



Brass Notes

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



September 2017

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Flashback

This month's photo appears to have been taken at the Exhibition Building presumably at the start of one of our annual rallies - but who, where and when?

Respond to the Editor.



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Coming Events

17 September 2017	RROC Concourse Display Day, Wesley College 620 High Street Road, Glen Waverley, 10:30am start. Organiser: Robert Wort 0410 662 385
13 – 15 October 2017	Motorclassica – Royal Exhibition Building Melbourne www.motorclassica.com
13 – 15 October	MDHVC 10th Annual Rally - Maryborough
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://vvmccsa.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.
21 - 25 March 2018	National 1 & 2 Cylinder Tour Tasmania vccatas.org.au
23 - 28 September 2018	AVCCA National Rally, Forbes NSW
22 – 26 April 2019	National Brush Rally 2019 – Goolwa, SA Hamish McDonald brushownersregister@gmail.com

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

President's Message

The main news this month is that the club has received a bequest from the estate of member Cedric Christie, in the form of his 1916 Dodge. Cedric was a 50-year member and some from our membership recently attended his funeral in Warragul. While not active in recent years, the club was always a big part of Cedric's life and he wanted the car to be his legacy for the club. Paul Daley, David Provan and I have inspected the car and it is a real "barn-find".

The committee has decided that the Dodge, which is in unrestored but complete condition should be put up for tender to members and non-members alike, with the committee retaining discretion over its sale. Cedric's family are supportive of our disposal of the car and we see this as a wonderful opportunity for a member who is looking for a restoration project.

Alternatively, it may be a non-member whom we would obviously encourage to join the club and enjoy the veteran motoring scene. You can find full details of the Dodge and the sale process within.

Recent club activities included a great day with excellent weather at Rob Roy where veterans were featured with a special run up the hill. The 1914 Grand Prix Delage of Stuart Murdoch was a main attraction, it too making a demonstration run. Please see the feature article within this issue.

The National Brush rally was also recently held at Dalby in Queensland. Andrew McDougall's excellent report in this issue indicates it was well attended, and by all reports a great event.

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

SEPTEMBER NATTER NIGHT

Tuesday September 12th 2017 - 8pm

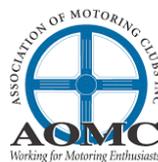


ISSUES AFFECTING MOTORING ENTHUSIASTS, AN AOMC PERSPECTIVE

Speaker: Keith Mortimer

Keith Mortimer is a long term car enthusiast - despite many attempts at therapy for his addiction. For his penance he is a Life member of the Jaguar Car Club of Victoria having served in most committee roles over his membership. Keith is currently the President of the Association of Motoring Clubs, one of the peak bodies having representing the motoring enthusiast in Victoria for 40 years plus.

He will talk to us on current and future issues for enthusiasts as well as the future direction of the Association.



The AOMC is a not-for-profit organisation established in 1976 that represents over 200 member clubs comprising some 45,000 motoring enthusiasts in Victoria.

The Association, run by volunteers, represents all Victorian hobby motorists, including vintage, veteran and classic car, motorcycle and truck enthusiasts.



**LYNDEN PARK CLUB ROOM
Wakefields Grove, Camberwell
off Through Road**

Vale Colin Anderson

By David Provan

The Club was recently advised of the passing of Colin Anderson who was a 50 plus year member and lived with his wife Irene in Yinnar near Morwell. Colin passed away on 20 July and a private funeral service was conducted on 4 August. The Club sends its sincere condolences to Irene and the Anderson family.



Colin Anderson's 1916 Buick arriving at Como Park at the conclusion of the Annual Rally in 1969, photo by Howard Berg

MEMBERSHIP

WELCOME TO NEW MEMBER

The committee and members welcome new member Peter Jordan-Hill to the Club.

Peter resides in Kallista and owns a 1912 Model T Ford.

LETTER TO THE EDITOR

Dear Roger,

We wish to thank the rally directors Debbie and Rob Cooper for the time and effort involved in planning and running such an interesting and enjoyable mid-winter rally; we both enjoyed every part, including the cold start! So professionally managed by Claudia and Michael Holding, so much good fun!

A big thank you to all who were involved in making the rally such a success.

Lois and Ralph Provan

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Second National Brush Rally – Dalby Queensland

By Andrew McDougall, photos by Frances McDougall



Unfortunately we can't do everything, and as a consequence we missed out on what has been reported as being an excellent Mid winter Rally. However as compensation we were participants in the second National Brush Rally, in Dalby Queensland. Graham and Irene Donges with the assistance of family and local car club members provided us with a truly magnificent rally. Dalby was an inspired venue choice. Irene had been very busy in the months leading up to the rally as she had knitted Brush beanies for us.

All told there were 12 Brush cars from all states except Western Australia. We converged on Dalby in time for registration on Monday 10th July, staying in the Dalby Tourist Park, within walking distance of the town centre but conveniently located for easy departure for the daily runs. Whilst the nights were cool the days were sunny and mild, and the rally was held over four days and every run provided excellent driving for Brushes and great visits to places of interest. The locals showed that they were pleased to have us in town and we featured in the Friday edition of the local paper.

Following registration we walked to the nearby Bowling Club for a welcome dinner, with lots of chatter and anticipation for the days to come. Hamish McDonald's Brush was a new untried restoration and 3 other Brushes had recently undergone engine rebuilds and were about to be tested. Of particular interest was the most recent acquisition of Graham and Irene Donges, being a genuine barn find Model F Roadster in unrestored as found condition, and provided an excellent example of how a Brush of that model would have been as it left the factory.

The first day's run was not long in distance, being only 68kms, but was a full and busy day. First place visited on the outskirts of town is Australia's first grain Ethanol Plant. Whilst the cars remained in the car park we all kitted up in high viz safety gear, screened through security and alcohol tested prior to being given a comprehensive tour of the plant, which has been in operation since 2008 and is fully Australian owned, by United Petroleum. In this plant the alcohol is extracted from the red sorghum with the residue then being used for stock feed.

Then it was back to town for a Civic Reception and mayoral welcome, before heading out on a circuitous route to a huge broad acre farm, owned by Veteran Car Club of Queensland members, Keith and Anne Bartley. The farm is on the huge black soil plains of the Darling Downs – once a very large lake, and the cars looked appropriate as they drove along a black soil track into the property. Here we enjoyed a barbecue before inspecting Keith's car collection and watching a demonstration of the very large farm machinery. The very large header alone cost over $\frac{3}{4}$ of a million dollars. Depending on the market they can grow cotton, sorghum, chic peas and mung beans - growing cotton they only use the water caught in dams on their property. Technology is to the fore with lasers and GPS being used to precisely position the crop rows. They built their own crop sprayer from a former garbage truck which was given the name 'Exterminator', which has two very long spray booms and each nozzle is spaced precisely a crop row apart and is supported by a camera which can detect weeds. This way the spray is only applied directly to the weed with consumption of



Brush's at Lake Broadwater



Brush Cars in Dalby



Dingo Mini Diggers workshop



Rally Director Graham Donges & his very original Model F



Jimbour entrance Alan Miller

Second National Brush Rally – Dalby Queensland (Cont.)



Nev Morris demonstrating one of his creations



Veteran road for veteran Brushes

weed killer only being 13% of the amount if the whole crop was sprayed. The fourth generation is now running the property and they are very smart operators and also have a large fish farm about 100km away where they breed a large variety of fish for market. Keith on a weekly basis moves between both enterprises whilst his son and local workers look after the daily needs of the broad acres.

On the way back into town on very quiet back roads we called into see Pricey's garage which was a large collection of old and new American cars and motorcycles and other collectables. That evening we were entertained by the Dalby Amateur Theatrical Society with a couple of plays especially for us in their little converted church theatre. The Donges were correct - it was definitely a full day of activity and interest!

The second day's run was around 100km, which in part took us over some undulating roads to the small township of Bell. Some of the Brushes had to resort to low gear when surmounting the hills. In Bell we drove to the local school where the entire 70 students, covering



from primary to secondary came out to inspect the cars. There was much horn tooting and trying the cars for size. We then enjoyed lunch in the Community Centre whilst inspecting the paintings of local artists. On the way back to Dalby we called into the home of a retired farmer, Nev Morris to feast our eyes on his engineering creations. His home is surrounded by many sheds full of old cars, trucks, tractors and scrap materials, and what isn't covered is piled up on the ground as though he is farming scrap and not produce.

Nev, clearly a very clever and inventive engineer has he has created many wonderful vehicles and machines. There are home made cars fitted with enormous engines, a motor cycle and side car with a Holden grey motor, a replica of a very early steam car, all built by himself, including the large spoke wheels, boiler, engine etc. The most incredible vehicle was his interpretation of a huge veteran chain driven monster. He started with a Caterpillar D4 crankshaft and some D7 cylinder liners and connection rods, from this he fabricated his own engine, building the crankcase, cylinders, cylinder heads, overhead valve gear, camshaft etc. The outcome

is an 18 litre engine with straight out exhausts, which he has mounted in an early chassis, constructed a trans axle with large chain drive to the back axle. On starting it up it sounded magnificent and one can imagine with its power to weight ratio it would be an incredible experience to drive on the road. He has managed to find quiet roads for testing his monsters. Whilst there are many machine tools, lathes and milling machines he ingeniously made his own cam grinder for the grinding of the cam shaft in his chain driven monster. Besides large machines he has turned his hand to making a pendulum clock and a running 1/2 cc stationary engine. In his mid eighties Nev is showing no signs of slowing down and has many more projects in the pipeline. The experience at his place is almost indescribable! We had been so pleased that Geoff and Sue Payne appeared to be getting a good run out of their Brush, however, just short of Nev's place and without warning; the connecting rod in their engine came adrift and took the side out of the crankcase. We all felt very sorry for them. Collectively we will have to hunt for parts for a major rebuild.



Line up at Jimbour

Second National Brush Rally – Dalby Queensland (Cont.)

Day 3 saw us driving on mainly quiet roads, including some gravel to an organic beef and sheep farm. On the way there we travelled on roads without any sign of modern features, which suited the period of the cars, the exception at times being coal seam gas installations dotted around some of the farms. The Laffy family organic farm had been highly degraded through over use and intensive application of fertilisers, however since they have taken it over they have planted native grasses and have eliminated the need for supplements. They have also purchased land to increase the farm size, all covered with lush grass, and from this they produce a certified premium product which is much in demand. Whilst they do not expect to make a fortune they are able to sustain a good living for a family with seven children - again it was good to see the efforts of smart operators. Following this we drove to a very pleasant setting at Broadwater Lake for lunch before returning back to the Tourist Park. This evening the Tourist Park owners put on a sausage sizzle for all the patrons of the park and also provided a very good country singer to entertain us as we sat around a large open fire under a sky full of stars.

Day 4, our final run, was initially to take us to visit a retirement village, however it was put into lock down mode due to an infection. Instead, at short notice, a visit to Dingo the manufacturer of small diesel hydraulic diggers and heavy duty trailers and ute tray backs was arranged, where we were made most welcome and

provided with a comprehensive visit. It was inspirational to see a machinery maker so proudly Australian, manufacturing premium priced, quality equipment, in a rural town, and They only use Australian steel even though it is triple the cost of Chinese steel. The workforce feels like a large family, enjoying their work and plenty of opportunity is provided to anyone who shows initiative. We met two females, one formerly a cleaner and the other an office worker who are now performing highly technical assembly and quality control duties. As a consequence of the company's innovative approach and quality they are able to supply the local market as well as world wide customers, and this has been achieved without the support of government. We then headed out of town for an 85km round trip to a large stone constructed historic home, Jimbour House with its surrounding buildings, gardens and airstrip. This house was built by the Bell family in 1874 -76 and was on the largest and one of the earliest stations taken up by European settlement in the 1840s. The house was allowed to fall into disrepair and was purchased in 1923 by the Russell family, who restored it and it is still in the Russell family to this day. We were able to drive into the grounds and park our vehicles on the driveway in front of the house, which provided a great photo opportunity. After lunch it was time to head back to Dalby where most entrants packed up their cars ready for departure the following morning and then held a meeting to discuss the running of the next Brush National Rally. The McDonald family of South Australia have accepted the director role and propose holding the rally at Goolwa at the end of April in 2019.

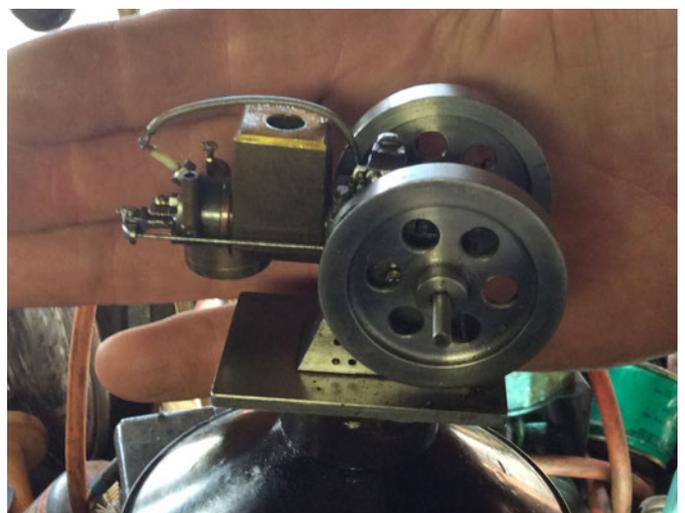
The venue for our farewell dinner was again at the nearby Bowling Club where we sat down to tables with laminated placemats of Brush component drawings. There were even illuminated Brush table lamps. Following a tasty meal and lots of chatter it was time to make presentations and express thanks to Graham and Irene Donges for having provided us with a magnificent rally and experiences.



McDougall's Brush hiding amongst the grass and prickly pear



Peter & Jill Hawkins



Half CC engine at Nev Morris' place

Annual General Meeting

All members are notified that the 2017 Annual General Meeting will be held at the VCCA (Victoria) Clubrooms, Lynden Park, Wakefields Grove, Camberwell on Tuesday, 10 October commencing at 8.00 pm

AGENDA

- 1 Opening and welcome by the President
- 2 Apologies, proxies and declaration that a quorum for the meeting is present (Rule 36)
- 3 To confirm the minutes of 2016 Annual General Meeting
- 4 The President's annual report on the activities of the Club during the 2016-2017 year
- 5 The Treasurer's report and presentation of financial statements of the Club for the 2016-2017 year
- 6 To confirm the annual membership subscription and joining fee for the 2017-2018 year
- 7 Appointment (and fix any remuneration) of an auditor for the 2017-2018 year

8 Election of the executive and general committee positions for the 2017-2018 year

9 Closure

APPOINTMENT OF PROXY

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

MORE INFORMATION

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

*David Provan,
Secretary*



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A Douglas In My Life

By Kim Coillet



Kim Coillet with his Douglas

It happened, out of the blue. On a rally. In 1996. Barry Forryan approached and said “Kim, I think you need a One or Two.” I replied that I was quite happy with my Studebaker and that I thought I needed another car like I needed a hole in the head. Mr. Forryan persisted “I know where there IS one.” I was still happy with my Studebaker. Barry persisted again, louder this time. “It’s a motorbike.”

A MOTORBIKE! Suddenly the idea of owning a veteran single or twin became rather attractive. A motorcycle could be easily accommodated in the garage, I had ridden bikes for years and my licence was current. Besides, I thought it would be cheaper to purchase than a car (we were all young and “green” once). I was introduced to David Provan, (father of David, our present Club Secretary), who introduced me to the motorcycle he had for sale.

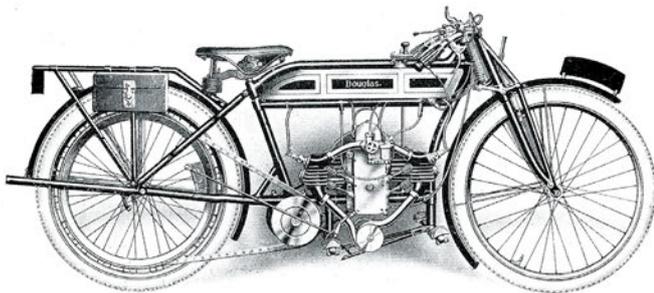
A 1915 Douglas 2.75 HP Model U, which is similar to the V pictured but with foot boards rather than pegs - David had restored the bike to a high standard and it looked fabulous in silver and black. In fact, it was just irresistible and the Douglas entered my life right there and then. There was a problem- Getting the bike into the shed, which was definitely a bit tricky and involved some fairly skilful and prolonged negotiation.

For obvious reasons the bike is now referred to as “Doug” (or “little Doug.”, when on a run with Julie Mansbridge on her 600cc “BIG Doug.”). Douglas began building motorcycles in Bristol in 1908. They settled on a design using a 4 stroke, twin cylinder, horizontally opposed engine mounted longitudinally in the frame and retained this configuration until the 1935 Endeavour, in which the cylinders were mounted transversely across the frame. The horizontally opposed cylinders do give very smooth running.

By the time 1915 (and my motorcycle) came along, Douglas had sold over 28,000 machines, mostly 2.75 HP, although larger 3.5HP and 4HP models had been developed for sidecar work. In that year 8 models were offered, including a Ladies Model. (Frances Mc Dougall has one).

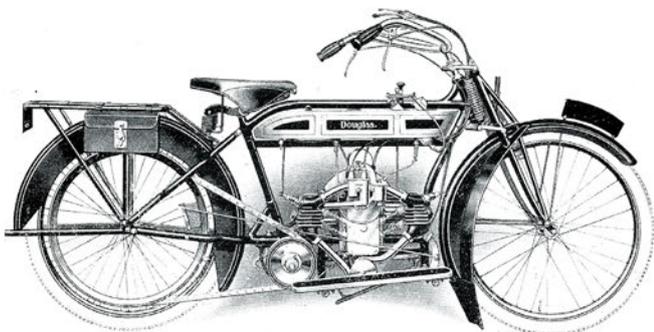
My Model U has the usual fore-and-aft horizontally opposed twin cylinder engine, with chain drive to the 2 speed gearbox and belt drive to the rear wheel. On my bike it is possible to split the frame and fit an endless drive belt, which saves messing about with belt joiners. Although this model has a 2 speed gearbox, it does not have a clutch. That’s right - There is no clutch. Getting under way is a “run-and-jump-on” caper. In actual fact

The 2 $\frac{3}{4}$ H.P. Twin Douglas.



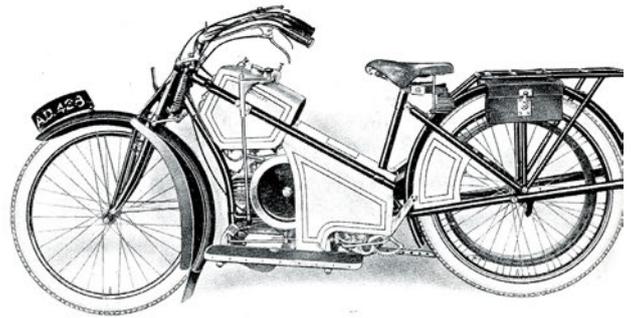
MODEL V. £48.

Light Touring Model with two-speed gear, foot-rests, dropped or raised handle bars (no free engine clutch).



MODEL W. £52.

Two-speed gear, free engine clutch with kick starting pedal, and foot-boards.



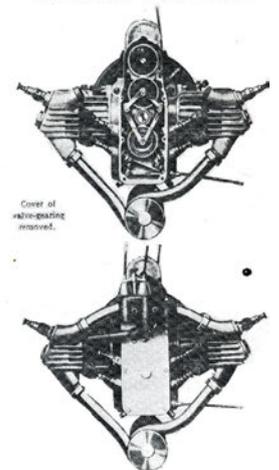
Model "X"
2 $\frac{3}{4}$ H.P.

Open Frame, Two-speed Gear, Free Engine, Footboards and Kick Starter.

SPECIFICATION.

Engine.—2 $\frac{3}{4}$ Douglas. (Patent.)
Ignition.—Magneto: handle-bar control.
Tank.—Petrol capacity: 1 gallon 2 pints: sight-feed lubricator; filler cap 1 $\frac{1}{2}$ -inches diameter.
Carburettor.—Improved design.
Frame.—Open frame (registered design) giving adequate drum clearance. Height of saddle 23 $\frac{1}{2}$ -inches. Foot-boards carried on cross tubes which form an integral part of frame.
Drive.—Chain to two-speed gear; $\frac{1}{2}$ -inch rubber belt from gear to back wheel.
Rear Stand.—Secured by spring catch.
Front Stand.—Folds up under foot-boards.
Mudguards.—3 $\frac{1}{2}$ -inches wide. Improved front guard. Back mudguard fitted with belt protector.
Carrier.—Specially strong; wholly reserved for luggage.
Tool Bags.—Two; metal fastenings; clipped to sides of carrier; enclosed in metal case.
Saddle.—Special; pan seat.
Brakes.—Front Bowden brake, with improved handle. Powerful rear brake, acting on the belt rim.
Wheels.—26-inches.
Two Speed Gear and Free Engine.—The Douglas two-speed gear with free engine and pedal-actuating clutch, pedal lever for starting engine by pressure of foot.
Tyre.—2-inch: heavy non-skid.
Gear Ratio.—5 $\frac{1}{2}$ and 8 $\frac{1}{2}$ to 1.

2 $\frac{3}{4}$ H.P.
1914 DOUGLAS MOTOR (Patent).



From original Douglas Literature

though, the Douglas is such a docile machine, that it is the norm for taller riders to just "waddle" away from a standing start. Being male and vertically challenged, I find this method a bit risky and prefer the run and jump.

Another example of Doug's easy starting was related by Jack Provan several years after I purchased the motorcycle. He told me that in the years before David restored the bike, it was used by an apprentice at the Provan factory to pick up their lunch orders from the local shop. Apparently each morning this young lad would park the bike on its stand, with first gear engaged, inside the factory facing the door and with the valve lifter held up by a piece of twine. At lunch time he would approach the bike at high speed from the rear and leap on "Roy Rogers style". His momentum would carry the bike forwards, off the stand. Simultaneously he would drop the valve lifter, the Douglas would fire immediately and he would be away off down the street. I have never been game to attempt this technique.

Early days of life with Doug was a gentle gradient learning curve. David had done a good job with the restoration but the machine had not been used much prior to my purchasing it. As is usual, there was some "sorting out" to be done. Cliff Ward and Ian Heyme

were very generous with their time and knowledge in getting me going. To finish things off cosmetically, from Barry Forryan came a headlight and tail light and the idea of the endless belt. Neil Ferguson made the bracket for the headlight, Barry Vinen supplied a period noise maker, I resurrected an old case for the carrier, and Doug was complete.

It's probably fair to say that some of us develop an affection for, or bonding with the vehicle we drive or ride and who knows, perhaps even the reverse holds true. My wife thinks this is a ridiculous idea but she certainly loves some of the plants in her garden. And they seem to respond to her nurturing. Whatever, Doug and I have a mutual regard for each other. I know that Doug will get me there and get me back again – and Doug knows that if he doesn't, then I will get HIM home, either with Shanks pony or a trailer. To date, I am miles in front.

Time passed. Outings came and went. We became comfortable with each other. Doug proved to be an extremely reliable companion and I looked after him well BUT - I discovered that Doug had a flaw (naturally, I ignored all of my own). Quite simply, Doug did not like hills. Now, it will probably brass our Editor off no end

A Douglas In My Life (Cont.)

but I am going to relate the “problem” and the “fix” in full because firstly, it shows that I did not understand the principles of carburettion and secondly, it may help someone else out of a similar situation.

THE PROBLEM: Along the flat and up minor gradients Doug was happy, 35-40mph all day but ride him up anything remotely steep or into a moderate headwind and Doug was in trouble AND, I could not feed him more than one third throttle, or he would pack it in completely but fire again if I backed off throttle and reduced air.

Steep hills were tackled thus—throttle opened to cut out point (about 1/3) in top gear, as revs fall off snatch bottom gear and wait. From here on we either made it over the top, which was good - or we didn't, in which case Doug rolled and I pushed. Which became mildly irritating.

The Handbook stated that a No. 26 Amac jet was the correct jet to use. The jet had No. 26 stamped clearly on it and appeared in “as new”, unmarked condition. Under an 8x lens the orifice was perfectly circular and patent and I was quite convinced that it had not been tampered with.

The plugs were ALWAYS filthy, sooty, horribly black—indicating a too rich mixture. Fitting hotter plugs made little difference to the colour and no difference to the performance. To my mind, the jet was too LARGE. However it was the only one I had and I lacked the skill to make another. Amac jets were hard to find, so I left it alone. And grumbled.

THE INTERIM FIX. I removed Doug's Amac carburettor and replaced it with a Mikuni which had a self-metering needle and slide, making the air cable redundant. It looked terrible but Doug and I went up hills like anything and the plugs were a nice brown colour. It was very tempting to slip into permanency with this arrangement but I succumbed to the scathing comments. We went back to the Amac and the attendant hill and plug problems returned.

THE FINAL FIX. We were on a run with the Antique Club near Ballarat and there was a steep hill Doug just couldn't make. Dennis Reed-Smith took a keen interest—“I'd like to pull the plugs” he said. I told him he didn't have to do that as I could TELL him ad-nauseum what they looked like.

Dennis is nothing if not enthusiastic, so we pulled the plugs. Sure enough, they were filthy, sooty, horribly black. “Thought so”, said Dennis and promptly pronounced the jet too SMALL. I begged to differ and a rather brisk argument followed. This was resolved in favour of Dennis, by the arrival of a couple of carburettor “Experts” summonsed to adjudicate. Each agreed that all the symptoms pointed to the jet being too SMALL.

The reason, it was very patiently explained to me, is due to the relative amounts of air and fuel introduced into the engine, via the carburettor, which are required to make an explosive mixture. In this case, too little petrol for the amount of air. I admit, I still grapple with why this causes a RICH mixture. But I do subscribe to the theory of “When your practise interferes with your theory, modify your theory”.

To prove his point, Dennis very kindly allowed me to trial a treasured No.30 Amac jet from his spares box. Looking through the aperture of the No.30 was like peering down the bore of a .22 rifle.

It was ENORMOUS compared with my No.26 Amac and I began to have reservations about my “as new” jet not having been altered. With the No.30 jet fitted, Doug went like a rocket at high revs but refused to run at low revs and eight-stroked along in between, which proved that the original jet was indeed too small but No.30 too big.

From the “net”, I discovered that there is more than one method of reducing the size of a jet without leaving a trace and that the correct diameter of a No.26 Amac jet is 0.67mm.

Next step was to acquire a set of fine modelling drills from 0.4mm to 1.0mm in increments of 0.05mm. Right about then, Max Cowie turned up and presented me with a 0.7mm jet having an Amac thread, which he had made. He actually apologised that 0.7mm was the smallest drill he had. (The generosity of people is just amazing).

The end of this saga is now in sight. With the Cowie jet road tested and then safely stored in a glass jar, as my Life Saver, I went to work on Doug's original jet.

The little devil would not even allow the passage of a 0.4mm drill!!!! it was successively enlarged to 0.65mm and there it remains. Doug runs happily on either jet, with perhaps a very slight preference for the “Cowie” model, the plugs look a nice colour and pushing is now relegated to the past - except to get going of course.

p.s. 1. There is no criticism real, imagined or implied, of the quality of David's restoration. Doug would have performed his duties perfectly at the factory and in surrounding streets.

I know that area very well. It's pretty flat. Doug was from an era when petrol was mighty scarce and it is quite possible that the “modification” was performed by someone very early in Doug's life, to make a tankful go a little further.

p.s.2. I consider myself as Doug's present custodian. When I can't run and jump any longer, I think it would be a good thing if the son of the restorer gave serious thought to taking Doug on.

2017 VSCC Pre War Rob Roy Hill Climb

By Gordon Berg (Photos by Andrew McDougall and Gordon and Ian Berg)



The 1914 GP Delage on display at Rob Roy

The Vintage Sports Car Club of Victoria (VSCC) organised this event on 13 August 2017 as part of a series being held at Rob Roy this year to mark the 80th Anniversary of hill climb meetings held at the site. The VSCC program on the day provided a short history of Rob Roy. It is the second oldest paved hill climb venue in the world. Rob Roy is also the world's second oldest, continuously running, hill climb venue and Australia's oldest purpose built, sealed, hillclimb track.

Its origins go back to 1935 when representatives from the Light Car Club of Australia inspected the property known as Clinton's Pleasure Grounds, located in the Christmas Hills, 45 kilometres north east of Melbourne, with the view to establishing a suitable venue for car hillclimb meetings. For several years prior to this, the venue had been used by motorcycle enthusiasts.

Around 1937/9 the track was sealed and bitumenised. At the time, Rob Roy shared the distinction with Shelsley Walsh and Prescott in the U.K. of being one of only three specially designed, bitumen surfaced hill climbs in the world. The track was closed in 1962 after disastrous bushfires, its final use being in 1961. Fortunately in 1990, and with great foresight, it was taken over in an extremely derelict state by the M.G. Car Club. It has since been progressively rehabilitated with funding from the M.G. Car Club, the State Government, the Vintage Sports Car Club, the Victorian Historic Racing Register and the volunteer labour of M.G. Car Club members.

The VSCC's featured club for display this year was our very own Veteran Car Club of Australia (Victoria) Inc., and included one of the most significant veteran cars in Australia, the 1914 Delage Type S Grand Prix car, owned by the Murdoch Family. Stuart Murdoch is a member of the VCCA (Vic) and the Delage was on display at centre stage near the start of the hill climb.

This car has a fascinating history. In brief (including information from John Blanden's book 'Historic Racing Cars in Australia'), it was a factory entered competitor in the 1914 French Grand Prix at Lyons and later had a number of owners including Barney Oldfield in the USA. It was bought to Australia by George McCarey in the 1920's where it competed briefly. Later owners in Australia included Lex and Dianna Davison and eventually Stuart Murdoch purchased the car and has undertaken a most challenging and interesting restoration. Back to Rob Roy, the Delage, then owned by Rob Hume, did run on the the hillclimb just post-war.

Fast forward to 13 August 2017. There were two veteran cars that competed in the hill climb on this day - Kevyn Brown's 1915 Ford T racer and the VSCC's Patrick Ryan's 1918 Vauxhall D Type. Both were entered in the Edwardian Class. Other VCCA (Vic) members who had there veterans present displayed them in an area adjacent to the staging area.

2017 VSCC Pre War Rob Roy Hill Climb (Cont.)



Kebyn Brown's 1915 Ford T racer, on the Rob Roy Hill Climb



Veterans on display



Patrick Ryan's 1918 Vauxhall D Type, returning from his run



Alan Maden's 1917 American La France speedster

They included:

- Alan Maden - 1917 American La France speedster
- Paul Daley - 1913 Overland
- Darren Savory - 1916 T Ford
- Doug Fernie - 1913 Buick
- James Dunshea - 1911 Hotchkiss
- Rob and Debbie Couper - 1913 Overland
- Bruce Csorba - 1915 T Ford speedster

Also some VCCA (Vic) members attended in later era cars. Those that I am aware of include Andrew McDougall in his Alvis speed twenty, Brendan Pierce in his Rolls Royce Phantom I and Ian Berg and myself in my Wolseley 1500. And, our members Peter Latreille and Geoff Hood, competed in the day's events in, respectively, their 1923 Vauxhall 30/98 and 1923 Alvis 12/50.

The program for the day included morning and afternoon competitive runs for a wide range of classes of cars from Edwardian through different vintage and post vintage classes and specials. The specials included some that were a sight, and sound, to behold. During the lunch interval there was a 'down hill' billy cart race for the kids and also a display procession of the veteran cars up the hill led by the Grand Prix Delage. Glorious weather was organised for the day and a vote of thanks is extended to the VSCC for inviting our club along to this wonderful event.



View from the competitor's area



Marc Bondini's Lancia Perkins Special



John Balthazar's super-charged Wolseley Hornet



Doug Fernie's 1913 Buick



Rob and Debbie Couper's 1913 Overland



Bruce Csorba's 1915 T Ford speedster



Darren Savory's 1916 T Ford at the Hill Climb start position

Invitation to Tender - 1916 Dodge Brothers Tourer



Serial Number 47235

Available for best offer with No Reserve

Cedric Christie, a 50-year member of the Veteran Car Club of Australia (Victoria) Inc. passed away recently, and has generously left his 1916 Dodge veteran car to the Club. The committee has decided to sell the vehicle to an enthusiast via a no reserve invitation to tender. Cedric's family fully supports the committee's decision to sell the Dodge.

Information about the Dodge

The Dodge motorcar was renowned for its innovative features, such as the first mass-produced, all-steel body. 'The Dependable Dodge' delivered quality and durability at an affordable price.

Cedric's 1916 Dodge has not run for over 20 years, and is in need of total restoration. Records show the Dodge as being serial number 47235, which makes it a January 1916 vehicle. The vehicle has a Budd all steel body and mud guards that are in reasonable condition, although we understand the left hand rear mud guard may be from a different year. Wheels are correct 25 inch for the year. The interior diamond button upholstery has been previously done, but both front

and back seat cushions have been rodent damaged and need to be reupholstered. The four doors are not fitted. There are five rusty door frames with no skins. The top has been badly ripped and would need to be replaced. There are five unused Lester 33 X 4 tyres with the car. The Dodge is largely complete, and is a very early example of the marque. As such it would make a worthy project and a desirable veteran car.

Viewing

The Dodge is located in Drouin (100 kms from Melbourne) and may be inspected on Sunday, 17 September 2017 from 10.00 am to 3.00 pm. Please contact the secretary David Provan (details below) to register your interest and for details of the viewing address. The form to register an offer to purchase the Dodge which accompanies this notice will also be available on the day.

Offers

In order to make an offer, please complete the enclosed form, then scan and email it to the secretary. Alternatively, phone the secretary and register your offer, and make arrangements to submit your written offer. Offers to purchase the Dodge will open on



Friday, 1 September 2017 at 10.00 am and will close at midnight on Sunday, 1 October 2017. The successful purchaser will be the person who makes the highest offer for the Dodge.

Enquiries and submission of tenders to David Provan, phone 0409 136 301, email secretary@veterancarclub.org.au.

Terms and Conditions of Sale

Prospective buyers are strongly advised to inspect the Dodge in person on Sunday, 17 September 2017 before making an offer.

Please note that the Dodge will be sold unregistered and is being sold 'as is' without representation or warranty of any kind by the Club. Buyers are responsible for satisfying themselves concerning the condition of the Dodge. References in Brass Notes or any emails as to the condition of the Dodge are for guidance only and should be evaluated by personal inspection by the prospective buyer or a knowledgeable representative. Used motor vehicles bought via an invitation to 'make an offer' process are not covered by a statutory warranty under section 54 of the Motor Car Trader Act 1986 and there is no cooling off period offered.

Payment

The successful purchaser must pay the full amount via direct bank transfer, cash or bank/personal cheque to the Club no later than 5 days after the closing date, being Friday, 6 October 2017. The successful purchaser is responsible for any bank fees and charges applicable for the transfer of funds into the Club's account.

The Club will retain the Dodge until the amount due has been received in full and the funds have been cleared. Personal cheques are accepted, but funds must be cleared before the Dodge can be released. Bank cheques are subject to three days clearance.

Collection and Insurance

The successful purchaser must collect the Dodge from its shed in Drouin on a date confirmed by prior appointment and no later than Sunday, 15 October 2017, unless alternate arrangements are agreed. Insurance cover is the responsibility of the successful bidder.

Reserved Rights

The Club reserves the right to accept or reject an offer.



Private Classifieds

FOR SALE

Pair Solar #726 Bale Handle side lights

13 1/2" high, 7 1/2" lens, triple tier, square side glass, spade mounted, restored, very impressive side lights,

\$2000



Pair Solar Bale Handle side lights, kerosene & electric combo

13 1/2" high, 7" magnifying lens, triple tier, restored, patented June 1909, yolk mounted with ornate yolk included, very nice side lights

\$1800



French, "Ferez, Ouvrard & Mestayer" Self Generating, Bail Handled single head light

12" high, complete with carbide & water tank, very good condition un-restored, yolk mounted

\$3500



Rushmore Square carbide Generator,

13" high, 5 1/2" square "Automatic shaking grate Generator" Chicago - London - Paris, restored complete with carbide basket

\$1800



1911, early 1912 Cadillac, Delco "Tombstone" switch

may fit other Delco electrical systems

\$500



Oval brass side rear vision mirror

original not repro, 7" x 5" extendable handle

\$300



1916 Buick D45, 6 cylinder, 5 pass Touring.

This is a 1915 production, 1916 Model D45 was the "New Big Buick" for the 1916 model Year. As a 1915 production it is eligible for the 2019 HCCA International Tour!

Good solid, original car with rare California Camping body, LHD, needs top (all the correct original hard ware is present) starter needs attention, however starts very easily on the crank even after sitting for weeks.

\$38,500 ono

CONTACT: Russell & Chris Holden
Old World Lamps & Tyres
T 0422 219 911
www.Oldworldlamps.net
PO Box 786 Mudgee, NSW, 2850

FOR SALE

Allan George has a large quantity of vintage and veteran parts from his late father.

Examples include spark plugs, radiator and body badges (eg. Itala, Mors, Straker Squire, Kellows, Minerva, Studebaker, Willys Overland, DeDion) plus badges for brass lamps. Also Alvis 12/50 parts.

CONTACT:

Allan George
M: 0498 187 741

FOR SALE

1916 Buick tourer (ex Jim Formby)

98% complete, runs. No rust, body straight. Has hood bows and sockets fitted. Good wheels.

PRICE \$8,000 firm.

CONTACT:

Jim's sister 03 5664 8290
or Bill Formby 03 5625 2344 evenings

Natter Night Meeting Minutes

**Tuesday, 8 August 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 8.02 pm and welcomed all members present.

2. Attendance

There were 32 members who attended the meeting.

3. Apologies

Cliff and Betty Ward, Robyn Blackwell, Stan and Maggie Bone, Jim McCaffrey, Adrian Thorley, Janne Long, Neil Robert, Kath McInnes, Bruce Nelson, Alan and Margaret Lethborg.

4. Visitors and New Members

Visitors – Russell Boyle (Model A Ford Car Club of Victoria), John Cox and Daniel Zampatti (Vintage Sports Car Club of Victoria). There were no new members present at the meeting this month.

5. Member News

There was no 'member news' this month.

6. Treasurer's Report – Jim McCaffrey

Jim was an apology for the meeting and so the Treasurer's report was adjourned to the September meeting. The President reported that the Club's auditor Gerry Howell CPA has nearly completed the end of year financial audit and had been very complimentary with respect to the way that the books and accounts had been presented by Jim and Michael Holding.

7. Events – Paul Daley

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

7.1 Past Events

RACV Midwinter Rally (Yea) – 14 to 16 July 2017. Ben Alcock provided an event report. Paul thanked Rob and Debbie Couper for organising an outstanding rally that was enjoyed by all who attended.

National Brush Rally (Dalby, Qld) – 11 to 14 July 2017.

Andrew McDougall provided an event report.

Ford Flathead Festival – 30 July 2017.

7.2 Future Events

Rob Roy Hill Climb (Smiths Gully) – 13 August 2017. John Cox from the Vintage Sports Car Club of Victoria spoke about the event and encouraged members to attend. A veteran car display run will be organised for up to ten vehicles.

National Veteran Motorcycle Rally (Barossa Valley, SA) – 17 to 22 September 2017.

National Veteran Rally (Clare, SA) – 24 to 30 September 2017.

Motorclassica (Royal Exhibition Building) – 13 to 15 October 2017.

Springtime above the Snowline – 20 to 22 October 2017.

RACV Veteran Car Club Annual Rally (Ballarat) – 9 to 12 November 2017.

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

Andrew McDougall provided an update report.

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

7.3 Other Event Issues

Paul Goethel, Paul Daley and David Wright spoke about the 2018 Historic Winton event. Paul Goethel encouraged members to attend and display their cars in the pavilion for the weekend. An expression of interest form and brochure will be sent to all members.

Paul Daley informed member that the guest speaker for the September Natter Night meeting will be the Keith Mortimer, President of the Association of Motoring Clubs Inc. (AOMC).

8. Wanted, For Sale or Swap

David Provan presented a Model T Ford crankshaft and said that if anyone wanted a spare, they were welcome to have it.

The President said that Jim McCaffrey had decided to sell his 1911 Maxwell Model AB Runabout.

Daryl Meek informed members that David Radloff, who is a South Australian member, was selling his 1906 Rover.

9. Membership – David Provan

David welcomed new member Peter Jordan-Hill to the Club. Peter resides in Kallista and owns a 1912 T Model Ford.

10. General Business

Proposal for the Retention of Historic Club Permit Scheme Plates

The President informed members that the Committee had decided to present a submission to VicRoads seeking an agreed process by which veteran vehicles (that have an historic association with an early Club Permit Scheme (CPS) number) can retain the plate. Whilst there is currently a mechanism in place for the retention of a CPS plate under certain conditions, the Committee is seeking an extension to those provisions.

There were no other items of general business.

11. Next Meeting

8.00 pm on Tuesday, 12 September 2017.

12. Closure

The President closed the Natter Night meeting at 8.40 pm.

13. Guest Speaker: Brian Churchill

Henry Ford Oration 'The 5 Dollar Day'

Brain delivered a very interesting and fascinating presentation about the Ford Motor Company's attempts to deal with workers who were dissatisfied and with the costly problems of high turnover and absenteeism. Dissatisfied workers were less efficient, so in its quest for efficiency, the Ford Motor Company tried something new and, among fellow businessmen, controversial.

On 5 January 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.

Events

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.

When: 10th – 16th September 2017
Where: Geraldton WA
Contact: Bob Beames 0419 276 411
bobbeames@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.

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.

When: 24-30 September 2017
Where: Clare Valley, SA
Enquiries: Peter Templer,
Mobile: 0417 081 502
Email: rally2017@vccsa.org.au

SHANNONS INSURANCE AUSTRALIAN NATIONAL SHOW & SHINE – EUROA

The committee at the Shannons Insurance National Show & Shine – Euroa invite one and all to attend this event. A great day out with plenty of great food and activities for all ages is assured.

Please check out the below links for further information on the day.

<https://www.facebook.com/EuroaShowandShine/>
<https://www.australiannationalshowandshine.com.au/>

When: Sunday 1st October 2017
8:00am – 3:00pm
Where: Clifton Street, Euroa

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.

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

MDHVC 10TH RALLY

This year marks the 10th annual MDHVC Rally to be held 13th – 15th October showcasing the Maryborough and surrounding areas. This event is significant in contributing to community life in Maryborough but this year the Rally will celebrate a unique patriotic event that was reported in the Ballarat Star Newspaper 102 years ago. This historic event involved some 53 Ford vehicles visiting the Crewick State Forest Arboretum and it is hoped this years Rally can equal this turn out of vehicles.

'Fifty-three Ford motor cars, flying Belgian flags, and fully occupied with passengers, numbering over three hundred, streamed out of Carey's Motor Garage, in Armstrong street on Saturday afternoon. The spectacle of a long line of motor cars passing down Sturt street to the strains of martial music, played by the Orphanage Band, was a source of great attraction, and gave rise to much speculation and wonderment amongst pedestrians and others as to the meaning of the remarkable sight. The object of the interesting display was a trip to the State Forest, at Creswick, which was organised by the enterprising firm of Carey's Motors Ltd. All the owners of Ford cars in and around Ballarat took part in the run, which was held with the view of demonstrating the many excellent qualities of this particular machine, and also to inspect the State Forestry and Arboretum which is becoming increasingly popular as a place of interest.'

Rally entry forms and accommodation information can be obtained from committee members (see below contacts) or from the Maryborough, Clunes and Creswick Tourist Information Centres.

When: 13th – 15th October 2017
Where: Maryborough Harness Racing Complex, Chaplins Road Carisbrook
Geoff Trengove 0417 411 117
griffin.storage@bigpond.com
Val Barry 03 5460 5352

SPRINGTIME ABOVE THE SNOWLINE

Entries are building, including five from the Austin Car Club for the second Alpine Tour, Springtime Above the Snowline from Friday 20th through to Sunday 22nd October with a leisurely return home on Monday 23rd.

A weekend of challenges and the amazing scenery of the Kiewa Valley beneath Mt Bogon 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/descent. 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
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.

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

Entry forms are included with this edition of Brass Notes. Book your accommodation and start polishing your brass.

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.

Several activities and venues have been confirmed since the last rally update in the August Brass Notes.

The morning tea stop on the Friday will be held at Kirk's Reservoir north east of Ballarat. Set in manicured gardens, this 155 year "best kept secret" is a perfect location to give our cars and our drivers a break on the way to the Wallace Hotel for lunch.

Also confirmed is a visit to the Lake Goldsmith steam park. Several members from the Steam Preservation Society will open their sheds for our inspection.

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 and offers basic motel rooms. Note that trailer parking may be very limited, however see below for alternative parking arrangements.

Big 4 Ballarat Windmill Caravan Park (03) 5334 1686 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 east of Ballarat (100km round trip) stopping at Kirk's Reservoir, Gordon and Wallace. Entrants who cannot arrive for the 9.30am start may choose to rendezvous at the lunch stop.

Friday evening:

Dinner and Sound & Light show at Sovereign Hill: Blood on the Southern Cross. Courtesy buses provided.

Saturday:

Events

Lake Goldsmith Steam Preservation Society and the Mooramong National Trust Estate (140km round trip.)

Saturday evening:
Rally Dinner at the Ballarat Golf Club.

Sunday Morning:
Tour to Lake Learmonth and morning tea at the bowling club, 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 to Sun 12th
November 2017
Where: Ballarat, Vic
Contact: Michael & Claudia Holding
0407 008 895
mholding@netspace.net.au

BONHAMS LONDON TO BRIGHTON VETERAN CAR RUN

The 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

BENDIGO NATIONAL SWAP MEET

The 2017 Bendigo National Swap Meet is to be held over the weekend of 18th – 19th November. Having served the car restoration movement for over 40 years, this event is Australia's largest Swap Meet. The Swap now has more than 1,700 sites and attracts over 20,000 people to the event over the weekend. It is known worldwide within the historic vehicle movement.

This year's featured events will be the Fordson historical tractor display, the Saturday Show N Shine and the Automotice Car Boot Sale and Car Sale on Sunday. Gates will open to the public from 6am Saturday.

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.bendigospwap.com.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.

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

WILLYS OVERLAND ROUNDUP RALLY 2018

What could possibly be the largest gathering of Early Overlands in the one place since the end of the 1919 in Australia, the next Willys Overland Roundup Rally is only 13 months away. The event is already promising to be one not to be missed with the Rally finishing on the 100 year anniversary of the day Fred Eager and Wally Webb set off on the record breaking Sydney to Brisbane trip.

Information on motel accommodation will be made available in the very near future as motels are not currently taking bookings for October 2018 until the end of October 2017, however there are a few caravan parks recommended:

Colour City Caravan Park – 02 6393 8980

203 Margaret Street Orange NSW 2800

Debbie Mara dmara@orange.nsw.gov.au,
colourcitycaravanpark@orange.nsw.gov.au

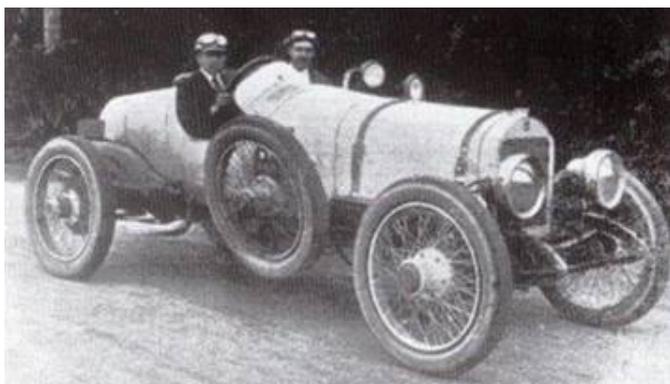
Highly recommended for trailer storage next to Orange show ground and event Head Quarters

Canobolas Caravan Park – 02 6362 7279

166-172 Bathurst Road Orange NSW 2800

canobolascaravanpark@colourcity.com

When: 14th – 20th October
Where: Orange, NSW
Contact: Les Johnson 0419 288 383
frogshollow1@bigpond.com.au



Mr. Fred Z. Eager and Wally G. Webb in the record breaking 1912 Overland know as "WHITEY"

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 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 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

HCCA INTERNATIONAL TOUR 2019

Expressions of Interest are sought for a Horseless Carriage Club of America (HCCA) International Tour to be held in September 2019 Bathurst NSW. With 2 years to go, and with 80+ Expressions of Interest having already been received the tour looks like it may top 300 entries

Entries include every State in Australia (except NT) and Internationally:

- New Zealand
- England
- Wales
- United States of America
- Canada
- Spain

7 days of touring and fun. Some of the highlights being organised:

Evening fair & Gas light parade,

Display day & BBQ on Mt Panorama Start / Finish grid.

Evening seminars & entertainment.

For vehicles produced prior to the 31st December 1915

NB: That includes 1916 models that were produced in the 1915 year.

To register your interest please contact Russell & Chris Holden, Rally Directors on 0422 219 911 or email russell@oldworldlamps.net

When: September 2019
Where: Bathurst NSW
Contact: Russell Holden
russell@oldworldlamps.net

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

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t 0419 364 427
e president@veterancarclub.org.au

VICE PRESIDENT/EVENTS DIRECTOR

Paul Daley (Lena)
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e eventsdirector@veterancarclub.org.au

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

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

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David Wright (Kath)
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Andrew McDougall (Frances)
t (03) 9486 4221

Geoff Payne (Sue)
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Daryl Meek (Fiona)
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Ben Alcock
t 0404 917 366

Greg Smith (Denise)
t 0447 395 233

Brian Hussey (Jill)
t 0418 561 910

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 0418 561 910

Bob Ballinger (Helen)
t (03) 9746 1345

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e editor@veterancarclub.org.au

WEBMASTER

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.*



Find us on
Facebook



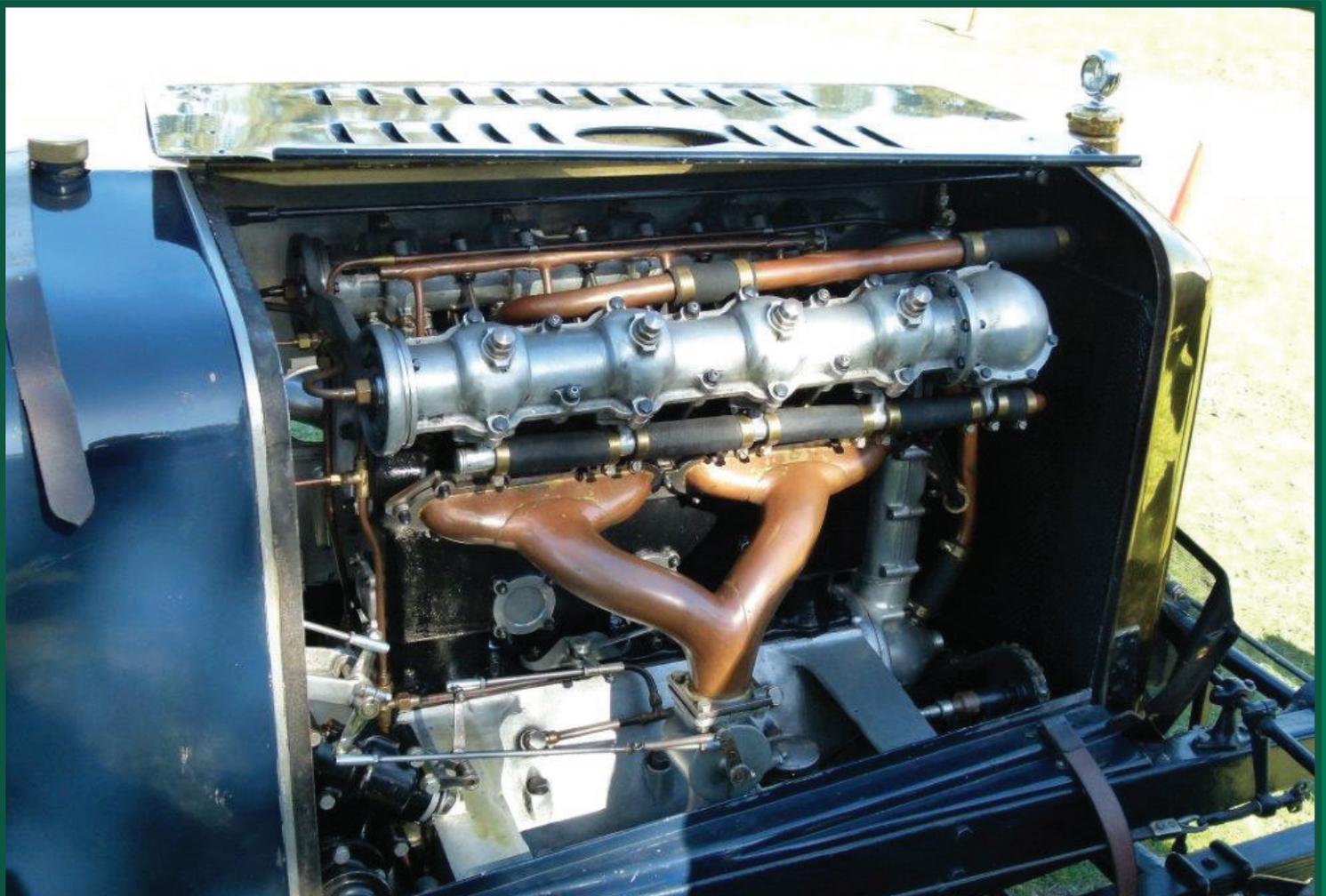
The next generation of drivers and navigators at the 2017 RACV Midwinter Rally. Brenton Smith, Ben Alcock, Lille Keogh, James Dunshea, Amy Martinich, David Provan, Jessica Alcock. Photo by Sherryn Dunshea.



John Washbourne and Judy Lewis , followed by Geoff and Sue Payne in Bell, on the recent Brush Rally. Photo by Frances McDougall.



Kebyn Brown's Frontenac powered T Ford. Photo by Andrew McDougall



The magnificent GP Delage motor of Stuart Murdoch. Photo by Gordon Berg.