



# Brass Notes

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



February 2017

# CONTENTS

President's Message.....	04
David Inglis in the News.....	04
2016 VSCC Two Wheel Brake Rally.....	05
1899 De Dion Bouton Voiturette.....	06
Tassie Tour Down Under in our Baby Grand.....	08
Melba the Motorist.....	10
Jack and Nellie.....	11
RACV Annual Rally – Healesville.....	12
RACV Plaque.....	15
Events.....	16
Private Classifieds.....	19
Letter to The Editor.....	20
Usa Brush Merges Into Brush Australia.....	20
VCCA (Victoria) Inc.....	21
Flashback.....	23

# Flashback

We don't appear to have had a response from the December FLASHBACK photo. Perhaps it was too easy. It was of course the 1907 DeDion-Bouton owned by the Neilson family and was taken on the 1956 Annual Rally.

This Month's Flashback can be found on the inside back cover.



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## Coming Events

14th February 2017	<b>February Natter Night</b> "Show and Tell" with Daryl Meek
19 February 2017	<b>RACV Classic Showcase - Flemington Racecourse Car Park</b> www.aomc.asn.au
25 February 2017	<b>Breakfast Run - Ruffey Lake Park - Doncaster</b> Frank Pound 9583 7723
9 April 2017	<b>Federation Picnic</b> Ian Clarke 0419 312 304 Graham Bates 0407 512 686 Gary Stocking 0418 140 844 Roger Bowen 0407 568 488
13 April 2017	<b>Hot Cross Bun Run - Braeside Park</b> Doug Stevenson: 0419 319 977
22 - 24 April 2017	<b>The Four or More Rally - Maryborough</b> Rick Thege 0428 518 770
26 March 2017	<b>Annual Kalorama Rally - Kalorama Reserve</b> Paul Edgar: 0419 369 542 Iain Ross: 03 9890 0524
27-28 May 2017	<b>Historic Winton</b> historicwinton@hotmail.com

## Major Events

5 February 2017	<b>RACV Great Australian Rally (Mornington) 2017</b> www.greataustralianrally.com.au
16-19 March 2017	<b>RACV One &amp; Two cylinder Rally – Hamilton</b> Brendan Walsh 0418 103 739

## National Events

2 - 7 April 2017	<b>National High-wheeler Rally - Orange NSW</b>
11 - 14 July 2017	<b>National Brush Rally Dalby Queensland</b> Graham and Irene Donges 0417 718 617, Graham.donges@me.com
17 - 22 Sep 2017	<b>National Veteran Motor Bike Rally</b>
24 - 30 Sep 2017	<b>National Veteran Rally, Clare, South Australia</b> Peter Templer 0417 081 502

## International Events

September 2019	<b>HCCA International Tour – proposed</b> Expressions of Interest - Russell Holden 0422 219 911
29th Sept – 5th Oct 2019	<b>Model T Ford Annual Rally 2019 Maryborough, QLD</b>

### Front Cover:

David Inglis' Overland in front of the RACV Country Club on the Annual Rally at Healesville

# President's Message

Our February issue of Brass Notes features the wonderful Annual rally we enjoyed at Healesville last November, as well as the Vintage Sports Car Club Two Wheel Brake rally held in December. The latter is fast growing in popularity amongst our membership, and we are likely to continue supporting it in the future. Then we have details of up-coming events in the early part of the year, including the RACV Great Australian Rally, the RACV One & Two-cylinder Rally and a new one – the Four or More Rally to be held around Maryborough. The Veteran Car Club does not lack for great events and I thank all involved in organising these for their obvious enthusiasm and commitment. Please come along if you have not done so in the past - with or without a veteran car you are most welcome at these very enjoyable, quality events.

For those who are not able to attend our outings, or Natter Nights, the club still has plenty to offer and I remind you of our outstanding web-site courtesy of Mark McKibbin. This has up to date events detail and a calendar, photos of past events, archived Brass Notes and a myriad of other information about the club. Bookmark the site amongst your favourites as it is updated in a regular basis, as is our Facebook page.

Brass Notes this month is a bumper issue, including event narratives and a fine article from Ken Russell on his very early De Dion Bouton. We are wanting to have more articles about individual acquisitions, restorations, vehicle histories or technical articles from members. If you have been thinking about contributing, then please do not hesitate to do so. For those who are not that confident in their writing skills, then be assured that our Editor can always give your material a "buff and a polish" to make it work. Don't hold back – just an outline and a few photos can be the start of a great article. Also, consider contributing to our Lonely Parts or Flashback photo columns, and if you have cars or parts wanted or for sale, this is the place. It's all good fun and adds to the interest of Brass Notes

Thanks, and with best regards until next month.

Ian Berg,  
President VCCA (Victoria)



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# David Inglis in the News

Members may not be aware of David's enthusiasm for tennis and the Australian Open.

This article courtesy the Herald Sun was published on the 17 January and explains all. Well done David!

## STILL SERVING THE OPEN, 40 YEARS ON

**THOUSANDS** of volunteers and temporary workers converge on Melbourne Park each year for the Australian Open, and one of the most-loved is David Inglis, 86.

Mr Inglis has worked at the Australian Open — at Kooyong and now Melbourne Park — for 40 years, 10 years as an umpire and 30 years as a courtesy car driver.

He has seen and heard it all while driving superstar players, including Roger Federer, Serena Williams, Ivan Lendl, Rod Laver and John McEnroe.

McEnroe, in particular, stood out. "He was nothing

### LUKE DENNEHY

like he was portrayed," Mr Inglis said. "He was only a gentleman, always very polite and would say 'thank you, Sir' after you dropped him off."

From courtesy cars, statisticians, ball kids, court service operators, broadcast staff and many more, volunteers and temporary staff are vital to the Open.

Tournament director Craig Tiley said: "Our staff are renowned around the world for their professionalism and in creating memorable experiences for players and tennis fans."



David Inglis still loves his work. Picture: JULIE KIRIACOUDIS

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# 2016 VSCC Two Wheel Brake Rally

By Callum Walsh

## Health and Ill-health 11th December 2016

Entrants gathered near the Shrine of Remembrance in the Royal Botanic Gardens between 7am and 8am, where they and their navigators were given the route instructions and quiz sheet for the morning's drive.

The theme of the day was Health and Ill-health and the tour was designed to showcase the past and present locations of Melbourne's medical facilities. Peter Donald put together the instruction sheet that had a fascinating history of each of the locations that we travelled past, some of which still had the original buildings standing there.

I spent the day as the navigator in a beautiful 1937 SS100 which was the most 'modern' car on the run and handled the route with ease. The VCC was represented by David Provan in the 1907 Cadillac, who won a bottle of wine for having less than two wheel brakes! Ben Alcock and James Dunshea in the Overland, Peter Latreille in the 1908 Isotta Fraschini and Brian Hussey in the 'T' Ford. There was also a 1906 Clement powered with a 10L American LaFrance engine, a fascinating machine! Scott and Craig Emmerson left the veteran Cadillac's at home and brought the stunning 1923 Cadillac V63 Phaeton, also winning a bottle of wine for writing the number of brake drums the car has in Latin on the entry form. Des Dillon met us at the finish in the Alphonso Hispano Suiza, as did Graham Fossey with the Tweenie, which drew a lot of attention! Many other vintage sports cars were also in attendance including Vauxhalls, Sunbeams, Lancias, Alvis', a Delage, a MG, a Riley, a Lagonda and an Alfa Romeo just to name a few.

Entrants gathered at the finish line around midday where the question sheets were handed in and prizes handed out, after which you could do as you pleased for the rest of the day. I had a very enjoyable day, as did all entrants that I spoke to, and I highly recommend attending next year's event to all veteran owners.



*Emmerson's 1923 Cadillac*



*Latrielle's 1908 Isotta Fraschini*



*Provan's 1907 Cadillac*



*1937 SS100*



*VSCC Pat Ryan's 1918 Vauxhall D Type GP*

# 1899 De Dion Bouton Voiturette

By Ken Russell



*Ken Russell's 1899 DeDion. The inset photo shows the De Dion insignia. This is the finest example of Gold Leaf, according to an expert, you will ever encounter: it is not a transfer. Both sides of the car have the insignia.*

According to Wikipedia, the company De Dion Bouton was formed in Paris in 1893. For a time, the company became the world's largest automobile manufacturer. The cars were well known for their quality, reliability and durability. Even today we can attest to these qualities by observing their performance on rallies. They are wonderful little miracles.

The oldest car in the world still operating is an 1884 DeDion Trepardou, a steam driven tricycle (steam had been around for one hundred years at that stage and brought about the industrial revolution and the development of transport). This vehicle last sold for about \$5,000,000. Before last being sold it regularly participated in the London to Brighton run.

De Dion built two more tricycles in 1885 followed by a series of lightweight two cylinder tricars which from 1892 were fitted Michelin pneumatic tyres. In 1893 steam tractors were introduced and these had the now famed De Dion independently sprung rear axles, the design of which is still in everyday use. The company manufactured steam buses and trucks until 1904 and subsequently rail cars.

By 1889 De Dion was becoming convinced that the future lay in the internal combustion engine but Trepardou, being a steam engineer and advocate of steam resigned from the company. At the time internal combustion engines did not have spark ignition but had to rely on a preheated tube to combust the cylinder primed with fuel mixture. Before hot tube ignition was invented, open flame ignition was employed, but it is believed that this gave way to hot tube in about 1890. Neither of these systems was precise and engine timing was all over the place.

Along comes DeDion Bouton which produced electrically fired ignition to operate at the exact moment needed to produce maximum engine power. The system employed opening and closing points on a cam. Familiar technology? The company's engines it is said could operate at 2500 RPM but they were only allowed to operate at a much lower speed lest the market was concerned about the engine flying to bits. Compare this performance to other old technology engines which could reportedly only manage about 700 RPM.



*Rear view of the De Dion*

No wonder, it is recorded, about 150 other car manufacturers, including the first Renault, installed De Dion engines in their cars. By the year 1900 it is estimated there were 40,000 De Dion engines in use throughout Europe. De Dion made the first V8 engine. A member in our sister Club in Adelaide has such a car which I have seen on Rallies. A straight 8 engine was made much later but probably did not take off because of the price.

So, where is all this information taking us? Toward the introduction of the first De Dion 4 wheeled car in 1899, the Type D Voiturette, the subject of this short article and as shown in the accompanying photograph.

I bought this vehicle and imported it from America in 1992. It was owned by The Imperial Hotel in Las Vegas, a part of the Harrahs Group. It is number 57 of type D. It is very original and goes well for its year. It is identical to the first car imported into NSW in 1900. I made it available in the year 2000 for the Centennial re-enactment celebrations where the car was loaded at the wharf onto a horse drawn dray and unloaded near Mrs Macquarie's Chair in Sydney. As a part of the celebrations I took the French Consul and his daughter for a short ride, which pleased the onlookers. As it did not let me down, I was pleased too.

Consider the car's features in 1899: De Dion live rear axle; electric ignition with the driver able to vary the ignition timing by operating a lever control; twin brake pedals; driver operated choke; driver fuel mixture control; pre heated air intake; and power loss minimising epicyclic (planetary) gear train; water pump and radiator and reverse gear.

Driving the car requires a major mind adjustment. What appears to be a steering wheel actually changes the gears ( no clutch is required ) and steering is effected by a operating a handle. Getting them mixed up in the heat of the moment can be disastrous. As the car has a viz-a viz body where passengers can be seated opposite and facing the driver with their back facing the direction of travel, seeing past passengers can be difficult.

Changing gears is very easy. You simply turn the wheel in front of the driver and that effects the changes. The epicyclic gear box was later abandoned in favour of the usual clutch and gear shift lever. Engineer members please tell me why such a simple system was made complicated.

The ignition sparking arrangement is really interesting. A multiple spark effect is produced in a very basic way and is almost as good as having a trembler coil. Points run on a cam with a single lobe (one cylinder engine remember) and sharply drop over the edge of the cam for a very short time but tremble long enough to produce multiple sparks.

I am very privileged to own this motor car which I consider to be the forerunner of the modern motor car. Thank you De Dion Bouton. You led the way.



*View of engine compartment*

# Tassie Tour Down Under in our Baby Grand

By Russell Holden



*Following on the report of the Tasmanian National Tour in the December 2016 issue of Brass Notes we have an abridged version of an article from Russell Holden which describes his adventures on the tour with a newly acquired vehicle.*

After purchasing our 1915 Baby Grand (#11848) in 2012, and finally getting it home to Mudgee, Australia, I set about systematically going through everything the car needed to be road worthy & reliable, whilst attempting to maintain its originality and patina. Whilst it was represented as having only 5000 original miles and having been stored in a barn for over 80 years, inspection soon revealed that 50,000 miles may have been closer to the mark as the brake shoes were worn to the linings and the kingpins were well worn. The 80 years in a leaky barn was easy to believe. After some work, we brought the motor to life and even drove the Baby Grand around the paddock - it ran, but was very rattley.

So some careful re-vitalisation was undertaken, the motor was removed and sent to a friend Reuben Vander Wolf for re-commissioning with the instructions "not to disturb too much of the patina". Reuben did a fantastic job and the motor now runs strong and with heaps of oil flow. After tracking down a suitable ring gear, we had the old teeth removed from the flywheel and the new one pressed on. While the motor was away, I re-did the kingpins, re-lined the brakes, replaced the clutch throw out with one made of oil-lite, removed and repined all of the clevises ensuring everything was free and working, removed the rims and had the insides sand blasted and coated before installing new Lucas 33 x 4 tyres with tubes and liners. We also removed and cleaned internally every grease cup and passage using a pneumatic grease gun to ensure all the grease was fresh and clean before refilling the twist cups and re-installing them. The generator distributor system was

overhauled, as was the starter. A working Connecticut ignition switch was obtained at one of the H Chapter, Hershey meets, as was a spare carbide. The wheels were painted with raw linseed oil twice daily for 10 days each to have them moist and tight. The body was sprayed with pressure pack lanolin to provide a cleaner finish to the panels. Safety glass replaced the original plate glass in the wind shield.

After 3 years of checking, cleaning, tinkering, adjusting, we (the Baby Grand & me) were ready for our first tour. Normally you would pick a short local tour to sort out the bugs and make any adjustments, however we had entered the 2016 National Veteran Tour (pre 1919) and whilst I have a choice of vehicles to take, I was keen on giving the Chev a run, so after only 2 kilometres of road testing, I loaded it on the trailer and drove the 900km (600 miles) to Melbourne to put it onto the overnight ferry for the 450km (300 mile) trip over Bass Strait to Devonport, Tasmania. It is cost prohibitive to take the tow vehicle and trailer on the ferry so I decided to park them in a storage facility and "go it alone" in the Baby Grand.

It is fair to say that I was anxious (to say the least) about the trip from the trailer storage in Melbourne to the dock, as that was as far the Baby Grand had driven in over 80 years and I had to get use to the clutch-brake combination, which is a real learning curve. After missing the turn off and having to go a few more km than expected, I arrived at the dock happy that the Baby Grand was going well.

After the overnight ferry, we set off for Ulverstone which was to be rally headquarters for the week, and this gave me a chance to stretch the Baby Grand's legs out for the very first time. I had said to my wife Chris that if I made it to morning tea on the 1st day, I would be happy. There was a breakfast hosted by the Veteran Car Club of Tasmania after arriving so I was pleased to drive the Baby Grand into the club grounds and on



display. After settling into our accommodation there was a welcome function that evening with the tour to start the following day (Monday) 8.30 sharp!

The Baby Grand was travelling well and I was “getting used” to the clutch-brake system, which was noticed and some members quipped that I need a learners plate on the back of the car! The Baby Grand was again running well and compliments were coming from everywhere as to how well it looked and how great it was to see an original car on the road. After 2 days of driving and learning, it was time to make a few adjustments as things like brakes and clutch settled in, so after completing the day’s touring adjustments were made. The thing that was puzzling me was keeping air pressure in the gas tank, which should have been running at 1 1/2 - 2psi - sometimes it would run at 1/2 a pound but often generally running up hill it would fall to zero and vigorous pumping on the dash pump was needed to keep gas flowing to the carbie.

So I had a play with the adjustment on the push rod pump, which assisted but is on my “after the tour” list of thing to look at.

Wednesday was a optional tour to the small town of Latrobe, known for its antique stores and quaint cafe’s, the Anvers chocolate truffle factory was a real hit. The trip home was generally straight down the freeway and apart from the continuous looking out for semi trailers, the Baby Grand loved the opportunity to stretch its legs on the open road.

Driving was testing at best for all vehicles with long slow hills and sharp turns, running was not assisted by the backlog of slower vehicles ahead and some frustration was on hand by some drivers. This did force me to try and master the art of back shifting which after groaning at my grinding of gears, I finally managed to get the revolutions of the motor and the timing of the change right and get back to 2nd and first with relative ease.

Friday evening held the final dinner - a traditional dress up affair for National Veteran Tours. I was asked to speak about the upcoming 2019 International Tour in Bathurst NSW and could not help myself but to boast about the performance of the Baby Grand on its maiden tour. Experience should have told me never boast until the car is back in the shed, but I could not help myself!

Saturday saw us travelling back to Devonport for the ferry home that evening, me smiling all the way. Some of us had organised to go to a arts and craft fair about 80km away to kill the time waiting for the ferry later that day. So I parked the Baby Grand up for the day a short distance away for the dock and travelled to the fair. Upon return I started the Baby Grand up and reversed out of the parking spot and then placed it in 1st, whereby I heard a crack followed by no movement forward. After some investigation I concluded that the

pinion had given way and decided to have the Baby Grand towed to the dock and onto the ferry. Not ideal but at least I could get it back to the main land, and trailer it home, or so I thought. 5 or 6 feet of towing revealed the real problem - the rear axle had broken and that very quickly resulted in the back wheel parting ways with the rear end. With only a couple of hours before the ferry departed we had to make some very quick decisions. There was not a trailer hire that would allow a one way trip to the main land and I did not have time to jerry rig a dolly to tow it on to the boat and brakes would be of a concern in doing so anyway. So after a bit of deliberation and some assistance from other members we manoeuvred the Baby Grand into a members back yard nearby and covered her up to await my return to pick her up.

So I’m now going back to Tasmania a lot sooner than I ever expected, to retrieve the Baby Grand and bring it home so I can replace the axles and bearings and do some of the little things that I had listed during the week’s touring and get her ready for the next major tour in South Australia next September. Not the ideal end to a long tour but I am still very pleased with the Baby Grand’s performance and the response it evoked both from the public and members and look forward to many, many more tours in it in the future.



*Cockpit of the Chev*



*Chev motor*

# Melba the Motorist

*Collated by Murray Murfett*

At the height of her singing career Dame Nellie Melba was said to be the most famous woman in the world with an annual income of \$3million in today's terms. During World War 1, she raised the equivalent of \$17million towards the war effort. Born in Richmond as Helen Mitchell (1861-1931) she was a mega-rockstar in Europe, USA and beyond, and adopted the surname "Melba" in recognition of her home city. "Nellie" was a common nickname for the Helens of the time. She first sang publicly as a 6-year old and ended her career with several farewell appearances in the 1920's. She was the first Australian to be broadcast live on radio and readily rubbed shoulders with royalty and the rich and famous.

Her home when in Australia, was "Coombe Cottage" located at Coldstream, near Lilydale which has become a tourist attraction. It features a vast garden and sweeping views of the Dandenong Ranges and, the first in-ground swimming pool in Victoria. She was also an enthusiastic motorist, owning several, and may have been the first Victorian woman to hold a driving licence, according to the current Manager of Coombe Cottage. A feature of the property, was the purpose-built Motorhouse, with a clock tower and bell tower, with 4-car accommodation, now serving as a modern café (left).



*This 1910 FN tourer demonstrates the height of the Motorhouse tower in the background.*



*The motor house at Coombe Cottage*

Of particular interest were the early vehicles that she owned, and she kept a "motor" on three continents. During performances in Paris in 1903 she bought her first vehicle, an electric Brougham at the Paris Automobile Show. The first report of Melba behind the wheel is in 1904 in Paris, when, on a trip from the Hotel Ritz to Versailles, her chauffeur reportedly knocked down and killed an elderly man.

However, the "Policier des Voiture" noted that he did not believe the chauffeur directed the car as he had "over-used" champagne and implicated Melba as the driver. Melba was so influential that the official was posted to a remote area of France and was unavailable when the matter came to court!

In Paris, where she performed in Rigoletto with tenor Enrico Caruso, she was impressed by his two-cylinder Type AX Renault. She quickly paid Louis Renault a visit at his Paris villa, where he promised to deliver a new four-cylinder model.

In late 1911, she sailed for Perth with the new Renault and took the train to Melbourne with the car, her chauffeur and entourage. She personally drove the Renault direct to her new home at Lilydale, "Coombe Cottage". The following year, she drove from Sydney to a party at Jenolan Caves with her Italian chauffeur. The chauffeur enjoyed the party so much he was too intoxicated to crank-start the Renault so Melba drove the car to her family's property near Lithgow. She asked her brother Charlie to pick up the car while she left for Europe but the family hid the Renault from him.

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Discovered derelict there in 1959 by a Sydney collector, it was subsequently displayed at the Sydney Opera House in December 1975. Fully restored, and recently purchased by Dean Montgomery, this same car will become a feature at the Warrnambool Motor Museum.

While in the US, Melba had taken a liking to the Pierce-Arrow cars and bought two six-cylinder models: an open-drive limousine and a large tourer. In an interview with the Chicago Tribune, a reporter highlighted how driving helped her career - "Madame Melba possesses such a retentive memory that she can learn an entire opera within a week. She does much of her studying in bed and the airs are chiefly mastered when she is walking or driving."

The 1911 Pierce-Arrow limousine she purchased in the USA during her 1913 tour was used extensively in the US, Britain and Europe before being requisitioned by the French government for the war effort. Returned to her in poor condition in 1918, she sent it home to the Metropolitan Fire Brigade, which cut it down

as a pumper. Now with the Melbourne Fire Brigade Historical Society, it has been restored to its former pumping glory and can be seen during their opens days at the former Eastern Hill Fire Station located in Victoria Pde, East Melbourne.

Melba, who maintained homes in New York, London, Paris and Melbourne, also became one of the first female customers of Rolls-Royce, taking delivery in 1911 of a 40/50HP Silver Ghost limousine, a car she cherished and regularly shipped between Britain and Australia along with her chauffeur. Little is known of its whereabouts today but it was with her on tour in Britain in 1919 and service records show it was still in London in 1927. Other motor cars that she owned include a 1910 Russell (found under a box-thorn hedge by a Gippsland dairy farmer, a 1911 Rolls-Royce "Silver Ghost" (later used as a hearse in Wagga Wagga but now believed scrapped), and a 1924 Fiat 519S (found and restored in Australia but now residing in Austria).

*(information sourced from Dame Nellie Melba websites)*

## Jack and Nellie

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By Murray Murfett

As a schoolboy, member Jack Brittain (now 91) can vividly recall listening to megastar Dame Nellie Melba's broadcasts on the wireless (the first person in Australia to be broadcast live!). And more recently Jack was very impressed during the November RACV Healesville Rally to visit Coombe Cottage at Coldstream to have high tea in what was originally her motorhouse. During the tour of the grounds, the guide announced that her 1909 Renault had recently been purchased by the owner of the future Warrnambool Motor Museum (to be located in the former Fletcher Jones factory) so a sneak-peek was arranged. The 3.8 metres long, 4 cylinder Type BK Renault is spectacular, even without its pedigree. Beautifully restored, the Roi des Belges style Alford & Alder, London body, still retains its original leather seats and majesty. As we now know, Dame Nellie was a very keen motorist also owning several other desirable cars, the history of which are well documented on the Nellie Melba Museums website and is certainly worth a look. Long-time member of the Club, Jack Brittain also had the privilege of riding in another of Dame Nellie's vehicles, a Rolls Royce Cabriolet owned at the time by Noel Tishler



*Jack Brittain in the driving seat where Dame Nellie Melba sat, some 107 years ago.*

# RACV Annual Rally – Healesville

By Paul Daley, photos by Frances McDougall, Callum Walsh, and others



*Panoramic shots of cars parked at Powelltown and Coombe Cottage*

The RACV Healesville Country Club was the headquarters for this year's RACV Annual Rally (November 18th – 20th), an event which is a highlight of the Veteran Car Club of Australia (Vic) calendar. The Country Club was the perfect destination with wonderful accommodation rooms and recreational facilities. The weekend was so popular that we quickly filled our maximum allocation of 30 rooms and many members stayed at other local motels and B&Bs.

Rally Directors Brendan and Sally Pierce together with John Prior and Paula McNicol were in charge for the weekend activities and with their greeting at the welcome table in the foyer of the Country Club members began a memorable weekend.

Brendan Pierce had spent many months planning the day tours – always a challenge for Veteran vehicles. The rally kicked off at 2:15pm on Friday with a shake-down run to Yering Station on Melba Highway in Yarra Glen. Renowned as Victoria's first vineyard, Yering Station hosted members to a wine tasting in the cellar and many passengers enjoyed a tippie and left with a smile to continue on 'grape grazing' to other wineries before returning to the Country Club.

Following pre dinner drinks, Friday night's dinner set the tone for the weekend. The gourmet buffet BBQ was of 5 Star standard in the James Room at the Country Club and was hosted by the Club's Vice President Paul Daley. Paul interviewed Committee member

James Dunshea on the developments of the New Generation program that the Club is undertaking to grow and make its membership relevant to the next generation. James gave an overview of the plans for next year with the Mornington Great Australian Rally in February being the event that launches the initiative.

Saturday morning saw more club members arrive early and nearly 40 vehicles departed for the Powelltown Timber Mill tour. Leaving Healesville for a 40 kilometre trip to Powelltown we travelled through some picturesque county to visit a timber mill which has been processing some of Victoria's best Mountain Ash timber for over 100 years. The sawmill owners Carmel and Harold Fox were our guides and gave us a full overview of the Victorian and local timber industries. We were then treated to a visit to a demonstration of logs being milled and processed. Members were fascinated to see the larger logs broken down into a range of commercial grade timbers which are stored and stacked on site and cured for 2 years prior to being sold. Lunch was a magnificent spread at the Powelltown Football Club and the Ladies Auxiliary there treated us a buffet of cold meat and salad followed by a delicious selection of desserts.

The afternoon saw us head to Gembrook, Cockatoo, Yellingbo, Woori Yallock and returned to Healesville, a run of a total of 117km. The hilly terrain took its toll on the 'fleet' and the driving conditions were challenging



*Cadillac and Renault models for 1910 at Yering Station*



*Paul Daley's briefing at the start of the Saturday run, and description of the hills elicits a gasp from Brian Hussey and brings Andrew McDougall to his knees*



*Entrants being shown through Powelltown Sawmill*



*David Inglis' Overland heads off*

# RACV Annual Rally – Healesville (Cont.)

yet satisfying to many! Quite a number of cars suffered breakdowns on the return run. Paul Daley did a clutch in his 1913 Overland, Daryl Meek's 1913 Fafnir failed to proceed, Greg Orde's Itala came home on a flat top, Ian Berg's 1910 Cadillac limped back to Healesville with a slipping clutch and did not run on Sunday.

Many club members happily hosted passengers – Brian Hussey and Jill Bartlet hosted new members Peter and Joan Hammet in their 1913 Model T Ford which also was a casualty with mechanical failure towards the end of the run. Paul and Kim Williams and their 1911 Wolseley hosted Callum Walsh and Ben Alcock and his dad Jeff were able to host a group of younger members Matt Hatton, Jack Alcock, Anna Young, Sage Williams and Chris Holt in their 1912 and 1914 Overlands. Ian Berg was accompanied by his eldest son Christopher and grandchildren Leonard and Walter. Paul and Lena Daley hosted new members Luke and Anthea Doran with Maeve and Isla.

Our club enjoys growing its membership with interstate members. Gavin Mutton and Lauretta Marron of Queensland came South to attend the Nationals in Ulverstone and then the Bendigo Swap and finally to Healesville for this event. They enjoyed the warm hospitality, time on Friday night with Ian Berg on their table and commented on how interesting the weekend had been for them before commencing their four day return trip home to Queensland.

Saturday night dinner is now a recognised feature of our rallies and this was no exception. Our Club President Ian Berg was MC and in welcoming over 100 guests commented on the great lengths members



*Gavin and Loretta Mutton's 1913 Swift from Queensland*



*The car had to be wound up to it's full extent to get up the hills*



*Looking across the drive of Coombe Cottage*



*Daniel Johnson being thanked by the President for his guided tour of Dame Nellie Melba's estate*

# RACV Plaque

went to 'look the part'. It was a real 'fashions on the field' with the elegant Jenny Towt and the gentlemen Ben Alcock and Jeff Alcock stood out with their formal black tie and tails. Once again the RACV excelled in their selection of cuisine and a highlight of the evening was our guest speaker Seth Watts, CEO of Neo who entertained guests with a spirited and controversial talk on current American politics and his life growing up in Detroit. Seth's speech was provocative, incisive and up to the minute.

Sunday morning saw a 9:45am drivers' briefing and a rolling start for a morning tour to Melba Estate Coombe Cottage, the residents of Dame Nellie Melba who was at the beginning of the 1900's Australia's most famous operatic Diva. At the height of her success, she was said to be the most famous woman of the world and Coombe Cottage is now a unique gourmet and cultural destination. Members parked in the circular driveway of the gracious home and enjoyed morning Devonshire tea with lashings of cream and strawberry jam with refreshments of Earl Grey tea. We were hosted by Daniel the Manager who gave a fascinating overview of life at Coombe Cottage in the 1900s and a 30 minute tour of the gardens. There were wonderful photo opportunities for the cars and Daniel also issued the invitation for the Club to return again.

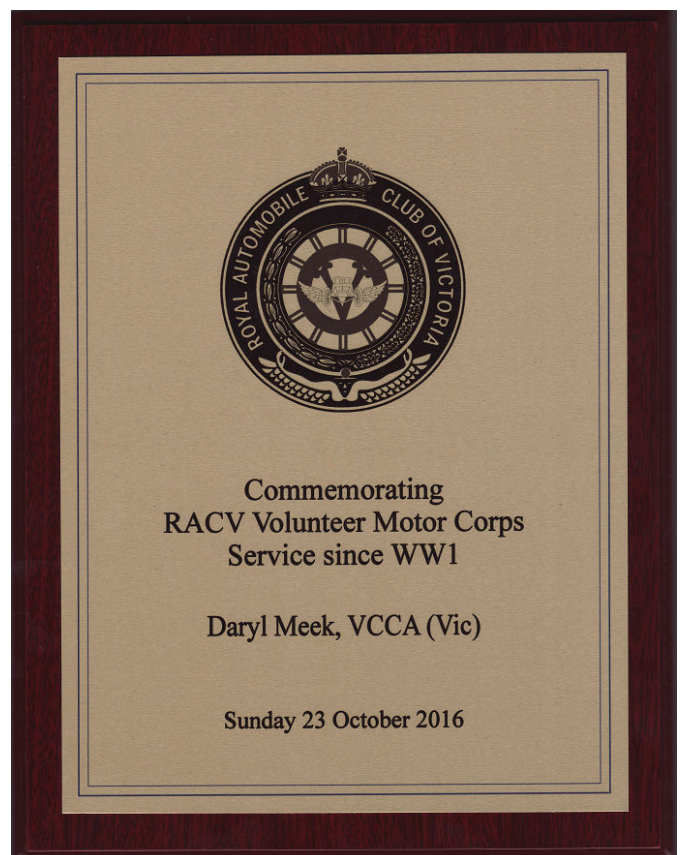
The tour concluded at the Healesville Railway Station with the cars on display for locals to enjoy. John Stanley and his 1913 Stoewer kindly took Alyssa and Nikita Thornton for a joy ride and received great beaming smiles from both the girls for his time. Yes, our cars can give so much pleasure to people. The weekend concluded with lunch at the Terminus Hotel.



*John Stanley offering the Thornton's a ride in the Stoewer*

Darryl Meek has provided a photo of the plaque presented to the members by the RACV who participated in event on the 23 October 2016 and was described in the December 2017 issue of Brass Notes. The plaque was given to each of our members who drove their car in commemoration event.

As described by Brian Hussey this run was to commemorate the achieving of the 'Royal' status for what was the then Automobile Club of Victoria (ACV). It was awarded to the ACV, for the RACV Volunteer Motor Corps work in transporting many thousands of returning soldiers upon their arrival at Station Pier, to the Shrine and then to their Barracks. Note that in Brian's article we inadvertently called the ACV the RAC.



## Removing Stuck Wheel Nuts

Min Innes-Irons found this interesting video on the web describing an easy way to remove stuck wheel nuts:

<https://www.youtube.com/watch?v=KFdFsfSAuyc>

# Events

## CODE RED AND EXTREME FIRE RATING DAYS

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

## 2017 RACV GREAT AUSTRALIAN RALLY BRIGHTON TO MORNINGTON

**Mornington 5 Feb 2017**

The Veteran Car Club of Australia (Vic), has been asked to fulfil an important role in this popular event. This year our Ben Alcock and James Dunshea will be organising Veteran Cars to lead the inaugural Veteran Car Run that will precede the event. There are three start locations this year being Melbourne, Stud Park, Rowville and Western Port Marina, Hastings.

Further information and Rally entry forms can be found on the website [www.greataustralianrally.com.au](http://www.greataustralianrally.com.au)

Trailer parking will be available at the Mornington racecourse for those that would prefer to trailer or drive straight there (you can enter on the day as well, or just come along for the drive and not display).

The club will once again have our marquee set up for shade and somewhere to sit. We are asking members who have attended before to please remember their display cards and tripods for their cars, and for those who are coming for the first time or bringing a new car, let Ben Alcock (0404 917366) or James Dunshea (0457 609999) know and they will get a display card produced for your car.

Could you please advise Ben or James if you are attending and if you would like to do the Brighton to Mornington drive or meet us at the Racecourse.

## RACV CLASSIC SHOWCASE

The 2017 RACV Classic Showcase is open to all vehicles manufactured in England and Europe to be held Sunday 19th February. Entry to Flemington Racecourse for this event will be charged at \$20 for Display Cars, \$5 for Adult spectators and \$20 for spectator car parking, children free of charge. Gates for spectators will open at 10am for access to Children's entertainment, Music and Club Displays.

**When:** Sunday 19th February 2017

**Where:** Flemington Racecourse –  
Nursery Car Park

**Enquiries:** Phone: 03 9890 0524 or visit the website: [www.aomc.asn.au](http://www.aomc.asn.au)

## BREAKFAST RUN

**When:** Saturday 25th February 2017

8.00 am onwards

**Where:**

Ruffey Lake Park  
Victoria Road Doncaster  
Melways Ref : 33J10

Enter car park from Victoria Street  
then drive to upper car park

**What:**

Bring your own breakfast

**Why:**

Please join us for our first breakfast run  
in 2017 in a lovely park land

**Facilities:**

Electric BBQ,s, tables and seats under  
cover, clean toilets

**Enquiries:**

Frank Pound 9583 7723

## RACV ONE & TWO CYLINDER RALLY (HAMILTON)

Entries close Friday 24th February – Book Now!!!

The 2017 RACV 1 & 2 Cylinder Rally will start on Thursday afternoon with a short shake-down run around Hamilton Airport before a welcome barbecue at the Hamilton Vintage Car Club rooms. Total distance is 25km.

Friday's run will be to Penshurst to learn about the volcanic history of the region, followed by a visit to Stonefield Winery. Lunch will be at the Penshurst Hall. Dinner will be held at rally headquarters (the Comfort Inn Grange Burn), including a talk about the early motoring garages in the district. Total distance is 90km.

Saturday morning will be free to visit the local car museum, the Hamilton Art Gallery or enjoy a guided walk around the Church Hill area of Hamilton. In the afternoon, we will travel to Arrandoovong Homestead at Branxholme. The Rally Dinner will be held at rally headquarters on Saturday evening with a band providing the entertainment. Total distance is around 90km.

The rally will conclude on Sunday with a farewell brunch from 10am at the Vintage Car Club rooms, located in the grounds of the Pastoral Museum.

Our aim this year is to run a country style rally taking in the sights and sounds of Victoria's Western District.

**Contact:**

Brendan Walsh

Email: [beejliss@bigpond.com](mailto:beejliss@bigpond.com)

Phone: 0418 103 739

Callum Walsh

Email: [callumwalsh92@gmail.com](mailto:callumwalsh92@gmail.com)

Phone: 0447 766 724

Doug Palmer

Email: [douglaspalmer@bigpond.com](mailto:douglaspalmer@bigpond.com)

Phone: 0409 010 730

## Accommodation

*Please note: You will need to book and pay for your own accommodation.*

Two motels, both within walking distance of the Vintage Car Club rooms, have been reserved for members and guests for Thursday 16, Friday 17 and Saturday



18 March 2017 – the Comfort Inn Grange Burn (142 Ballarat Rd) and the Bandicoot Motor Inn (152 Ballarat Rd). The Comfort Inn Grange Burn has 31 rooms varying from \$115 (Queen room) to \$185 (Family unit) per night. The Bandicoot Motor Inn has 26 rooms and rates of \$110 per night (single) and \$160 per night (double).

Please assist by advising that you are booking for the RACV 1 & 2 Cylinder Rally.

Alternative accommodation is available elsewhere in Hamilton and district under your own arrangements. The nearest caravan park is the Lake Hamilton Motor Village & Caravan Park at 8 Ballarat Rd, only 1.5km away.

### **YARRA GLEN SWAP MEET**

The next Yarra Glen Swap Meet is to be held Sunday 12th March 2017. Public entry to the Yarra Glen Racecourse will be open from 8am and entry for adults \$8 with children free of charge. Show and Shine entry is \$15 per vehicle and entry is between 8am and 10am. Catering available.

**When:** Sunday 12th March  
**Where:** Yarra Glen Racecourse Armstrong Avenue Yarra Glen (Melways 275C1)  
**Enquiries:** Phone: 03 9890 0524 or visit the website: [www.vintagedriversclub.com.au/yarraglen](http://www.vintagedriversclub.com.au/yarraglen)

### **ANNUAL KALORAMA RALLY**

The Annual Kalorama Rally is to be held next 26th March 2017. As always, this event promises a brilliant Veteran/Vintage/Classic car display amidst the beautiful backdrop of the Dandenong Ranges at the Kalorama Reserve.

**When:** 26th March 2017  
**Where:** Kalorama Reserve, 1190-1196 Mt Dandenong Tourist Road  
All proceeds will go to Kalorama CFA

### **GAWLER TO BAROSSA VETERAN & VINTAGE RUN**

The Gawler Veteran, Vintage and Classic Vehicle Club invite you to participate in the second annual Gawler to Barossa Veteran & Vintage run to be held Sunday April 9th 2017. This is an event for vehicles up to and including 1930 only including motor cycles and commercial vehicles. Entry is \$10 including morning tea running from Gawler to Greenock, vic Lyndock, Tanunda and Seppeltsfield. Participants will meet at the Gawler Tafe car park Lyndoch Road at 8am for a 9:30am start.

**When:** Sunday April 9th 2017  
**Where:** Gawler Tafe Car Park  
**Contact:** David Prest 0438 112 266  
[vvrn@gawlercarclub.com](mailto:vvrn@gawlercarclub.com)

### **FEDERATION PICNIC AT SCORESBY**

The Dandenong Valley Historic Car Club Inc will host next year's Federation Picnic Scoresby to be held at the National Steam Centre, Scoresby. The event will be held Sunday 9th April.

**When:** Sunday 9th April 2017  
**Where:** National Steam Centre 1200 Ferntree Gully Road, Scoresby (Melway map 72, D9)  
**Contact:** Ian Clarke 0419 312 304  
Graham Bates 0407 512 686  
Gary Stocking 0418 140 844  
Roger Bowen 0407 568 488

### **TRI CLUB HOT CROSS BUN DAY**

The organisation of this event is shared by the Veteran Car Club Vic (VCCAV), Vintage Drivers Club (VDC) and Classic & Historic Automobile Club of Australia (CHACA). This year will be hosted by VDC.

Free Hot Cross Buns, tea and coffee will be provided.

**Where:** Enter Braeside Park from Lower Dandenong Road. Rosella Oval is the last oval on the left hand side before the exit back onto Lower Dandenong Road. Please note this is a ONE WAY circuit.

**Housekeeping:** No animals are allowed in the Park. Please take your litter home with you. Do not feed or handle the wild life. Note: Braeside Park is closed on CODE RED fire danger days and the event would be cancelled.

**When:** Good Friday 14th April  
Time 10.00am  
**Where:** Rosella Oval / Picnic Area – Braeside Park  
Lower Dandenong Road, Braeside.  
Melway Map: 88 E8  
**Charity Event:** Donations to Children's Hospital Good Friday Appeal.  
**Contact:** Doug Stevenson 0419 319977

### **FOUR AND MORE RALLY**

The 2017 Four and More Rally is being held in the Central Goldfields town of Maryborough over an extended weekend just prior to Anzac Day. Maryborough is a two hour drive from the Clubrooms via Ballarat, Creswick and Clunes. For those able to arrive on the afternoon of Friday 21st, registration will be available from 3pm at the Bristol Hill Motor Inn followed by a short shake down run around town.

Saturday will cover a distance of 120km, travelling in a loop through Avoca, Amphitheatre, Lexton, Talbot and Majorca. Sunday's run will be of similar length visiting Newstead, Castlemaine and Maldon. The rally will conclude on Monday with lunch in Maryborough after a morning's drive to the towns of Dunolly and Tarnagulla.

# Events

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Bookings have been made for group dinners at local establishments on all three evenings, so there will be ample time for socialising.

The entry form can be found in this month's Brass Notes where you will find information regarding motel accommodation and entry fees. There is no meal booking form as the Four and More is taking the form of a "pay as you go" rally. Secure trailer parking will be available at a local bus depot.

Entries will close on Friday 31 March.

**When:** 22–24 April 2017  
**Where:** Maryborough  
**Contact:** Rick Thege 0428 518 770

## HISTORIC WINTON

Historic Winton invites you to join the action on 27th and 28th May, 2017. Limited complimentary tickets are available for the purpose of displaying your club's vehicles at our iconic event. In past years, the classic car display has been a big success and a great compliment to the races, so we hope you can come along and make the most of the event. Importantly, please email your expressions of interest for Complimentary Passes by 1 January 2017 to [historicwinton@hotmail.com](mailto:historicwinton@hotmail.com)

Please contact Noel Wilcox on 03 5428 2689 or [noelwilcox@rocketmail.com](mailto:noelwilcox@rocketmail.com) with any questions or alternatively further information can be requested by email to [historicwinton@hotmail.com](mailto:historicwinton@hotmail.com).

## NATIONAL BRUSH RALLY 2017 DALBY QUEENSLAND

At last count the number of entries for the 2017 National Brush Rally are equal to that of last year. We would still love to see more sign up, especially a few international members. Registration will be from Monday 10th July 4pm preceding happy hour until the welcome dinner at 6:30pm.

Each morning will begin in Myall Street at the Tourist Park entrance to receive the day's instructions. Distances each day are between 80 and 100km, mostly on quiet roads although occasionally we venture onto the highway.

Stay tuned for the Australian Brush Website nearing completion where you will be able to keep up with 'All things Brush'. In the meantime you can browse accommodation options at [www.ourwesterndowns.com](http://www.ourwesterndowns.com) or contact Graham Donges for more information on the Rally

**When:** 10th – 14th July 2017  
**Where:** Dalby Queensland  
**Contact:** Graham and Irene Donges  
0417 718 617  
[Graham.donges@me.com](mailto:Graham.donges@me.com)

## VETERAN CAR CLUB OF WA (Inc) RALLY WEST 2017

The Veteran Car Club of WA (Inc) will be hosting the Rallywest 2017 Rally at Geraldton. The rally is open to any motor vehicle manufactured before December 31st 1940. This Rally will travel from Perth to Geraldton, a regional hub of Australia's Coral Coast offering beautiful beaches and a friendly country town feel.

**When:** 10th – 16th September 2017  
**Where:** Geraldton WA  
**Contact:** Bob Beames 0419 276 411  
[bobbeames@westnet.com.au](mailto:bobbeames@westnet.com.au)

Expression of interest forms can be downloaded from the Club website [www.veterancarclubofwa.asn.au](http://www.veterancarclubofwa.asn.au)

## NATIONAL VETERAN VEHICLE RALLY 2017

### EXPRESSION OF INTEREST

Coordinated by the joint efforts of members of the Sporting Car Club of SA and the Veteran Car Club of SA the 2017 rally will be based in the regional township of Clare, the focus of the Valley's rich blend of attractions and activities, including vineyards and wineries as well as regional mining and pastoral commerce.

Daily outings planned will include the historic towns of Burra and Mintaro, Kadina at the Copper Coast, Anlaby Homestead and Bungaree Station. The terrain is mostly gently undulating and serviced by good sealed roads (for all but part of one of the outings).

**When:** Plan to arrive Sunday 24th September for the evening welcome reception and check-in. Leisurely departure from Saturday 30 September after a sumptuous farewell dinner on Friday evening!

**Where:** Clare, South Australia (140 km north of Adelaide)

**What's on:** Daily runs between 80 and 200km round trip from Clare

**Roads:** All sealed (except 20 km on the Anlaby day but there may be an optional bus available). Roads in excellent condition with only one or two climbs.

**Extras:** Motorfest SA outings based in Adelaide from 18-23 September and the outstanding Vintage Collingrove Hillclimb on 1 October on your way home!

Don't miss out on this fantastic adventure. Book now to avoid disappointment and don't forget to check out accommodation as spots will fill up fast!

For more information, please check out the website <http://vccsa.org.au/events-2/National-Veteran-Vehicle-Rally-Clare-2017>

**When:** 24-30 September 2017  
**Where:** Clare Valley, SA  
**Enquiries:** Peter Templer,  
Mobile: 0417 081 502  
Email: [temple34@bigpond.com](mailto:temple34@bigpond.com)

# Private Classifieds



## FOR SALE

Expressions of interest / tenders are welcomed on two vehicles from the estate of Barry W. Downton, Brisbane Queensland. On offer are the following.

### 1906 Clark Highwheeler.

This vehicle was imported from the states a few years ago. The wheels, carriage and hood were restored and it was powered by a small Briggs and Stratton type engine. It has not been started in years. What true engine parts we received in boxes had suffered a major Chernobyl. From these parts Barry had parts cast brand new. Sadly all plans of how it goes together passed away with him.

### 1907 Early Model B Brush.

This vehicle has been classed as the most original around. It was the proverbial barn find. Again purchased from America it was in its original state. Along with this vehicle goes all the records belonging with it. When we received it we had the engine running within 15 minutes of unloading it from the container. As far as we can ascertain it has the only known original brush carbie on it. We had to replace the firewall and one chassis rail from where the barn strut had rested on it for decades. We then just painted it leaving imperfections /age on the guards and elsewhere. The seat upholstery had to be replaced as it was surrendered to customs on importation. This is why we have always stated that it was repaired painted but not restored. Now unfortunately it needs more repair work. Two years ago we noticed something wrong and called in the experts. Our vehicle tho sprayed and fumigated on export and import had exotic termites. So now the piano body needs replacing. The chassis, seat, axles wheels are all good.

Both vehicles are located in Brisbane and can be viewed by arrangement. Any one interested can contact me via email at [sheilabloke47@gmail.com](mailto:sheilabloke47@gmail.com) With your questions and purchase offer. Please do not ring contact via email only.



## FOR SALE

1909 Model A (Car No 2355) Twin Cylinder Maxwell. Excellent running car Full set of lights and Horn

**\$40,000.00**

### Contact

**Graeme Edwards**

**0418 347 216**

**A/H 03 9776 5611**



## FOR SALE

The Kids have left home so it's time to downsize to a smaller Sizaire et Naudin. I will be selling my SN four seater that has only been driven across Australia from Perth to Sydney and from Adelaide to Darwin and mainly on Sundays during One and Two Cylinder rallies, although it has at times given some trouble these faults have been dealt with so the car is fully sorted.

During my 8 year ownership, a trembler coil was added to aid starting, the rear joint on the tail shaft was returned to original spec. so that it no longer falls off, the bottom end of the engine was professionally rebuilt after our roadside rebuild in Ceduna and later in Broken Hill, new brake drums were fitted after Andrew McDougall wore them out, fuel tank rebuilt, and lastly the front axle has been completely rebuilt including wheel new bushings, new tie rod balls, new sliding pillars, etc, etc.

If you are after a fully sorted, fast One Cylinder car and would like to join the exclusive group of 4  $\frac{3}{4}$  Sizaire et Naudin's in Australia and less than 40 worldwide this is rare opportunity that does not come up very often.

The asking price is **\$75,000** the car will be available mid-February 2017.

### Contact

**Mark McKibbin**

**0419 515 606**

# Private Classifieds

## FOR SALE

Stutz Bearcat 1917.  
Beautiful car. The  
Stutz is in Sweden in  
a private collection. I  
can arrange transport  
worldwide. P.O.A

**Contact**  
**Frederick**  
**Soderstrom for more**  
**information on**  
**+46 701 602060 or**  
**email**  
**602060@gmail.com.**



## FOR SALE

4 beaded edge rims, internal diameter  
approximately 550mm, distance across the opening  
is approximately 50mm. Two are primed and ready  
for use, the other two are rusted.

**\$60 The Lot.**

## FOR SALE

Renault AX Flywheel

**\$20**

**Contact:**  
**David Inglis**

**Ph: (03) 9878 0496**

## WANTED FOR SWAP

Zenith Carburettor Swap

I have the following brass Zenith updrafts all  
patented 1907:

1. 36mm Type DEF
2. 30mm Type DEF
3. 30mm Type F
4. 26mm Type ABC, french float chamber top,  
missing slow running jet.

Will swap any of the above for a 26mm Type DEF.

**Contact:**  
**David Inglis**

**Ph: (03) 9878 0496**

## LETTER TO THE EDITOR

To the Editor,

Recently I completed work on a book entitled  
'De Dion Bouton: An illustrated Guide to Type  
and Specification, 1899-1904', which may  
be of interest to some of your members who  
have this make of car, or who have a general  
interest in veteran cars.

The book traces the development of early  
De Dion Bouton vehicles, summarises the  
essential technical information, and clearly  
identifies the characteristics of each Type, with  
the help of 50 line drawings and 150 colour  
photographs. more details are available in the  
attached leaflet.

Copies can be ordered from Surrenden Press  
by emailing mre01@live.co.uk. the cost is  
£25.00 (+ £15 postage and packing). Payment  
can be made by Paypal (mre01@live.co.uk).

## USA BRUSH MERGES Into BRUSH AUSTRALIA

*From Bob Lamond*

The Founder and Executives of USA Brush have  
accepted our offer of membership in Brush Australia  
and will merge their operations, which have been  
inactive since the tragic death of the legendary Mac  
McCoy, into Brush Australia. Our Hamish McDonald of  
South Australia, Editor of our Newsletter The SWEEP,  
is busy designing our new website which will be  
accessible by all Brush owners around the world.

We welcome the eighty four new members, giving us  
a membership of 115 Brush owners, 31 Australians, 5  
English, 7 Europeans, 2 New Zealand and 70 United  
States, and encourage all members to contribute to  
our development of our Brush history and our future  
activities. Given our world wide membership I am  
proposing to members that we change our name to  
INTERNATIONAL BRUSH OWNERS ASSOCIATION.

**Bob Lamond**

**Brush Mentor/Historian**

**0409 712 101**

Our Secretary David Provan advises the following:

I am pleased to advise that the application submitted to Consumer Affairs Victoria (with the new Constitution in order to migrate from a company to an incorporated association) was approved on Wednesday, 21 December.

### **Certificate of Incorporation**

The Certificate of Incorporation is attached for your information.

### **Registration Number**

The Club's incorporated association registration number is A0097964Y.

The Name of the Club and Registration Number to Appear on 'Documents'

Pursuant to the legislative requirements of section 23 of the Associations Incorporation Reform Act 2012, the Club must ensure that its name and registration number appear in legible characters:

1. on the common seal;
2. in all notices, any advertisements and official publications; and
3. in all business documents.

### **Business document is defined in the Act as being:**

1. a business letter, statement of account, invoice or order for goods or services;
2. a bill of exchange, promissory note, cheque or other negotiable instrument; and
3. a receipt or letter of credit.

## **ASSOCIATIONS INCORPORATION REFORM ACT 2012**

### **Section 8**

No. A0097964Y

# **CERTIFICATE OF INCORPORATION**

This is to certify that

**THE VETERAN CAR CLUB OF AUSTRALIA (VICTORIA) INC.**

is on and from the 21 December 2016

incorporated under the Associations Incorporation Reform Act 2012

**Given under my hand at MELBOURNE, this 21 December 2016**



Deputy Registrar of Incorporated Associations

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

**PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY**

**CLUB MAILING ADDRESS**  
PO Box 2300,  
Mt Waverley, VIC 3149

**PRESIDENT**

Ian Berg (Sue)  
t 0419 364 427  
e president@veterancarclub.org.au

**VICE PRESIDENT/EVENTS DIRECTOR**

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

**SECRETARY**

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

**TREASURER**

Jim McCaffrey (Lorraine)  
t (03) 9836 3087  
e treasurer@veterancarclub.org.au

**IMMEDIATE PAST PRESIDENT**

David Wright (Kath)  
t (03) 9887 9401

**COMMITTEE MEMBERS**

Andrew McDougall (Frances)  
t (03) 9486 4221

Geoff Payne (Sue)  
t (03) 9560 6837

Daryl Meek (Fiona)  
t 0407 881 288

Ben Alcock  
t 0404 917 366

Greg Smith (Denise)  
t 0447 395 233

Brian Hussey (Jill)  
t (03) 5989 0099

John Prior (Paula)  
t 0418 548 184

Scott Staples (Caree)  
t 0419 710 039

James Dunshea  
t 0457 609 999

**FIVA REPRESENTATIVE (AVCCA)**

Andrew McDougall  
t 03 9486 4221

**SUB COMMITTEE CHAIRMEN**

**DATING**

Andrew McDougall  
t (03) 9486 4221

**LIBRARIAN**

Daryl Meek  
t 0407 881 288

**REGISTRAR & PERMIT APPLICATIONS & RENEWALS**

Geoff Payne  
t (03) 9560 6837  
Postal:  
26 Windella Cres, Glen Waverley, 3150

**CLUB STOCK**

John Prior (Paula)  
t 0418 548 184

**SAFETY COMMITTEE / SCRUTINEERS**

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e editor@veterancarclub.org.au

**WEBMASTER**

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t 0419 515 606

**AOMC & FEDERATION DELEGATES**

Daryl Meek  
t 0407 881 288

Andrew McDougall  
t (03) 9486 4221

**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 – Paul Daley, Participants – Ian Berg, David Provan, David Wright, Daryl Meek, James Dunshea, Ben Alcock, Chris Dillon, Robert Couper, Brendan Pierce, Graeme Edwards, John Prior, Michael Holding,

**VETERAN CARS & THE VCCA**

A veteran vehicle is any mechanically propelled vehicle built on or before December 31, 1918. The Veteran Car Club of Australia (Vic.) is open to all persons interested in the preservation and restoration of these vehicles, and ownership of such a vehicle is not a condition of membership.

Please refer to our web-site for a membership application form and additional information.

**BRASS NOTES**

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

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

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

Opinions expressed in Brass Notes are not necessarily those of the Editor, the VCCA (Vic.) or its officers.

Technical Articles are published in good faith and no responsibility for their accuracy will be accepted.

All advertisements are published without endorsement by the VCCA (Vic.) or its officers. Material herein may be copied with acknowledgement to Brass Notes of the VCCA (Vic.) as the source.

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**VICROADS PERMITS AND SAFETY CHECKS FOR MEMBERS VETERAN CARS AND MOTORCYCLES**

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

**JP SERVICES AT NATTER NIGHTS**

As a service to VCCA (Victoria) members our Vice-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.*





For this month's FLASHBACK to make it easier (!!) we have 2 photos from an early VCCA (Vic) event - and yes, there were marching girls and a brass band present. Where and when was this rally - and how many of the cars can be recognised?

Respond to the Editor.



*1912 Talbots of David Provan and Robert Caffyn on the Healesville Annual Rally*



*1914 Fiat of Jack Brittain, also at Healesville*