



Brass Notes

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



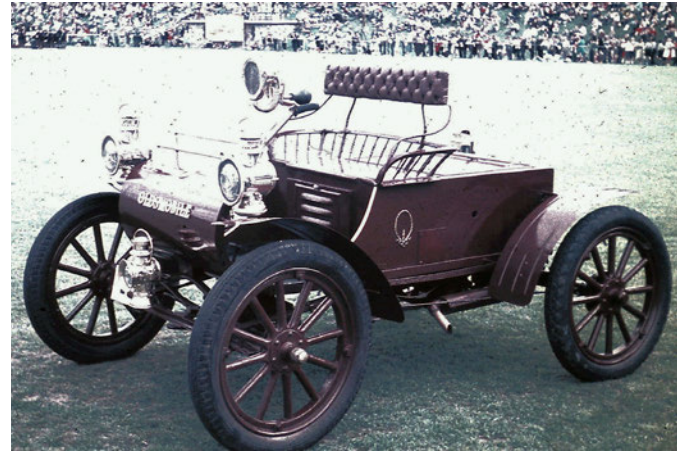
August 2017

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Flashback

We have two FLASHBACK photos for your input this month.



Another mystery car photo supplied by Graeme Edwards (aka 'the veteran detective') - a 1904? Oldsmobile, heavily modified. Graeme believes this car was sold in the 1982 Parker auction held at Colac and he would like to where and when and who the owner was when this photo was taken and who the present owner is.



The second photo is of a motorised tricycle which participated in a number of very early club rallies.

Can you identify the model & year of this?

Where is it now?

June Flashback:

Margaret van Alkemade advises that the T Ford shown in the June flashback was a photo taken during a rally in Adelaide in 1952, and the car was driven from Bacchus Marsh to Adelaide by Theo van Alkemade (the owner), long before the club was formed in Victoria. He was awarded a prize for the car travelling the longest distance to the rally. Ray Pitcher was the passenger and the girl waving was Theo's younger sister Val. She is curious, as to how we obtained the photo.



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Coming Events

8 August 2017	Natter Night – Henry Ford Oration Speaker Brian Churchill - 'The 5 Dollar Day'
13 August 2017	Rob Roy Hill Climb - Christmas Hills Daniel Zampatti 0407 544 627 http://vintagesportscarclub.org.au
13 – 15 October 2017	Motorclassica – Royal Exhibition Building Melbourne www.motorclassica.com
20 - 22 October 2017	Springtime Above the Snowline John Stanley: john.m.stanley1947@gmail.com T: 0409 001 836

Major Events

9 – 12 November 2017	RACV Veteran Car Club Annual Rally, Ballarat Michael and Claudia Holding: 0407 008 895
15 - 18 March 2018	RACV 1 & 2 Cylinder Rally Cobram Andrew & Frances McDougall: 0417 310 852

National Events

17 - 22 September 2017	National Veteran Motor Bike Rally http://vmmccsa.org.au/nrv
24 - 30 September 2017	National Veteran Rally, Clare, South Australia Peter Templer: 0417 081 502
1 October 2017	'Down Under' – London to Brighton – South Australia Date changed and will now be held on Sunday, 1 October 2017.
22 - 28 September 2018	AVCCA National Rally, Forbes NSW
29 Sept – 5 Oct 2019	Model T Ford Annual Rally 2019 Maryborough, QLD

International Events

5 November 2017	Bonhams London To Brighton Veteran Car Run
September 2019	HCCA International Tour Expressions of Interest - Russell Holden: 0422 219 911

Front Cover:

Geoff Alcock and Amy Martinich in Bruce Nelson's 1914 Overland on the Mid-Winter Rally (photo by Debbie Couper).

President's Message

Sue and I have just returned from the RACV Midwinter Rally and like all who entered, we thoroughly enjoyed this very special three-day event. The weather was excellent with little rain, but as was expected the mornings were cold and frosty. It was a rally of many highlights ranging from the specially bottled port to the extraordinary souvenir quality rally book. The route also included some challenging but spectacular roads, no doubt typifying those of the veteran era. Please see a full report enclosed. I do again want to thank Debbie and Rob Couper for their meticulous preparation and execution of the rally, as well as thank the host of helpers who ensured the event's overall success.

Let me update you on the history project. We cannot confirm a completion date at this point but a huge amount of work has been completed and a draft produced under the direction of Hugh Guthrie and David Wright. The book will be outstanding, it has the full support of the committee and it will be a fascinating reflection of the history of our club. We are now at the stage of selecting photographs, completing captions and ensuring appropriate placement in the book. This is a task that I will be leading. Fortunately, numerous high quality images from the very early years of the club have been provided, and we are grateful to all those who have contributed them. We do however lack quality photographs of the period from the mid-seventies to say the early 2000's. Yes, we do have photos of that period but the book will be so much better if we can get more. Hence the request is for all members who may have photos, or whose family may have photos of the period to please review all those old albums and slides and contact me as soon as possible if you have any. Photos can be scanned quickly and returned if you do not have scanning facilities yourself. Now is the time to help us make this book the great success that I know it can be.

Finally you will note within this issue of Brass Notes an Australian period advertisement, as we also included in the June issue. These have been kindly provided by Ian Irwin from Canberra, and we hope to continue this interesting series in future editions.

With best wishes until next month

Ian Berg,
President VCCA (Victoria)



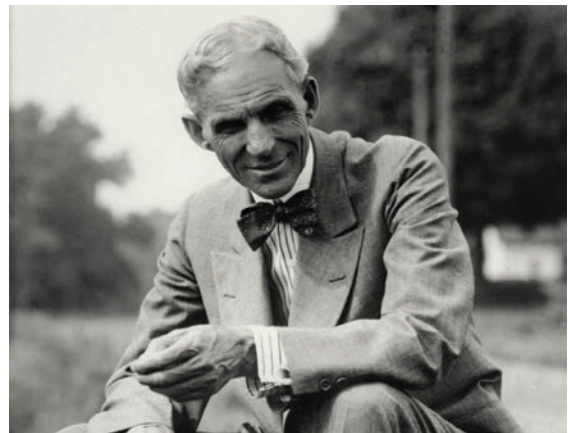
The RACV is the principal sponsor of the Veteran Car Club of Australia (Victoria) Inc.

The RACV supports the:

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

AUGUST NATTER NIGHT

Tuesday August 8th 2017 - 8pm



HENRY FORD ORATION

“The Five Dollar Day”

Speaker: Brian Churchill
Renowned local Henry Ford historian

On January 5, 1914, Henry Ford and his vice president James Couzens stunned the world when they revealed that Ford Motor Company would double its workers' wages to five dollars a day. The announcement generated glowing newspaper headlines and editorials around the world. The notion of a wealthy industrialist sharing profits with workers on such a scale was unprecedented.

In the century since, many theories have been posited for Ford's bold move. Some suggested the increase was to justify assembly line speed-ups. Others speculated it was to counteract high labor turnover due to increasingly monotonous assembly line work. Ford admirers believed it was pure philanthropy. Cynics asserted that it was little more than an elaborate publicity stunt. As usual, the truth lay somewhere in the middle.



LYNDEN PARK CLUB ROOM
Wakefields Grove, Camberwell
off Through Road

MEMBERSHIP RENEWALS ARE NOW OVERDUE!

If you have not yet renewed your membership please do so as a matter of urgency. Your renewal form accompanied June Brass Notes.

Don't risk letting your membership lapse.

Annual General Meeting

CALL FOR NOMINATIONS FOR EXECUTIVE AND COMMITTEE POSITIONS

WHEN

The 2017 Annual General Meeting will be held at the Lynden Park Clubrooms, Wakefields Grove, Camberwell on Tuesday, 10 October commencing at 8.00 pm.

POSITIONS

If you would like to be involved in the management of the affairs and business of the Club, please consider nominating for a position on the committee. The executive positions of President, Vice-President, Secretary and Treasurer (for a 12-month term of appointment) need to be filled and there will be four general committee positions available (for a three-year term of appointment) this year.

NOMINATION FORM

A nomination form will be available at the August and September Natter Night meetings. If you are unable to attend a Natter Night meeting, please contact me on 0409 136 301 or secretary@veterancarclub.org.au and I will post or email the form to you.

CLOSING DATE FOR NOMINATIONS

Pursuant to the requirement of the Club's Constitution (Rule 54), nominations must be given to the Secretary (by hand, post or email) on or before Tuesday, 12 September 2017. Mail the completed form to the Secretary, Veteran Car Club of Australia (Victoria), P.O. Box 2300, Mount Waverley, Vic, 3149 and please allow at least 5 days for delivery. Alternatively, scan and email the completed form to secretary@veterancarclub.org.au.

MORE INFORMATION

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

*David Provan,
Secretary*

MEMBERSHIP

WELCOME TO NEW MEMBERS

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

Doug and Jan Palmer who reside in Hamilton.

Brian and Joanna Williams who reside in Woodend. Brian and Joanna own a 1909 Brush and a 1922 Rolls-Royce Silver Ghost.

Alex Brown and Simon Bayley who reside Canterbury, New Zealand.

VALE Michael Ricketson

Neil Ferguson has advised that Michael Ricketson passed away on the 5 July 2017 and his funeral was held in early July. He was 89 years old. Michael was an early member of the club and owned the very original 1913 Sunbeam which was later sold to Harold Paynting, and we believe has since gone overseas.

The Club sends its condolences to his family.

LONELY PARTS - JUNE RESPONSE

David Crisp advises that in the June Brass Notes on p.21 that the unknown engine is Overland model 91, circa 1924. Rod Cripps also notes the unidentified engine in the paddock is an Overland 4 circa 1919 - 1922.

Rod has also asked for information me on another matter related to Overlands. The late George Sharman, who was an engine reconitioner I believe, and lived in Tasmania for a period before moving to the Mornington area, had an Overland Model 80 (1915-16). It is missing from our records. Does anyone have a contact for George's wife or any family, or know of the whereabouts of the vehicle?

The other vehicle missing from our records is the 1912 Overland which belonged to Alex Reid. He sold it to someone in Newcastle, but we can't find any current record of it. Respond to Editor or Rod Cripps.

LETTER TO THE SECRETARY

Dear David,

May I please have a small space in "Brass Notes" to express my sincere thank-you and congratulations to Rick and Heather Thege, Greg Smith and all the willing helpers on the 'Four and More Rally' at Maryborough. It was a most enjoyable rally, with old time country hospitality, great roads, venues, great restorations and the best company and veteran cars which all made for a wonderful rally.

*Sincere thanks,
David "T" Lang*

A Visit With 2000 Oil Cans And More

By Paul Daley (Photos by Frances McDougall and Gordon Berg)



Ralph Philpot with a few of his vast collection of oil cans.

It was 1939 and a young 6 year old lad Ralph Philpot was farewelling his father who was leaving the family home to go to war. His father gave him firm instructions to be good but more importantly he left him in charge of the hand pushed lawn mower and an oil can. So began Ralph's journey which has finished today with a large collection of approximately 2000 oil cans dating from the 1830's right through to the present day.

Club member Graeme Edwards organised an 'Around the Houses' day on Wednesday June 21st beginning at the oil can display in outer South East Melbourne. Now, if you wonder if a 2000 oil cans tour was for the fainthearted, the morning's visit was remarkably interesting, in fact to many intriguing! The oldest can was for an 1854 Wolseley who prior to making cars made shearing machines. Then there was an 1875 cast

iron oil can made by Webster with a flat spring base. Another can had a lens like a camera, while another had a 500 millimetre spear which was a railway oil can used in the 1910 - 1920's. Interestingly the collection of British miniature oil cans the size of a thimble fascinated many with these tiny items worth up to 650 British Pounds. The challenge to invent a new oil can was almost as diverse as a challenge that evades many - to invent a new mouse trap.

For car buffs, special cans for Rolls Royce, Cadillac, Renault, Cubitt, Humber etc featured. And what was Ralph's favourite here? It was a British Jubilee made in 1939 to 1940 and Ralph spoke fondly of its 'beautiful action with a valve on the end'. What about the French who made delicate folding cans that have a spout that folds out like a round coin purse?



Ralph's collection was displayed in multiple cabinets.



Another veteran Minerva under restoration.



Massive V16 motor in the Cadillac.



Bill Sides describing one of his current veteran Minerva restorations.

There was history as well: a ship's can that was a relic from the 'Caledonian' that sunk in 1914. Or a Keystone can, a favourite of the 1920s motorists together with another 1920s item, an American tool valve. For those wanting something of a mystical nature what about 'Aladdin's Copper Can' which, due to the expense of oil in those days, had a wick that could be lit to see that none of the precious oil was wasted. There was a whole cabinet with 1860s cans, intriguingly some were weighted so that they never fell over.

Club President, Ian Berg, thanked Ralph and Edna Philpot for their hospitality and said, 'you don't appreciate what's in people's sheds – this knowledge and display has also produced an outstanding book'. Lynette Edwards must be thanked for preparing a magnificent morning tea with scones, jam and cream and other homemade delicacies.

On reflection, Ralph and his wife Edna wonder if the next generation will collect and have any interest in old oil cans from a bygone era - one which produced things that were both functional and aesthetic. Ralph has produced a quality coloured bound book on his oil can collection which is available for \$20. If you are interested, contact Graeme Edwards 0418 347 216.

Fifteen Club members enjoyed a hearty counter lunch at the Stamford Hotel and in the afternoon departed to Bill and Dianne Sides residence in Wheelers Hill to view his large collection of Minerva cars. Surveying the diverse array of vehicles, a chirpy Andrew McDougall asked, 'do you think he's got the disease?' Bill is regarded internationally as the Minerva guru and his collection is the largest in the Southern Hemisphere starting with a 1904 Minerverette, a quaint little car weighing just 250kg and yet can travel at 25 miles per hour.

The collection is spread not only at his residence but also in a factory in Mulgrave which houses such interesting cars such as a 1913 Austral cyclecar. And going from the sublime to the ridiculous, a 1930 Cadillac V16 7.4 litre 452 cubic inch Limousine which Bill has just driven through Tasmania at the recent Cadillac rally!

The Club thanks Graeme and Lynette Edwards for organising this event, and Ralph Philpot and Bill and Dianne Sides for hosting us.

Just a Gate

By Colin Dennis



The bare chassis as purchased (next to my Riley 9 Kestrel)



And then with the collected radiators, gearbox, steering column, the incorrect rear axle and miscellaneous bits loosely assembled

I have been a passionate old car enthusiast for close to 60 years. It all started in 1959 when my parents took me on a holiday to Rye and it just happened to coincide with a VCCA rally. I'm not sure why but I have not been the same since! Anyway by 1967, (at the age of 13), I had convinced my parents that I needed a restoration project and with their help I purchased my first, a 1929 model A Ford. Seven years later it was a going concern and when I turned 18 the A model became my daily driver. There have been a series of old cars since including Dodge 4, several Austin Healeys, several Triumphs, 3 MGs, and 6 Rileys both post and pre war. But I have always wanted a veteran and the opportunity snuck up on me unexpectedly.

Attending the Torrito (near Oyen Victoria) auction was a spur of the moment decision. It was advertised on line and featured a lifetime's collection of rusty metal including lots of vintage relics. I had the time, having recently retired, and was restoring a rare 1934 Riley 9 Kestrel and so, on the lookout for bits.... so why not? I bumped into a friend from work at the auction. He is a hot rod man and was looking for flathead V8 bits, so he had his tandem trailer and he offered to transport any bulky bits I might buy. Thanks Brian!

At Torrito, there were lots of interesting bits in no particular order, scattered through acres of convenient piles ready to sell. Bean, DFP, Leon Bolee Morris, veteran Ford, Dodge and Chev were all included, to name just a few. My eye was caught by a chassis lying in the dust. It was obviously pre WW1, but it was just

a bare frame, every removable bit had been taken with the exception of a brake cross shaft in one cross member. The holes told me it had an external gear change and handbrake, and the rear suspension had been interesting, perhaps with a transverse rear spring supporting the rear of two semi elliptic springs. The engine sub frame had gone and the front dumb irons had been drilled out to take a hinge pin. Barbed wire had been strung along its length to make a gate. There was very little surface rust but it was a bit bent and had obviously had a tough life. Of course at the time there was no way of telling what sort of car it had been, or if any of the other piles contained other bits of the same car. They probably did, but by the time I found out what to look for, everything that was not sold at the auction, had gone for scrap metal. Needless to say I was the sole bidder for the chassis, so it became mine for \$15, and Brian brought it home for me.

Back at home, a lot of time was spent online researching chassis arrangements. I was beginning to think it was a small Cadillac, and when the VCCA had a rally in my district and I volunteered to marshal at Cobden. Of course I checked out all the chassis of the cars and was surprised to see an apparently identical chassis under Daryl Meek's Delage. Our local Delage authority is David Rentsch, and of course David was most helpful in confirming that my chassis was indeed a Delage of around 1910. Further research has suggested that it is a 1909 type L, but this is yet to be confirmed.

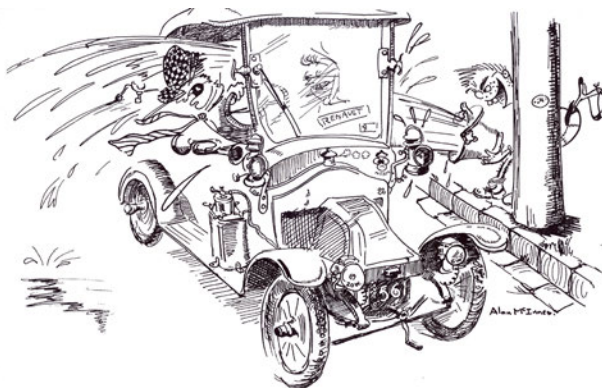
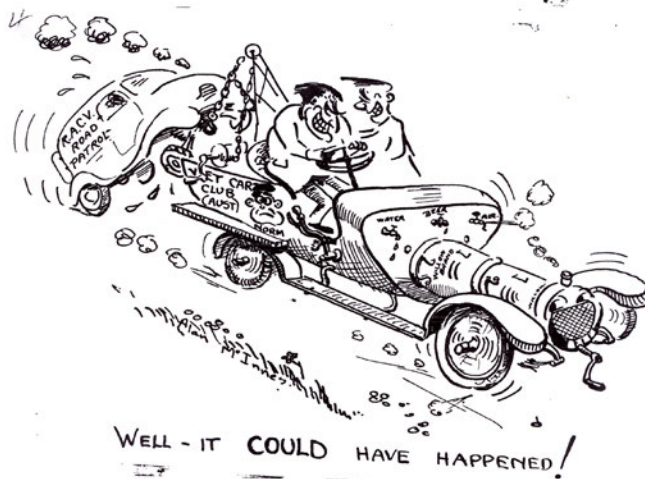
I am now a member of the Delage Club and the Veteran Car Club of Australia. With the generous assistance of several members, I have been able to purchase a radiator, an earlier Delage rear axle and a set of pedals as well as all the chassis brackets which attached the suspension to chassis and engine the sub frame. Reassuringly these parts all line up with the holes in my chassis.

Recently I purchased a correct 3 speed gearbox and another radiator shell from vendors in France. My friend David Rentsch has kindly provided me with a correct steering column and box, so now I am well on the way to having enough bits to start the restoration.

As I said earlier, I am currently restoring a Riley and maintaining two other pre war Rileys, so the Delage project is one for the future. I want to collect enough bits before I start work on the Delage. I have a lead on a possibly suitable Ballot engine, but there are still a lot of bits to find. In particular, I need all the front suspension, axle and steering arms etc. a fuel/oil tank (or a loan of one to copy), a correct rear axle, wheels, gear change and hand brake levers and a multitude of small items. (I will probably need to make these myself, but would rather original bits with patina.)

I know that I am an optimist and it will take some time, cooperation and negotiation but I'm fairly hopeful that the necessary parts will turn up and this gate will become a Delage again.

Drawings/cartoons are by the late Alan McInnes from the 1969 and 1970 era. Courtesy of Ralph Provan.



Ralph & Lois Provan get an unexpected ducking. (As if Ralph wasn't wet enough already!)

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RACV Midwinter Rally – Yea

By Paul Daley & Fiona Lane (Photos by Debbie Couper and James Dunshea)



Jessica & Ben Alcock in their 1914 Overland in the hills of Ruffly

Part 1. 'OFF THE BEATEN TRACK'

By Paul Daley

Located just over 100kms from Melbourne, the historic town of Yea was the centre for our 2017 RACV Midwinter Rally held from Friday 14th to Sunday 16th July. Yea is the gateway to Victoria's high country and central wine areas and is nestled in the valley with the scenic Goulburn River and many historic sights and buildings. Rally Directors Robert and Debbie Couper started planning nearly 12 months ago and put together a weekend that many who attended rated as one of our most memorable rallies.

Some entrants chose to drive their veteran cars to Yea. David Provan and Steven Hobbins (1912 Talbot) travelled from Melbourne's northern suburbs via Flowerdale, Paul and Lena Daley (1913 Overland) drove from the eastern suburbs via Yarra Glen, while Ralph and Lois Provan (1909 Renault) had only a short drive from Seymour.

The weekend kicked off with registration on the Friday afternoon at the Peppercorn Hotel in Station Street. Here, the RACV rally bag with all the essentials including the full colour Rally Guide were distributed and the fun began with a shake down observation run around Yea, with the run sheet describing the highlights



Steve Bennett providing an armchair briefing for the rally



Brenton Smith's T Ford closely followed by the Dunshea Hotchkiss



The Berg's Cadillac, Daley's Overland, Cove's Talbot and Smith's 1913 Ford T



John Stanley & Christina Torio's 1913 Stoeber, and the Donald's 1910 Renault

of the town in detail. After the run and with the cars safely garaged, it was time to proceed to the Yea Winery, Cidery & Brewery, for Armchair Rally where 'no car required, just a sharp mind' was the order of the day, and this is where the fun really began.

Mine Host David Smith was a real raconteur and with a smile he said, 'welcome to Yea' and continued 'as a tourist destination Yea is so desperate that we will do anything! We are regarded as Australia's best pit stop, in fact Yea has the best toilets and annually 2,900,000 cars stop here, just to have a pee'. David cannot only exaggerate but is also a colourful wine buff, and in 1981 he came to Australia from the UK on holidays with his wife Trisha. They established a 20 acre vineyard in Boronia, which is located behind the fitness centre and their most famous drop was awarded Best Shiraz in Victoria with a score of 57 out of 60 - it was a 2008 Shiraz.

The winery store is run by family members Sheena and Steve and dates back over 140 years when it was originally a grocery, which was established by a Chinese family to service the local gold diggers. It has had a colourfully history and was at once stage was even a house of ill repute! Today fine wines and ales are on offer to the tourist industry.

David Smith was assisted by Steve Bennett and briefed the entrants on the task ahead – a timed Armchair Car Rally - giving everyone a detailed map and pencil that explained the rules of navigation without the need of detailed turn left, turn right and straight-ahead instructions. Instead we were given a supposedly simple system whereby a straight vertical line with horizontal marks on either the left or right-hand side of the line mysteriously indicated the direction and finally the destination. After explaining the concept a few times, finally a few of the bright sparks announced, 'I got it' and basic map reading and advanced cartography began! Many took the task very seriously. Ian and Sue Berg are always up to the challenge and they huddled over the map with the intensity of a couple registering for a family membership of the Australian Institute of Cartographers. There were other competitive members; Peter Hammet and Alan Long rose to the occasion and studying the map with the vigour of one reading Saturday's form guide, John Stanley drew on his mathematics and algebra to interpret every little squiggle, while Marcus Wills Cooke was distracted by his partner Vinni who wished to sample the wines on display and laughed and asked, 'can we go and relax now?' She did, and was joined by Debbie Alcock, Amy Martinich, Sherryn Dunshea and Lillie Keogh all enjoying a tippie.

RACV Midwinter Rally – Yea (Cont.)



Rob Couper briefing entrants on the Saturday morning



Cosy dinner at the Peppercorn Hotel

That evening there was a casual dinner at the Royal Mail Hotel. It was a hearty country affair. John Stanley and Christina Torio were guests with local identity, Kath McCracken, who has spent her 93 years in the area and entertained her table with stories of Yea from a bygone era. John and Kath were old family friends, John having spent years growing up in the same area.

On a chilly Saturday morning, the cars assembled for a static display at the Old Railway Station car park and a lavish morning tea was served by the Yea Water Tigers Swim Club. Michael and Claudia Holding had come in their modern car and thought they had no need for winter gloves and beanies until Brian Hussey invited them to join him in his 1913 Model T Ford Tourer. Fortunately, they were able to slip away and purchase winter woolies. Robert Couper briefed the entrants and at 10:30am one by one, we departed for Ruffy at a total distance of 51kms, heading through Molesworth and then on to Caveat via dirt road. Caveat of course is a legal term and local knowledge told us how, in the 1800's there was a vicious land dispute which developed in the area and, you guessed it, the disputed land had a caveat slapped on it. The name stuck.

This drive was simply spectacular with 23kms of gravel road and scenery that was memorable with escarpments and gigantic rocks. All entrants made it to Ruffy with the only late arrival being Lis, Karl and their son Alexander Donald who courageously made it in a 2 cylinder 1910 Renault. 'We made it' said Lis 'however on the last hill we had to give it a push.... a gentle nudge'. Lis hails from a motoring family and is the current Norm Strack Trophy Lady Driver holder.

The Ruffy Store features in many Victorian tourist guides and is a popular off the beaten track tourist gem, with a creative epicurean menu. For lunch, we had a choice of Butter Chicken with Basmati Rice and Roti Bread or a slow cooked Lamb Ragu with a local cream potato mash.

Rick and Jill Cove came from Bairnsdale to join the rally and for Rick it was a trip down memory lane for he spent his childhood days in the area until 9 years of age. As Rick said, 'I learnt to shoot, ride a horse, sort wool...' great memories of his time in the old Highlands area. During the lunch break Peter Johnson was able to undertake running repairs on his 1913 Overland Speedster which was 'missing' with magneto and possibly carburettor problems.

Addressing the lunch, Ian Berg said 'I don't think I've ever driven my 1910 Cadillac in more challenging conditions', and congratulated all participants for safely navigating the roads. Ralph Provan reflected 'years ago, sponsor Golden Fleece would put us on good roads for publicity – we went to Ballarat a couple of times, Sorrento, Bendigo, all good publicity and exposure for them and although there were some runs that were 'different' we never did this sort of thing'. Ralph and Lois Provan have been with the club for over 60 years, and thoroughly enjoyed the run. Reflecting on today's heavy traffic Ralph commented that 'today we must go to remote areas, and I'm happy because of the scenery. These sorts of runs are what the club should be about – off the beaten track!'

We departed from Ruffy on Springs Road and took a leisurely 24km drive to our afternoon tea stop at the Highlands Community Hall where we were greeted by Pauline Roberts of the Y Water Discovery Centre. The anteroom off the hall once served as the classroom for the tiny local Primary School and the hall was perfectly preserved with a framed photographic history of the area. Displayed on the walls were the Highlands First Aid Class 1915, the Alpin Family 1895, Minchington Family 1915, Chisholm Family 1890's, Stewart Families, this tight knit group of pioneers all intermarried and formed the back bone of the Highlands community. We were treated to a fascinating talk by local identity Peg Lade who was in her nineties and has lived here her entire life in Highlands including 70 years of marital bliss.



Brenton Smith and Lilee Keogh in the T

The climate must encourage longevity as for most of the year the temperature is a maximum of 10 degrees Celsius. When Peg first got an electric blanket for Christmas back in the early 70's, on Boxing Day she turned it to 'on' and still hasn't turned it 'off', she claims! To this day Peg doesn't lock the doors of the house as the area is virtually crime free. Peg told us of the history of the area back from Aboriginal times. When the area was being cleared, the settlers found Aboriginal archaeology containing rock axes, rocks for sharpening axes and even ancient rock cave paintings.

Afternoon tea was sumptuous and our hosts were the Yea Yakkers who were a group of about 20 talented ladies who come from Highlands and surrounding areas. They had on display their patchwork and quilting plus exquisite embroidery, intricate smocking and other wonderful items. We departed at 4pm for our return to Yea which had 12kms of steep decent back to Yea.

The Peppercorn Hotel was the venue for the Saturday evening dinner and the hotel is renowned for its high-class cuisine. They didn't disappoint! The dining room with its old-world charm and bare-brick interior was the perfect venue for 'old car' conversation and wagering on the following morning's Cold Start Competition. Michael and Claudia Holding had a projector and screen with entrants and odds to the cold start competition and there was spirited betting during the evening. Entertainment was provided by magician Frank Agius who was an international act and went from table to table for 2 hours during the evening – young Alexander Donald was particularly taken by Frank's 'magic'.

Ian Berg thanked Rally Directors, Robert and Debbie Couper and Rally Assistant Peter Hammet and Tail End Charlie Daryl Meek, Paul Daley, David Provan and Michael and Claudia Holding for all the hard work they had done to ensure a memorable event.



Ralph Provan's Renault AX



Ralph Provan and Paul Daley with Paul's 1913 Overland 69T



Entrants on the wetlands tour

RACV Midwinter Rally – Yea (Cont.)

Part 2. 'A VERY COLD START'

By Fiona Lane

Neither bright, nor too early, we made our way to the Yea Riverside Caravan Park for the 2017 Cold Start Competition. It was however, freezing – literally - many 'smart' phones were declaring the temperature at minus one. And yet a hardy and enthusiastic group gathered around the first vehicles and entrants to be put to the test.

First cab off the rank was Brenton Smith and his 1913 Model T. Not a lot of action to begin with but with a final time of 43 seconds we were off. Next up to the plate was Greg (same surname, same model car) and a similar time of 44 seconds.

Number three to enter the contest was Robert Tenny, complete with Doctor Who theme music and stethoscope in the 1912 Talbot. With David and others looking on in anticipation, the Talbot was unfortunately not interested in starting in front of such a large crowd of on lookers. On to the next contestant.

Ralph Provan and the ever reliable Renault did not fail to impress. In a time of 18 seconds Ralph was in the lead.

Off to the other side of the caravan park for the remaining entrants – a Hotchkiss and twin Overlands and Alcocks. The restless crowd gathered around defending Champion, James Dunshea and the 1914 Hotchkiss. Perhaps it was just a little too cold for the team, perhaps the pressure was too much. Either way, a finishing time of 25 landed James and his machine in second behind Ralph.

Jeff had the 1914 Overland Speedster springing to life almost immediately, completing the task in a blistering 12 seconds. We had a new leader. Ben was last to fire his vehicle into action and the 1914 Overland did as it was told and recorded a time of 16 seconds.

Final Placings:

First:

Jeff Alcock - 1914 Overland Speedster.

Second:

Ben Alcock - 1914 Overland.

Third:

Ralph Provan - 1909 Renault.

Despite the freezing weather, it was another successful and exciting running of the Cold Start Competition. A big thanks to Claudia and Michael Holding for running the tote the preceding evening and the time keeping and paperwork on the day. Also to Jessica Holt for filming the entire proceedings and posting the video to the Club's Facebook page.

Following the Cold Start Competition entrants were treated to another morning of interesting touring visiting the Yea Water Discovery Park, the historic Cheviot railway tunnel. This 660 foot long tunnel, built in 1889, enabled extension of the railway line to service a number of towns in the hilly areas around Yea. Following this we returned to Yea for lunch at the Yea Emporium. Our thanks to Rob and Debbie Couper for a wonderful event.



Robert Tenny cranks the Talbot at the cold start



Even Overlands need running adjustments sometimes (Peter Johnson)



Brian Hussey's 1913 Ford T



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Private Classifieds

FOR SALE

1916 HUPMOBILE MODEL "N"

2 PARTLY RESTORED CARS FOR SALE

To be sold as a pair. Many parts in crates including 2 complete engines and gearboxes spare engine components. Wheel rims and tyres. Chassis/ Suspension are partly restored and some new panels on both cars. Between the two cars all parts are included to fully complete one easily. These are stored under cover at Moorabbin.



\$14,500 firm

CONTACT: John Shiells (Moorabbin)

M: 0403 228 559

E: jshiells@gmail.com

FOR SALE

CAV Headlamp Model G (10 inch)

\$475 ONO

ARCLITE self generator headlamp
by Miller England

\$950 ONO

CONTACT: Brian Arundale (Tasmania)

T: 03 6391 8698



FOR SALE

NEW RADIATOR GILL TUBES

At the least, 100 gill tubes were removed from a new Edwardian radiator core when found to be about 3/8" too short when soldered into the 'dimples' of the top and bottom tanks. Tube lengths are 21.25" with 11/16 x 5/16 round crinkle gills, manufactured by Vintage Radiator Company, Towchester UK. These are 'as new', thus firm sale price is discount cost ex UK. Collect Melbourne.

\$6,250

EDWARDIAN 150 KPH "INTEGRAL" SPEEDOMETER

This French made speedometer with odometer and trip is entirely suitable for a very large aero engine special or a large Edwardian era car, is an extremely rare item. It is polished brass, 100mm diameter, 70mm deep with four hole angled mount at rear.



THE "INTEGRAL" was manufactured by GRAND & BARDIN, 12 Rue de Courcelles, LEVALLOUS - PERRET. (Paris).

\$2,500 firm.

CONTACT: Peter Latreille

T: 03 9826 2167

E: peter@latreillearchitecture.com

WANTED

An urgent request for Overland bits, is for door hinges for the 59, 69, 61, 71 series. These were two piece cast hinges, and there were a number of variations as the 59 tourer was different to the 59 roadster, and same for 69, 61 and 71, and left and right were mirror images. We urgently need any 69 tourer ones. I can get the part number (cast into the vertical section) if anyone thinks they might have any. I have a number of hinges of all the different types, but not a full set of any of them. At least I think I have enough for patterns for most.

CONTACT: Rod Cripps

E: cripssrm@bigpond.com

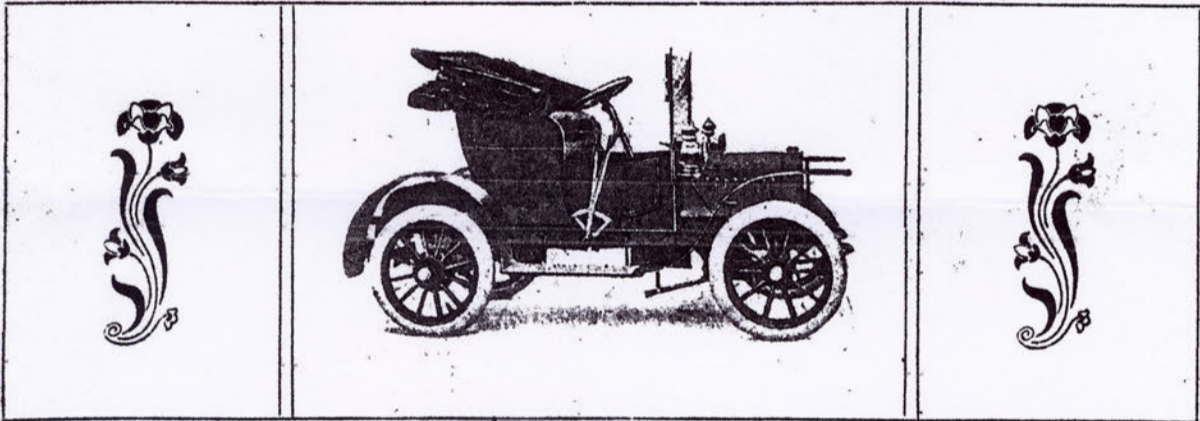
M: 0409 988 455



De Dions for Ever

AUTOMOBILE HILL CLIMB ALL QUESTIONS SETTLED

The DE DION that Won the King's Birthday Hill Climb now establishes a greater performance.



The wonderfully good time made at the last Hill Climb, when a single cylinder De Dion Car beat easily cars of all makes up to six cylinders, was improved upon by the same car on Friday, January 7, before the Club's Officials, when this marvellous little car knocked 13-5 sec. off the previous very fast time.

De Dions are Always Good.

Sole Agents: **TARRANT MOTOR CO.**

108 Russell Street, Melbourne.

Natter Night Meeting Minutes

Tuesday, 11 July 2017

**at the Veteran Car Club of Australia (Victoria) Inc.
Clubrooms Lynden Park, Wakefields Grove, Camberwell**

1. Opening and Welcome

The Club's President, Ian Berg, opened the meeting at 8.03 pm and welcomed all members present.

2. Attendance

There were 38 members who attended the meeting.

3. Apologies

Neil Ferguson, Andrew and Frances McDougall, Geoff Payne, Cliff and Betty Ward, Fiona Lane, David Couper, Bob May, Brandan Pierce, John Shiells and John Prior.

4. Visitors and New Members

There were no visitors or new members present at the meeting this month.

5. Member News

Graeme Edwards informed members that Bruce Nelson was unwell. Peter Latreille spoke about his recent participation in a 'post Edwardian, vintage, and non-club' 2300 km Alpine Trial. Stan Bone spoke about an article that Chris Duncan and others had prepared after the 2016 National Veteran Rally (Ulverstone, Tasmania) about their driving experiences in the 1911 FN.

The President informed members that Brain Hussey had sold his De Dion Bouton; Brendan Pierce had purchased the 1914 Cadillac that was owned by the Tishler family; Russell Holden had sold a 1912 Cadillac to a member of the Victorian Cadillac and LaSalle Club. DW indicated that Bert Lamshed's 1912 La Buire roadster had been sold at a recent Bathurst clearing sale.

Peter Latreille reported that, after the passing of a good friend, his mate's 1924 Vauxhall 30-98 is for sale. Daryl Meek advised members about a 1901 Curved-Dash Oldsmobile that will be on the market in the coming weeks.

Treasurer's Report – Jim McCaffrey

Jim reported that the Club was in a healthy financial position and that the accounts for the 2016-2017 year would be given to Gerry Howell CPA for an audit to be conducted. Jim thanked Gerry who very kindly conducts the Club's annual audit at no cost. The auditor's report and the financial statements will be published in the September edition of Brass Notes.

6. Events – Paul Daley

Paul reported on the past and upcoming events of the Club.

7.1 Past Events

Mildura 500 (Ballarat to Mildura) – 9 to 12 June 2017.
Round the Houses Visit to Ralph Philpot Oil Can Collection – 21 June 2017. Daryl Meek presented an event report. Paul and Daryl thanked Graeme Edwards for organising the event and Lynette Edwards for preparing morning tea. A very successful and enjoyable event.

7.2 Future Events

National Brush Rally, Dalby Queensland – 11 to 14 July 2017.
RACV Midwinter Rally (Yea) – 14 to 16 July 2017. Rob Couper provided an update report.
National Brush Rally (Dalby, Qld) – 11 to 14 July 2017.
August Natter Night guest speaker will be Brian Churchill – 8 August 2017.
Rob Roy Hill Climb (Christmas Hills) – 13 August 2017.
National Veteran Rally (Clare, SA) – 24 to 30 September 2017.
'Down Under' London to Brighton, SA – 1 October 2017.
Motorclassica (Royal Exhibition Building) – 13 to 15 October

2017.

Springtime above the Snowline – 20 to 22 October 2017.

RACV Annual Rally (Ballarat) – 10 to 12 November 2017.
RACV One & Two Cylinder Rally (Cobram) – 15 to 18 March 2018.

7.3 Other Event Issues

Paul spoke about the requirement of motorcycle learner riders to wear a Hi-Vis safety vest and encouraged members to wear a reflective safety vest whenever appropriate.

The President informed members that the Horseless Carriage Club of America (in California) has been issuing to members copies of the Veteran Car Club's 'The Importance of Safe Driving' brochure.

7. Wanted, For Sale or Swap

Robyn Blackwell informed members that she has a pair of 1927 six-figure black enamel number plates for sale.

Paul Goethel advised members that John Shiells will be selling two complete (1915 and 1916) Hupmobiles. An advertisement will appear in a forthcoming edition of Brass Notes.

Daryl Meek offered members the opportunity to use his empty tandem trailer during a trip planned in late August to Tasmania.

8. Membership – David Provan

David welcomed the following new members to the Club. Doug and Jan Palmer who reside in Hamilton.

Brian and Joanna Williams who reside in Woodend. Brian and Joanna own a 1909 Brush and a 1922 Rolls-Royce Silver Ghost.

Alex Brown and Simon Bayley who reside in Canterbury, New Zealand.

9. General Business

Road Safety Commercial

David Provan advised members that Casting Sugar, a casting company for film and commercials, had contacted the Club and was seeking people with 'near miss' traffic stories to appear in an advertising road safety campaign. Recording and shooting will commence on 17 July 2017.

CSIRO Printing Technology

David Wright spoke about a presentation that he had recently attended at the CSIRO concerning a new sophisticated 3D printing technology. David said that the new technology could be hired by the general public, after a training course, at a moderate cost.

RACV Head Office Display Car

Daryl Meek informed members that Graham Fossey's 1910 Tweenie will be on display at the RACV Head Office from 12 July for four weeks.

There were no other items of general business.

10. Next Meeting

8.00 pm on Tuesday, 8 August 2017.

11. Closure

The President closed the Natter Night meeting at 8.43 pm.

12. Guest Speaker – Helen Stitt, RACV

Helen delivered a very interesting presentation about the remarkable story of the volunteers who helped bring our soldiers home after the First and Second World Wars. The President presented Helen with an original RACV Memorandum of Association booklet as a gift of thanks from the Club.

Events

ROB ROY HILL CLIMB

Members of the Veteran Car Club are invited to participate once again in the VSCC Rob Roy Hill Climb to be held 13th August 2017. The VCCA has been invited to be the feature display at this year's VSCC Rob Roy hill climb and we are confident the VCCA cars will enhance the great tradition of the car park display being a prominent feature.

The Parade run up the hill has been arranged to take place during the lunch break immediately after the Kids Billy Cart Race. The Parade of pre 1918 competition cars will be lead by Stuart Murdoch's 1914 GP Delage.

The usual attractions will be there including an impressive array of Edwardian, Vintage and PVT cars actually competing and of course, the children's Billy Cart Race (enter on the day) is always a big hit. VSCC catering will have their famous roast beef rolls available to purchase along with other hot food, tea, coffee and sweet treats.

Entry fee as previously is \$15.00 per car and display cars need to be in place by 9.30am to allow competition to commence. Trailer parking is available with the competitor's trailers. Definitely no dogs at this event thank you.

When: Sunday 13th August
Where: Clintons Road, Smiths Gully
Melways Ref 265 A9
Contact: Event Secretary Daniel Zampatti
0407 544 627
<http://vintagesportscarclub.org.au>

FEDERATION CLUB MEMBERS

VETERAN AND VINTAGE RUN TO CASTLEMAINE

Saturday 26th August 2017, Veteran and Vintage Vehicles leave Bendigo in convoy at 9:30am and will meet vehicles not participating in the convoy at Western Reserve Castlemaine

FEDERATION PICNIC AT MORONG

One of Victoria's largest displays of unique and historic vehicles and machinery to be on show Sunday 27th August 2017. Lunch will be available from the local Rotary Club.

All enquiries on the above Federation events contact Neil Athorn 0408 033 839

VETERAN CAR CLUB OF WA (Inc) RALLY WEST 2017

The Veteran Car Club of WA (Inc) will be hosting the Rally west 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.

Expression of interest forms can be downloaded from the Club website www.veterancarclubofwa

When: 10th – 16th September 2017
Where: Geraldton WA
Contact: Bob Beames 0419 276 411
bobbbeames@westnet.com.au

NATIONAL VETERAN MOTORCYCLE RALLY

The Veteran and Vintage Motor Cycle Club of South Australia is hosting the national Veteran Motor Cycle Rally in September 2017. This is a non-competitive event held in the beautiful Barossa Valley, travelling on open South Australian roads for motor cycles and tri-cars built before 31st December 1918. Entry forms are available on the VVMCCSA website and entries close 31st July 2017. There will be a bus following the rally each day and participants are asked to notify the organisers if you have family or friends accompanying you who might wish to make use of this transport.

When: 17th to 22nd September
Where: Barossa Valley, South Australia
Contact: National Veteran Rally
PO Box 278
Henley Beach SA 5022
Web: <http://vvmccsa.org.au/nrv>
Email: nrv@vvmccsa.org.au

NATIONAL VETERAN VEHICLE RALLY 2017

ENTRIES FOR THE NATIONAL VETERAN VEHICLE RALLY IN CLARE SA HAVE CLOSED.

There will be some flexibility around visiting attractions but please contact Rally Organisers for full information to achieve the most out of your visits and tours.

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: rally2017@vccsa.org.au

MOTORCLASSICA 2017

Motorclassica has become Australasia's premier event for the classic, vintage and veteran motoring movement, attracting the most beautiful and prestigious classic cars from collections around Australia and the world. Admired by more than 21,000 affluent and discerning enthusiasts, Motorclassica, held at the iconic Royal Exhibition Building, Melbourne, incorporates a number of events into one three day celebration of classic motoring. Entry forms to apply to display your vehicle are now available online.

This year, in addition to our regular concours classes, Motorclassica will be celebrating a number of marque anniversaries in their own special celebration classes. They are as follows: 70 Years of Ferrari, 100 Years

Events

of Holden Coach Building, 110 Years of Lancia, The Golden Years of Midget Speedcars and Moto Guzzi

Once again a separate class for Restoration of the Year will be judged, and an award will be presented to the restorer responsible for the best restoration completed between October 2016 and October 2017.

Entry Forms and further information can be found at www.motorclassica.com.au

When: 13th – 15th October 2017
Where: Royal Exhibition Building Melbourne

SPRINGTIME ABOVE THE SNOWLINE

October will see the start of the second Alpine Tour, Springtime Above the Snowline from Friday 20th through to Sunday 22nd with a leisurely return home on Monday 23rd. The weekend will begin with a gathering for a welcoming pre-dinner drink at the Settlers Tavern at 6pm. Participants can choose to eat at the tavern or from The Stockpot restaurant across the road.

A weekend of challenges and the amazing scenery of the Kiewa Valley beneath Mt Bogong and Falls Creek will be in store for all participants where you can choose just how extreme you wish to take it. Spring will be in the air but entrants are cautioned to dress warm as in an open car, the air can be freezing. One and two day excursions are planned with the exact schedule being determined by the weather but the challenge of Test Hill at Brooklands followed by the climb from Mt Beauty to Falls Creek is currently set as the excursion for the Saturday. Foolhardy challenges aside, your car is not suitable for this run if you cannot be certain that your engine/gearbox is capable of controlling your downhill speed and that in an emergency your brakes will be capable of stopping you on a grade of 7% without engine assistance. On the climb, your engine must be powerful enough to carry you for 200 m up a 7% slope and your radiator needs to be efficient enough to remain cool for the duration of an extended climb. As was experienced in 2016, most cars of the Veteran period that are in reasonably good condition should have no difficulty with this climb/decent. In 2016, the little Vermorel hardly raised a puff. But remember, this is not a race and the traffic on the road should be minimal. So, select low gear and sit back and enjoy the sound of the lyrebirds and forest scenery. The road surface is good and the air temperature will be cool. A very thorough description of the route can be seen on: <http://theclimbingcyclist.com/climbs/alpine-national-park/falls-creekmt-beauty-side/>. The recovery run on Sunday will be a leisurely tour of the area on sealed roads.

Rally entrants should be prepared to organise their own lunches on a BYO basis or taking advantage of the lovely eateries of the area.

Please book your own accommodation. Two motels are suggested.

1. The Snowgum Motel is located in Mt Beauty but is walking distance from the trailer parking area, Settlers Tavern with bistro and the Stockpot Restaurant. Cooked breakfast is available in the \$10 to \$20 range. There is ample parking for your Veteran plus modern car. The cost for a double is \$109 per night but there are only about 10 rooms. Check it out at: www.snowgummotel.com.au or call 5754 4508.

2. The Mountain Creek Motel is located in Tawonga South about 3 km before Mt Beauty. It is virtually across the road from Roi's Italian Restaurant where we are planning to dine on Saturday evening. An advantage of this motel is that there are 15 rooms with covered parking for the Veterans, plus another 15 rooms if we need them. All rooms have a Queen and two Single beds. The only breakfast option provided in-house is Continental but there is a communal kitchen available. The cost for a double is \$112 per night. Check it out at: www.mountaincreekmotel.com.au or phone 5754 4247.

3. Accommodation Option 3. The Mount Beauty Holiday Centre has cabin accommodation for from 4 to 10 persons. It is pet friendly. A cabin with double plus two singles costs \$105 per night. It is located very close to the Snowgum Motel and facilities nearby. Check it out at: www.holidaycentre.com.au or call 5754 4396.

There is no entry fee as it is a minimal organisation rally. Please book your own accommodation as soon as possible and notify John Stanley, john.m.stanley1947@gmail.com of your details including accommodation, number of participants and mobile contact number.

When: Friday 20th – Sunday 22nd October
Where: Mt Beauty/Tawonga South in the Kiewa Valley beneath Mt Bogong and Falls Creek
Contact: Veteran Car Club Secretary
PO Box 2300, Mt Waverley VIC 3149
secretary@veterancarclub.org.au
www.veterancarclub.org.au

RACV VETERAN CAR CLUB ANNUAL RALLY – BALLARAT

Have you booked your accommodation? Entry forms won't be published until September Brass Notes but you need to reserve your accommodation. Read this notice and book it now.

Officially, this 2½ day event, based in Ballarat, will begin at 9.30 on the Friday morning and conclude after lunch on the Sunday. However, to provide a more relaxed start to this traditional VCCA event we are encouraging members to arrive earlier (Thursday afternoon) and so we have planned a social get-together that evening.

There are several accommodation options:

The Bell Tower Inn, Ballarat (Rally Headquarters)
(03) 5334 1600. We have rooms reserved but they will only be held until September 30 unless sold out.

Book directly with the property but you must mention the VCCA to access these rooms and your special full breakfast deal. Two bedroom family rooms are available.

Alfred Motel (03) 5334 1607 This budget style motel is located next door to the Bell Tower Inn. It offers basic motel rooms at discount prices. Note that trailer parking may be very limited, however see below for alternative parking arrangements.

Big 4 Ballarat Windmill Caravan Park (1800 256 633) Has caravan and motorhome sites and a range of cabin styles at varying prices. Check out your options at www.ballaratwindmill.com.au Ample trailer parking is available on site.

Rally Highlights

Thursday Evening:
Pre Rally social get together

Friday:
Touring north and west of Ballarat. (100km round trip) (Will enable entrants driving their veterans to the event to rendezvous at the lunch stop.)

Friday evening:
Dinner and laser light show at Sovereign Hill: Blood on the Southern Cross

Saturday:
Mooramong National Trust Estate (140km round trip)

Saturday evening:
Rally Dinner

Sunday:
Morning tour, finishing with lunch in Ballarat

Trailer Parking:
Overflow trailer parking, for all entrants, has been arranged at convenient properties, close to the recommended accommodation.

When: Thurs 9th - Sun 12th November 2017
Where: Ballarat, Vic
Contact: Michael & Claudia Holding
0407 008 895
mholding@netspace.net.au

RACV 1 & 2 CYLINDER RALLY

Cobram – 15th to 18th March 2018

Rally Directors Andrew and Frances McDougall have reported that the initial response for expressions of interest in this event have been outstanding with over 30 registrations. Customarily the Victorian Club holds its RACV 1 & 2 Cylinder Rally over the third weekend of March. It follows the form of arrival on Thursday morning (for those people who can get the time off) and a short shake down run on the Thursday afternoon. This is followed by two full day runs on the Friday and Saturday and a half day run on the Sunday, for the

return trip home in the afternoon. The runs are generally on quiet sealed roads, 25km for the shake down, notionally 100km for each of the day runs and a little over 50km for the Sunday run.

On a number of occasions the event has been held at Cobram (north central Victoria), based at the RACV Resort, where generally all entrants stay at the one cabin/camping based facility. There are expected to be sufficient cabins, of varying classifications, for all those who wish to have a cabin and with even the opportunity to share if you wish. The facility is well located to attract some entries from the neighbouring states of South Australia, NSW and Tasmania.

After a four year absence from this location the RACV 1 & 2 Cylinder Rally will be returning to Cobram.

For those people contemplating attending the 2018 National Single and Twin Rally in Tasmania from the 21st to 25th March, with registration and the welcome function on Tuesday 20th March, there can be a progression from the Cobram event to the National event in Deloraine. This should be of particular interest to interstate owners, especially those further afield from Queensland and Western Australia. Here you can get to enjoy the use of your single or twin vehicle on two events for the one trip.

Interstate owners who come to the run in Cobram will be able to stay at the RACV Resort an extra night on the Sunday evening (accommodation for this night being provided at half price by the RACV), prior to driving down to Melbourne on Monday to catch the evening ferry. This then ties in neatly with the Tasmanian welcome on the Tuesday.

Specific details and an entry form for the Cobram event will be issued later in the year, around October. This will provide an outline of the runs and venues, detail accommodation options and costs (which are being held at this year's rates) and meals and their associated costs. All evening meals will be at the RACV Resort.

In the mean time it will be appreciated if you can signify your interest in participating in the Cobram run by completing the expression of interest form, over leaf.

When: 15th to 18th March 2018
Where: Cobram Victoria
Contact: Andrew and Frances McDougall
424 Wellington Street, Clifton Hill,
Victoria, 3068
Email: amfi@dunollie.com.au
Phone/Fax: 03 9486 4221
Mobile: (F) 0417 310 852; (A) 0427 220 249

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

ABN 67 004 366 312

PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY

CLUB MAILING ADDRESS

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Mt Waverley, VIC 3149

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e president@veterancarclub.org.au

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e eventsdirector@veterancarclub.org.au

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David Provan
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e secretary@veterancarclub.org.au

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e treasurer@veterancarclub.org.au

IMMEDIATE PAST PRESIDENT

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t (03) 9887 9401

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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

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,

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

Brian Hussey (Jill)
t (03) 5989 0099

Bob Ballinger (Helen)
t (03) 9746 1345

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t 0403 727 228
e editor@veterancarclub.org.au

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Mark McKibbin
t 0419 515 606

AOMC & FEDERATION DELEGATES

Daryl Meek
t 0407 881 288

Andrew McDougall
t (03) 9486 4221

VETERAN CARS & THE VCCA

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

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

BRASS NOTES

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



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Committee July 2017

Front Row (from left):

Jim McCaffrey, Paul Daley,
Ian Berg, David Provan, David Wright

Back Row:

Greg Smith, James Dunshea, Ben Alcock, Geoff Payne,
Andrew McDougall, Daryl Meek

Apologies (Inserts):

Brian Hussey, John Prior, Scott Staples



Committee by Ian Berg

Most members will know the committee, but not all so here is a recent photo taken at the clubrooms. These are the heavy lifters of the club and each committee member has a portfolio of roles and responsibilities to ensure that the club operates as it should. The committee meets eleven months of the year in the week prior to our Natter Nights. If you would like to find out more about the committee and what we do then by all means do reach out. The club is fortunate to have are a great bunch of people to lead us, and I am proud to say the committee is functioning in a very collegiate and efficient manner.



Some of the Midwinter entrants with Rob Couper on the Renault describing the area



Midwinter line-up, from right to left are: 1910 Renault of the Donald's, Rick and Jill Cove's 1914 Talbot, Ralph and Lois Provan's 1909 Renault, Paul & Lena Daley's 1913 Overland and Peter Johnson's 1913 Overland