



# Brass Notes

“DEMENTIA PRODEST”

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



November 2017

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## Flashback

Who, where and when of this unidentified Ford T at an early rally.

Respond to the Editor.



### Editor's Note:

The latest issue of Restored Cars magazine (Nov-Dec # 245) has just come out and features an article on the VCCA (Vic) visit to the 'Up the Creek Workshop' at Castlemaine which we went to on the recent 'Four or More Rally'. The edition also includes an article on our member David Couper's vintage Lancia Lambda.

It is well worth a read.

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## Coming Events

14 November 2017	<b>Natter Night – Ladies Night with Deb Alcock and friends</b> Pre meeting drinks from 7:30pm
18 - 19 November 2017	<b>Bendigo Swap Meet</b> Contact Daryl Meek, 0407 881 288
10 December 2017	<b>VSCC Two Wheel Brake Rally - Mystery Location</b> Contact Ben Alcock, 0404 917 366, for more information

## Major Events

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

## National Events

21 - 25 March 2018	<b>National 1 &amp; 2 Cylinder Tour - Deloraine TAS</b> Joe Clippingdale jaclipp@bigpond.com 03 6396 1144
23 - 28 September 2018	<b>National Veteran Rally – Forbes NSW</b> Organised by the Newcastle Branch of the VCCA (NSW)
14 – 19 October 2018	<b>Early Overland Roundup Rally 2018</b> Les Johnson 0419 288 383 or Jeff Alcock 0425 519 959
22 – 26 April 2019	<b>National Brush Rally 2019 – Goolwa, SA</b> Hamish McDonald brushownersregister@gmail.com
17 – 23 September 2019	<b>National Veteran Rally – Bargara (Bundaberg, QLD)</b> Rally2019@skymesh.com.au
29 Sept – 5 Oct 2019	<b>Model T Ford Annual Rally 2019 Maryborough, QLD</b> www.mtoq12.wix.com/mtoq

## International Events

5 November 2017	<b>Bonhams London To Brighton Veteran Car Run</b>
30 Aug - 6 Sep 2019	<b>HCCA International Tour</b> Expressions of Interest - Russell Holden: 0422 219 911

# President's Message

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A well attended Annual General Meeting on October 10th, saw some new faces and a new Executive line up; Paul Daley, elected President, Ben Alcock elected Vice President/Club Captain, Deborah Alcock elected Treasurer, David Provan continued as Secretary, and Callum Walsh elected to the Committee.

The retirement of Ian Berg as President (remaining on Committee as Immediate Past President), David Wright, and Jim McCaffrey, ends an era of outstanding progress and stability from these dedicated members. I was able to publicly thank them and acknowledge their contributions at the AGM, and present each of them with a framed letter of thanks from the Club, and also acknowledge the support of Sue Berg, Kathryn Wright and Lorraine McCaffrey over the years.

As the speaker at our AGM, I was able to outline my vision for the Club during my coming term as President. The continued success of the Club has been based on the 'Three Pillars' of three signature RACV Rallies, Natter Nights, and a high quality 'Brass Notes' monthly journal and these will be maintained. In addition, I will be bringing to the Committee my goals of increased membership, additional sub-committees for specific goals, and a dedication to continue our role as the custodians of pre 1919 motor vehicles.

Our Past Presidents are continuing to be actively involved with the Club. Ian Berg is devoting enormous energy and time to the history book project, while David Wright has undertaken to mentor the 'Next Generation' thrust of us getting younger persons involved in the life of the Club. We are off to an excellent start with Ben Alcock, James Dunshea and Callum Walsh being on Committee, all being part of the target demographic!

The AGM showcased our new Audio Visual kit, with a large screen, overhead projector, and quality stereo audio. Ben Alcock has been working on this project for the past four months, supervising the acquisition and installation. What a difference it makes; and our meetings really have that interactive aspect now!

The Nationals at Clare saw over 30 Victorians participate, and a highlight was a dinner that I hosted together with David Provan and John Stanley. This special 'Victorian Dinner' saw over 70 members and friends pack the Clare Hotel, and it was a wonderful time of Victorian Club fellowship with our interstate members. The highlight was having an International guest Professor Heinz Stoewer of Germany speak – Heinz was a keynote speaker at Astronautical Space Congress in Adelaide. This was a real treat and you could have heard a pin drop in the pub dining room. Thank you John for organising Professor Stoewer's time with us which also included the Friday driving John's 1913 Stoewer C1, part of the Stoewer family automobile legacy. Many of those attending the dinner asked that we continue to host this evening at future National events.

The 1916 Dodge Bros. Tourer that was bequeathed to the Club by the late Cedric Christie was successfully advertised, the Tender publicised and closed, and I am thrilled to advise that we have finalised the sale with an excellent financial outcome. The work and processes that our Secretary, David Provan put in place should give others the confidence to consider the Club in any future potential bequest. The Committee is considering the best application of the funds to remember Cedric's generosity.

The Events Sub-committee convened by Ben Alcock has locked in the activities for the 2018 year, and the Club Calendar will be printed and inserted into the December Brass Notes. As usual, a magnetic fridge magnet version will be available for collection at Natter Nights.

Michael and Claudia Holding have finalised arrangements for the RACV Veteran Car Club Annual Rally at Ballarat, and all is set for an outstanding program. With nearly 50 veteran vehicles entered, the programme has everything perfectly planned and this will be a wonderful conclusion to our 2018 Rally programme.

The November Natter Night will be a special Ladies Night hosted by Debbie Alcock. This event was one of the highlights last year, and Debbie always guarantees an entertaining segment for the ladies. Please come at 7:30pm and join with my wife Lena, for pre meeting drinks and nibbles.

I have produced a booklet on Edsel Ford which is inserted with your magazine, and also a flyer publicising an excellent new book, 'Early Australian Automobile Design History – The first fifty years'.

Yours in Veteran Motoring,

*PAUL R DALEY*  
*President*



**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

# NATTER NIGHT November 14

It's  
*Ladies  
Night*

**7.30pm - Drinks & Nibbles**  
**8.00pm - Natter Night**

**Hosted by Debbie Alcock, with her friends!**

**Following the success of last years event,  
Debbie has some surprises for us all!**

**A very special evening with an emphasis  
especially for the ladies!**

## LETTER TO THE EDITOR

*Hello Roger,*

*While travelling in Ireland I have just received Brass Notes and read with interest about the wooden wheel fellow forms found by the Berwick woodwork group. I believe I may be able to shed some light on these items.*

*About 30 years ago Deane & I had some new 25" wooden fellow wheels made for both our 1915 & 1917 Dodge Brothers cars by a retired Royal Navy ships carpenter by the name of Peter Bravin.*

*He was just getting started in the wheel making business & making patterns for steam bending the fellow bands. Peter lived in Berwick, and has since passed away.*

*The wheels are wonderfully made, and I feel sure this is where these forms came from.*

*Regards,*

*Pam & Deane Hill*

## GOT SOMETHING TO SELL AT BENDIGO SWAP?

VCCA (Vic) will be having a stand at the Bendigo Swap (November 18 to 19) and we welcome "small and interesting" items that we can display for sale.

Available on the stand will be an interesting range of Club booklets and complimentary Brass Notes.

The stand is also a great place to meet others, have a coffee or drop off something to store while you enjoy your day.

**Contact Daryl Meek:** e: [daryl\\_meek@racv.com.au](mailto:daryl_meek@racv.com.au)  
m: 0407 881 288



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# Reminiscences And Other Tall Tales

By Hugh Guthrie

At the October Natter Night, we were a little late arriving at the meeting – and as the President had started the evening right on time, we had to sneak in, as surreptitiously as possible. Much to my surprise, the President was describing how he had managed to trace the owner of a Silver Ghost Rolls-Royce that had allegedly taken part in an early Veteran Car Club Two-Day rally to Ballarat, and displaying an image of the car on the Club's whizz-bang new audio-visual projection system. Little did he, or anyone else present know, but parked right next door to that Rolls when that picture was taken in 1957, in amongst other Veteran cars, was a 1916 Stutz Bearcat! How could this be so, you might ask (or maybe not)? I had to speak up, to show how important our history is to the Club, and to have the opportunity to embellish that history with recollections and reminiscences while we can.

The occasion was the 1957 VCCV (as the Club was referred to those days) Two-Day Rally to Ballarat. And it is time to introduce the actors in this story. The vehicles were a 1907 Rolls-Royce Silver Ghost, which was christened the "White Ghost" if old memories can be trusted, and a slightly dowdy but racy 1916 Stutz Bearcat. The owners were of a similar disparate appearance – both young healthy specimens, the driver of the Rolls, Adrian Garrett, and his crew suitably and fashionably dressed, and in the Stutz, Hugh Guthrie in a flying-suit "inners" with fur to the inside, affectionately known as "bearskins".

It is memorable that out on the Ballarat Highway, these two vehicles were travelling together on a section devoid of traffic and the competitive spirit began to surface. Faster and faster went the Ghost and the Bearcat, with much urging and derisive comment from the crews on both sides, as the vehicles occupied both sides of the white line. Ballarat Road at this time was a two-lane road so this juggernaut thundered down (sorry, but got carried away there - R-R's whisper!) the highway at increasing speed. The duel lasted several miles, I am sure, but inexorably the Stutz drew ahead and with a wave of the furry arms, thundered on (yes Stutz do thunder!) to the Ballarat Showgrounds.

There are a few related, relevant stories – the Sun News Pictorial road-testing team were following the Rally, and overtook the Stutz a mile or two after this battle and suggested we were travelling at an impressive speed (which speed remains today a well-kept secret). I have the newspaper report of a "fast moving Indianapolis racer" that my mother cut from the Sun newspaper later, and posted to me.

I should also report from that Rally that the Rolls-Royce won the Cold Start competition (I failed and had to be tow-started by Golden Fleece), but the Stutz won the Acceleration Test in the big car class.

PS: I do not know where that R-R is today, but the Stutz Bearcat now resides in the USA.

## VALE DEB TISHLER

By Brian Hussey



*Deb Tishler driving the 1912 Prince Henry Vauxhall on the 1967 Rally*

Deb died on the 22nd September and it may be a cliché but the claim behind every great man there is a great woman, was certainly the case with Deb and Noel Tishler. Together in the Prince Henry Vauxhall there was never a more impressive couple and car combination. Neither would suffer fools which often led to a misunderstanding with their directness. Both had remarkable business acumen: Deb with her own successful travel agency for some 30 years and Noel as a Motor Trader extraordinaire. Both were office bearers on our club committee at one time or another. Deb played a pivotal role in support of Noel when he took on responsibilities such as the Presidency of the V.A.C.C. Deb further demonstrated her support and dedication when in 1997 Noel suffered the first of two strokes, the second of which was to see him in a wheel chair. A caring job for Deb of some 17 years was to ensue. A truly remarkable lady sadly missed by Lana, Paule, Michelle, Mandy and many more.



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# PRESS RELEASE – TAVCCA Montagu Trophy Recipient 2017

The Association of Veteran Car Clubs in Australia (AVCCA), Photo Brian Hussey



**Award Recipient:**

Greg Smith

**TAVCCA Member Club:**

Veteran Car Club of Australia - Victoria

**Press release date:**

Tuesday, 3 October 2017

Greg's significant contribution to the veteran car club movement, either at national or member club level includes:

- Greg is a true veteran vehicle and motoring enthusiast. He was born into a family who owned a 1913 Ford T and from a toddler he has been a constant participant in veteran motoring and Veteran Car Club of Australia (Victoria) activities. As a youngster Greg could often be found sitting in the Ford T or when in bed clutching a T model Ford parts book instead of a teddy bear.
- Whilst accompanying his parents at every opportunity on veteran events, Greg could not wait for the age to arrive when he could go veteran motoring on his own in one of his Father's veteran cars.
- In 1989 Greg purchased a 1909 Maxwell and shortly afterwards the rusty remains of a 1912 two cylinder Swift – much to the dismay of his wife. As will be widely known Greg quickly restored this car, even when having to find the missing parts, and has been successfully campaigning it now for many years.
- Since Greg's initial acquisitions and restorations he has demonstrated a desire to own and restore obscure, quirky, veteran vehicles, which by many would be considered weak and feeble or impractical. Greg has not only performed first class restorations but has shown that these vehicles can be made to perform reliably and well. These vehicles include a 1909 Schacht Motor Buggy, a 1913 twin cylinder DWK and a 1904 fixed speed, Australian made, Maldon Motorcycle. In the case of the Schacht and the DWK, which have friction drives, Greg came up with a way of ensuring long lasting reliable friction driving, which has been subsequently copied by other veteran enthusiasts around Australia who own friction driven vehicles. The historical associations of the vehicles he owns are also important to Greg.

- Shortly after completing the restoration of the Maldon motorcycle, which was originally built in Maldon, near his home in Bendigo, Greg entered and road the motorcycle, successfully and with much effort, from Sydney to Melbourne, in the 2005 one hundredth anniversary re-enactment of the 1905 Dunlop Reliability Trial. Since this time Greg has participated in National and State events with the Maldon and as recently as the 2016 National Veteran Rally held in Tasmania.

- Over the decades Greg has participated in virtually every state and national event possible, encompassing events for large veterans (although he uses small veteran vehicles), high wheeler buggies and veteran motorcycles.

- When he is not participating in events being run by others he has organised or assisted with many state and national events for the enjoyment of others. He was Rally Director for the Maryborough National High Wheeler Rally and has run numerous single and twin and icicle rallies. Another initiative was his instigation of the annual "Tadpoles and Tiddlers" run, primarily for primitive and underpowered motorcycles.

- Now that Greg is retired and living in Bendigo, around 180km from Melbourne, he has joined the committee of the Victorian Club and regularly drives a round trip 360km in order to attend general and events committee meetings. He is a valued member of committee with his extensive knowledge and quiet, wise counsel very much appreciated.

- If another member of the Club requires assistance, Greg will be first to put up his hand, be it to assist in push starting a run and jump motorcycle, rendering mechanical knowledge and assistance or in the case of the first National Brush Rally being tail end Charlie.

- Greg has lent veteran vehicles to others and has been actively instrumental in fostering the use of veteran vehicles by other members of his family and more generally the younger generation.

- Whilst one aspect of his enthusiastic association with veteran motoring may be considered as being of a commercial nature, for the benefit of himself, Greg has provided an invaluable source of brass lamps, horns and accessories to veteran vehicle owning members. Greg provides restored and unrestored items at very fair prices and has an uncanny knack for being able to locate items being looked for by members. His activity in this field is one of a hobby, with fair recompense for his efforts, but always with the view to being able to assist another enthusiast in obtaining an appropriate item for their vehicle.

In conclusion, it is felt that Greg in his quiet, self-deprecating way epitomises the best contribution to the cause of veteran vehicle preservation and motoring and as such will be a most worthy recipient of the Montagu Trophy.

## LONELY PARTS



Here's another engine I recently found near the Grampians which is a Foy Steel engine British made

Foy Steel existed 1913 – 1916.

Regards Adam Auditori

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## LETTER TO THE EDITOR

To the Editor,

My first book, *De Dion Bouton, An Illustrated Guide to Type & Specification 1899-1904*, was published in November 2016. It has sold well and the print run is very nearly exhausted.

Work on a second volume has been underway since the beginning of this year. The book follows the same format, but it is quite different in scale and scope from its predecessor: covering a ten-year period (from 1905 to 1914), including all types of passenger vehicles from single to eight cylinder models, and profusely illustrated with 300 line drawings and 400 colour photographs in 380 pages. It is more than four times the length of volume one, and presents a wide range of technical information and historical background on the company.

The final proofreading and corrections are in progress. The intention is to despatch the files to the printer next week, with the expectation that bound copies will be available very early in November.

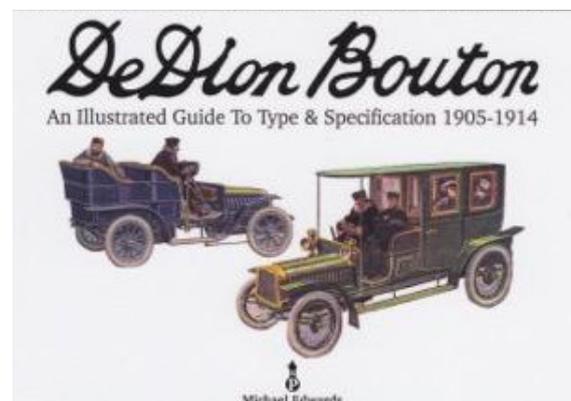
I have a special offer to make: if you would like to order and purchase a copy in advance of the November 10th publication date, the price will be £60 (a reduction of £15 on the post-publication price) plus postage (£8 UK; £12 Europe; £15 Rest of the World).

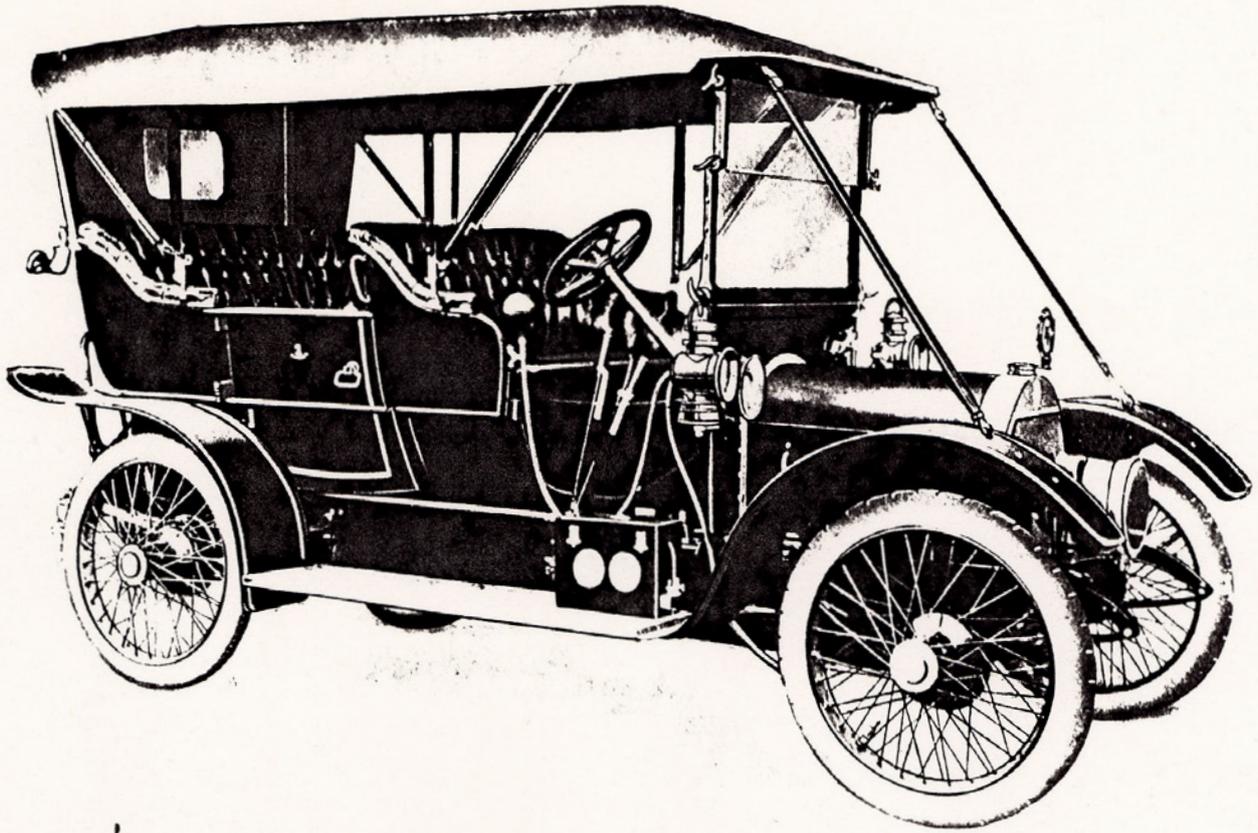
The attached leaflet provides rather more information and the payment options.

Thank you

Michael Edward

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# 11th National Veteran Motorcycle Rally

By Greg Smith with photos by Frances and Andrew McDougall



Greg Smith 1904 Maldon - getting a helping hand from Andrew



A line up of bikes

**17-22 September 2017.**

## **Nurioopta Barossa Valley S.A.**

The National Veteran Motorcycle Rally is held every two years on a rotating basis. This year, it was held in Nurioopta South Australia. We, the Veteran Car Club of Australia (Victoria) had a few of our members participating in this National event. We had Kim Coillet on his trusty well proven 1915 Douglas, the Sargents, Colin, Merralyn and Catrina, who took a lazy seven motorcycles, of which they lent four I believe, John Cox on his 1915 Rover, and Andrew and Frances McDougall who unfortunately were unable to participate due to Andrew pinching a nerve in his shoulder which precluded him from driving, so they flew across and stayed only a couple of days in a rental car, and myself with the 1904 Maldon and a new restoration of a 1908 Sovereign.

It was twelve years ago when I attended my first National Veteran bike rally. I was persuaded by Kim Coillet who said they were really great rallies to attend. I had just got the Maldon on the road, and after doing the Sydney to Melbourne felt I needed to something a little easier, for both myself and the bike also. Coincidentally twelve years ago we were at the same venue, but back then I took a backup crew of my son in law and a Swiss exchange student we were then hosting. The two of them slept in a tent, and I slept in the trailer with the Maldon. Woke up a few mornings with oil all over my face. The things you do!!! Would certainly never do it now, as I like to be spoilt.

Since then, I have attended all the Nationals on the 04 Maldon, but this year I was really looking forward to this one as I had a new restoration that I cobbled together in a real short period of time, that I lent to a great friend from England.

Sunday, our first day was to be a "shake down" run and an evening get together. I arrived in the morning and unloaded the bikes. I was told Ken Hall was on the other side of the caravan park, so I decided to go and see him on the new Sovereign as it was he, I had purchased it off. He was very impressed and couldn't believe it was the same bike he had sold me

from under his house. I then rode back to the trailer, when catastrophe struck. The front mudguard bracket broke, and the guard dropped down onto the tyre and then flung forward to the ground bending the stays and snapping one completely. Well, what to do. Do I ride it without the mudguard all week? Or attempt a fix. The latter was decided upon when, Ian Mould from Queensland (who owns the most amazing 1912 Zenith Gradua) said he had a portable welder. He ran the lead out the window of his cabin and with his trailer as our workbench we proceeded to weld the breaks and hammer the stays back into a reasonably flat state. So much for the fresh paint! No shakedown run, and a few scars and we were back in business.

Day one we were heading to the old railway town of Hamley Bridge. (98 km for the day). It was a fairly cold day with the threat of rain looming. I pushed off Shaun on the Sovereign, and with a push from Andrew McDougall (pinched nerve and all) I too were off and running for a short period as I soon lost ignition. This was to happen several times before a made a better more permanent fix to keep the wire attached to the battery. It took me ages to finally see Shaun in the distance using a fair bit of LPA (light pedal assistance), in fact it was probably heavy pedal assistance to climb some of the hills. Andrew McDougall was again there to assist. Not sure this was the best remedy for a pinched nerve! The Sovereign was not really run in prior to the rally as I had just run plum out of time, so it was still tight and struggling a bit on these hills. We then had a stretch of pretty rough dirt road and the Sovereign ended up stopping. The suspension had worked quite loose and the wheel had a deal of lateral movement, and in fact, it was OK at speed but was slumping over to actually touch the forks when at slow speed. I said to put it on the back up trailer and I continued on until I found, I had lost a nut off my cotter pin which dropped out meaning I had pedals that went around together instead of at 180 degrees. I too, joined the backup trailer. I must confess that I was very cold and the rain was upon us now. I could have fixed the Maldon quite quickly, by replacing the cotter pin from the Sovereign, but opted for the warmth and ease of the backup trailer

vehicle. I really am getting very weak in my old age!

Tuesday we decided to leave the Sovereign at base and tackle the suspension problems Wednesday morning. I had a terrific run today on the Maldon as we rode up to Birdwood, to the National Motor Museum. One never tires of visiting this museum as you seem to find something you haven't seen on each visit. The weather was perfect and the run (113 km all up) was just beautiful. At times I just feel totally blessed to be able to ride this amazing little special motorcycle. We now have a great affinity with each other, after spending so much time together!!

Wednesday we decided to re-bush the suspension with access to a lathe. We were hopeful this may improve the issue, but alas it made no difference at all. Our next idea was to run it without the suspension and just place the wheel and axle into the fork. This was also decided against, as the axle has never had flats cut into it, to fit into the fork openings. I had seen photos when it was found, and it had this auxiliary suspension fitted then, and almost definitely from new. We had the choice of cutting flats to make it fit or just locking up the suspension, which we decided to do. It made for a fairly rough ride, but it did alleviate the issues, and had us back on the road. We then went to the meeting we have each time, to discuss the next venue of where we will be going in two years' time. Ulverstone Tasmania, is in 2019, so bring it on as I cannot wait.

Wednesday afternoon was extremely important to me as this was to be the inaugural TAT Run for a National Rally. TAT stands for "tiddlers and tadpoles". I have been a major campaigner at a state level to get the smaller, older and underpowered bikes out and about and getting used again, and have ran an event for almost ten years promoting this. So in essence this was to be a real highlight for it to happen on the National stage. We all assembled with our tiddlers, and what a sight it was with some nice early bikes, mixed with the feeble performers. This was a recipe for a fun, and historic afternoon of 30 km of riding. Graeme King with his 1911 King Motorcycle with all 160 something cc's was decked out with his "King Power" tee shirt, quite a

sight to regale over. Honestly, this is one of the smallest motors I have seen, and you could practically put it in your pocket. The little motors wheezed, sneezed and popped off as they set off at an appropriate pace. For some reason, the Maldon played up terribly after getting passed by the 1914 Royal Ruby two stroke. I peddled and peddled but alas it would not go. The backup trailer loomed and the bloke said I had 3 minutes to get it going. I must have gave him one of my looks as the rally organiser, Peter Allen said to let me have as much time as necessary as he knew of the importance and passion I have for these little tiddlers. I finally arrived at our destination, having peddled the best part of it, and were absolutely wet through from perspiration with my shirt looking like I had jumped into a dam. All participants were just gleaming with pride as they came to greet me. Shaun said the Sovereign was the first bike in, so the Smith stable was first and last. Catrina Sargent was just bubbling over with joy and excitement having again got onto the little Minerva she learnt her craft on. I told her it was much better than riding the huge vee-twin Royal Enfield sidecar outfit she was using the rest of the week with her mum as passenger. Neil Bromilow was over the moon with how his baby Minerva powered 1905 TB travelled. I think there were 6 Minerva powered bikes on the run, and I think you would be hard pressed to find another run ever, with that many Minerva's. It was one for the



*The joys of veteran motor cycles*



*The hill proved to be too much for the 1910 FN & sidecar of Ron Fellowes*

# 11th National Veteran Motorcycle Rally (Cont.)

By Greg Smith with photos by Frances and Andrew McDougall

ages. We also had regal flavour to it, having a photo of “Royals” together. We had Shaun on the Sovereign, Graeme on the King, Bruce Farley on the 1915 Monarch, and Sharron Rutler from WA, on the Royal Ruby. The Women’s Weekly would have had them front cover. This was an afternoon I had always dreamt about.

Thursday was a run North to Kapunda and Eudunda (103 km all up). Really enjoyed this run, and could not keep up with the Sovereign, as by now it was improving performance every day. When I did finally catch up with it, it was stopped on the last corner before lunch at Eudunda, with Shaun holding the base of the carby as it had split in two. The marshal on the corner said he was a plumber and he would come around tonight with some gas to solder it up, which he obliged us with, and it was ready for the last day of riding. I stopped riding at lunch time as the old Maldon had taken its toll on me. It is a very unforgiving bike to ride any distance, as it has no suspension at all, and it tends to knock the gravy clean out of you. I put it on the backup trailer with the Sovereign for company.

I helped with other riders in pushing to get them going after lunch. It is here when you have this chance, to really get to see the spectacle of almost 140 motorcycles taking off. It was a right hand turn out of the lunch carpark, and all bikes with clutches and gearboxes tended to go right, but because this was up hill, to get all the clutchless bikes going, they head down the hill to start, do a U-Turn, once going to head in the right direction. Honestly it is like organised chaos as you watch this all transpire, along with the sheer amount of different noises each bike extrudes. Absolutely an amazing sight and sound that you never get bored with.

Friday, our last day was to Mt Pleasant and again it was a wonderful day with perfect weather and lovely terrain. The Sovereign was in fine fettle and now quite “lusty” as Shaun termed it. Never thought I would hear the day, of a small 340 cc Zedel motor being termed lusty!! Then to finish up our final rally dinner.

This was a wonderful rally with approx 140 entrants, of which 10 were lady riders. I think there were in the vicinity of 180 motorcycles all up, from all states and territories except the ACT. Three riders from the UK and several from NZ making this truly an international gathering. The National Veteran Rally, really has a tremendous recipe for running a successful rally. The runs are limited to 100 km plus or minus 20 percent and we stop every 40 to 50 km for a break for riders and bikes, which leads to an extremely social rally that is enjoyed by all and are becoming more and more popular.



*Discussing the finer points of the bikes*



*Sometimes you just need an extra push*



*“We just need a bit of a breather”*



*Kim Coillet 1915 Douglas*

# 'Down Under' - London to Brighton Run, South Australia

By Kim Williams

Sunday October 1 saw the 30th Anniversary running of the Down Under London to Brighton Rally. Approx 55 vehicles (a new record) were entered with 16 coming from interstate – obviously remnants from the National Veteran Rally at Clare. After the formalities of tearing the red flag in half we left our gathering park area and drove to the London (Road) start where we were flagged off by the Lord Mayor of London and made our way to Brighton (beach) to the finish line where we were greeted by the Mayor of Brighton. After parking their vehicles, entrants made their way to the tea “tent” for a cuppa and London Bun. The public came to view and coo and a Prime Seven news reported interviewed Loretta Marron/Gavin Mutton and the lovely Trish Hanley and they both made it to the local news reading. At lunchtime the President of the Sportscar Club thanked everyone – sponsors, entrants, volunteers, the public and asked the Shannons reps to announce the winner of the Most Popular Vehicle trophy. Imagine his surprise when the owner of the 1911 Wolseley was told to go and get his trophy by his wonderful wife. He is still in shock as he believes there were more deserving vehicles. Men!!

After this everyone left to either go home (locals) or go on to the Glenelg Sports Club for lunch and final comradeship.

Photos: Start and Finish, Interviews by Seven News, Paul Williams receiving his trophy



*At the finish of the rally*



*Interviews in progress*



*Paul Williams receives his award for the most popular vehicle*

# 2017 National Veteran Vehicle Rally - Clare, South Australia

By Sherryn Dunshea on behalf of James Dunshea and Ben Alcock



At Manoora

## NATIONAL VETERAN VEHICLE RALLY CLARE 2017



### James' pre rally checklist:

- Brass polished - tick
- Car clean and loaded on trailer - tick
- Costco visited for extra large rounds of cheese - tick
- Wet weather clothes packed - tick
- Mum's suitcase and bag of shoes packed - tick

Like many others, we left Melbourne on Friday morning, planning to take it easy on the trip across to Clare in South Australia. We met up with Paul and Lena Daley, David Provan and Stephen Hobbins in Kaniva where

we spent the night, grabbing coffee from the Windmill Cafe on Saturday morning before continuing on our way. Crossing the border, we knew we were getting close as motorbikes passed going in the opposite direction, having spent the week on the National Veteran Motorbike Rally in the Barossa Valley (read Greg Smith's report for more on this).

I convinced James to take a detour to Langhorne Creek to visit a family favourite winery. So the Hotchkiss took another trip on a ferry, this time over the Murray at Tailem Bend. Wine tasting, lunch and some very good purchases at Bremerton saw us back on the road heading to Adelaide, and making a last minute decision to travel directly to Clare - snaring the last known Saturday night accommodation at the Clare Country Club.

Sunday dawned with excitement as a constant stream of people arrived and vehicles were released from their trailers. Like many others without a closed trailer, we spent the morning cleaning the millions of bugs collected on the trip over (note the checklist above). A visit to Rally Headquarters in the afternoon completed registration (4 Hotchkiss were listed - James was excited!) and everyone then headed off to the Welcome Event in the Town Hall.

## Monday

The official first day of rallying saw all cars in one location: 139 entrants ranging from 1903 to 1918 and covering all states and territories, with one entrant from the UK - a 1912 Renault.

Departing from rally headquarters was a little too much for some cars, resulting in an early visit to Goode Restorations, a sponsor of the rally and one of the locations to be visited later in the morning. The rally book advised that there was no parking on the premises - perhaps these cars just wanted to prove the book wrong! Some cars visited once, some visited often, and some just made the decision to stay for the week.

The morning provided a shake down tour of Clare township - a chance to get familiar with the local roads while visiting some landmarks and buildings of note.

First was the old police station and courthouse, now a National Trust Museum. The museum holds collections of costume, furniture, domestic memorabilia and historic photographs, with early horse-drawn vehicles and agricultural machinery.

The second was Windy Brae, an original Clare residence from 1880. Your correspondent, along with two other ladies without vehicles (due to the drivers assisting the owner of the SA 1914 Hotchkiss which was suffering from a bout of stage fright) walked to the house, located at the top of a hill. I'm not sure how the cars made it to the top, but after catching our breath, we joined others in exploring the garden and coach house. The house is noted as being the original home of "Daisy Belle" the 1904 De Dion participating in the rally.

From here we hitched a lift to the next stop, the Clare Valley Model Engineers, which is a fancy name for the extensive model railway which runs around Melrose Reserve, a lovely local park adjacent to Inchiquin Lake and the Clare Country Club, which a number of the entrants called home for the week.

Many of us took the opportunity to relive our childhood and travel (multiple times) the one kilometre of tracks while chatting with the engineers, while others opted to enjoy a cuppa and cake.

With lunch beckoning we reluctantly left the railway and travelled the short 11kms to our afternoon destination, Bungaree Station, a beautiful rural property with a rich history. Established in 1841 by George Hawker and his brothers, it was the headquarters of an extensive sheep station with 100 thousand merino sheep. The property provided numerous photo opportunities and great backdrops for the cars, with a sandstone homestead, woolshed, managers house and other extensive outbuildings, along with the District Council Chambers and a church. It continues today, 170 years later as a mixed farm run by the descendants of George Hawker.



*Veterans on display at Balaklava High School*



*Veteran line up at Balaklava High School*



*Daryl and Fiona on the road in the Fafnir*

# 2017 National Veteran Vehicle Rally - Clare, South Australia (Cont.)

By Sherryn Dunshea on behalf of James Dunshea and Ben Alcock

## Tuesday

We started with a 48km run to Snowtown for morning tea (and yes we went looking for the bank but couldn't find it). From here all participants had been offered the choice of travelling a further 54km on to visit the Kadina Farm Shed Museum, partaking of lunch, a tour of the museum then heading back to Clare. OR leave Snowtown after morning tea and head back to Clare and make our way to Quelltaler Estate, the home of Annie's Lane wines. With a strong head wind we, along with many others, were glad we'd opted for the shorter drive back to Clare! With the windscreen horizontal to reduce wind resistance, we still felt like we were travelling backwards. Arriving at Annie's Lane was a relief, and with all cars lined up on the treed paddock we made our way in to the historic cellar door to explore, gather up our lunch, purchase a glass of wine and relax while taking in the view of the property.

## Wednesday

We headed 51km along gentle hills through the township of Blyth to Balaklava. Blue sky, sunshine and the Balaklava High School student body greeted us as we parked on the large school oval. While many took the opportunity to bask in the sunshine, others piled (literally) school students in to their cars and took them for the ride of their lives around the oval. It is understood that it was at this location that a kidnapping took place, with Fiona Lane discovering Whitworth, her beloved RACV bear, had disappeared. A ransom note and a distressed appeal from Whitworth in the daily rally newsletter, required the singing of the Playschool song by Fiona, which took place at the Friday evening dinner, with a number of the Victorian ladies providing choral support.



Overland in the country side

From Balaklava we headed to Martindale Hall where we enjoyed lunch, more photo opportunities, a walk through the extensive grounds and a tour of the 32 room Georgian styled sandstone mansion built in 1879 for Edmund Bowman Jr (my maiden name is Bowman so I'm checking the family tree out!). The large pastoral estate was once surrounded with a polo ground, racecourse, boating lake and a cricket pitch on which the English 11 played at least once. It is rumoured that 14 servants, 4 of whom lived in the hall and were on call 24 hours a day, looked after the needs of two people, such was the extravagant upper class lifestyle of the wealthy pastoralist of the time.

From Martindale Hall we headed back to Clare, with many of the ladies being delivered to Paulett Wines for a lovely high tea, complemented by a glass of sparkling riesling. While the ladies enjoyed their social event, the drivers returned to Clare Oval to display the vehicles and prepare for the highlight of the week, the Night Lights Parade.

This was my first lights parade, and the spectacle of approximately 60 veteran vehicles travelling under their own lights, both gas and electric, was truly wonderful. The organisers and Clare community did a fantastic job of closing the entire main street for the procession, with easily 1500 people lining the streets, many in period costume themselves.

## Thursday

A lovely drive through the townships of Sevenhill, Mintaro, Manoora and Saddleworth travelling 70kms to Anlaby Station. Established in 1839, it is home to one of the country's oldest bloodlines of merino ewes and has extensive buildings and houses to support the on site staff. The veterans lined the entrance lane to the house, with some chosen to be parked in the internal carriage courtyard, due to the historical reference to the vehicles used at Anlaby in the early 1900s. Morning tea and lunch were enjoyed in the Clydesdale Pavilion, with tours of the house and extensive 10 acre garden providing plenty of opportunity to take a step back in time.



Brass line up

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The evening's activity was arranged by Paul Daley, and provided an opportunity for all Victorian members on the rally to enjoy dinner together at the Clare Hotel. A great chance to mingle and put faces to names - both human and vehicle.

### Friday

Another leisurely day, with a 42km drive to the township of Burra, established in 1845 following the discovery of copper. Mining ceased in 1877 and apparently Burra provides the best example of Australian mining heritage with pump houses, engine houses, winding houses, chimneys, vent shafts, storehouses and miners cottages. The day was spent touring the historic town, on foot and by car.

Lunch was enjoyed at the sports oval complex, where a photo of five "next generation" drivers was taken. It might also be the location where the "next next" generation of drivers tried their hand at driving!!

The final night dinner was held at the Clare Town Hall, which had the 1914 12hp Newton Bennett on display from the National Motor Museum at Birdwood. This car is from the local area, and was purchased new by Dr Sangster who later sold it to the Warnes at Woolgambi Station.

It was a great night, with the auction of road side direction boards and other memorabilia, and the presentation of the Lord Montagu Trophy to Greg Smith, in recognition of his outstanding service to veteran motoring.

In all a great rally, with something for everyone: interesting vehicles, people and places; historic homesteads with antiques and expansive gardens to explore; great weather and roads; and welcoming wineries that introduced us to the local people and their produce (I'm sure we weren't alone in bringing back a bottle or two - oh alright it was a few dozen - we had the ute, what more can I say!!).

With so many people, cars and activities to organise, a very big thank you and congratulations to the rally organising committee, their many volunteer helpers and to the sponsors, for producing a well organised, highly enjoyable and very successful national rally.

### Note:

*Copies of the Rally book prepared for the event provides images and information on the cars and their owners. This publication also has an interesting article and more detail on the participating vehicles that have significant links to the Clare region, which is well worth a read when next you are visiting the Victorian club rooms.*



*The (rear) ends parked in Anlaby House*

# What's In A Name... Plus The Printer's Devil

By Paul Daley

In a perfect world 'Brass Notes' would be the epitome of correct punctuation, without 'typos' and with every name spelt correctly. If only it was that easy! Occasionally a blooper gets through the system. Take for instance the August 2017 edition, when long standing member Jeff Alcock had the indignity of the moniker Geoff Alcock!

As the once indefatigable Professor Julius Sumner Miller would ask, 'why is it so?' Please allow me to explain! It seems the Editor, on tossing the proverbial coin could have had the pick of Jeffry, Jeffery, Jeff, Geoff, Geof, Geoffrey, Jefferson, Jeffro or even Joffa. To further complicate things, the tag team of Ian Berg and Paul Daley, who trawl through the preliminary pages of each edition not just once, but twice looking for mistakes, were unaware of the caption as it was evidently added after their final check. Of course, Jeff Alcock graciously accepted our apologies!

In Victoria, the name Jeff has morphed from a noun into both an adjective and a verb. Back in 1996 the then Premier Jeff Kennett extricated the Australian Grand Prix from Adelaide to Melbourne, his actions earning the accolade of the event being 'Jeffed'! And the assault continued with local councils amalgamated and 'Jeffed', plus a hundred or so schools around the State were closed and 'Jeffed'! Voters 'Jeffed' Jeff in 1999. Monuments of Jeff's reign do remain however, think Citylink, Bolte Bridge, Crown Casino, Federation Square, Melbourne Museum, Melbourne Exhibition Centre (Jeff's Shed) to name a few.

Then there's the case of Geof & Jo Baulch, stalwarts of the Model T Club, who are busy building an 1896 Ford Quadricycle. Geof (one 'f') and Jo (no 'e', of course) are forever being offended by misspelling, as is our good friend Kevyn Brown. Kevyn tells the story that at his birth his dear mother, a staunch Wesleyan Methodist, did not want the precious infant boy confused with the Catholic lot, and so the 'y' was introduced. Terry Wills Cooke spun a wonderful tale over dinner at a 1&2 Rally as to why his surname is not hyphenated. 'Mum and Dad were married just after the Great Depression, times were tough and they couldn't afford a hyphen!' There's never a dull moment!

What's in a name? Writing in the 'New Yorker', Lauren Collins in her piece 'Identity Crisis', tackles names and naming head on. 'A name can rack a person from the hospital bracelet to the gravestone. In Austin, Texas, there is actually a urologist specialising in vasectomies, named Dr Richard Chopp. I have a friend from high school named Eric Harvard Chen. Proving that even the most conscientious parent can't control the vagaries of adolescent cruelty; someone calling him by only his first and last names together!'

The other minefield is punctuation, and the ubiquitous Printer's Devil is always lurking. Take for instance the humble comma. Fifty years ago, when I began my printing journey as an apprentice Hand Compositor

working with lead printing type, I embodied 'the printer's belief' that a special devil viz 'Titivillus' haunted every print shop, performing mischief such as inverting type, misspelling words and removing entire lines of completed type. The apprentice became a substitute source of blame and was called a 'printers devil'. Of course, working with lead, adding a comma meant resetting an entire line, and shortcuts occurred: 'Let's now eat children'!

We are fortunate to have wonderful regular contributors in recent times including Andrew and Frances McDougall, Gordon Berg, Brian Hussey, Jill Bartlett, Michael Holding, Russell Holden, Fiona Lane, Callum Walsh, Scott and Caree Staples, Ian Berg, Ben Alcock, Jessica Alcock, John Stanley, Graeme Jarrett, Bill Sides, Greg Smith, David Wright, David 'T' Lang, David Inglis, Alan Meredith and Kim Coillet, plus many other occasional epistolarians. All have different styles, and now and then a comma will be missed and our excuse will be that we are all volunteers, simply doing our best!



# Tanks, but No Tanks.

By Stan Bone (as recorded by Michael Holding)

At the recent Four or More Rally in Maryborough we returned to the Highland Club for dinner on the Sunday evening and an entertaining tale presented by our own Stan Bone. Stan was under pressure. The hecklers were primed but had offered him a 7 minute window to complete his story, and then he was to be fair game. As Stan's story unfolded, the hecklers allowed him an additional 4 minutes without interjection. The entertaining tale is transcribed below.

Stan related the story of his father, Alec, and his Uncle Bill, in the late 1940's, purchasing an army surplus tank in Bandiana and transporting it to Yarra Glen to use in their saw mill business to drag logs through the scrub. They had tendered an offer of £90 for an Australian built Sentinel Cruiser tank at an army disposal sale; a condition of the sale being it must be removed from the site "within the week." Some questionable insider trading suggested a higher bid of £100 would be successful so they revised their offer and still won the tank.

Alec and Bill picked out their tank from a group of 4 or 5; their chosen prize complete with turret and canon. The Sentinel was powered by 3 thirsty 1942 Cadillac side valve V8s so non-drinking, non-smoking Bill traded all his post-war tobacco ration coupons for fuel coupons to be able to purchase the petrol needed for the 320 km trip home. The planned 11 hour route, under the cover of darkness, avoided major roads and larger populated towns (a significant point, later in Stan's story). They arrived to collect the tank. The Sentinel design required the first V8 to provide power to start the other two. Problem! Engine 1 wouldn't start. They were also asked "When are you collecting the

other tanks?" It seems their bid was not for 1 but for the entire lot!

To comply with the requirement of "removal within the week" they "borrowed" an army low loader and moved their tank a few kilometres to a friend's farm in Laneva and removed the engine for repairs. This was not a simple task as it required first removing the heavy gun turret and the armour plating. Sourcing and replacing the diagnosed twisted crankshaft was beyond the resources of these bush mechanics so they enlisted the assistance of the local Cadillac dealer who repaired the engine, (allegedly) in exchange for the remaining tanks.

Driving the tank home had its complications. Alec was to drive their Diamond T truck, carrying the fuel, with Bill, who had never driven a tank before, following in the monster which had a 60 foot turning circle. During the practice drive at Laneva, Bill snagged a guy cable to an SEC pole dislodging it to a 70o angle. Fearing an expensive repair bill, the planned and orderly shipping process was now out the window. Don't wait till nightfall, no back roads; leave now and head straight down the shortest route! On to the Hume Highway, gun turret aimed straight ahead, through the main street of Wangaratta, through the main street of Benalla, turn left and across to Yea and down through Glenburn to the safe confines of the saw mill.

In the final 60 seconds, before the heckling started, Stan conceded the thirsty tank was not successful at the mill and was eventually abandoned. After leaving school at 15 years of age to work with his father, Stan's first task was to clear 220 acres of bush, driving their replacement tank; a British built Matilda - but that, is another story.



# The Distinguished Gentleman's Ride

By Darren Savory



Darren on the right and Greg second from the right with their support crew.

My partner in crime, Greg Orde, suggested we don our cravats, tweak our moustaches, press our finest tweed, and join hundreds of gentlefolk to raise funds and awareness for men's health, specifically prostate cancer and men's mental health.

The ride was founded in Sydney Australia in 2012 by Mark Hawwa to combat the often-negative stereotype of men on motorcycles.

The first ride brought together 2,500 riders in 64 cities. The 2017 ride has nearly 95,000 riders in 93 countries. Over US\$4.8 million was raised this year.

For us Melbournians, the ride started at The Royal Exhibition Buildings Forecourt. It headed south in to the city, down St Kilda Rd, along Alexandria Avenue, north up Power St, along the Yarra Boulevard, west down Johnston St and finished at the Stomping Ground Brewery in Collingwood. Some 30 kilometres. Nearly 1000 riders on the Melbourne ride so it was a 'busy' trip. It was a very enjoyable day with so many interesting bikes.

Thanks to our backup crew - Baz, Katie & Mike..



## Private Classifieds

### FOR SALE

1911 Maxwell two cylinder Model AB Runabout \$48,000. Includes custom built covered trailer with power winch. Spares include two off new cylinder castings. Car is fitted with 12V electric starter.

**CONTACT: Jim McCaffrey**

**M: 0413 010 602**



### FOR SALE

(Information from Tim Harris)

Veteran 4 cyl. STAR motor, pedals and diff parts

**CONTACT: Carol (Wodonga)**

**M: 0411664265**



### WANTED

Parts and information for Auto Carriers and AC Sociables. Looking for anything but mainly for a front axle, springs, and rear wheel with gear box.

**CONTACT: Stephen Dynes**

**T: 03 9730171**

**M: 0409355304**

# Events

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## BONHAMS LONDON TO BRIGHTON VETERAN CAR RUN

In 2017 the London to Brighton Run is to be held 5th November with a starting time of around 7:02am.

**When:** Sunday 5th November

**Where:** Hyde Park, London

**Contact:** vcradmin@goose.co.uk

## RACV VETERAN CAR CLUB ANNUAL RALLY – BALLARAT

Too late! Entries for the 2017 Annual Rally have closed.

However, we could squeeze you in for some of the activities and functions. If you would like to join us in some of the fun as a late entry, contact Michael or Claudia to discuss your options.

**When:** Thurs 9th to Sun 12th November 2017

**Where:** Ballarat, Vic

**Contact:** Michael & Claudia Holding  
0407 008 895  
mholding@netspace.net.au

## BENDIGO NATIONAL SWAP MEET

The 2017 Bendigo National Swap Meet is to be held over the weekend of 18th – 19th November.

A full range of catering is available on site provided courtesy of local service groups. Ticket prices start at \$5 for adults for Sunday only, \$15 for Saturday and a full weekend pass will cost \$20, children under 16 years are free.

**When:** 18th – 19th November

**Where:** Prince of Wales Showgrounds, Holmes Road, Bendigo

**Contact:** Swap hotline 0434 730 822  
www.bendigowap.com.au

## BRUSH OWNERS REGISTER -

### AN INVITATION TO MEET IN BENDIGO

Are you going to the Bendigo Swap Meet? If so, the Brush Owners Register invite you to The Traditional Brush Meeting in Bendigo. Agenda items will include looking to the future in supporting the Brush Owners Register and networking of Brush owners. Please RSVP your attendance/apologies by 15/11/17 or feel free to turn up on the day.

**When:** Saturday 18th November 1pm

**Where:** Space 1496-1497 – in the directory under the name of Francis Ransley

**Contact:** Hamish McDonald – 0488 142 159

## COMBINED CLUBS FAMILY CHRISTMAS PICNIC

**Como Gardens – Sunday 3rd December**

Our annual Christmas celebration for all the family will be held again at the beautiful Como Gardens, home of George and Pat Hetrel who have generously welcomed us over the years.

This is a BYO everything event, lunch, picnic tables and chairs, and enjoy the activities in this outstanding garden setting. By special arrangement Father Christmas will be arriving at 2.00pm. He will give out gifts that you will have clearly labelled and left discreetly in the designated VDC car near the entrance gate. Children will receive a drink and some lollies on arrival.

Do not miss out on buying a ticket in the VDC Christmas hamper raffle.

Vehicles entered for the Vintage Drivers Club Concours Trophy 2017 will be judged during the day.

Please remember this is a private home, and make sure you pick up all wrapping paper and other rubbish before you leave.

**Entry charge of \$10 per car for The Basin CFA**

**When:** Sunday 3rd December

**Where:** Como Gardens, Basin-Olinda Road, The Basin. (Melway 65 K8)

**Time:** 11.00am onwards.

**Contact:** Doug Stevenson 93336419  
email: events@vdc.org.au

## CLASSIC SHOWCASE YARRA GLEN

The RACV Classic Showcase, presented by the AOMC will be held Sunday 25th February 2018 at Yarra Glen Racecourse. Featuring the annual MG Club Concours the event will be celebrating seventy years of the Land Rover, Morris Minor and the Jaguar XK120; sixty years of the Austin Healey Sprite and fifty years of the Renault 16.

Entry fees will be \$15 for Display cars, \$8 for spectators and \$6 for RACV card holders. Gates open at 9am for display cars and 10am for spectators.

**When:** Sunday 25th February 2018

**Where:** Yarra Glen Racecourse, Armstrong Avenue, Yarra Glen

**Contact:** 03 9890 0524,  
www.aomc.asn.au/classicshowcase2018,  
fb.com/infoaomc

## 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

# Events

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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.

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 Devonport. 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.

**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

## 2018 ABCCC FLY THE FLAG FRIENDSHIP TOUR

The Fly the Flag Friendship Tour, organised by the All British Classics Car Club is to be held 18th to 24th March 2018. This is an invitation to all owners and enthusiasts of collector vehicles older than and including 1982.

From breakfast at the Ultima Function Centre in Keilor, this tour will take participants through South Muckleford, Maldon, Dunolly, St Arnaud, Rupanyup (silo art), Horsham, Balmoral, Coleraine, Merino, Mt. Gambier, Penola, Portland, Hamilton, Ararat, Maryborough, Bendigo, Heathcote, Seymour and Yea with our finish at Yarra Glen. Total distance to be travelled will be approximately 1345km.

Entry fee is \$395 per person. This fee includes all dinners, six breakfasts and four lunches, all entertainment, entry to Yallum Park, Portland Car Museum, Portland Water Tower Museum and other attractions en route. Each vehicle participating receives a rally badge and other travel material. Entries for full tour only - limited to 200 vehicles! Entries close Friday, 23rd February 2018 or when full.

Accommodation of all types is available in every town. There is a wide variety from on-site cabins, B&Bs, motels and hotels both budget and four star. The local tourist centre in each town can help organise your accommodation and in most instances will book for you. Booking accommodation is your own responsibility and is not included in the entry fee. Book early to ensure you are guaranteed accommodation. Further information on accommodation options can be found on the Tour Brochure located on the website [www.abccc.com.au](http://www.abccc.com.au)

**When:** 18th to 24th March 2018  
**Where:** Starting point Ultima Function Centre, Keilor  
**Contact:** Tony Pettigrew Tour organiser  
**Phone:** 03 9739 1146  
0408 128 420  
**Email:** flytheflag@abccc.com.au  
[www.abccc.com.au/FTF](http://www.abccc.com.au/FTF),  
[facebook.com/flytheflagtour](https://facebook.com/flytheflagtour)

## NATIONAL 1 & 2 CYLINDER TOUR 2018

Tasmania does it again! Following on from a most successful 2016 National Tour, the 2018 National 1 & 2 Cylinder Tour will again suit your veteran vehicle down to the ground.

The Tour is open to cars and motorcycles built before 1st January 1919, and will be travelling on minor sealed roads for most of the time. For those who join this tour, you can expect inspiring views and a chance to experience the fruits of the region all around the area of the township of Deloraine, which is located half way between Devonport and Launceston.

Make it double, by crossing the strait after attending the Victorian 1 & 2 event to join in the 2018 National 1 & 2 Cylinder Tour in Tassie! – What a holiday! Veteran Motoring at it's best!

Expressions of interest in the 2018 1 & 2 Cylinder

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Tour to be held between the 21st & 25th March 2018 are now invited. Expression of Interest forms can be downloaded from the VCCA (Tas) website [vccatas.org.au](http://vccatas.org.au) under the 'Most Recent News' section. Please fill out the form and post to Tour Committee at PO Box 182, Launceston, Tasmania 7250 as soon as possible to join the mailing list for future updates.

**When:** 21st – 25th March 2018  
**Where:** Deloraine, Tasmania  
**Contact:** Tour Committee, PO Box 182  
Launceston, Tasmania 7250  
[vccatas.org.au](http://vccatas.org.au)

## VCCA NSW INVITATION RALLY

### 1 & 2 CYLINDER VETERAN CARS AND BIKES

The Invitation Rally for 1 & 2 Cylinder Veteran Cars and Bikes, will be held 25th – 27th May 2018 at Yamba. You are invited to come to Yamba on the NSW North Coast for a short 1 & 2 cylinder Veteran Car and Bike Rally next year. Yamba is at the mouth of the Clarence River 670km north of Sydney and 270km south of Brisbane. The Pacific Highway has improved greatly and most of the major works will be completed by next May.

The rally will be based at the Calypso Tourist Park in the centre of Yamba phone 02-66468847 [calypsoyambaholidaypark.com.au](http://calypsoyambaholidaypark.com.au) There are good facilities with plenty of trailer parking. I have made tentative bookings for cabins and powered sites in my name.

When making your booking, please tell the reception you are with the Veteran Car Club and mention Rod Holmes' name.

The proposed programme is as follows:

Friday - a short shakedown run of 25km around Yamba with stops at the beaches, marina, lighthouse and town area. Evening:- happy hour, then a BBQ featuring local foods, Yamba prawns, Dorrigo Beef and potatoes, Coffs bananas, local salads and fruit. All these events will be held at Calypso, BYO chairs, plates cutlery and drinks is required.

Saturday – a 75 km run to Maclean then along the river on Woodford Island through cane fields and farms to Brushgrove Hotel for lunch then back the other side of the island and home. All travel for this day will be on flat, quiet rural roads. Saturday night – Dinner at Yamba Bowling Club

Sunday – 35km South to Angourie and Lake Woolewayah, which will be flat with short hills.

Period Dress is strongly encouraged for Saturday and for the dinner to really make the event memorable.

We look forward to seeing you next May.

**When:** 25th – 27th May 2018  
**Where:** Yamba, NSW  
**Contact:** Rod and Ruth Holmes (E)  
[rodruitholmes@gmail.com](mailto:rodruitholmes@gmail.com)  
(P) 02 6657 2765  
(M) 0427 572 765

## CAMERON CORNER 2018

Model T Owners Queensland is excited to announce – “An Outback Adventure Tour”, to remember...!!!

All parties and/or clubs will meet up at Tibooburra (top end of NSW) on the 1st & 2nd of July – 2018 for the push to The Corner. We are inviting all Model T Ford Clubs/Friends to come along to add extra fun (and challenges) for a trip of adventure in the outback. This will be a great tour of endurance just getting our T's and ourselves “out & about” into the outback. As a group/club, you make your way to Tibooburra (North/Western part of NSW) then head out with us to Fort Grey (base camp) in the Sturt National Park, where all the states will meet, before finally making our way to CAMERON CORNER the following day.

You need to do this, as you may not get another chance.....

**When:** 1st – 2nd July 2018  
**Where:** Tibooburra NSW  
**Contact:** Peter Cameron –  
[pgcamo81@gmail.com](mailto:pgcamo81@gmail.com)  
phone - 0458581458  
Don Hill – [don.hill@live.com.au](mailto:don.hill@live.com.au)

## AVCCA NATIONAL RALLY FORBES NSW

The Veteran Car Club of Australia (NSW) is hosting the National Rally at Forbes NSW from 23rd – 28th September 2018. The local chapter of the Club has been actively involved in planning the runs and things are well in hand for a memorable tour. The event is fortunate to have a diverse range of accommodation available from caravan parks to motels, hotels and entrants will be given details to enable them to book their own accommodation. The committee is busy preparing an Expression of Interest form as well as a Facebook page and these will be distributed following the National Tour in Clare. More details will be available in the next Brass Notes.

**When:** 23rd – 28th September 2018  
**Where:** Forbes NSW  
**Contact:** TBA

# Draft Minutes Of The 2017 Annual General Meeting

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Held on Tuesday 10 October 2017 at the  
VCCA (Victoria) Inc. Clubrooms  
Lynden Park, Wakefields Grove, Camberwell

## 1. Opening and Welcome

The President, Ian Berg, declared the Annual General Meeting open at 8.02 pm and welcomed all members present.

## 2. Members Present

44

## 3. Apologies

Andrew and Frances McDougall, John Prior, Paul Goethel, Cliff and Betty Ward, Kim Coillet, Margaret Lethborg.

## 4. Proxies

The President stated that there had been no proxy forms received.

## 5. Quorum

Pursuant to the requirements of Rule 36.2 of the Club's Constitution, the meeting must have physically present (or by proxy) 5% of the members entitled to vote. The Secretary, David Provan, declared that a quorum for the meeting was present.

## 6. Minutes of the 2016 Annual General Meeting

Resolution: That the minutes of the 2016 Annual General Meeting, as published in the October 2017 edition of Brass Notes, be accepted. Moved by David Provan and seconded by David Wright – carried unanimously.

## 7. President's Report

The President thanked the committee for their diligent work throughout the year and acknowledged the outstanding contribution to the Club over many years of David Wright and Jim McCaffrey. David and Jim were both retiring from the committee this year. David and Jim have held executive roles with David being President and Vice-President, and Jim serving as Secretary and Treasurer.

The President shared a story about Adrian Garrett's 1907 Rolls-Royce Silver Ghost.

Resolution: That the President's Report, as published in the October 2017 edition of Brass Notes, be accepted. Moved by Ian Berg and seconded by Deb Alcock – carried unanimously.

## 8. Treasurer's Report

### 8.1 Bank Balances

The Treasurer, Jim McCaffrey, reported that (as at 30 September 2017) the cheque account balance was \$12,424, the cash management account balance was \$30,991 and the term deposit balance was \$95,119.

### 8.2 Financial Audit

The Treasurer informed members that a condensed version of the auditor's report had been published in the October 2017 edition of Brass Notes. Any member wishing to view a full version of the report should contact the Secretary, David Provan.

### 8.3 Membership Fees for 2018-2019

The Treasurer reported that the committee had reviewed the membership fees for the 2018-2019 year. In light of the sound financial position of the Club, there is no need to increase the membership fees for the 2018-2019 year.

Resolution: That the Treasurer's Report, as published in the October 2017 edition of Brass Notes, be accepted. Moved by Jim McCaffrey and seconded by Alan Long – carried unanimously.

### 9. Appointment of Auditor

Resolution: That the appointment of Gerry Howell CPA as the Club's auditor (on an honorary basis) be accepted. Moved by Ian Berg and seconded by Jeff Alcock – carried unanimously.

## 10. Election of Office Bearers for the 2017-2018 Year

### 10.1 Nominations Received

For the position of President – Paul Daley

For the position of Vice-President – Ben Alcock

For the position of Secretary – David Provan

For the position of Treasurer – Deb Alcock

For the five vacant positions of General Committee Members – Daryl Meek, Geoff Payne, Brian Hussey, John Prior and Callum Walsh.

### 10.2 Executive Positions

There being only one candidate nominated for each executive position, Paul Daley was declared President, Ben Alcock was declared Vice-President, David Provan was declared Secretary and Deb Alcock was declared Treasurer, all for a twelve-month term.

### 10.3 General Committee Members

There being only five candidates for the five vacancies on the committee, Daryl Meek, Geoff Payne, Brian Hussey, John Prior and Callum Walsh were declared elected to the committee for a three-year term.

Ian Berg welcomed Paul Daley the newly elected President, Ben Alcock the newly elected Vice-President, Deb Alcock the newly elected Treasurer, and Callum Walsh the newly elected General Committee Member.

## 11 Closure

Ian Berg closed the 2017 Annual General Meeting at 8.24 pm and then handed-over to Paul Daley, the newly elected President.

# Natter Night Meeting Minutes

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**Tuesday 10 October 2017 at the  
Veteran Car Club of Australia (Victoria) Inc. Clubrooms  
Lynden Park, Wakefields Grove, Camberwell**

## **1. Opening and Welcome**

The Club's newly elected President, Paul Daley, opened the meeting at 8.24pm and welcomed all members present.

## **2. Attendance**

There were 44 members who attended the meeting.

## **3. Apologies**

Andrew and Frances McDougall, John Prior, Paul Goethel, Cliff and Betty Ward, Kim Coillet, Margaret Lethborg.

## **4. Visitors and New Members**

The President welcomed Stephen Hobbins and Mikaela Savory to the meeting. There were no new members present this month.

## **5. Member News**

Hugh and Rayna Guthrie have returned from their overseas trip. Paul Daley shared a story about meeting a relative of Stan Bone at a local picture framing shop.

## **6. Treasurer's Report – Deb Alcock**

Deb informed members that (as at 30 September 2017) the cheque account balance was \$12,424, the cash management account balance was \$30,991 and the term deposit balance was \$95,119.

## **7. Events – Ben Alcock**

### **7.1 Past Events**

RROC Concours Display Day (Wesley College) – 17 September 2017. Ian Berg provided an event report.

National Veteran Motorcycle Rally (Barossa Valley, SA) – 17 to 22 September 2017. Greg Smith provided an event report.

The Distinguished Gentleman's Ride – 24 September 2017. Darren Savory provided an event report.

National Veteran Rally (Clare, SA) – 24 to 30 September 2017. Daryl Meek provided an event report.

Australian National Show and Shine (Euroa) – 1 October 2017.

### **7.2 Future Events**

Motorclassica (Royal Exhibition Building) – 13 to 15 October 2017. Daryl Meek provided an update report.

George Hetrel's 'final' open garden weekend (The Basin) – 14 to 15 October 2017.

Springtime above the Snowline – 20 to 22 October 2017. Paul Daley provided an update report.

Breakfast Run (Moorabbin) – 28 October 2017.

RACV Veteran Car Club Annual Rally (Ballarat) – 9 to 12 November 2017. Michael Holding provided an update report.

Shannons Aussie Classic Car Show (Yarra Glen Racecourse) – 26 January 2018.

RACV 1&2 Cylinder Rally (Cobram) – 15 to 18 March 2018.

National 1&2 Cylinder Tour (Deloraine, Tas) – 21 to 25 March 2018.

Historic Winton, Winton Motor Raceway (near Benalla) – 26 and 27 May 2018.

HCCA International Tour (Bathurst, NSW) – September 2019. Michael Holding provided an update report.

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

For Sale – David Inglis said he had a few AX Renault parts for sale. Wanted – Kevyn Brown requested the contact details of someone who has expertise in cast iron head welding. For Sale – Daryl Meek informed members that Norm Darwin was selling his book titled The Early Australian Automobile Design History – The First Fifty Years for \$50 plus postage.

## **9. Membership – David Provan**

David reported that there had been no applications for membership since the last meeting.

## **10. General Business**

### **10.1 The 2017 Montagu Trophy**

The President congratulated Greg Smith on being awarded the prestigious Montagu trophy at the 2017 Clare National Rally dinner.

### **10.2 Recognition of Service Certificates**

The President presented framed 'recognition of service' certificates to Ian Berg, David Wright and Jim McCaffrey.

### **10.3 Chris de Fraga**

David Wright informed members that Chris de Fraga, possibly Australia's best ever motoring journalist, passed away on 1 October 2017.

### **10.4 Bequest to the Club from Cedric Christie**

The Secretary provided an update report regarding the sale of the 1916 Dodge that had been left to the Club by Cedric Christie. David reported that there had been 13 inquiries since 1 September, 3 people attended the open for inspection day on 17 September and that 4 people had submitted offers for the Dodge. The Dodge has been sold to the individual who made the highest offer. The successful purchaser is a Melburnian and a Dodge enthusiast who will join the Club.

### **10.5 New AV System**

Ben Alcock presented the Club's new AV system.

There were no other items of general business.

## **11 Next Meeting**

The next Natter Night Meeting will be held at 8.00 pm on Tuesday, 14 November 2017.

## **12 Closure**

The President closed the natter night meeting at 9.14 pm and then shared his vision for the Club.

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

ABN 67 004 366 312

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

**CLUB MAILING ADDRESS**

PO Box 2300,  
Mt Waverley, VIC 3149

**PRESIDENT**

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

**VICE PRESIDENT/CLUB CAPTAIN**

Ben Alcock  
t 0404 917 366  
e vicepresident@veterancarclub.org.au

**SECRETARY**

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

**TREASURER**

Deb Alcock  
t 0412 777 676  
e treasurer@veterancarclub.org.au

**IMMEDIATE PAST PRESIDENT**

Ian Berg (Sue)  
t 0419 364 427

**COMMITTEE MEMBERS**

Andrew McDougall (Frances)  
t (03) 9486 4221

Geoff Payne (Sue)  
t (03) 9560 6837

Daryl Meek (Fiona)  
t 0407 881 288

Greg Smith (Denise)  
t 0447 395 233

Brian Hussey (Christine)  
t 0418 561 910

John Prior (Paula)  
t 0418 548 184

Scott Staples (Caree)  
t 0419 710 039

James Dunshea  
t 0457 609 999

Callum Walsh (Francesca)  
t 0447 766 724

**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 – Ben Alcock, Participants - Paul Daley, 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)  
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Brian Hussey (Christine)  
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Mark McKibbin  
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Daryl Meek  
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**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.) Inc.

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) Inc. members our President Paul Daley JP and Secretary David Provan JP, in their capacity as Honorary Justices of the Peace for the State of Victoria, are available at Natter Nights or by appointment to provide document witnessing and certification services.

**CLUB MEETINGS**

Monthly meetings (Natter Nights) are held at 8:00pm on the 2nd Tuesday of the month (excl. January) in the Club Rooms:

*Lynden Park Club Room,  
Wakefields Grove, Camberwell, off  
Through Rd.*



*Images from the 2017 Annual General Meeting.*



*L-R Ben Alcock, Matt Harton, Fiona Lane*

*High tea for the girls at Paulette's Wines on the Clare Rally*



*The Clare Mayor, Allan Aughey OAM, waves David Provan and Stephen Hobbins off*



*Rick Thege's Hotchkiss at Clare*