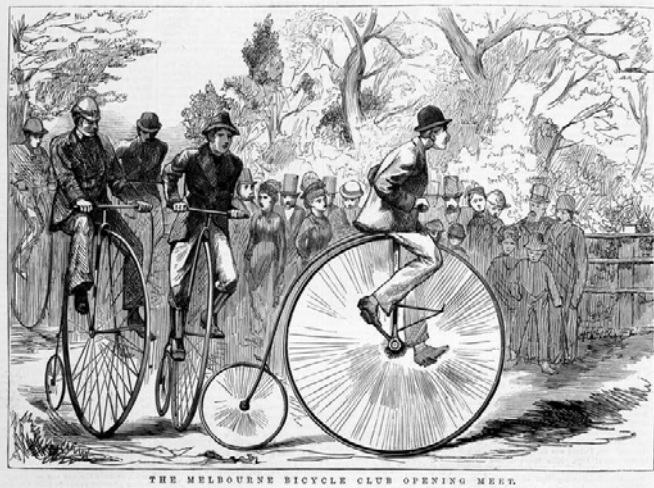
*‘The bicycle is just as good company as most husbands and, when it gets old and shabby, a woman can dispose of it and get a new one without shocking the entire community’.*

*Ann Strong, Minneapolis Tribune, 1895*

The S.A State Library has copies of an early cycling magazine, the S.A. Cyclist, a weekly that started in December 1896. The opening editorial describes cycling as an institution that has come to stay ‘it enters all sorts of businesses, gives unlimited pleasure and is one of the foremost Sports of the world’. It also said South Australia ‘is particularly adapted for cycling with good roads, good scenery and a bracing atmosphere. The magazine listed clubs, described events, carried advertising and also offered advice to riders. The magazine ran an editorial against bicycle bells. Its view was that the law compelled cyclists to fit their bicycles with a bell but there was nothing to compel its use. Cyclists were unlikely to run into pedestrians and if there is any danger ringing a bell increases the danger. There was advice for beginners as well as proficient cyclists. The following was how the magazine advised women riders to mount and alight: To mount a ladies bike properly the rider should stand on the left side of the wheel. The right pedal should be raised higher than the left. Grasp the left handlebar firmly in the left hand. Place the right foot on the right pedal. Arrange the dress skirt to hang properly by using the right hand, then grasp the right handlebar with the right hand, spring quickly into the saddle, and place the left foot on the pedal. At the same time press the right pedal quickly and this will balance the wheel.

In dismounting you should lift the left foot from the pedal and step lightly to the ground; directly the foot touches the ground the right foot should be withdrawn from the pedal. A great many ladies spring to the ground alighting on both feet at the same time. This takes rather a good deal of practice, as it is rather difficult to do gracefully without falling.





The MBC opening meet on October 3, 1878, showing the start of the St Kilda to Mordialloc penny farthing bicycle run. Image courtesy of State Library of Victoria



Australian Suffragettes - image courtesy ddoughty.com/suffragettes

At the same time as the bicycle craze was engaging Australian women, running in parallel was the Australian Suffragette movement. **Could it be that the liberty of mobility that cycling gave women directly influenced and was a defining catalyst for the push for women's rights to vote?**

### The Suffragette Movement

Let's briefly take up 'The Suffragette' from rosie.org.au:

**The Suffragette Movement** developed out of the first wave of feminism in the 19th century, when women began to fight for women's rights and equality in public life. They argued for political and civil rights equal to those of men and for the emancipation of women from traditional roles that placed restrictions on their lives. Women began movements throughout the world promoting the advancement of women's rights and began lobbying for the right to vote, becoming known as the 'Suffragettes'. In Australia, the Suffragette movement began with the determination of women's groups and organisations who advocated for women's right to vote. The Victorian Women's Suffrage Society was the first women's suffrage society, formed in 1884 largely due to efforts of Henrietta Dugdale, a key activist in the suffrage movement. The suffragettes began to organise across different states, publishing leaflets, running debates and public meetings and engaging with members of parliament to push for women's suffrage. The first petition was gathered in 1891 and sought to gain support for the claim that Victorian women should be able to vote on equal terms with men. It is known as the 'Monster Petition' because of its enormous size. At 260 metres long it takes three people three hours to unroll it from end to end!

### Monster Petition

With the support of tens of thousands of Victorians, the petition was presented to Parliament in September 1891. But still, the Victorian Upper House refused to give women equal voting rights to men. Despite the disappointment faced by the women who had fought tirelessly to petition the Victorian Government, the Monster Petition was a momentous achievement for the suffragette movement and another step closer toward gaining voting rights.

### Success for suffragettes in South Australia!

The second iconic petition was gathered in South Australia in 1894. Women's rights groups and key suffragette figures such as Mary Lee, reignited their efforts after three failed attempts to grant women's suffrage. The recent enfranchisement (the right to vote) of women in New Zealand – the very first country in the world to grant women the right to vote – encouraged the suffragette movement in Australia and the determination of women in S.A to travel across the state in order to collect as many signatures as possible in support of granting women the right to vote. The petition was presented to the South Australian Parliament on August 23, 1894 with 11,600 signatures and a whopping 120 metres in length. Finally, the efforts of the suffragette women were a success, and on 18 December 1894 South Australian women were granted the right to vote AND to stand for Parliament. This included Aboriginal women, who along with Aboriginal men were not given the right to vote in Federal Elections until 1962. After the success of South Australia's suffrage movement, Western Australia granted women's suffrage in 1899, followed by NSW in 1902. Tasmania and Queensland followed, and then in 1908, Victoria finally granted women the right to vote.

**By the 1900's the motor car – at first the realm of the wealthy – again provided women with the opportunity to tackle a 'man's world'!** In 1905, Mrs Florence Thomson was the only female competitor in the 1905 Sydney to Melbourne motoring reliability trial, and she was determined to prove her mettle. Helen Stitt of RACV 'Royalauto', takes up the story:

Five days of supreme enjoyment. That's how Florence Thomson described her 1905 Dunlop Reliability Motor Contest experience. Mrs Thomson was the only female competitor in a field of 23 drivers who started in Sydney and one of 17 who reached the finishing point in Melbourne. Organised by RACV foundation member Harry James, in his role as Dunlop advertising manager, the contest was a reliability trial rather than a race. It was designed to encourage motoring and test the reliability of the automobile over rough roads.



The route followed the old coach road between Sydney and Melbourne (later the Hume Highway), a distance of 920 kilometers. Mrs Ben Thomson, as she was then known, had been driving for two years and was behind the wheel of a 6HP Wolseley imported from England for the event. The Adelaide Register, reporting after Mrs Thomson's finish, wrote that 'had a referendum of the contestants been taken on who was the pluckiest performer, this adventurous enthusiast would have been a walk-over'.

But support was not entirely on Mrs Thomson's side at the beginning. The Register commented: Scoffing pessimists, who did not know the ambitious, intrepid driver, her fixity of purpose and exhilarating courage, were confident that she would not accomplish the long journey. They spoke of fatigue, fear and utter helplessness when adverse circumstances demanded resourcefulness and cheerful resignation'.

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*'A woman needs a man like a fish needs a bicycle'*

*Irina Dunn, 1970*

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Without beating the suffragette drum, what Sarah Maddock and Florence Thomson achieved with the publicity of their Sydney to Melbourne feats was press coverage that erased the many arguments against women's suffrage in Victoria.

Victorian women could not vote in State elections until 1908, making Victoria the last state to give women the vote. From 1889 to 1908 many private members' bills were introduced in an effort to grant women voting rights. Victorian women first voted in the Legislative Council election of 1910, and then in the general election of 1911. It wasn't until 1924 that women were allowed to stand for Parliament in Victoria.

Many arguments were raised in both Houses of Parliament against women voting, including:

- Women have something higher and nobler to aim at than voting. They have their homes to look after, and children to raise
- Women are naturally incapable of performing the same duties as men
- Women should influence Victoria through family duties, not by voting
- Women will only vote as their husbands tell them to
- Women will be harmed by the rough and tumble of political life.

Today, Sarah Maddock and Florence Thomson are not forgotten. Mulga Bicycle Tours are re-enacting the Sydney to Melbourne run starting on August 28 with a 14 day tour to Melbourne via Cootamunda and Wagga including Great Victorian rail trails. For some years now the RACV has organised The Florence Thomson Tour – 'Celebrating Women in Motoring' – the 2019 event was held at Cobram in April.

### Penny Farthings feature at VCCA (Vic) Events

The Pre-05 Pioneers Run that the VCCA (Vic) held in Ballarat this year had two entrants, John Bennett and Paul Walkley riding the entire 90km run on penny farthings – they even tackled the head wind on Sunday with gusto. *Scott Staples* is a regular penny farthing rider and often brings his machine to events in one of his trusty Model T Fords. *Andrew McDougall*, is somewhat more circumspect, and treats these contraptions with a measured degree of caution. *Brendan Pierce* is an avid collector of all ephemera of the Edwardian and Victorian eras.



*L-R Paul Walkley chats with Peter Fitzgerald (centre) at Pre-05 Run, Ballarat.*



*John Bennett prepares to mount up at Ballarat.*



*'Discretion is better than valor' – Andrew McDougall resists the temptation.*

# Federation International des Vehicules Anciens (Commonly known as FIVA)

By Andrew McDougall

FIVA was founded in 1966 in a chateau in Switzerland by a few historic vehicle enthusiasts who were interested in the preservation of old vehicles. Then with the merger of two pre-federations the organisation of FIVA was formed. Initially it only covered a few European countries, but since then it has expanded to cover 67 countries and 87 members, including Canada, Russia and China. The latest countries to join are Nepal and Bosnia Herzegovina with the Philippines, Indonesia and South Korea close to joining. All told FIVA represents 1.5 to 2 million enthusiasts and as such is the only true world wide organisation catering for the full range of historic vehicles. Until a year or so ago FIVA's head office was based in Brussels near the head quarters of the European Union. It has now transferred to Turin in Italy.

## **FIVA's Focus:**

FIVA's focus is on vehicles 30 years old and older with interests in preservation, restoration, safe and relatively unrestricted use of historic vehicles. In particular through the Technical Code (used to classify a vehicle's degree of authenticity) and the Charter of Turin, FIVA aims to impress on governments world wide that the motor vehicle is an item of mobile heritage and should have the same recognition as the Charter of Venice (historic buildings) and Charter of Riga (railroads and boats). Both the Charters of Venice and Riga have received United Nations recognition for historical, social and preservation importance, in their particular fields. Lobbying is currently on hand through UNESCO to have the Charter of Turin (for historic vehicles) recognised in the same way by the United Nations. Through this recognition governments around the world will be obliged to take a more conciliatory approach to the preservation and use of historic vehicles and to provide legislative exemptions when new laws for modern vehicles are being implemented.

## **Different Cultural Standards:**

Whilst FIVA's Technical Code is quite prescriptive in defining a vehicle's authenticity in respect to the vehicle being issued with an Identity Card (Passport), for use in historic re-enactment events, the Charter of Turin has been framed as a set of principles regarding the social importance, preservation and restoration of motor vehicles. It is not prescriptive but rather provides advice on the acceptable standards. Being a world organisation FIVA is confronted by different cultural standards in the various country jurisdictions. The Europeans tend to be quite firm on authenticity, whereas the Americans have been more relaxed on authenticity and as a result some vehicles in America which have been quite heavily modified (and have formed a new class of vehicle, such as VW based dune buggies) will conform with the Charter of Turin once they have attained an age of thirty years old and older. From this you can also see that a modern faithful replica of an historic vehicle cannot be recognised by FIVA until it has attained the age of 30 years old.



*FIVA hand book – preserving historic vehicles.*

## **Successful Lobbying:**

Notwithstanding that the Charter of Turin has yet to be endorsed by the UN, FIVA has been very successful, particularly in Europe, in lobbying the European Union (EU) and individual European country governments to ensure that historic vehicles are provided with exemptions when legislative changes are made restricting mid age vehicles (particularly in relation to emissions) being used in cities and at certain times of the day. FIVA has been very good at scrutinising proposed legislative changes and ensuring that historic vehicles are given favourable treatment.

## **Anticipating Changes:**

The current challenges for FIVA are anticipating potential political and social changes which may impact on the use of historic vehicles and our hobby. One area in particular is the impact of a new fleet of automated vehicles which may cause problems because historic vehicles may not be able to adapt to the smart roads technology. Like our own Club, FIVA is concerned about the attraction of historic vehicles to the younger generation and having young people in a position and with the interest of maintaining custodianship and use of historic vehicles. Also FIVA is concerned about the retention of skills and the support of small business which can maintain and restore historic vehicles.

## **Environmental Policies:**

FIVA has also developed policies for the safe use and environmental harm minimisation of historic vehicles. Whilst historic vehicles will not be able to meet modern emission standards, the relatively small use of historic vehicles will not impact on potential climate change. However, what can be controlled, is the leakage of oil from vehicles and the safe disposal of oils and other contaminants. Whilst FIVA is very supportive of vehicle originality and the prevention of modern modification, it is supportive of the fitting and use of lip seals when restoring mechanical components. Also in respect to safety, the fitting of non period safety warning lights etc, where it is permitted by the local bureaucratic jurisdictions. FIVA is particularly conscious of the challenges of having lesser performing historic vehicles mixing with modern traffic. FIVA wishes to assure governments that historic vehicles can be safely used on the roads and without undue impact on the environment.

### **FIVA in Australia:**

Our Club's association with FIVA, through The Association of Veteran Car Clubs Australia (TAVCCA), came about around 1990 when the Tasmanian Club, under the guidance of Francis Ransley proposed holding a World Rally for veteran and vintage vehicles in Tasmania, in 1993. For the event to have world status and backing it was best that it be run under the auspices of FIVA. With FIVA backing, the club was able to attract a world wide entry of vehicles and also the sponsorship of BMW. The Tasmanian Club became the official representative of FIVA for Australia and as such could then issue Passports (Identity Cards) to owners of vehicles wishing to participate in FIVA endorsed events world wide. All the vehicles participating in the World Rally had to have FIVA passports which turned out to be a large, but quite lucrative exercise for the 300 plus entries. Subsequent to this rally Francis Ransley and his team of Australia wide inspectors maintained the service of issuing Passports for Australians wishing to take their vehicles overseas for FIVA endorsed events. Besides providing a service Australia wide the issuing of passports resulted in reasonable revenue for the Tasmanian Club as there were quite a number of applications for Passports and the annual subscription paid by the Tasmanian Club to FIVA was relatively small (subscription based on the Club's membership size).

### **TAVCCA and its role:**

Some years ago TAVCCA took over the role of the Australian FIVA representative, from Tasmania and with Andrew McDougall taking over the responsibility for the issuing of Passports from Francis Ransley. These changes allowed the issuing of Passports to continue in a seamless manner. However due to the annual subscription to FIVA rising on account of TAVCCA's membership base and more recently with the reduction in the number of requests (and revenue) for Passports (probably due to the impact of the asbestos issue for exporting and re-importing historic vehicles in Australia), it is time for TAVCCA to review if it remains the appropriate organisation to represent FIVA in Australia. Also to be considered is the lack of resources that TAVCCA has to send delegates overseas to FIVA annual conferences, where policy is decided and assistance can be sought for the lobbying against legislative impacts by Australian governments. This is to be a topic of discussion at the forthcoming TAVCCA annual meeting at the Bargara National Rally. No matter what decision is made it can be assured that Australia will remain associated with FIVA due to the importance of world wide support for the historic car movement.



1913 SCAT 25/35 hp wins FIVA preservation award 2018

# The 2019 RACV Midwinter Rally

By Deb and Debbie Cooper, Vinnie Romeo and Marcus Wills Cooke and Ben Alcock (Photos by Ben Alcock, Jessica Alcock and Frances McDougall)



*The view from Walkerville South.*

## **Inverloch 19-21 July 2019**

The 2019 RACV Midwinter Rally headed to Inverloch to enjoy the RACV Resort and the East Gippsland region. The rally started with a casual dinner on Friday night at the Inverloch Esplanade hotel, known as 'The Espy' to the locals. We had our tables booked and dinner was a relaxed and enjoyable meal, with options aplenty.

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*'Delicious dinner, lots of chatter and excitement about our weekend ahead. The weather forecast was excellent'*

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A fresh morning with clear blue skies greeted us on Saturday morning and the much-anticipated rally packs were handed out. The weekend of touring was ready to start. Waved off by Alex Downie (RACV Director) the cars were ready to leave from the RACV resort and make our way to Walkerville South. Parading through the main street of Inverloch provided the locals with a taste of our cars, we continued to Walkerville South and down to the beach to have a look at the historic kilns.

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*'Such a gorgeous day, we decided to make a dash around the rocks before the tide came in, where we met up with John Stanley, to find the remnants of the lime kilns on the beach'*

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At the peak of production in the 1890s, up to eighty men were employed quarrying limestone, working the kilns, supplying timber and bagging and stacking lime. Limestone mined from the cliffs was burnt with firewood in brick lined kilns to produce quick lime. The lime was then bagged and hauled in tram carts along a 350 metre jetty which once stretched out into the bay to waiting ships. The kilns were closed in 1926 due to reduced demand, high transport costs and the replacement of quicklime by cement).

Morning tea including a tasting of 'Ryan's winter warmer Mulled Wine' was waiting for us just up the road at the beach house of Peter and Anne Latreille with spectacular views to Wilson Prom and surrounding coast.



Wally Nye's Austin with Ian Wells holding on.



Walkerville South proved a popular stop, sun shine and beach for the Midwinter Rally.



Stan and Maggie Bone in the 1910 FN.



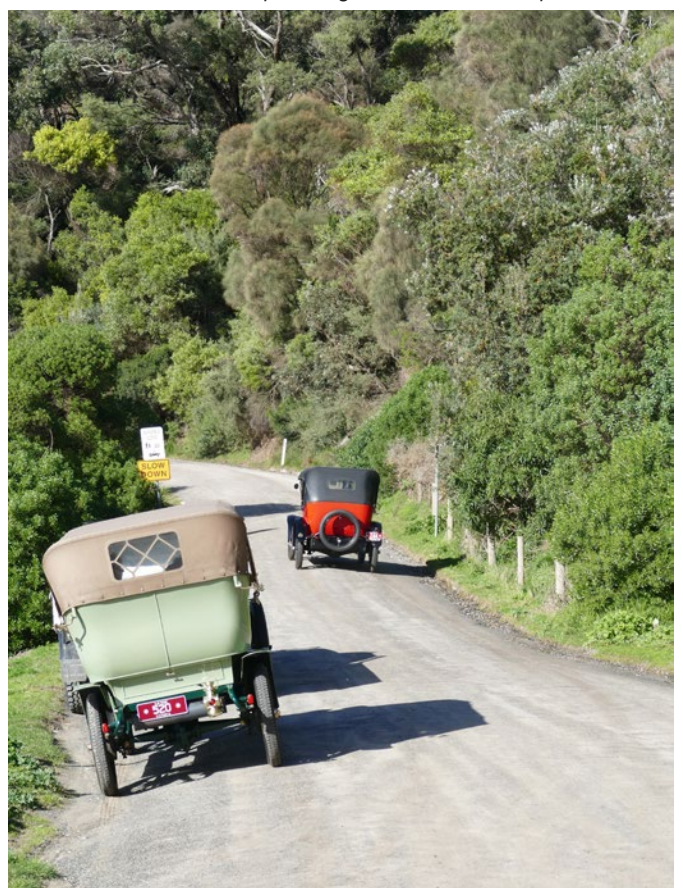
Peter Fagan showing that bikes shouldn't miss out on the fun at the Midwinter rallies - and practicing for the cold start competition.



RACV director Alex Downie waving Brian Hussey for the Sunday.



David Provan had the right idea, a hard top and heater.



What goes down, must go up?

From here we headed along the coastal scenic roads to Fish Creek for lunch where we enjoyed our meal in a cozy local pub setting where most of our cars made it, minus a few hiccups, Tail end Daryl had a busy morning (luckily that's where it stopped).

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*'Sun streaming down, roof off, wedgies overhead and on our way to lunch. Such a scenic, windy road going around Waratah Bay to Fish Creek'*

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We headed back for Inverloch via more back roads and enjoyed the sun shine (yes in the middle of winter) on our way back. The afternoon was ours to enjoy, before the Saturday night Rally dinner at the RACV Inverloch resort.



*James and Sherryn Dunshea leaving on Sunday morning.*



*Andrew and Francis McDougall enjoyed the T Ford with the roof down.*



*The 'pretty car'. Greg Smith in the GWK*



*Adam Auditori with the Vulcan - a very quick cold start time.*



*The president leads the cars back from the State Coal Mine, Wonthaggi.*



*A very excited Jessica Alcock after her cold start effort, cranking the Bones' 1910 FN*

As always, the cold start line up drew lots of interest and some new faces encouraged some new punters and strategies. We had a female starter, a motorbike, and hot favourite James Dunshea didn't have last years winner to compete with, so a sigh of relief was audible. Sunday morning came around and the crowds were gathering for the not so cold start. Jessica Alcock was first, starting the Bones' FN. With an excited shriek and a time of 9.5 seconds the competition was well and truly on. Check our website or facebook page for the video of all the starters, the results are:

1. James Dunshea (Hotchkiss) – 6.5 Seconds
2. Adam Auditori (Vulcan) – 7.42 seconds
3. Rob Couper (Overland) – 9.4 Seconds
4. Jessica Alcock (FN) - 9.5 Seconds
5. Jeff Alcock (Overland) – 10.86 Seconds
6. Greg Smith (GWK) – 12.75 Seconds
7. Jack Alcock (Overland) – 14.6 seconds
8. Peter Fagan (Motorbike) – 19.9 Seconds
9. A. McDougall (T Ford) – DNS
10. R. Stewart (Overland) – DNS

A short drive to the Wonthaggi State Coal Mine for an underground tour through the network of tunnels to see how the black gold was extracted. Operating from 1909 to 1968, the State Coal Mine produced almost 17 million tonnes of coal for Victoria's industries and railways. Lunch (and dessert) followed the tour as the punters received their winnings from the cold start competition. We then headed back to the RACV resort to load the cars and trailers, thus the RACV Midwinter rally for 2019 was complete. Stay tuned for 2020 on the Mornington peninsula.



*The State Coal Mine entrance.*



*Peter Hammet in the De Dion Bouton.*



*Underground State Coal Mine tour.*



*Steve Hobbins jumped at the opportunity for a ride with John Stanley in the Stoeber.*



*The train ride out of the State Coal mine.*

# Your Friendly Club Scrutineer Is There To Help

By Brian Hussey

We are doing our best to maintain the flexibility and freedom of our Club Permit Scheme. Remember: Your friendly Club Scrutineer is there to help with any roadworthy related issue.

The VCCA (Vic) Club Safety Policy is held in high regard by VicRoads and many other car clubs. It has been copied and is being practiced by some of the more significant clubs. Whilst being a compliment, this also means we must stay ahead of the game and continue to set the example that we as a club are known for. There have been some roadworthy examinations recently which have underlined the need for us all to remain vigilant. Our permit system offers us freedom and flexibility with economy. It is important therefore that we remain focused on the importance of roadworthiness and safety. In this way we shall ensure the continuation of the Club Permit System as we now have it. All members, when renewing their subs, sign a declaration to be personally responsible for the roadworthy state of his or her car or motorcycle. The importance of responsible driving also cannot be over stated.

Owner-onus applies always of course, but we owe it to each other to take the business of safety seriously. As a club, we are also fortunate in that we have the authority through our team of registered Scrutineers, to perform our own roadworthy testing, along with authorising the VicRoads Eligibility Document. The time and trouble this saves us is immeasurable. Our Scrutineers are putting their experience and time to work as a service to the Club and its members voluntarily. There is no cost to the club or the members for this service.

Please therefore co-operate with a Scrutineer if and when you are approached regarding an issue which has been noted. Remember, it's up to him to decide whether or not he should formalise that notice. If the notice is formalised, you will be given a time frame in which to make good that issue. When a roadworthy issue has been brought to your attention and is not addressed in the agreed time frame, the notice must go to VicRoads, whereupon you may have your permit revoked. I would hasten to add this club has never had a formalised notice and our Safety Policy is clear enough for that to remain unlikely.

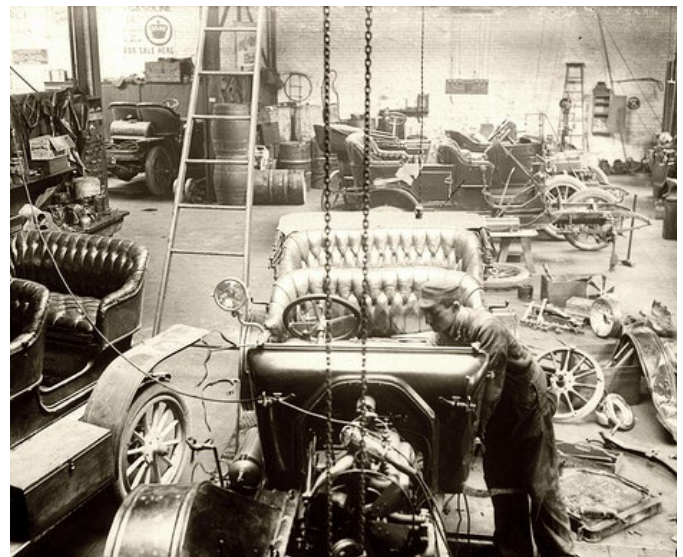
The Scrutineering team will help in anyway it can and is there for the asking. Contact details are set out here for your convenience. Please call me or Bob Ballinger anytime should you need help with any roadworthy or mechanically related safety issue. Our details are inside the back cover of every edition of Brass Notes. Alternatively contact your nearest Scrutineer.

Whenever members get together at rallies, or in a more private or local setting they tell their stories, exchange information and share outcomes. That's part of what the club is all about. This 'networking' often resolves problems. If at any time you would like to include a Scrutineer in these discussions, simply ask.

## V C C A (Vic) Scrutineers

Region Number	Name	Contact
State Wide	Brian Hussey	0418 561 910
State Wide	Bob Ballinger	0439 488 386 03 9746 1345
Urban West	Bill Lindsay	0418 789 353 03 9338 7893
Urban Central	Andrew McDougall	0417 310 852 03 9486 4221
Urban East	Brian Scudds	0418 303 100 03 9859 5896
Ballarat	Graeme Clark	0429 110 868 53 412 109
Bendigo/ Macedon Ranges	Greg Smith	0447 395 233 54 395 233
Bendigo/ Goldfields	Greg Orde	0477 313 267 54 414 948
Gippsland/ Drouin	Bill Formby	0488 288 164 56 252 344
Gippsland/ Maffra	Peter Johnson	0427 455 513 51 455 630
Echuca Wimmera/ St Arnaud	Adam Auditori	0428 037 755
Western District/ Colac	Alan Esmore	54 951 424
Western District/ Warrnambool	Andrew Provan	52 311 417
	Noel Holbrook	0427 392 555 55 612 954

For Steam Cars: Bob Ballinger and Adam Auditori  
For Dating: first point enquiry Andrew McDougall





# Events

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## 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](http://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](mailto: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](mailto:Rally2019@skymesh.com.au)

## 14TH HIGHWHEELER RALLY

*Following is the information and itinerary for the Highwheeler Rally held in Maryborough. We believe we should have in attendance approx. 25 buggies, from many states including Victoria, NSW, South Aust, and Western Aust. Makes include, IHC, Schacht, Sears, Mc Intyre, Black, and possibly Holsman, Economy, and Little Giant. It will certainly be a great and fascinating sight. If members from the Veteran Car Club wish to come and look, you are very welcome. It is important to please contact the rally director if you are planning to come, especially if you wish to partake in any of the meals, morning teas or visits to attractions. These things do attract a cost, and our numbers have to be pre booked. I trust you understand the need for us to know. It should be a great week of High wheeler action. Greg Smith*

Welcome to the 14th Highwheeler Rally. We're hoping the rally will provide a relaxing and interesting time with quiet roads and enjoyable places to visit, plus the wonderful goldfields towns, architecture and sights of the Central Goldfields Region. We are privileged to be able to visit three private collections that are not open to the public normally. We would like to thank the VCCA (Vic) for agreeing to auspice this event.

### Monday 30th September. Talbot/Maryborough

Monday is a 20km drive to Talbot. HRH QE2 visited here during her Royal Tour to Australia, and it is appropriate that we start our tour in this auspicious way. Talbot will include a visit to the historic railway station and we will also have the opportunity to marvel at the history of this town. Morning tea will be served in the recreation reserve before returning to Maryborough for a picnic hamper lunch on the banks of Lake Victoria. After lunch is our group photo in front of the iconic railway station. This station caused Mark Twain to remark that "Maryborough was a railway station with a town attached". We will swap to our modern cars at 4.30 to head to Kyneton for our evening meal and a visit to the Ivan and June Smith collection. Total distance for the day 43km

### Tuesday 1st October. Avoca. Private Museum/Avoca Chinese Garden

Our run to Avoca is via an amazing private museum where we get to view an amazing eclectic collection and also have our morning tea. Because of its remote location we will be travelling 3km each way on dirt road (This is our obligatory dirt road we travel on each highwheeler rally). We then travel to the township of Avoca and park at the Chinese Garden. Entrants will provide their own lunch this day, and Avoca offers a selection of eateries. After lunch we will hear about the Chinese Garden before making our way back to Maryborough. Total distance for day 75km.

### Wednesday 2nd October. Tullaroop Res./ Strangways Private Carriage Collection

Today is our biggest run of the week so an 8.30 start. To Strangways as our destination with a morning tea stop

# Events

at Tullaroop Reservoir en route. We are very privileged to visit a private collection of horse drawn carriages and will also have our lunch in a beautiful garden area here. We get to travel on some really nice country roads for this day. Total distance 100km

## Thursday 3rd October. Maldon – Private Steam train to Castlemaine

Another 8.30 start, as we must not miss the train! We travel through Carisbrook, Baringhup and into Maldon to catch our steam train from Maldon to Castlemaine. Morning tea can be purchased at the Maldon station, and our lunch will be on the train. It will be nice to experience to sights, sounds, and smell of an historic steam train. Time then once back in Maldon, to explore what this historic town has to offer, before heading home to Maryborough. Total distance for the day of 78km

## Friday 4th October. Bet Bet/ Dunolly

Have we saved the best for last? We are heading to the locality of Bet Bet for a railway experience of another kind! A private railway line in standard gauge in a back yard. This experience is not to be missed. Morning tea will also be at this encounter. We then travel through some goldfields regions to visit the historic town of Dunolly where lunch will be taken. Home to Maryborough to get ready for our final dinner at the Maryborough Highland Society, to celebrate another Highwheeler rally completed yet again. Distance for the day 50km



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[www.aomc.asn.au/aussiecarshow2019](http://www.aomc.asn.au/aussiecarshow2019)



**Australian National EUROA SHOW & SHINE**

This year's event theme is **The 1970s**  
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Contact: Ross Holt 0418 599 183 • [ross@euroashowandshine.com.au](mailto:ross@euroashowandshine.com.au) | [www.austriannationalshowandshine.com.au](http://www.austriannationalshowandshine.com.au)

## THE 2019 RACV VETERAN CAR CLUB ANNUAL RALLY

The 2019 RACV Veteran Car Club Annual Rally will be based in the picturesque North East region of Victoria, Wangaratta.

Friday: If you can get to Wangaratta on Friday there'll be a short drive from about 2pm to get you out and about for the afternoon. Friday night Dinner will be a get together with 'substantial' finger food.

Saturday: We will start on Saturday morning at 9:30am. We will depart the Wangaratta Gateway Motel for a drive to the Benalla Aviation Museum where we will enjoy morning tea. Driving through to Tatong where we'll be lunching at the Tatong Hotel.

On Saturday evening a three course dinner will be held at the Wangaratta Gateway Motel

Sunday: Sunday morning we'll be heading to Eldorado and Milawa. If you enjoy wines we'll be able to have a visit to Brown Brothers Winery prior to lunch at the Milawa hotel. There's also the Milawa Cheese Factory and Milawa Mustard's to visit. This is not far out of Wangaratta so we'll have time to enjoy a country pub lunch with an easy drive back to load your vehicle for departure.

Trailer Parking: Secure trailer parking is available a short distance from the Wangaratta Gateway Motel.

Accommodation: Options are endless in Wangaratta for accommodation, rally headquarters will be at the Wangaratta Gateway Motel, however there are caravan parks, motels, hotels all close by.

**When:** 8 to 10 November 2019

**Where:** Wangaratta

**Contacts:** David Nicholls

M: 0407 358 949

Jeff Alcock

M: 0425 519 959

E: jeffalcock@melbournepolytechnic.edu.au

## RACV 2020 NATIONAL VETERAN VEHICLE RALLY SWAN HILL

We guess you are thinking all has gone quiet recently. True, we have not been pushing the event other than promoting accommodation. But look out, you are soon to be bombarded!

We have been holding off the event promotion until the Bundaberg Nationals draw to a close. Then it is our turn!

We have an event website ready to switch on. We have a promotional video ready to go live. We have an on-line Expressions of Interest system ready to run and we have hard copy EOI's to be distributed with October Brass Notes.

All this will start at the official promotion launch at Bargara in September. Watch this space.

The big news is that, in addition to the generous RACV sponsorship available for the event, the Swan Hill Rural City Council has confirmed its commitment to the rally; both financially and in the provision of logistical support.

### PLAN YOUR RALLY – Book your accommodation NOW!

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

#### Big4 Riverside (Rally Headquarters)

In town, adjacent to the daily start and the display day. Virtually booked out months ago, however it may be worth checking for any cancellations. You might be lucky. Plenty of powered sites are available.

Must book direct on 1800 101 012 and quote VCCA.

#### Swan Hill Resort

Also in town, 1300 metres from the daily start. Over 60 motel style rooms of varying configurations. Very competitive rates include a cooked breakfast and use of the garden areas, the indoor and the outdoor pool, spa, mini golf and ½ sized tennis court.

<https://swanhillresort.com.au/>

Phone direct on 1800 034 220 and quote VCCA

#### Big4 Swan Hill

2km from daily start (all in the 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](mailto:nationalrally@veterancarclub.org.au)

#### Letter to the Editor

*Thought this “Mother in Law” seat might be a worthy inclusion for Brass Notes.*

*What is the car?*

*Cheers,*

*Min Innes-Irons*



## THE CLUB LIBRARY

Members are welcome to borrow books from our Library which is open each Natter Night.

Daryl Meek is continually adding new acquisitions to this invaluable resource.

# Natter Night Meeting Minutes

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**Tuesday 13 August 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 in attendance.

## **2. Attendance**

There were 48 members who attended the meeting.

## **3. Apologies**

Barry and Rosslyn Smith, Jennifer Atherton, David Nicholls, Cliff and Betty Ward, David and Kath Wright, Bob May, Ian Berg.

## **4. Member News**

Paul Daley reported that John Stanley was recovering well after a recent medical procedure.

## **5. Treasurer's Report**

Peter Hammet reported that (as at 31 July) the cheque account balance was \$20,314, the cash management reserve account balance was \$34,807 and the term deposit balance was \$98,445. Peter said that the 2018-2019 financial statements had been sent to Gerry Howell CPA for the annual audit to be undertaken.

## **6. Events**

Ben Alcock presented information about the following events and rallies.

### **6.1 Past Events**

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

RACV Midwinter Rally (Inverloch) – 19 to 21 July 2019. Shane Edwards provided an event report and said that James Dunshea had won the cold start competition with a time of 6.5 seconds.

### **6.2 Future Events**

HCCA International Tour – 30 August to 6 September 2019.

National Veteran Rally Bargara (Bundaberg, Queensland) – 17 to 23 September 2019.

National High Wheeler Rally (Maryborough, Victoria) – 29 September to 5 October 2019. Greg Smith provided an update report.

Model T Ford Annual Rally 2019 (Maryborough, Queensland) – 29 September to 5 October 2019.

RACV Veteran Car Club Annual Rally (Wangaratta) – 8 to 10 November 2019. An entry form will be available via email on 14 August 2019 and in September Brass Notes.

## **7. Library and Archives Report**

Daryl Meek reported that the Vintage Car Club of Queensland was offering, via a tender process, a complete collection of Automobile Quarterly. The collection consists of 229 volumes that were issued over 51 years and 25 indexes. The committee at the August meeting decided to submit an offer to purchase the collection. If successful, the 90 copies of the

Automobile Quarterly that the Club has in its collection will be offered for sale.

## **8. What Makes Us Tick?**

Peter Hammet delivered a short presentation about the role and responsibilities of the Club's Treasurer.

## **9. Wanted, For Sale or Swap**

Graham Young has a 1928 Rolls-Royce for sale.

Alan Lethborg has a Model T steering column for sale. Price \$80.00.

Daryl Meek informed members that a 1912 Marathon (made in Nashville USA) is for sale. The asking price is \$65,000.

## **10. General Business**

Paul Daley informed members that the events subcommittee met on 5 August to plan the 2020 calendar of events. A jam-packed program of exciting events, rallies and activities will be on offer to members next year.

Paul Daley reported on a number of matters considered by the committee at the August meeting as listed below.

The Bay to Birdwood will be celebrating its 40th anniversary in 2020 and is planning a combined event of all the historic vehicles years to form one giant parade. The Bay to Birdwood event will be on 27 September 2020.

In terms of membership, 221 members had renewed their membership and 93 members were still outstanding. A note of thanks was made to Geoff Payne for managing the Club's membership renewals.

Brian Hussey and Bob Ballinger had expressed the importance of maintaining the roadworthiness of vehicles. An article written by Brian Hussey, on behalf of the scrutineer/safety officer team, will be published in the September edition of Brass Notes.

Sixty-year membership badges will be presented at the May 2020 presentation evening.

All committee members will participate in defibrillator training early next year.

There were no items of general business.

## **11. Next Meeting**

The next meeting will commence at 8.00pm on Tuesday, 10 September 2019. The speaker will be committee member, Callum Walsh. Callum will talk about the Club's 'next generation' initiatives.

## **12. Closure**

The President closed the meeting at 8.40pm.

## **13. Speaker**

Former President Barry Gomm delivered a very entertaining and interesting presentation titled 'We Shook, Rattled and Rolled in the 1950s'. The presentation was a humorous and nostalgic trip down memory lane about Barry's interest in veteran and vintage cars.



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**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

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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

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**MEMBER eCOMMUNICATIONS**

Ian Berg

**WEBMASTER**

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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.

**NEW MEMBERSHIP ENQUIRIES**

New membership application enquiries to David Provan, mobile 0409 136 301, email secretary@veterancarclub.org.au.

Download the application form at [veterancarclub.org.au](http://veterancarclub.org.au).

**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.



Find us on  
**Facebook**



*David Provan had the 1912 Talbot Doctor's Coupe out for a test run at the Naked Radiator Run. Lifting the bonnet drew a lot of attention.*



*The Alcock Overland arrives at the start of the Naked Radiator Run. This served as a road test the weekend before the RACV Midwinter Rally - with much better weather on the following weekend's run.*



*Rob and Deb Couper's Overland on the RACV Midwinter Rally to Inverloch (Photo by Frances McDougall)*



*Great veteran motoring through the windscreen of Jeff Alcock's Overland on the RACV Midwinter Rally to Inverloch (Photo by Ben and Jessica Alcock)*