



# Brass Notes

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



March 2018

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# Flashback

Our FLASHBACK photo this month was taken in January 1970 by Gordon Berg at the Lakes Entrance Car Museum which was established by an early member of our club, Ray Standerwick.

We plan to have a 'buggy' focussed issue in Brass Notes in the near future so the question re this photo is where is the IHC now? Respond to the Editor.

We had no responses to the February FLASHBACK photo of the model Mercer so it remains a mystery.



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

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## Coming Events

13 March 2018	<b>Natter Night – 8pm, Clubrooms</b> “Meet the Member” - Bob Watts
24 March 2018	<b>Breakfast Run - Ruffey Lake Park Doncaster</b> Frank Pound: 9583 7723
30 March 2018	<b>Good Friday Hot Cross Bun Run</b> Rosella Oval – Braeside Park Lower Dandenong Road, Braeside
15 April 2018	<b>AOMC American Motoring Show</b> Yarra Glen Racecourse - Armstrong Avenue, Yarra Glen
27 – 30 April 2018	<b>4 or More Rally – St. Arnaud</b> Alan Esmore (Rally Director) - Ben Alcock 0404 917 666

## Major Events

15 - 18 March 2018	<b>RACV 1 &amp; 2 Cylinder Rally Cobram</b> Andrew & Frances McDougall: 0417 310 852
21 – 22 July 2018	<b>RACV Mid Winter Rally – Creswick</b> Rally Directors: Daryl Meek & Fiona Lane
9 -11 November 2018	<b>RACV Veteran Car Club Annual Rally – Cape Schanck</b> “Trip Down Memory Lane” Rally Director: Deb Alcock

## 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

## International Events

30 Aug - 6 Sep 2019	<b>HCCA International Tour</b> Expressions of Interest - Russell Holden: 0422 219 911
29 Sept – 5 Oct 2019	<b>Model T Ford Annual Rally 2019 Maryborough, QLD</b> www.mtop12.wix.com/mtoq

# President's Message

The February Committee meeting gave me the opportunity to articulate your Club's Goals, Vision and Mission for 2018. The Committee agreed that the goals for 2018 are:

1. Continue to deliver an outstanding experience at the Club's three signature RACV rallies.
2. Complete, print, distribute and launch the Club's history book.
3. Hold functions to promote the history book.
4. Introduce and trial new one day events (Alice Anderson Memorial Event, Next Generation events, early morning runs).
5. Hold a weekend event for pre-1905 vehicles.
6. Integrate online event registration and management.
7. Implement a suite of initiatives to grow the Club's membership.
8. Increase the Club's social media presence on Facebook and Instagram.

## The History Book Project:

The question I am often asked is 'How's the History Book going?' Let me bring you up to date. Ian Berg is now on the 'home straight' with the layout completed, photos selected, and the final proof reading being undertaken by Sherryn Dunshea, Greg Smith, David Provan and myself. This book is a first-rate production and the photographs, together with the narrative, result in a remarkable document worthy of our memorable history. It will be heading off to the printers in the second quarter, and will be released in the third quarter of this year. This venture is the largest financial outlay of the Club to date, and the generous bequest of Cedric Christie has assisted in financing the project.

## RACV Australia Day Heritage Vehicle Showcase:

Enjoying mingling with the crowd at the RACV Australia Day Heritage Vehicle Showcase were Richard and Audrey Gardener from West Kirby, Merseyside, UK, who rally a 1907 Paterson 30 and they were thrilled meet us and see the display. Richard and Audrey are active members of the Veteran Car Club of Great Britain. Ben Alcock and Daryl Meek spent time with them and they will be back in 2019 to visit their family here again and hope to join with us on an event.

The RACV Australia Day Heritage Vehicle Showcase was an opportunity to spend time out only with the public and the motoring movement, but also with the Club members who so willingly displayed their vehicles. I was able to catch up over lunch with Barry Gomm, a member since 1959 and a Past President. Barry has always driven his 1909 Aries to events – trailering the car is not an option, so he finds that events that he can participate in are limited. There are a number of others who are in this position and the local opportunities such as the Breakfast Runs and the Good Friday Hot Cross

Bun event at Braeside Park are ideal events to drive to. I have personally done this, and for the Midwinter event at Yea last year I drove from the eastern suburbs in my 1913 Overland and David Provan drove from the northern suburbs in his 1912 Talbot. This year's RACV Midwinter Rally at Creswick is a rather easy drive for any Veterans in the western suburbs and outer areas. To further address this matter, we will shortly be publicising a new event, the 'Dawn Patrol', which will be a drive from an outer suburb embracing a 100km drive, finishing around 11:00am on a Sunday. Watch for Ben Alcock's publicity for this run and give it your support for this trial event.

## Events Update:

Ben Alcock is doing a great job in the Events portfolio, and he has been busy liaising with the City of Boroondara to get an event to celebrate the 'Life and Contribution made to Motoring Industry by Alice Anderson' off the ground in May this year. The event will commence at the Kew Cemetery with a ceremony at the grave of Alice Anderson and then proceed for a picnic lunch at one of Boroondara's wonderful parks. The other interesting news is that the RACV Annual Rally in November this year will now be based at the RACV Cap Schanck Resort. This event will be a nostalgic 'Trip Down Memory Lane', and the Mornington Peninsula was a favourite destination during the 1950's, 60's and 70's.



*Richard and Audrey Gardener from UK with Paul Daley*



*The Gardener's 1907 Patterson 30*

### Something Extra for the Tool Box:

Ian Berg's contribution 'The Veteran Tool Box', which featured in last month's Brass Notes seemed to have listed everything but the proverbial 'kitchen sink' – well not quite. While I was driving my trusty '13 Overland back from the RACV Australia Day event with the top down, I rubbed my eyes to clear some dust. A mistake, as I had applied a liberal amount of 50+ sunscreen to my face during the day. Within ten minutes my eyes were stinging and the more they stung and wept, the more I rubbed! Twenty minutes later I stopped at a chemist and purchased some 'Murine' eye drops – problem solved. Anyhow, let's add a First Aid Kit to the list of 'must haves'!

### RACV 1&2 Cylinder Rally:

Andrew and Frances McDougall have put the finishing touches on the program for the RACV 1&2 Cylinder Rally Cobram and there are over 70 paid entries! This augurs well for what will be a cracker event, one that is now almost 'National' with the numbers attending. A feature will be the Saturday morning where we join with the local Lions Club and display our vehicles at the Resort for a Community event. The interaction with our vehicles and the general public is something that is encouraged by both your Committee and the RACV. We have a wonderful hobby and are custodians of a diverse collection of historical vehicles that are appreciated by both ourselves and the community.

### Member Updates:

This month we welcome into the Club 11 new members – a record I am told. What is really exciting is that these new members bring with them a total of 27 veteran vehicles, which is something to really applaud. With these additions we well past the 530 member mark and we are well on track to reach – and pass – our target of growing the Club this year to 550. The Membership Committee meets again on March 3 to fine-tune initiatives to further accelerate membership.

Situated in the idyllic Kiewa Valley is John Stanley's renowned Australian Stoewer Museum which features in a three page feature in the February edition of the RACV's 'Royalauto' magazine. There's the fascinating story of John's acquisitions of the Stoewer marque that began back in 1966, and the pictures by Tony Lupton are stunning. John will be the guest speaker at this year's VCCA(Vic) Presentation Evening in May, and will deliver a pictorial history of Steower.

I represented the Club at the Funeral Service of fifty year member, Peter Amor. The Club extends its condolences to his wife Gwen Amor, and children Penelope, Meaghan, Ben and Paige. An obituary is published on page 6.

I joined with many other Club members and attended the funeral of Bruce Nelson on February 28. Bruce was a popular and dedicated member and an obituary will be published next month.

### Natter Nights:

The February Natter Night was a resounding success with over 40 members attending the BBQ dinner. Tong master John Prior was assisted in the catering by Kath and David Wright, Maggie Bone, Rayna Guthrie, Sherryn Dunshea, Paula Prior and Lena Daley. The highlight of the night was the 'Show and Tell' segment hosted by Daryl Meek who displayed an eclectic selection of items. Daryl was assisted by Callum Walsh, with items also submitted by Fiona Lane, Brendan Walsh, Michael Holding, David Couper and Stan Bone.

The March Natter Night will feature a 'Meet the Member' segment, and one of our newer members, Bob Watts will share his story with us. Bob and Sue Watts joined the Club in 2016 and spend their year five months in Australia, and the balance in Ann Arbor, Michigan, US. Bob's family were the founders of the Binks spray painting lineage, a name that is synonymous with the motor industry. Bob has a fascinating story of growing up in Chicago in the 50's and 60's – and coming to Australia in the 1970's to begin a teaching career at Geelong Grammar, returning to the US in the late 80's. Bob is an excellent communicator and will have an interesting photographic selection to share on our big screen.

*Yours in Veteran Motoring,  
PAUL R DALEY, President*

## NATTER NIGHT

### March 13, 2018

**A reflection by Bob Watts on life in Chicago in the 50's and 60's and special historical reference to 'Spray Painting in the Motor Industry' – the Binks story.**



*This 1923 photo shows Charles Jeffrey, an instructor at Master Motor Coach Refinishing of Detroit, using the latest technology in automotive refinishing: paint brushes. Back then, cars were sanded with gasoline between brush-painted coats and then polished with emery cloth. Photo courtesy of PPG.*

Join us from 8pm for a special **"Meet the Member"** feature as Bob Watts shares his stories and pictures with us on the big screen.



# Vale – Peter Abbott Amor

By Paul Daley



Peter Amor



Peter and Gwen at the 1967 Annual Rally

More than 400 mourners paid tribute to the life of Peter Abbott Amor, at a service at the Mecure Hotel Ballarat on Tuesday, January 30. His wife Gwen Amor and children Penelope, Meaghan, Ben and Paige joined in celebrating the life of a respected sportsman, businessman, community leader and dedicated family man. All were shocked at Peter's sudden passing, as he had been in excellent health.

Peter's interest in Veteran Motoring began around his 18th Birthday, when his father Eric Amor presented him with a 1910 FN which Peter drove at the 1965 Rally – in fact it was through the veteran car movement that he met his life partner to be. Peter and Gwen married in 1968, and in 1974 moved to Ballarat with his young family to become Dealer Principal and established Peter Amor Motors. Known for his energy and an inclusive 'people person', Peter was recognised for his continued excellence and customer service and was named five times as one of Holden's top 30 dealers nationwide. His TV promotional jingles said it all 'you get a little more from Peter Amor' and 'Peter Amor says yes more often'!

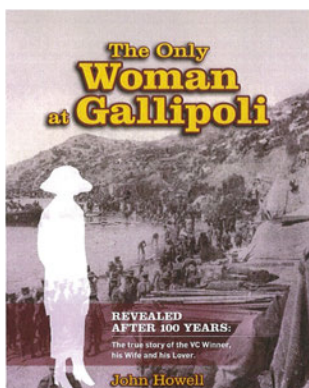
Peter retired early in life and together with Gwen, travelled extensively and over 20 years thoroughly visited 20 countries – they were always planning ahead and three trips were in the pipeline for 2018.

Peter was extensively involved in the community including Ballarat Rotary Club which he joined in 1976 and went on to become president. He was instrumental in establishing BowelScan and Life Education programmes and drove the local Salvation Army's Red Shield Appeal.

Peter was awarded the VCCA(Vic) 50 year badge in 2015, and his last outing with the Club was at the 2017 RACV Veteran Car Club Awards Rally at Ballarat, where his family also enjoyed the yellow 1910 FN reg #18.

Parked at the entrance to the service was a brand new, unregistered blue Morgan Plus 4 that had just arrived from the UK. Peter has visited the UK factory to see it being hand built and had personally placed his signature on the car at the factory. It was plated 2018 – Peter had not yet driven it.

Grandson, Nick Jones emotionally shared with the congregation that Peter's last words were 'let's go', as he took his dog for their last walk together.



## A must for your diary - APRIL NATTER NIGHT THE ONLY WOMAN AT GALLIPOLI

Our April 10 Natter Night will be a special ANZAC feature with author John Howell, with the story of his book, "The Only Woman at Gallipoli", the true story of the VC winner, his wife and his lover.

*"great historical insight"*

*"something different from the hidden stories of WW1"*

*"skilfully developed illustrated presentation – very interesting"*

*"enjoyed the subject and the information, and the way it was presented"*

# 1912 Adams is a Rare Model

Courtesy 'Backfire' newsletter Western District Historic Vehicle Club



Graeme Anderson and his Adams

*You will have noticed that the 1912 Adams we posted a photo of in the February edition of Brass Notes, is again featured on our front cover - this time at the recent Torquay Show. Ben Alcock spoke to Graeme and was provided with much interesting information about the car. The following article tells all - it courtesy the December 2017 Backfire Newsletter of the WDHVC.*

When he talks about his 1912 Adams, Graeme Anderson's passion shines through. Graeme has known the car since boyhood, and it is inextricably entwined with the history of his family. Since he took ownership from his father Tom in 1998, Graeme has become the custodian of a legacy that spans several generations and various branches of the family. The Adams is rare. In 1962 Tom Anderson said that it was possibly the only example of that model still on the road. The car is also central to the history of the WDHVC: no vehicle has been continuously in the club for longer and Graeme says it is among the oldest club cars as well - possibly the oldest. Graeme (then about 14 years old) and father Tom were among the 12 "interested persons" who attended the WDHVC's first "organisational meeting" in a private home in Highton on 15 March 1967. Tom had completely rebuilt the Adams five years earlier, in 1962. He made the body, three of the wooden spoke wheels, pistons and many other important parts as part of the restoration.

So it is fitting to round out our anniversary year with a story about the Adams.

## **Adams 1912 - Made in Bedford England**

The Adams-Hewitt Manufacturing Co of Bedford England built Adams cars from 1905-1914. Mr A B Adams built one and two cylinder engine cars up to 1910, then built his first four cylinder engine car. In 1910 he perfected a compressed air starter which he had fitted to his cars, and also used the compressed air starter for jacking up cars and for inflating tyres. He also built a V8 engine during this year. In 1912 he had designed a carburettor which he fitted on three different Adams models. Mr. Adams was taking these to America on the ill-fated "Titanic" and so lost his life at sea.

The Adams manufacturing Company carried on for another 18 months and was then taken over by Brookhirst Igranic, manufacturers of electrical-switch gear. The Adams cars were often called "Pedals to Push" cars due to the epicyclic gear change on the three speed model. The radiator is "A" shaped and the cars were fitted with four-wheel brakes in 1912.

The Anderson's Adams car was bought new from "Glenferrie Motor Garage" in Melbourne for £412, by Graeme's great, great uncle, Thomas Sloan, in 1912. Sloan used the car to deliver cream for the Bulla Cream

# 1912 Adams is a Rare Model (Cont.)

Courtesy 'Backfire' newsletter Western District Historic Vehicle Club

factory in Melbourne, which he had founded in 1910. The Adams was sold to his brother-in-law William (Bill) Hornbuckle of Catani, in Gippsland, Victoria, in October 1914.

Mr Hornbuckle (who was Graeme's great, great uncle) drove the Adams until late 1929, after which it was left at the back of the house until his nephew Robert Hornbuckle of Myrning took the car, minus the body and mudguards, to his place in the early 1930's.

The Adams was later converted to a water drilling rig, it had three pistons and con rods removed, also the radiator and gear-box, manifold and water jackets were removed. It was run on one cylinder with a motorcycle carburettor fitted to it, and with water running through the back two cylinders only. It also had a countershaft fitted over the rear of the chassis. When it became necessary for the machine to be replaced, it was unceremoniously pushed into a gully at the back of the paddock, and left to rot. The leftover parts were thrown onto the farm "tip".

Tom Anderson overheard two men talking about a veteran car on a rally to Colac in 1960. He spoke to them and discovered that the vehicle was supposed to be in Myrning, where Tom had grown up, and "the car needed only a coat of paint and was ready to drive away". Tom's father, William Anderson, was always telling him about the old Adams and had tried to find it but lost track after it had left Catani.

Three days later Tom discovered that his cousin Bob Hornbuckle had the car. In a story published later, Tom described what followed:

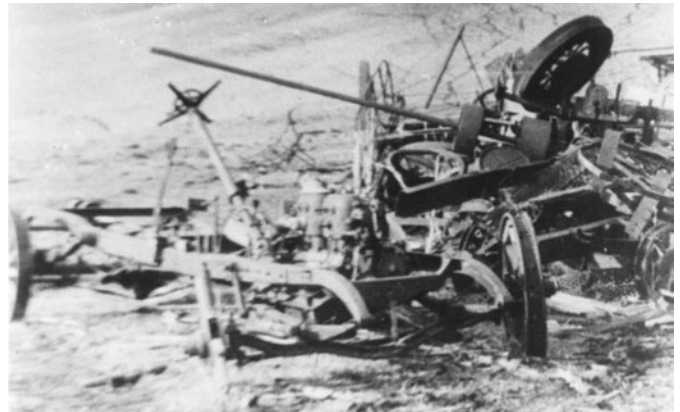
"Cousin Bob was not at home when I called at his place (about 50 miles from Geelong), but his wife Verna was. When I asked her about the car she laughed at me and said there was no car there fitting that description. The only old car on the property was the one down in the gully, and that was all rotted away. She allowed me to have a look at the car anyway. It was raining at the time and I had no coat but I was too excited to allow the rain to bother me too much.

When I got down to the gully I was very disappointed to see just a pile of junk, but on further investigation it turned out to be very interesting junk. I went back to the house and asked if the "car" was for sale, Verna said to phone later and talk to Bob about it. I waited 'til the following night before I contacted Bob and after a long talk, he said for me to come up at the weekend and have another look at it.

I did, and took a trailer with me, hoping I might be lucky. I felt very guilty when I drove in the gate with the trailer in tow, thinking he might say I had high hopes, but I was mistaken and he welcomed me with open arms.

"We used the farm tractor to pull the "wreck" out of the gully and to load the remains onto the trailer. At

the workshop Bob got the Oxy out and cut off the motorcycle carburettor and the countershaft, from the chassis. We then went in search of the radiator, gearbox, pistons, con rods and any other parts that had originally been on the car. Three weekends of searching and we had found most of these parts. The radiator cap was still missing; I asked Bob if he knew where it was and he told me it was on a gate post in the next paddock, and that is exactly where I found it.



Adams "as found"

"Another part missing was the carburettor, again I asked Bob and yes, he knew where it was. I followed him into another large paddock and a few hundred yards out he started to kick around in the long grass, and there it was.

"When I got the car home my Dad came over and had a look at it and asked where I got it from. When I told him Dad informed me that it happened to be "THE CAR" he (and I) had been looking for all this time. Talk about luck and coincidence. Dad suggested I have a talk with my great aunt Annie Hornbuckle to see if she might have more information about the car."

Tom contacted his 93 year old great aunt, who helped in the restoration by describing what the car had been like. "As soon as the car was mobile (by no means complete as yet), she was in it," Tom said. Aunt Annie was given frequent rides in the Adams until she died in her 99th year. Her last ride was only six weeks before her death.

The Adams has quite a history, including being used as a wedding car in the early 1920's. William Anderson was driven to school in it before the First World War. It was used daily including unmade roads for over 40 miles from home, travelling to Melbourne two or three times a week through sand traps (or mud in winter) - a distance of 58 miles each way.

## Technical Data

Engine: bore 88mm. Stroke 120mm. Claudel carburettor, 4 speed gearbox, bevel transmission, and a low compression ratio. Final drive ratio 3:1. Gearbox has a universal and clutch brake which stops the clutch



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Contemporary advert for Adams cars in Victoria

from spinning when the gears are changed. The air compressor pumps up to 300 lbs and starts the motor, pushing the piston over. It also inflates the tyres and jacks the car up.

The dash houses a glass bubble oil gauge, ignition switch and air pressure gauge. A hand throttle and spark and retard lever are fitted to the steering wheel, and the three foot pedals are starter button (left), clutch (centre) and brake (right) which is worked on the transmission. The hand brake, which works the back axle, and the gear lever are to the right of the driver, near the door.

The eight gallon petrol tank is mounted in front of the windscreen and gravity feeds the carburettor. Consumption about 23MPG. The radiator contains five and a half gallons and is thermo-syphoned. The fan is driven off the camshaft.

Brass accessories include two front gas headlamps, two kerosene side lights, a kerosene tail light, a gas generator fitted on the running board, and a bulb horn. The car includes a rear dickie-seat.

Weight: just over a ton; length 14'; chassis width 2' 10". Height 4' 8". Front track 4' 9": rear 4' 8". Ground clearance 11 1/2". Cabin: 3' long X 3' 9" wide and seats three at a pinch.

A 1962 report said: "a brief run in the Adams proved that the suspension was surprisingly good, and the wooden wheels did not produce any discomfort. It was also a pleasure to sit on well-cushioned, leather upholstered seats."

Graeme says the best thing about the car is driving it. Having the hood up or down is like driving two different cars, he says. "With it down, the car purrs as you drive," he says with a broad grin.

## HAVE YOU GOT A PRE 1905 VEHICLE?

We are looking to run an event to cater for pre-1905 bikes, cars and tricycles. We rarely get to see and use these historically significant vehicles. Whether you plan to drive your vehicle or display it, please join us for the weekend of September (8th and 9th) 2018 near Ballarat, Victoria. We are seeking expressions of interest so that we can lock in a final location and dates.

### If you are interested, please contact:

Greg Smith – 0447 395 233  
 or schacht09@bigpond.com.au or;

Ben Alcock – 0404 917 366  
 or events@veterancarclub.org.au

## MEMBERSHIP

### WELCOME TO NEW MEMBERS

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

*Glenn and Maryann Banks-Smith*

*Neil and Trish Campbell*



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# RACV Australia Day Heritage Vehicle Showcase

By Ben Alcock

## The 2018 RACV Australia Day Heritage Vehicle Showcase. And showcase it was.

We set up camp behind the cars in the shade to enjoy the glorious Melbourne weather while taking turns to go to the RACV VIP Function to have a complimentary cooked lunch and ice cream. There was plenty of interest in our cars by the public, at one stage I think I saw 4 people in the Fafnir while Daryl took their picture for them. Paul was eagle eyed and didn't miss an opportunity to work the crowds, including meeting the lovely Maureen Richards, dressed in period outfit and her walking frame (fully decked out in Australia flags) having a look at the cars as she was stunned by the age and beauty of them. When Paul asked Maureen for her name she simply responded with "would my husband approve?".

After starting a couple of the cars, Daryl was busy talking with a couple that are visiting from the UK (as mentioned in the presidents report) Richard and

Audrey. Richard and Audrey are hoping to attend the 2019 International rally in Bathurst as guests of the VCCA (Vic). The day went off without a worry with our members mingling with other car enthusiasts, some we knew some we met for the first time while Alan Lethborg and his son learnt the art of wrapping a Turban from the Melbourne Turban Society.

### VCCA (Vic) Cars:

- |                      |   |
|----------------------|---|
| 1915 T-Model Tourer  | - Darren, Jennifer, Mikaela and Rachel Savory |
| 1915 T-model Truck   | Kevin Brown                                   |
| 1913 Fafnir          | Daryl Meek                                    |
| 1914 Overland Tourer | Jeff and Ben Alcock                           |
| 1913 Overland Tourer | Paul Daley                                    |
| 1909 Renault AX      | Alan Lethborg                                 |
| 1909 IHC Buggy       | Andrew and Frances McDougall                  |
| 1909 Aries Tourer    | Barry Gomm                                    |



Lots of spectators at the Australia Day display



Alan Lethborg's Renault



Daryl Meek's Fafnir and Paul Daley's Overland



*Barry Gomm's Aries and the McDougall's IHC*

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# The Model That Made 'The Name' A 1907 Car From Manchester

By Adrian Garrett (communicated by Ian Berg)



Adrian Garrett's Rolls Royce on the 1957 Annual Rally

In the October 2017 edition of *Brass Notes* we included an article on our club's 1957 Annual Rally and a photo of a Rolls-Royce owned by Adrian Garrett. Ian Berg has been in contact with Adrian and Adrian has provided an interesting account of his car.

Chassis No. 588  
Coachwork Gladiator, London  
Engine 6 cylinder, 4J" bore x 4J"  
stroke 7.046 litres

I bought my 1907 Silver Ghost for 35 pounds in 1952. An Austin 7 would have cost me 50 pounds and I did not have that much.

In 1956 I went on the first International Veteran Car Rally held in Norway. Elizabeth Nagle secretary of the VCC of GB was my passenger. 40 years later I did another tour of Norway.

In 1957 the 20 Ghost Club had celebrations for 50 Years of the Silver Ghost. This included a visit to Manchester where the early cars were built.

From Manchester cars had to be tested and the route included climbing the hills of the Peak District Derbyshire to the Cat And Fiddle Pub. I have enclosed pictures taken outside that pub in 1907 1957 and 2007.

In 1957 1997 and 2007 AX 201 The Silver Ghost and C4047 The White Ghost attended. Also present was The Shooting Brake 577 then owned by James Smith and now with Graham Mead.

Not many people still own their first car. I have been driving it for 65 years and someone else had it for 45 years before me. I have done holiday tours of the Pyrenees and the french and Swiss Alps. England Scotland and Wales Norway, Four States of Australia and most of New Zealand. Last Summer we toured Ireland in my 1911 Landaulet with the Silver Ghost Club

The 1921 Ghost we drove on the recent NSW and Victoria tour has been in my wife's family since 1922. Body by Smith and Waddington, all original.

The following article from the RR Club magazine in 1961 tells the story of its discovery and restoration.

## OWNER'S ACCOUNT

This car, chassis No. 588 was the 50th of the new 40/50 H.P. type to be delivered. It was despatched from the workshop at Cooks Street, Manchester on 24th November, 1907 after tests during which the average fuel consumption was recorded in the Rolls-Royce records as 18 m.p.g. The test route for new



*Cars at Cat and Fiddle 1907*

cars included the long winding hill climb up to the Cat and Fiddle inn, Derbyshire - a route which had to be accomplished in direct drive. At this 'pub' the test drivers used to meet for a "pint" and even today there hangs in the bar a picture taken in 1907 of four 40/50's gathered outside the Cat and Fiddle and including the original Silver Ghost (chassis 551, the 13th produced) driven by Claude Johnson.

Chassis 588 was the last of the '500' type and the first to have the new frame with J elliptic rear springs and the shallow-drop in the front axle. The steering rake was 'B' position; the axle ratio was 24x65 and the spares included new pistons, cam wheels and a propeller shaft. The car was at once shipped to India and was not returned to England until 1920, after the death of the Governor. Little is known about the early history of the car in India or after the return to England except that a new body was fitted in 1920 and it was owned by a family in the 'home counties' until it found its way to a scrap yard at Fremington near Barnstaple, North Devon, about 1938.

It was in April, 1952 whilst with the Royal Navy at Plymouth, Devon, that I decided to buy my first car. I only had £40, so the search was confined to the fifty odd breakers yards in S.W. England. I decided to buy the oldest and most powerful vehicle still in good mechanical order. Upon locating this old Silver Ghost, I recognised it at once as being identical to that shown in the frontpiece of *The Montague Motor Book* - a book I had been given as a small boy by my parents who could never have anticipated the interest it would rouse.

Buying the car was just a hard business deal. The man swore the old Rolls was no earlier than 1920 and that it was driven into his yard before the war, and that he could sell the brass and aluminium for £35. I said it was not worth half as much because it had been left to rust for 15 years, the engine was seized up, the tyres were bald and in any case the wooden wheels were a sure sign that it was older than he made out. The truth of the matter was that £35 was a little more than I could afford - it only left £5 to get tyres and everything else needed

before I would have my first motor car on the road. Reluctantly I wrote out a cheque for the full amount and arranged to tow it home the following weekend.

The next day I met a Veteran Car Club friend, Dick Barton and told him what I had done. In one sentence he informed me that I had paid far too much, that I was a fool, and that he would offer me double the price: Dick was to provide much encouragement and friendly advice during the months of hard work that followed.

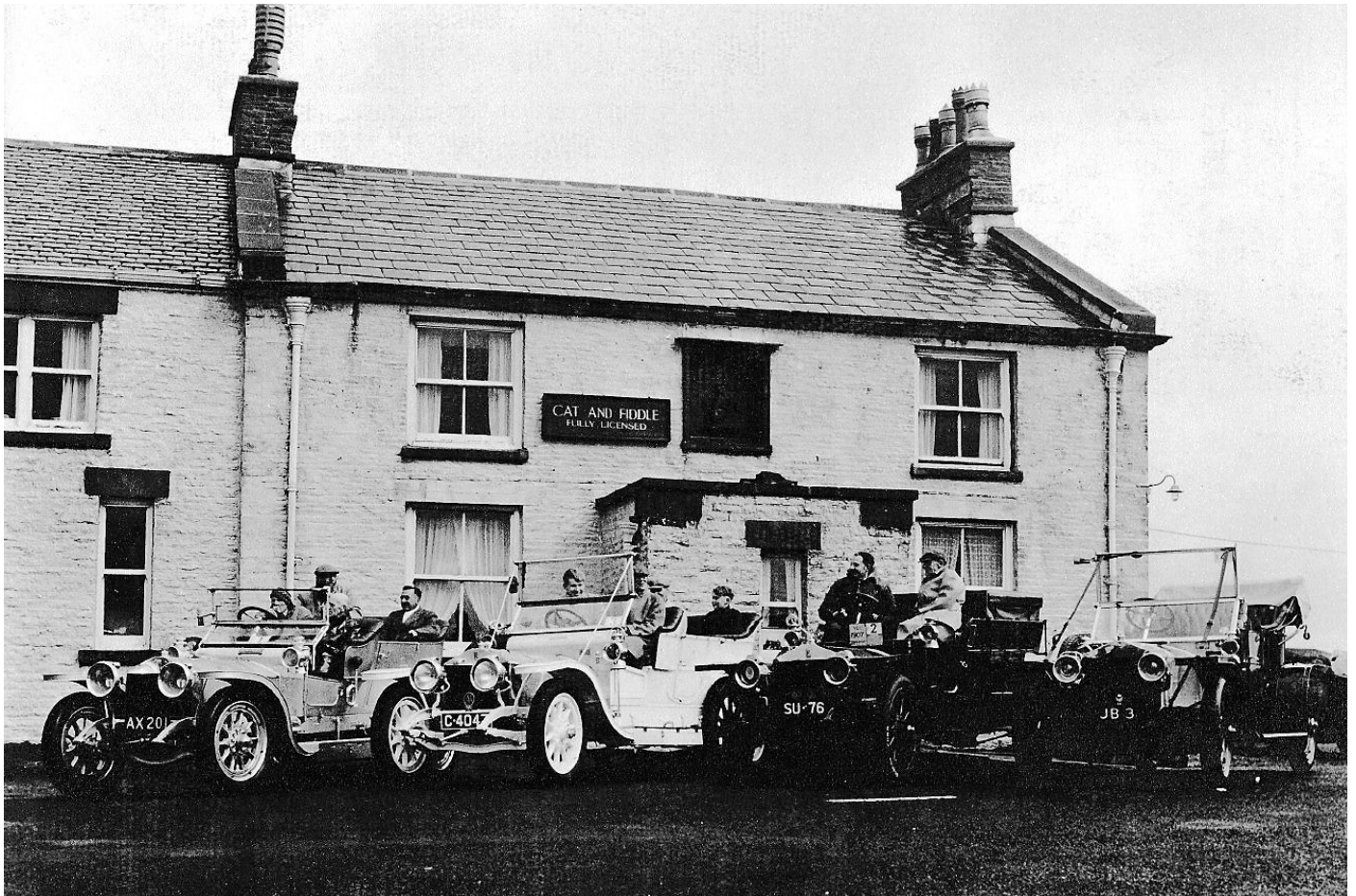
We pumped up the tyres and not without further trouble towed the Rolls home, at considerable speed behind my father's 16/80 Lagonda. Within an hour of getting the car into the Engineering College, we had jumped on the starting handle to free the pistons, put Reddex in the cylinders, fuel in the tank and for the first time in 15 years of exposure to the English weather, she started on the magneto. The carburettor was in need of a complete overhaul but apart from this and a good clean and oiling no major mechanical work was needed. After 5,000 miles of motoring did I completely strip everything down and then it was only to 'de-coke' and find out why she was going so well.

## **RESTORATION**

The body on the car at the time of purchase was an H.J. Mulliner torpedo tourer, which had been sawn off behind the front seat and all the timber of which had rotted. After much searching I purchased for six pounds from another scrap-yard, a double-phaeton body off a 1906 Gladiator. This was quite a lucky find and I took it home in the back of the Lagonda much to the astonishment of passing motorists. The whole of my next leave I spent searching the car breakers yards collecting lamps, horns, speedometer and most important of all - leather for the upholstery. I should explain that my enthusiasm was stronger than my bank account and new leather was far too costly. The solution was to buy for £12 an old Minerva hearse from which I removed the leather and with some assistance of an old upholsterer transferred it to the Gladiator body.

# The Model That Made 'The Name' A 1907 Car From Manchester (Cont.)

By Adrian Garrett (communicated by Ian Berg)



*The same location, this time taken in 1957*

Fitting the body to the chassis had its problems. It was eight inches too short and five inches too narrow so with a large saw we cut it in half and thence in quarters, just behind the rear doors. In addition to some of the timber frame, all the steel panels in body had to be replaced with aluminium. I discovered that curving sheet aluminium in two directions at the same time takes a little practice. New mudguards and running boards, a new aluminium dash and a bonnet with hundreds of copper rivets kept me occupied most evenings and weekends until August, 2nd, 1952, three and a half months after buying, when we were ready for road trials.

My friends in the Navy who helped with much of the hard work used to join me on weekend trips - 240 miles to London and back late Sunday night. I recall hazards of rain and fog which never seemed to daunt us although we had a crew of 5 and 2 wheel brakes. On one trip a policeman waved us down because we had no lights. He seemed quite surprised when I asked for a match and told him that the wind kept blowing them out.

A few months later we investigated the mechanical side and as mentioned earlier found very little wear.

The engine had never been re-bored and did not need it. The bearings were tight and apart from a good clean and a valve-grind the remaining work consisted of replacing a few missing components. On completion an average fuel consumption of 18 m.p.g. was once again obtained. During the valve grind operation I decided to remove the two 1/8 inch thick decompression plates from under the cylinder blocks and thus increase the compression ratio to 3.2 to 1. I understand that the fuel available in Bengal was not good enough for such high-compression cars.



*The same location once more: taken in 2007*

# Torquay Foreshore - 11 February 2018

By Ben Alcock, with photos by James Dunshea and Callum Walsh

## Can you think of a better back drop to a car show?

The 11th Annual Torquay Rotary Motor Show was a great excuse to polish the cars and head up to the Surf Coast for the weekend. While the show was held on the Sunday a few of us made our way up Saturday afternoon for a relaxing evening that included dinner at the RACV Torquay Resort.

The 8 veteran cars, and a few members in non veteran met at the Ripcurl carpark where Callum Walsh and his dad Brendan, took us on a quick tour of Torquay before making our way to the foreshore to display the cars. We had a designated section for our cars, close to the licorice and dumplings stalls so we were well catered for. The cars proved popular with the show goers, with our range of cars we had something for everyone to enjoy. With the category for judging that we were able to enter being the 'Best Pre 1939' we had some serious competition, with the category being taken out by Barry and Ros Smith in their 1932 Chevrolet Roadster. It didn't stop there for the Smith's with the Chev taking out the gong for Best Car in Show, congratulations Barry and Ros, the trip on the Ferry was definitely worth it.

The day had something for everyone, cars of all types and ages, food for the whole family and the main street of Torquay about 10 metres away, not to mention the beautiful backdrop of Torquay's main beach. Look out for details about next year's event as we hope to make a real weekend of this great location, and weather.



Fiona Lane with the RACV mini-van



Daryl Meek's Fafnir & the Bone's FN



Barry and Ros Smith's 1932 Chevrolet

# Hanging Rock

By John Paas

Sunday 11th Feb at 6.15am Janet and I left Daylesford as the first glimmer of dawn arrived. This was to be the longest trip so far in our newly acquired 1913 T.H. Schneider. The yearly car show at Hanging Rock is about 40 kilometres away so we left early to give us time to negotiate the many hills through Bullarto, Trentham, Tylden and onto Woodend. The few days prior were quite stressful, getting the car ready and not really knowing whether my driving skills were good enough to be kind to the car.

Janet was looking forward to the trip which boosted my confidence somewhat. There was nothing to be concerned about. The car performed beautifully as she would have after FG Smith picked her up in 1914 and drove her to the family farm at Barrapoorte. Luckily there was a cool change on Sunday so the car trundled along very happily although the odd grind in gear changes ruffled the quietness through the misty hills. After about an hour and a half we arrived to much activity.

Although we would like to see more early cars at this event it makes me happy that there are so many young people passionate in their Monaros, Chryslers and the

big variety present. What we came to realize was that the public were very excited to see such an early car which was great as even the kids would look in awe at this wonderful machine, even after I'd give them a fright with the Klaxon horn and firing up the engine. To the veteran car fraternity this is all part for the course but to us this is all new and it is truly a privilege to drive such an early machine.

A great day was had and I think it inspired some friends with vintage and classic cars to bring them along to give a bit more variety for the many people that come along. I think Torquay was on at the same time at which there were to be a number of veterans. Hopefully this was a good day for all who could go. Now all home safely, John Paas.



Contemporary photo of T.H. Schneider



At the "Rock"



Bonnet up and accessories on display



On the road at dawn to Hanging Rock



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129 Ballanee Rd, Ballan Vic 3342  
T: (03) 5368 1088 F: (03) 5368 1007 M: 0402 194 723



# Private Classifieds

## AUCTION NOTICE:

Max Cowie advises that a portion of the parts collected by George Cowie will be auctioned off by clearing sale.

**When: 24th March, 2018**

**Where:** "Koorrnong", 550 Comatawa Road,  
Tarcutta, NSW 2652

## For Sale

### 1910 Ford Model T tourer

Registered and running with much work done over the years and a well rallied car,

**\$55,000.**

I also have many Model T Ford parts available including two projects - a 1912 and a 1913 model.

#### CONTACT:

**Bill Formby**

**P: 03 5625 2344**

**M: 0488 288 164**

## WANTED

Veteran touring car in running condition preferred. Prefer near 100% complete.

**CONTACT: Simon Anderson, Geelong**

**M: 0414 482 241**

**E: ando\_84@hotmail.com**

## WANTED:

One 30x3 1/2" white or grey rubber tyre in usable condition, with the NON-SKID tread, to use as a spare on my Buick.

**CONTACT: Murray Murfett**

**T: 0428 914 848**

**E: murraybron@bigpond.com**

## FOR SALE

### 1911 Armstrong Whitworth

14.9 HP, 2.8lt, 4 cylinder. Great Condition and easy to start. Quality restoration. Plenty of spares including 1912 motor, gearbox, chassis (in 3 pieces), front axle, original hand book, steering columns, 6th tyre and more.

**\$55,000** or looking for a sensible offer.

Phone for more pics.

**CONTACT: Min Innes-Irons**

**M: 0418 214022**

**E: min@inhospitality.com.au**



## FOR SALE

Well known 1906 Cadillac model K Runabout. See article in this Brass Notes.

**Offers around \$85,000 will be considered.**

The specially built trailer is also offered at an extra \$5000.

**CONTACT: David Couper**

**T: 03 9728 3041**

**M: 0413 146 117**



# Events

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## RACV 1 & 2 CYLINDER RALLY

**Cobram – 15th to 18th March 2018**

RACV Cobram Resort is fully subscribed for the 2018 RACV 1 & 2 cylinder rally.

The RACV resort is fully booked for rooms however we still have caravan and camping spots available. We now have 15 double/twin rooms allocated to us at the nearby Colonial Motor Inn (108 William Street Cobram) at \$115 per night. The accommodation still needs to be booked through the Rally Organisers, Andrew and Frances McDougall and not by direct contact with the Colonial. Trailer parking for those entrants staying at the Colonial can be accommodated 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

## BREAKFAST RUN

**When:** Saturday 24 March 2018  
8.00 am onwards  
**Where:** Ruffey Lake Park Doncaster  
Melways Ref : Map 33 J10  
Enter Park from Victoria Street  
and drive up to upper car park  
**What:** Bring your own breakfast  
**Why:** Last breakfast for summer season  
**Facilities:** Electric BBB's, tables and seats  
under cover, clean toilets  
**Enquiries:** Frank Pound 95837723

## NATIONAL 1 & 2 CYLINDER TOUR 2018

Due to the Victorian 1 & 2 finishing only a few days before our Tour we will have a tail end Charlie to meet the ferry on the mornings at Devonport terminal on the 20th and 21st if people are driving their old cars on to the boat to reduce the cost. It would be a big help to us if you let us know how many would like this help.

There will be plenty of time to get to the all morning, morning tea at the Deloraine showgrounds before we get under way at 11:30 for our first days run.

If anyone wants forms or information please feel free to email me at [jaclipp@bigpond.com](mailto:jaclipp@bigpond.com) or ring 03 6396 1144. Runs vary between 40kms on the third day to just over 100 on the longest day. Storage of cars for entrants wanting to extend their stay in Tassie can be organised by prior arrangement.

**When:** 21st to 25th March 2018  
**Where:** Deloraine, Tasmania  
**Contact:** Joe Clippingdale [jaclipp@bigpond.com](mailto:jaclipp@bigpond.com)  
or 03 6396 1144

## HOT CROSS BUN DAY. GOOD FRIDAY

Once again the Tri-Club Hot Cross Bun run is on at Braeside Park. Always a great relaxing day and a chance to catch up with fellow members & friends from the Tri-Club group.

Lower Dandenong Road, Braeside. Melway Map: 88 E8

**When:** 30th March 2018  
Time: 10.00am till 2:30pm  
**Where:** Rosella Oval / Picnic Area –  
Braeside Park  
**Charity Event:** Donations to Children's Hospital  
Good Friday Appeal.

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

Free Hot Cross Buns, tea and coffee will be provided, along with scintillating conversation.

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

Housekeeping: No animals are allowed in the Park. No Alcohol is permitted. Please take your litter home with you. Do not feed or handle the wild life. Drive very careful on the oval.

Note: Braeside Park is closed on CODE RED fire danger days and the event would be cancelled.

Enquires: Brian Garrett. 0400166762. [bjgarrett@optusnet.com.au](mailto:bjgarrett@optusnet.com.au)

## FLINDERS LIONS CLUB MOTORING HERITAGE DISPLAY

Flinders and District Lions Club, Flinders Community Association and Flinders Pre School are pleased to announce a fun packed Easter sunday for all the family.

COME AND JOIN THE FUN and see some very special Vintage, Classic or Modern cars on display around the village!

There will be 3 sites within the Flinders village so you can wander around and join the fun of a sausage sizzle and raffle. The displays will be open from 10.00AM to 4.00PM. Entry fee \$5.

(entry fee entitles you to a ticket in the exciting raffle and entry to all 3 sites around the village)

Trophies will be awarded to the best vehicle in each category as judged by an independent panel headed by legendary car enthusiast and local collector Brian Hussey

## IF YOU WOULD LIKE TO BRING YOUR VERY SPECIAL CAR

please register online on Try Bookings link.  
<https://www.trybooking.com/TQGY>.

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The FREE entry on Try Bookings web page enables you to include contact details, the year, make and model and a brief history your car. This will help us put the program together and make sure you are allocated the right space.

**When:** 1st April 2018 (Easter Sunday)  
**Where:** Flinders Village

**Further details for exhibitors:**  
CLAY MANNERS - mobile 0405 692 537  
e: clay@manners.net.au

## 4 OR MORE RALLY 2018

### IT'S ON AGAIN! FOUR or MORE RALLY

St Arnaud is a former gold mining town, situated between Avoca and Donald.

The district around St Arnaud supports an agricultural industry of sheep grazing, grains and wineries, with forested areas to the south and open Mallee plains to the north. The town's historic precinct, along Napier Street between Millett Street and Inkerman Street, features the old post office (built in 1866), court house (1866) and Victoria's oldest fire station (1883) which now serves as a fire brigade museum. The town's last mine, the Lord Nelson, operated within these parks and there is a lookout atop Wilsons Hill which is flooded with mine shafts. This event will showcase all the aspects of St. Arnaud and how a small town like this operates.

Entry forms and accommodation details to follow in the new year. Any questions, please contact Ben Alcock 0404 917 366, on behalf of Alan Esmore (Rally Director)

Friday afternoon tour of St. Arnaud and dinner at the Botanical hotel.

Saturday 100km trip to Avoca for lunch via the Tottington national trust homestead and woolshed, returning via the historic Logan pub.

Saturday night dinner will be a relaxed spit roast.

Sunday lunch in Donald after visiting the Postlethwaite farm and engineering workshop and the Kooka's country cookies factory.

Sunday dinner is at the sporting club, with our own area.

Monday Pebble church via Stuart Mills (gold discovery town) and the reservoirs for morning tea before heading home.

Entry forms and accommodation details to follow in the new year. Any questions, please contact Ben Alcock 0404 917 366, on behalf of Alan Esmore (Rally Director)

**When:** 27 to 28 April 2018  
**Where:** St Arnaud  
**Contact:** Ben Alcock 0404 917 366

## 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 rally will be based at the Calypso Tourist Park in the centre of Yamba phone 02-66468847 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.

Friday - a short shakedown run of 25km around Yamba with stops at the beaches, marina, lighthouse and town area.

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.

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

**When:** 25th – 27th May 2018  
**Where:** Yamba, NSW  
**Contact:** Rod and Ruth Holmes (E:) 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  
phone - 0458581458  
Don Hill – don.hill@live.com.au

# Events

## AVCCA NATIONAL RALLY FORBES NSW

You are invited to join the 2018 National Veteran Tour which is currently being organised by the Newcastle Branch of the VCCA (NSW). The Tour is proposed to run as a hub event from the beautiful town of Forbes in the Central West of NSW. Daily runs will be on roads that are well suited to veteran motoring, following routes that are flat to gently undulating.

We are in the process of negotiating places of interest, accommodation options, routes etc and approximate costs will be listed in our first newsletter later this year.

To assist with planning we are now seeking Expressions of Interest (EOI) for the 2018 Veteran Tour to be held between the 23rd September and 28th September 2018. The Tour is open to veteran vehicles built before the end of 1918.

**When:** 23rd – 28th September 2018  
**Where:** Forbes NSW  
**Contact:** The Tour Secretary,  
PO Box 6110, Gorokan NSW 2263  
email: forbes2018@bigpond.com

## EARLY 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 2018  
**Where:** Orange, NSW  
**Contact:** Les Johnson 0419 288 383  
frogshollow1@bigpond.com.au  
Jeff Alcock 0425 519 959



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# Natter Night Meeting Minutes

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**Tuesday 13 February 2018 at the**

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

## **1. Opening and Welcome**

The Club's President, Paul Daley, opened the meeting at 8.02pm and welcomed all members present.

## **2. Attendance**

There were 60 members who attended the meeting.

## **3. Apologies**

Cliff and Betty Ward, Bob May, Brian Hussey, Scott Staples, Paul and Leanne Goethel, Graeme Edwards, Brian Churchill.

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

The President welcomed visitors Peter Jordan-Hill and Colin Birkett, and new members Bob Watts along with Margaret and Roger Stewart, to the meeting.

## **5. Member News**

Jeff Alcock reported that Bruce Nelson is unwell, but in good spirits. Paul Daley said that he attended the memorial service to celebrate the life of Peter Amor on 30 January 2018.

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

Deb informed members that (as at 31 January 2018) the cheque account balance was \$22,272, the cash management account balance was \$39,048 and the term deposit balance was \$95,660.

## **7. Membership – David Provan**

David welcomed the following new members to the Club.

Nigel and Georgina Wooster

Roger and Margaret Stewart

Julian and Jane McNeil

Neil and Trish Campbell

Glenn and Maryann Banks-Smith

David reported that a total of 22 new members had joined the Club in the past few months. The Club currently has 531 members.

## **8. Events – Ben Alcock**

### **8.1 Past Events**

RACV Australia Day Heritage Vehicle Showcase – 26 January 2018.

The 11th Annual Torquay Rotary Motor Show – 11 February 2018. Barry and Rosslyn Smith attended in their 1932 Chevrolet and won not only 'best pre-1939 vehicle', but also the 'car of the show'! Ben thanked Daryl Meek for his support and hospitality on the day.

### **8.2 Future Events**

Ballarat Swap Meet – 23 and 24 February 2018.

Breakfast Run (Dendy Park, Brighton East) – 24 February 2018.

RACV Classic Showcase (Yarra Glen Racecourse) – 25 February 2018. Daryl Meek provided an update report.

March Natter Night 'Meet the Member' – 13 March 2018.

RACV 1&2 Cylinder Rally (Cobram) – 15 to 18 March 2018. Frances McDougall provided an update report. Andrew McDougall spoke about the desirability of all veterans at the Cobram rally to be fitted with a high intensity externally powered amber hazard light.

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

Good Friday Hot Cross Bun Run – 30 March 2018.

RACV Florence Thomson Tour (Clunes) – 22 April 2018. Daryl Meek provided an update report.

4 or More Rally – 27 to 30 April 2018.

Pre-1905 event (near Ballarat) – 8 and 9 September 2018.

## **9. Library and Archives Report**

Daryl Meek spoke about a number of catalogues and magazines that Alan Lethborg had kindly donated to the Club's library. Daryl informed members that the library had a new book titled The Early Australian Automobile Design History – The First Fifty Years by author Norm Darwin.

Paul spoke about the desirability of increasing the profile of the Club's library and archives, and the need to raise additional funds to achieve this objective. Paul informed the members that the committee (at the February meeting) decided to include in the 2018-2019 membership renewal form the opportunity for members to make a voluntary financial donation to support the acquisition of books and other assets for the library.

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

Alan Lethborg had a 4 cylinder AX Renault bonnet to give away. Greg Orde has a 1902 single cylinder De Dion Bouton motor for sale at \$1,200. Peter Jordan-Hill is wanting a brass windscreen for a 1912 Model T.

## **11. General Business**

David Couper spoke highly of mechanic Ranald Young who has provided him with excellent assistance in the workshop.

Paul Daley offered free tickets to a performance of the Melbourne Philharmonia Project on Saturday, 24 February at the Melbourne Meat Market.

Paul Daley said that the Club requires an 8mm projector. Greg Orde offered to lend a projector to the Club.

Andrew McDougall spoke about the recent submission prepared and sent to the Assistant Minister to the Treasurer by the Australian Historic Vehicle Interest Group that presents a compelling argument for an exemption from the luxury car tax on the importation of vehicles aged 30 years and older.

There were no items of general business.

## **12. A Reading From the Book**

Paul Daley provided a reading from the Club's soon to be published history book.

## **13. Next Meeting**

The next meeting will commence at 8.00 pm on Tuesday 13 March 2018. 'Meet the Member' Bob Watts.

## **14. Closure**

The President closed the meeting at 8.50 pm.

## **15. Presentation – 'Show and Tell' with Daryl Meek**

Daryl Meek facilitated a very enjoyable 'show and tell' session. With the assistance of Callum Walsh, Daryl presented his eclectic selection of items along with others that had been submitted by Fiona Lane, Brendan Walsh, Michael Holding, David Couper and Stan Bone.

**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 (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

Callum Walsh (Francesca)  
t 0447 766 724

**FIVA REPRESENTATIVE (AVCCA)**

Andrew McDougall  
t 03 9486 4221

**SUB COMMITTEE CHAIR**

**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,

**SUBCOMMITTEE CLUBROOMS MANAGEMENT**

John Prior and Jim McCaffrey

**SUBCOMMITTEE SOCIAL MEDIA AND NEXT GENERATION**

Ben Alcock, James Dunshea, Callum Walsh

**SUBCOMMITTEE MEMBERSHIP**

Geoff Payne, Scott Staples and David Provan

**CLUBROOMS COORDINATOR**

John Prior  
(Sign-in book Scott Staples)

**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

**JOURNAL EDITOR**

Roger Berg  
t 0403 727 228  
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.) 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 website, and contact Brian Hussey or Bob Ballinger. They will assist with the process for obtaining a permit, and advise of a club Scrutineer who can inspect the vehicle at a mutually convenient time.

**JP SERVICES AT NATTER NIGHTS**

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

**CLUB MEETINGS**

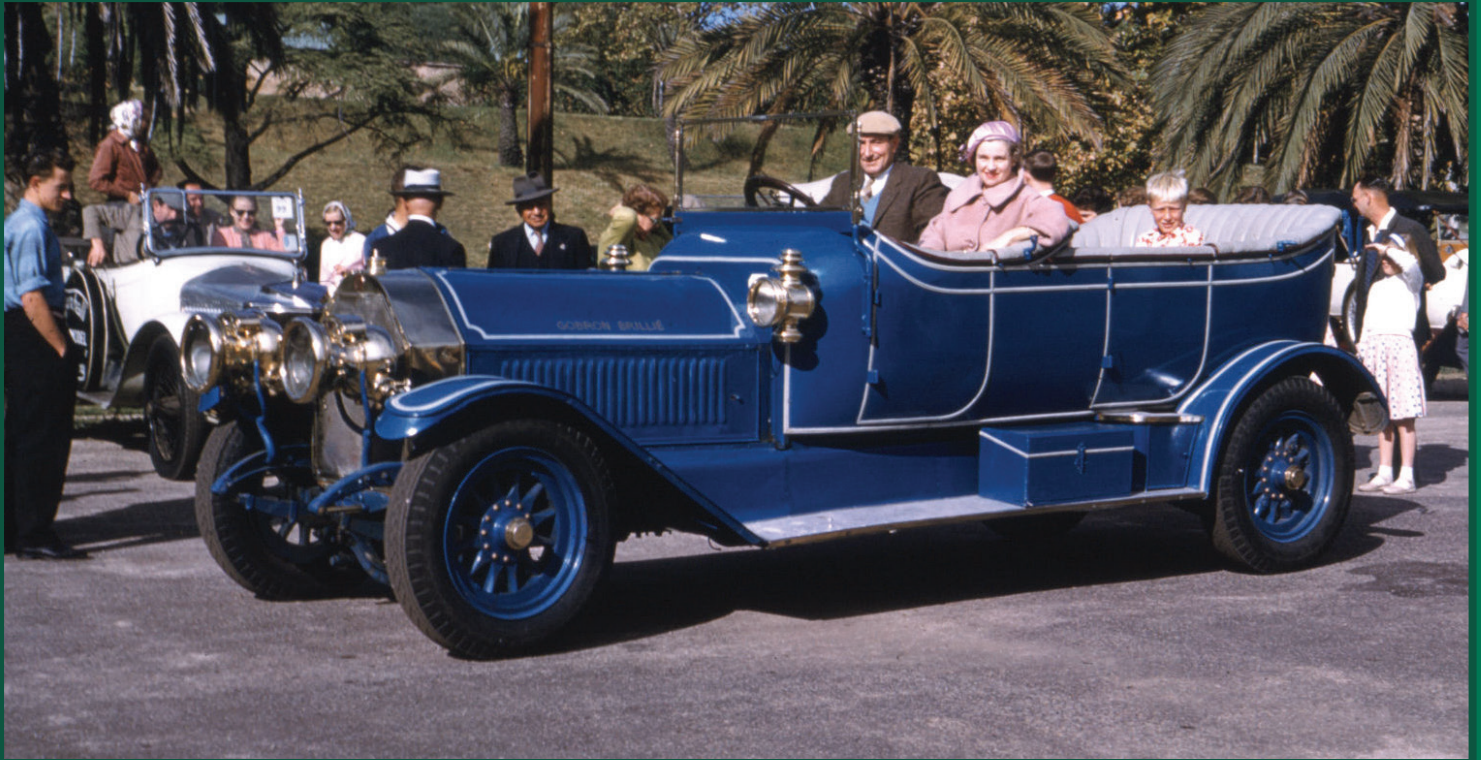
Monthly meetings (Natter Nights) are held at 8:00pm on the 2nd Tuesday of the month (excl. January) in the Club Rooms:

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



Find us on  
**Facebook**

## Photos from the Club's Archives



Pictured at the 1960 Golden Fleece Barossa Valley Veteran Car Rally is the mighty 1909 Gobron-Brillie entered by L.T. Freeman. The car had a long history in South Australia and is now part of the Nethercutt Collection in Sylmar, California. You can also see this rare car featured in the June and July 2015 issues of Brass Notes. At this rally there were over 100 entries including five from Victoria.



Here we see three of the Hotchkiss fire engines on an annual rally circa 1970. In the early years of the club there were a number of these ex-MFB fire appliances in the club and they were rallied extensively until well into the eighties. We don't seem to see them now. Can anyone expand on the history and whereabouts of these vehicles?

Daryl Meek recognised his Fafnir in the lower picture on this page in the February issue of Brass Notes. He informs us that the images was taken in 1959 by Dr Peter McMahon and shows the 1913 Fafnir roadster in the process of being collected. The gentleman shown is Perc Frencham, of Warrandyte, from whom the vehicle was purchased in the condition shown. Perc was a local mechanic who had purchased the vehicle in the 1920s. It was in regular use up to the 30s, when it was laid up in an open shed on Perc's property.

The vehicle was restored by Dr McMahon and George Farmer and was ready for the road within 18 months. It was one of the original group of vehicles allocated a permit number – 021 which it still retains.



*Club cars on display at Torquay*



*Kevyn Brown's Ford T on Australia Day. Whenever our club is on show, there is always great interest in the vehicles from the public.*