

May 2019



Brass Notes

www.veterancarclub.org.au

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



Dementia Prodest

Veteran Car Club of Australia (Victoria) Inc.
Registration Number A0097964Y

Patron: Ms Netta Griffin, President, RACV

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Flashback

This month's FLASHBACK photo is of an Argyll but who, where, when and where is it now?

Respond to the Editor.

Murray Murfett was quite excited to see the Delaunay Belleville in the April FLASHBACK photo. Murray tells us "It was based in Terang (my home town) with just 2 owners from new in 1908 until around 1973 when it was sold for \$2,000 to the William Harrah Museum in US. In the latter years it was owned by Charles Goodall, a local garage proprietor, who is related by marriage to my family". Murray Says "I have clear memories of sitting in it as a teenager, trying to work out what the all levers and dials were for. I have quite a bit of history and other photos of it and will do an article on it. I am reliably informed that the photo was taken during the 1956 Golden Fleece, Melbourne to Ballarat Rally. I believe the car is still in the USA, regrettably, and not my garage!"

Peter Norman from Wedderburn has provided some more information on the truck in the February FLASHBACK photo.

"About 40 years ago I was given a day elder truck of the same year and model as the photo.

Wanting to compare notes I sought out other owners, I only found one other, the truck that was in *Brass Notes*. I have kept my truck for about 40 years, unrestored in the shed.

Recent health issues have decreed that I have to reassess my cars including the truck. I have donated my truck to the Wedderburn engine club and they are going to restore it. Rumour is that these trucks are very rare, the one you feature was claimed to be only one in world, however always another turns up, so does that now make only 2 in the world.

The truck shown in *Brass Notes* belonged to a chap in Geelong, he sold it to a trucking company in Ballarat, they sold it on to a chap in Mt Gambier. I saw it advertised for sale on www at a museum in Netherlands.

On the radiator were two badges that told of its history, including western district club. I was able to contact original owner, he sold it 30/40 years ago, how it got to Holland I don't know.

Around 1918- the chap who gave me my truck (now deceased) told me he had information to suggest that my truck was driven on the wharfs in Geelong in 1913. It is correct that it should be on solids, however my info is that Dodge 4 rims were adapted and it appears that my truck was converted sometime in the late 20's. Maybe the conversion was the difference between being on the road or not.

Some History: it appears that my truck was imported by the pastoral firm, Gippsland and Northern. Sales were poor and it was painted red and taken into the company fleet. Sold 2nd hand to Mr Frank Lockhart in the early '30's.

He related to me a trip Wedderburn to Forbes NSW, unreg and uninsured. In Echuca he was stopped and questioned by the local police, allowed to continue provided he stayed off the major roads. The chap that restored the truck in *Brass Notes* is living in Geelong still.

Trust this has been of interest."



Coming Events

17-19 May 2019	43rd Historic Winton - Benalla (Vic) www.historicwinton.org
18-19 May 2019	2019 Pre-1905 Pioneers Run – Ballarat Rally Director: Greg Smith 0447 395 233

Major Events

18 - 19 May 2019	Pre 1905 Pioneer's Rally, Ballarat - TAVCCA National Event Contact Greg Smith: 0447 395 233
19-21 July 2019	2019 RACV Midwinter Rally – Inverloch Rally Director: Ben Alcock 0404 917 366
12 -15 March 2020	RACV 1 & 2 Cylinder Rally - Hamilton (Vic) Rally Director: Doug Palmer

National Events

17 – 23 September 2019	National Veteran Rally – Bargara (Bundaberg, QLD) Rally2019@skymesh.com.au
29 Sep – 5 Oct 2019	National High Wheeler Rally – Maryborough, VIC Contact: Greg Smith 0447 395 233
11 – 17 October 2020	RACV 2020 National Veteran Vehicle Rally - Swan Hill, VIC Contact: Michael and Claudia Holding 0407 008 895
TBA - 2021	National Brush Rally - Bathurst, NSW Contact: Alan Miller 0417 283 897
11-13 Oct 2019	Motorclassica - Royal Exhibition Buildings - Melbourne

International Events

30 Aug - 6 Sep 2019	HCCA International Tour Entries now open - Russell Holden: 0422 219 911
29 Sept – 5 Oct 2019	Model T Ford Annual Rally 2019 Maryborough, QLD www.mtop12.wix.com/mtoq

President's Message

By Paul Daley

No increase in our subscription fees 2019-2020...

At the April Committee meeting, our Treasurer *Peter Hammet* presented a budget forecast for the 2019-2020 year and informed the Committee that the membership fees are adequate for next year and that no increase was necessary. The Committee accepted the recommendation, and resolved that the financial position of the Club be presented at Natter Nights on a quarterly basis, and full financial reports will be presented at the Annual General Meeting.

'Welcome to Country' for Future Signature Rallies

For many participants in the RACV 1&2 Cylinder Rally at Bright, the Aboriginal 'Smoking Ceremony' held on the Thursday evening was a highlight, and your Committee has decided to continue this practice at our signature RACV rallies, wherever possible. At the April Committee meeting it was agreed unanimously: *'That at future signature rallies, the event director shall consider organising a 'Welcome to Country' and/or an acknowledgement of the traditional owners'*

To help facilitate this initiative I have invited *John Stanley* to take up the role of our *Traditional Owners' Liaison* person. John successfully arranged for local indigenous leader *Jida* of the *Dhu Dhu Roa* tribe to undertake the ceremony at Bright and with this contact and a personal interest in indigenous affairs, John will assist Rally directors in instigating the 'Welcome to Country', initiative wherever necessary.



Traditional owner Jida of the Dhu Dhu Roa tribe

Peter Johnson Joins Scrutineer Team...

Brian Hussey advised your Committee that *Peter Johnson* has joined the Scrutineer Team. Peter will assist our members in the Gippsland region where he is a well known motoring identity. VicRoads have approved and registered the appointment. Our volunteer scrutineers are now located to service our members throughout Victoria and perform a vital service for which the Club is grateful for.

We Visit MG Car Club & R.R.O.C –

Ian Berg and *Paul Daley* had a busy week over April 10-11, as guests at first the M.G. Car Club and then the following evening presenting at the Rolls-Royce Owners' Club. I drove my 1913 Willys Overland 69T to both of the evening functions – modern day traffic and night time driving, was all in a day's work! *Ian Berg* again delivered his presentation on the production of our Club history book, 'Dementia Prodest' – *Ian's* polished delivery with articulate content and interesting pictorial content was warmly received. The M.G. Club were wonderful hosts, with over 180 members present, and we were warmly welcomed by *Robin Page* who is a great friend of our Club, and who spoke at our April Natter Night. The members of the R.R.O.C were particularly interested in the fate of many of the Silver Ghosts that were restored in the early years of the Club and now reside overseas. *Ian* will be presenting at our Club Presentation Evening on May 14 on the intriguing stories of the Silver Ghosts.



Paul Daley displays 1913 Overland at M.G Car Club



Ian Berg presenting at M.G. Car Club – love that TC podium!

We contribute to Crib Point RSL's ANZAC Appeal...

It was back in November '18 at the RACV Veteran Car Club Annual Rally, Cape Schanck, that we raffled a superbly crocheted blanket, the handwork of member *Barbara Staples*. We raised \$350 and it was decided to donate it to the Crib Point RSL – a small community club of just 130 members who provide a vital service to the small Westernport town that we had just visited on that Rally. It was a pleasure to revisit that club recently and make your donation to their ANZAC appeal.



Paul Daley presents the cheque at Crib Point RSL

Preparing 1904 Curved Dash Oldsmobile for Ballarat...

A drip oiling problem on my '04 CDO saw the vehicle retire from last year's Pre 1905 Pioneer Rally with a knocking engine. The motor has now been disassembled by *Chris Dillon*, and it is now with Steven Cara at Dookie having the big end white metalled and generally gone over. This year's event will be held over the weekend of May 18-19 at Ballarat, and Rally Director *Greg Smith* is pleased with the entries to date. The event is now recognised as a Veteran National run, with TAVCCA giving its blessing for this niche event.



Paul Daley's 1904 Curved Dash Oldsmobile – engine out for repair

Two Private Collections Auctioned in April...

'If you're looking to buy a car for investment, then don't put your foot on the brakes... Life is fast and furious – drive your dream today!' So the promotion read for Lloyds Auctions Australia who conducted the auction of Gosford Classic Cars over the 6-7th April.



Rosco McGlashan's 637 Aussie mph Aussie Invader on the block – sold for \$455,000

Over 150 vehicles went under the hammer, selling the largest privately owned classic car collection ever to be auctioned in the southern hemisphere. Former Formula One World Champion and Auction Ambassador, Alan Jones said, 'This collection is one never to be forgotten, it is extremely special and admired by many enthusiasts.'

The standout result was a 1964 Aston Martin DB5 sold for \$1,550,000, while Rosco McGlashan's Aussie Invader LSR Jet, brought \$455,000.



Circa 1919 – Moline Plow Co Tractor: sold \$26,000

On Sunday April 7, over 600 collectors and enthusiasts attended the auction of a private collection of over 100 Classic & Vintage Tractors, held at Geelong by Donnington Auctions. There was 100% clearance rate grossing \$1million. Of interest to Veteran enthusiasts was the c1919 Moline Plow Co Universal Model D Tractor produced between 1918-1923, with a 4 cylinder vertical 3.5 litre, valve in head engine built by Root & Van Derroot, and was the first production tractor to feature a standard starter and lights. Sold for \$26,000.

The Master Craftsman of wheels...



Keith Wilson: "now onto wheels"

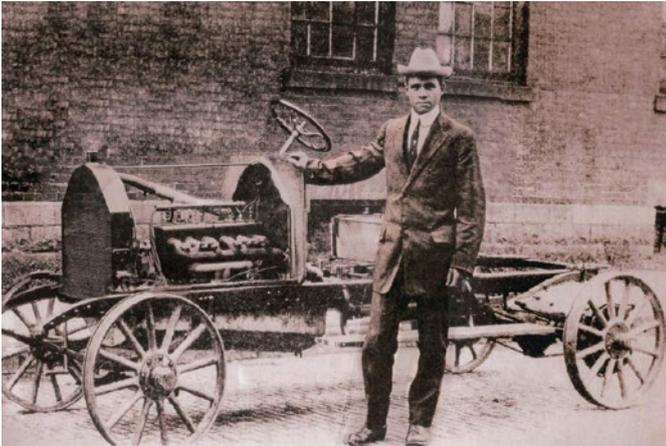
Keith Wilson hails from the QLD town of Allora, and is renowned both in Australia and overseas for his skills in the art of wooden spoke making. It was 30 years ago that he first began in the wooden wheel craft, and today has developed his own home engineered machines to assist in manufacturing wheels from a bygone era. Keith explained to me that he has to steam bend the felloes and they take 3 months to dry. He describes himself as 'the worn out builder – now onto wheels', and says he could never change for the hours he puts into the job.

Email Keith: allorawheelman@hotmail.com

President's Message

By Paul Daley

African American Involvement in the Veteran Era...



C.R Patterson – founded automobile company

We continue our theme from the 'Green Book' story from last edition...

C.R Patterson & Sons of Greenfield, Ohio were makers of the Patterson-Greenfield automobile from 1915 to 1918, and remains to this day, the only African American owned and operated automobile company.

Charles Richard Patterson was born into slavery on a Virginia plantation in 1833. Not much is known about his life on the plantation, and historians have to sift through conflicting reports about how he came to settle in Greenfield, Ohio, a town with strong abolitionist sympathies. In any case, he learned the skills of the blacksmith and found work in the carriage-making trade. In 1873, he formed a business partnership with another carriage maker in town, J.P Lowe, who was white, and eventually became sole proprietor of the renamed C.R Patterson & Sons in 1893. It was a successful business employing an integrated workforce of 35-50 by the turn of the century. His catalogue listed some 28 models, from simple open buggies to larger and more expensive closed carriages for doctors and other professionals.

When Patterson died in 1910, the business passed to his son Frederick, who was already something of a pioneer. He was college-educated and was the first black athlete to play football for Ohio State University. As owner and operator of the enterprise his father started, Frederick Patterson began to see the handwriting on the wall: the days of carriages and horse-drawn buggies were nearing an end.

The company offered repair and restoration services for the 'horseless carriages' that were beginning to proliferate on the streets of Greenfield. The valuable experience allowed C.R Patterson & Sons to take the next great step in its own story as well as in African American history: in 1915, it announced the availability of the Patterson-Greenfield automobile at a price of \$685. From the company's publicity efforts, it is evident they were bursting with pride: *'It is intended*

to carry with it (and it does so to perfection) every conceivable convenience and every luxury known to car manufacture. There is absolutely nothing shoddy about is. Nothing skimp and stingy.'

Orders began to come in, and C.R Patterson & Sons officially entered the ranks of American auto manufacturers. Over the years, several models of coupes and sedans were offered, including a stylish 'Red Devil' speedster. Ads featured the car's 30hp Continental 4-cylinder engine, full floating rear axle, cantilever springs, electric starting and lighting, and a split windshield for ventilation.



1917 Greenfield Roadster

In 1918, having built by some estimates between 30 and 150 vehicles, C.R Patterson & Sons halted auto production and concentrated once again on the repair side of the business. Sadly, no Patterson-Greenfield automobiles are known to survive today. (Further reading: The C.R Patterson and Sons Company, Black Pioneers in the Vehicle building Industry, 1865-1939 by Christopher Nelson)

Just 270 miles away from Greenfield, in Detroit, the juggernaut Ford Motor Co, was going from strength to strength, with hundreds of smaller companies unable to compete with its automation and workforce.



A colourised photo of Madam C.J Walker in her Ford, 1910's. She was born to slave parents and became the first female self-made millionaire in America

Beth Tompkins Bates, in *'The Making of Black Detroit in the Age of Henry Ford'*, weaves her story of Ford's success in revolutionising and dominating auto production. In 1910 there were about 5,800 African Americans living in the city, a decade later there were 41,000; over the following decade that number tripled. Ford's assembly-line production system required a work force willing to put up with fast-paced, repetitive jobs. In the years before World War I this rigid system led to an annual labour turnover of about 370%. In order to reduce turnover and facilitate continuous production Ford, at the beginning of 1914, reduced the work day from nine to eight hours and implemented the Five Dollar Day, Profit-Sharing Plan.

The basic Ford wage was \$2.34 a day, about average for the industry, but workers who met standards for 'personal cleanliness, sanitation, thrift, honesty, sobriety, better housing, and better living generally' were eligible for profit-sharing bonus of \$2.66. The booming auto industry also created entrepreneurial opportunities for black Americans. The story of Charlie Wiggins is inspirational.

Born in 1897 in Evansville, Indiana, Charlie Wiggins grew up in a poor home; his father was a coalminer, and as a teenager, young Charlie worked at a shoe shine stand outside a car repair shop where he was eventually hired as an apprentice in 1917. His opportunity came when many of the white garage mechanics left to join the Army. Wiggins was the first black mechanic in Evansville and quickly rose to become chief mechanic. Wiggins and his wife, Roberta Sullenger, whom he married in 1917, left the area in 1922 for Indianapolis. Two years later the couple opened their own garage and Wiggins quickly became that city's top mechanic. In his spare time Wiggins assembled parts from auto junkyards to develop his own car, known as "the Wiggins Special."



Charlie Wiggins – 'The Negro Speed King'

Wiggins and other African American drivers formed their own racing league, holding races across the Midwest. Wiggins was outstanding in these races, earning himself the nickname "the Negro Speed King."

Wiggins's success in racing lay in both his skill as a driver and his engineering knowledge, which allowed him to build his own cars. Wiggins's prominence and criticism of racial discrimination made him a target of the Indiana Ku Klux Klan which attacked him and vandalised his house on a number of occasions. Charlie Wiggins' racing career ended in 1936. In the fourth lap of the Gold and Glory Sweepstakes race, he was seriously injured in a 13-car wreck, losing a leg. He was never able to race again. (Acknowledgement: Felix Brenton, BlackPast).

Charlie Wiggins' dream was confirmed by Leonard W. Miller (Len). Len went on to challenge the primarily white world of auto racing to make room for African American team owners, crews, mechanics, and drivers. In 1973 Len launched Vanguard Racing Inc. and became the first African American owner to enter a driver in the Indy 500. The Indy 500 didn't allow a black driver to enter the race until 1991.



Black American Racer Association Patch given to each of the approx 5000 members.

Raising the Flag...

Not as iconic as Batman's 'this will be the place for a village', Jeff Alcock, Ben Alcock and James Dunshea, claimed their territory in the centre of the cricket pitch for the VCCA (Vic) display at Kalorama. With a turnout of sixteen cars on display, plus Club promotional collateral, we took out the coveted 'Kalorama Trophy' a perpetual trophy awarded to the club with the best display. Congratulations to our Vice President/Club Captain, Ben Alcock, who put together the display and rallied our troops for the excellent attendance.



Territory claimed – Jeff Alcock Ben Alcock and James Dunshea

President's Message

By Paul Daley

Thank you Wendy Hall for donation to the library

The Club thanks *Wendy Hall*, who has donated her late father's collection of motoring books to the Club's library. Wendy is the daughter of *Norman Hall* who owned a 1912 Phanomobile.

Bathurst to Bundaberg Overland Rally

What is the best way to get to the 2019 National Veteran Vehicle Rally? By another rally of course! Leave your trailer at home, crank start your motor and join the Bathurst to Bundaberg Overland Rally. Do the whole stretch or hop on at any of the stages along the route. The Overland Rally starts on Sunday 8th of September, two days after the Horseless Carriage Rally in Bathurst. Five days later, on Friday 13th, you will arrive to a hero's welcome and a cold drink in Bundaberg. The 1315 km route will take you on sealed roads through mostly flat country (no steep ups or downs). You'll be on main highways and secondary roads with plenty of flat sections and wide shoulders for overtaking. The daily distance will be between 100 km and 270 km (220 on average). There will be a mix of small town motel and caravan park accommodation (see map on next page). There is also covered transport for luggage. This will be a stress free tour with lots of laughs and relaxing sociable evenings.

Please e-Mail or call John Handley
(john-handley@hotmail.com 0423 000 675).

Australian International Concours D'Elegance



2018 Concours d'Elegance display

Applications are now open for the 2019 Australian International Concours d'Elegance, to be held 11-13 October 2019, Royal Exhibition Building, Carlton. Entries close May 2019. Since its inception the event has attracted entries from many VCCA (Vic) members and it would be great to see some entries again this year. All applicants will be notified of the selection committee's decision by mid-June. To view the Australian International Concours d'Elegance judging criteria, please refer to the motorclassica website (<https://motorclassica.com.au/features/concours-delegance/judging-criteria-classes/>)

Motorclassica – Italian Flavours...

With a garish emoji of a margherita slice of pizza, and a catch line – Pizza with the Lot – the post was guaranteed not to go to trash. The marketing gurus at Motorclassica invoked an Italian flavour 'Benvenuto', they announced the latest on the 10th Anniversary Motorclassica, to be held 11-13 October. In reflecting on the events of March – Phillip Island Historics, the Grand Prix in Melbourne, the inaugural Sydney Harbour Concours the promo commented: Most recently we saw the staging of the 64th annual Kalorama Rally, Australia's oldest classic car event in the beautiful Dandenong Ranges. This year saw its largest turnout in years and great weather meant a big crowd in particular, a fantastic display of Veterans.

This year's Motorclassica will take on a more Italian theme, and tickets went on sale in April (great idea; so there won't be queues to get in like at the Vatican!) This year Motorclassica will be held on the same weekend as the nation's big race, the Bathurst 1000, and the race will be broadcast at this year's show, with beverages in the Champions Lounge.

Member News

Remember the 'glory days' of television with Graham Kennedy and IMT – In Melbourne Tonight? One of the regular skits was 'Over the Fence' – a gag a second laugh was guaranteed. So when *Brian Scudds'* 1904 De Dion Bouton had the misfortune of a puncture on the Bright rally, he called on his old pal *Brian Hussey* to assist. And that was when the fun started. 'We only had a foot pump' said Brian, 'and a couple of neighbours popped their heads over the fence and saw our problem – they had an air compressor with a tyre inflation which they handed over'. It seems that Brian doesn't know whether to laugh or cry as he grimaces with the mallet, while partner *Christine Sheath* looks on sympathetically. All worked out fine, with a puncture patch on the tube, and the air 'too easy', said Brian.



Brian Scudds, Christine Sheath with Brian Hussey - 'Over the Fence'

Mark McKibbin is always good for a smile. He posted this... An Overlooked verse... thanks Mark, and also for your link to Car Talk. Mark regularly posts info relevant to the old car hobby and maintains an interesting website.



Stan Bone is making excellent progress with the restoration of his 1910 FN 1500 Roadster, and is now busy on recreating the Tarrant body work as per the original design. Tarrant Motors were the FN importers for Melbourne.



1910 FN 1500 Roadster taking shape

Local Kalorama CFA identity Peter Henwood caught up with his old pal Dean Walker at the 64th Kalorama display day. Peter is a collector of fire brigade memorabilia and his hand pumped fire hose was a hit with the kiddies who enjoyed squirting the unexpected onlookers. Scott Staples, displayed his preservation class '13 Model T Tourer, while Dean Walker '18 Model T speedster sports a stunning array of veteran era brass accessories.



L-R Dean Walker, Peter Henwood (CFA), Scott Staples

Our initiative to address the impact our Club makes on the environment has drawn commendation from our friends at the VCCA (QLD). Terry Lewis has contacted Frances McDougall, who is our 'go to' person for environmental matters: 'We enjoyed and appreciated your article in the recent Brass Notes about environmental consideration with regard to rallying'. At our recent RACV 1&2 Cylinder Rally we successfully collected the lanyards and plastic name sleeves from all participants at the final dinner for reuse again.

Annual Presentation Evening, May 14

A highlight of our year is the annual Presentation Evening, which will be held on Tuesday May 14th, with pre-meeting drinks and nibbles from 7:30pm and Natter Night formalities 8:00pm. Our speaker this year is Ian Berg, who has put together a fascinating insight with many historic photos – including the stories of the Rolls-Royce Silver Ghosts of our Club. A night not to be missed, with a sumptuous supper to conclude.

NATTER NIGHT

PRESENTATION EVENING

TUESDAY MAY 14TH

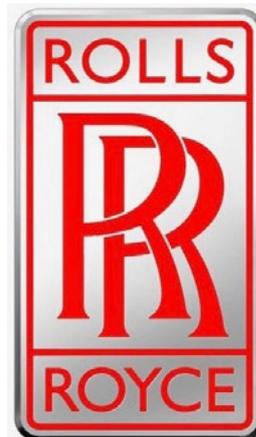
7.30pm - Drinks & Nibbles

8.00pm - Natter Night



Guest Speaker
Ian Berg

SILVER GHOSTS
- Then and Now



Our May 14 **Natter Night** will be our Annual Presentation Evening at which the Club awards are presented. We will be welcoming some special guests on the night. This

is one of our highlight events on the Club calendar and the guest speaker will be **Ian Berg** who will present a fascinating insight into the stories of the Rolls Royce Silver Ghosts of the Veteran Car Club of Australia (Victoria).

1902 Renault Colour photo

From PreWar car website



The photograph you see here is in all likelihood the first coloured photograph of an automobile. Taken in the year 1906. Which is exactly one year before the Autochrome process patented by brothers Auguste and Louis Lumière in 1903 (some sources say 1904) came on the market.

The Autochrome process which was introduced in France made it possible to take coloured photographs by the means of a coloured screen. Mark Antman explains in his article; The Autochrome: 100 Years of Color Photography very clearly how this works: Fine grains of transparent potato starch were dyed red-orange, green and violet. A fine mixture of this powder, one layer thick, was applied to a glass plate. The spaces between the starch grains were filled in with lampblack and then the entire plate was subjected to enormous pressure. A light sensitive silver bromide emulsion was then applied. Each grain acted as a small filter permitting the corresponding colored light to pass

through and expose the emulsion. Once processed, the result was a glass transparency. In black-and-white photography form, line and tonal quality were the significant features; color added an entirely new dimension and opened up a new world of possibilities.

This technique made it also possible for the public to take coloured images.

But now you are probably wondering how it is possible that the photograph shown above is taken one year before Autochrome came on the market. We will explain that to you. The girl in this 1902 8 HP Renault is Suzanne Lumière. Louis Lumière his daughter. The photograph is taken by one of the inventors during the experimental phase before the 'public' was able to produce them. Making this specific photograph (very likely) the first colour photograph of an automobile.

We thank PreWar cars for the use of this fascinating article.



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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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The National Veteran Motorcycle Rally

By Greg Smith (Photos by Frances Hall)



Bevars Binnie 1916 New Imperial

Ulverstone Tasmania 10-15 March 2019

The National Veteran Motorcycle Rally occurs bi-annually, and rotates on a roster for each state. This year, the 12th, was Tasmania's turn and the rally was based at Ulverstone. We certainly had a great turnout with 99 entries, representing a vast amount of different marques and designs.

Our schedule included some wonderful rides and interesting attractions. Sunday saw us visit a vintage machinery display at Sassafra (74km). Monday, one of my favourite rides along the coast through Penguin to the Wonders of Wynyard Veteran car Collection of Francis Ransley (110km). Tuesday, up the hills to Leven Canyon (83km). Wednesday, another ride up the coast to Heybridge/Cuprona (57km), and a public display in Ulverstone. Thursday, was to be a most interesting day to Port Sorell and Latrobe to view an amazing private vehicle collection (89km). Friday, our final day, up to the town of murals, Sheffield via Barrington (87km).

You may note I have included the total km per day, as this is one of the rules in running the rally, that the distances covered are to be a maximum of 100km + or - 10%. What this means is we have runs that attempt to cater for all, no matter what you ride. This is an amazing idea, and proves to be very much, all inclusive, which I totally commend. Tasmania's terrain, however does make this a little harder though. I have penned

the following article for the Antique Motorcycle Club of just one of the days of our tour, and thought it may be of some interest to our Club members. In finishing this prelude, I must sincerely commend Frances Hall (daughter of Ken Hall- former member of our club) for doing an outstanding job in running this National Event. Bring on Manjimup, Western Australia in two years time.

Kick Up The Backside!

To say the least, it had been an interesting week for me in Tasmania on the National Veteran Motorcycle Rally. I had taken two motorcycles, the 1904 Maldon and the 1908 Sovereign, which is the local motorcycle being built in Launceston Tasmania. I lent the Sovereign to a friend from England and he rode it up to Wynyard on the Monday. Tuesday to Leven Canyon was not an option for either of my bikes, as I knew the route there, as I had attempted this on the last National Veteran Rally in Tasmania twelve years ago. I have nightmares of this experience, that still haunts me to this very day

The Maldon had proved to be completely obstinate all week, and I was unable to get it to run to its full potential at all. It would run, but only at a level that would not allow it to tackle any hills what so ever, which basically renders it useless in Tasmania. It was so, so frustrating not to be able to get it to run properly, even after trying literally every conceivable remedy.



Ian Sargent 1912 Rover



Catrina Sargent 1913 Royal Enfield



Colin Sargent 1915 Royal Enfield



Daniel Sargent 1912 Triumph



Greg Smith 1904 Maldon



Greg Smith 1908 Sovereign

The National Veteran Motorcycle Rally

By Greg Smith (Photos by Frances Hall)

With this hindrance, I was forced to ride the Sovereign only, and to be totally honest, it is not renowned for its hill climbing ability, at a little over 300cc the little Zedel powered engine is not a huge workhorse.

Wednesday was a day for me that proved to be life changing. To be completely honest, I had not really rated two stroke motorcycles to any great extent. Those who have them have always expel their virtues and excellence that these type of motorcycles entail, but I had never been "hooked". By the end of the day, I was completely impressed and had been indoctrinated into the fold. I was even telling people that they have twice as many power strokes. Isn't brainwashing infectious!

Wednesday was a run to Cuprona of 57 km, followed by a public display back in Ulverstone, and our riders meeting that is held every two years at this National event. The road out to our morning tea stop at Heybridge, is one of my favourite rides. I have ridden this section of road many times, and one never tires of the sweeping bends that follow the coastline and through the township of Penguin.

I spoke to Frances Hall about the next section of the run, and she confirmed that there was a bit of a rise out of Heybridge. After about 5 minutes she returned and said it is not just a bit of a rise, but in fact a substantial incline. With this news I headed off just after the marshals had left, and it was not long before I encountered the fore said mountain. I must admit I was pleasantly surprised with the Sovereign and the way it was hanging on as we climbed higher and higher. After climbing for at least a kilometre, the next progression was to assist with pedal power, and up and up we went, for at least another 2 kilometres when the burning of thighs proved to be all too much. I had to stop, totally spent, and completely out of breath. I was stopped on the side of the road trying to regain my composure when the rest of the bikes started to file by.

I attempted the long, long push to the top of the hill, a hill that seemed to have no ending. Where would the crest be? Thankfully John Bennett on the two stroke 1916 Omega outfit stopped to assist. On seeing me, I think he could see I was quite distressed and exhausted and took over the pushing of the Sovereign. He had pushed it for several hundred metres and then stopped and said to wait here until he ventured back down the hill and retrieved the Omega. This process then happened again, John pushing the Sovereign then going back down to retrieve the Omega. He really was a god send. After almost a kilometre of pushing, big Albert on the modern BMW, who was helping with the backup came to the rescue and pushed the last little bit of the never ending hill. John's efforts were amazing to push so far for me.

We regrouped at the top of the hill and before taking off again, John said to me that he would follow me, and should I begin to struggle on a hill, and run out if leg power, just move to the centre of the road, and

he would put his foot on my pack rack and push me up over the hill. I sorted treated this comment with a little disdain, but before I knew it, I was struggling up a hill and it came to the front of my mind, and I quickly moved to the centre of the road. Up came John on the little two stroke Omega, and a couple of little boots up the backside with his foot on the pack rack, I quickly sailed up to the top of the hill. Never had I been so grateful for a foot up the backside! This little two stroke was simply amazing, and so versatile. John had totally converted me to a two stroke worshiper.

I then had a fuel issue and John continued on up the road on the Omega. There was an incredibly steep hill in Penguin which I again failed to get up. Ken Hall our back up man stopped to assist. Ken was not sure if there were any more hills before the lunch stop, or even how far it was, so we decided to pop the Sovereign on the back up trailer, and get to lunch at the Penguin Sports and Services Club. I rode with Peter Allen, and surprise, surprise he kept the indoctrination of the excellence of two strokes firmly on my mind.

Anzac Park in Ulverstone was our next destination, for a Public display. We had an enthusiastic response from the public with a great crowd coming to see the 90+ veteran motorcycles. A wonderful display showing the variations in design, size and marques. Our riders meeting followed and we were able to hear from our next hosts of the National Veteran Motorcycle Rally to be held in Manjimup, Western Australia. I look forward to this event in 2021 already. The "superior seven" had their photograph taken also. (the seven who have attended all twelve National Veteran Motorcycle Rallies).

To finish off a very memorable day, I had the great pleasure to have my first side car ride, and you guessed it, it was in the fabulous wicker side chair of the two stroke Omega outfit. Never will I see two stroke motorcycles the same again. I am definitely a convert. Twice the Power Strokes! It is amazing how you can change your views after getting a boot up the backside.



Mark Gascoigne 1914 Triumph

LETTER TO THE EDITOR

To the Editor,

I recently rang Ian Berg re: the article on the passing of John Harold Haynes with reference to the picture of the car in the museum.

Members may be interested to know that the car in front is a Haynes "Light Twelve cyclider car. I am not sure of the year but possibly c.1918/1919.

I have sent some photos that I took when at the museum in 2012 and also an advertisement for the Haynes car from 1916.

Regards

Tim Harris



1916

"America's Greatest Light Six"
HAYNES
"America's Greatest Light Twelve"

**The higher priced car gives no more
—the lower priced car costs no less**

MANY a buyer who has planned to pay from \$1,800 to \$2,500 for a car has chosen the Haynes at \$1,485.

Its incomparable combination of substantial size, fine appearance, complete riding comfort, abundant power and speed—together with light weight and noteworthy upkeep economy—leaves nothing to be desired.

It's even more common for folks who did not expect to go over \$1,000 for a car, to decide upon the Haynes, because they find its lower *after-cost* more than out-balances the difference in price.

You get flexibility of the *one-to-sixty-miles-per-hour-on-high* brand in the Haynes.

You get a car that can make 30 miles an hour from a standing start in seven and one-half seconds, and accelerate from five to thirty-five miles an hour in seven seconds.

It has power to climb the mountain hills, to conquer the most trying stretches of sand or mud. In bad places the Haynes owner is always able to lend a hand to less fortunate owners.

The Haynes high speed motor develops more power than any other motor of equal bore or stroke.

No matter what your ideas are about price, you should investigate this wonderful car, with its beautiful lines, its long-easy-riding springs, its completeness of appointments, its power, speed and top-class performance in every respect, and its amazing economy.

The Haynes dealer is ready to extend you every co-operation, in your investigation.

<p><i>"Light Six"—Open Cars</i></p> <p>Five passenger Touring Car - \$1485 Four passenger Roadster - 1385 Seven passenger Touring Car - 1985 Closed Cars - \$1190 Five passenger Sedan - 2190 Seven passenger Sedan - 2390</p>	<p>New catalog, describing the latest engineering achievements as embodied in the Haynes "Light Six" and "Light Twelve" free on request.</p> <p>Demonstrable Sedan and Coupe Tops for All Open Models \$275</p>	<p><i>"Light Twelve"—Open Cars</i></p> <p>Five passenger Touring Car - \$2185 Four passenger Roadster - 2085 Seven passenger Touring Car - 2685 Closed Cars - \$1890 Five passenger Sedan - 2490 Seven passenger Sedan - 2790</p>
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The Haynes Automobile Company, 72 Main Street, Kokomo, Indiana

153



LETTER TO THE EDITOR

To the Editor,

Congratulations to the young brigade and their "aged" helpers for providing such a successful and enjoyable Hot Cross Bun Run.

I believe there were more cars this year than ever before which cannot be attributed solely to excellent weather and the addition of the Austin 7 Club.

The day again provides reassurance that the long term future of our Club is in excellent hands.

Yours sincerely,

David Inglis

Book Review - Pioneer Motor Car Trip of Australia

By Greg Smith

This is a review of thin staple bound 16 page booklet printed in Australia, by Syd Day, 16 Wrights Lane, Melbourne titled "The Pioneer Motor Car Trip of Australia- Bathurst (N.S.W) to Melbourne (Vic) 493 ¼ miles." It was distributed 'with the compliments' of the Thomson Motor Car Ltd, 305 Flinders Lane, Melbourne in 1900, to record the first overland journey by a motor vehicle in Australia.

The booklet contains an introduction, which is a bit of a history behind the trip, full details of the trip as told by Holmes, the cousin of Herbert Thomson who accompanied him on his journey, plus a summary of the feat they undertook. The booklet also has 2 period photographs, (one of the Thomson car at the start in Bathurst, and another with Thomson and Holmes sitting up in the Thomson with an umbrella as protection from the rain), and 3 illustrations, with a Map of Australia to the rear cover with the Thomson Motor Car in the centre. This is a great illustration from the "time" with Port Darwin being labelled one of the cities.

Two things really appeal to me from this 1900 booklet. First, is the type or style of writing that is expressed. The words and vocabulary from 1900 is so, so different to what we are used to today. It comes from a bygone era, when terms and words seem to describe the event in a grand, important distinctive tone to emphasise what actually occurred. The second thing that appeals greatly to me, is the gigantic, almost superhuman feat these two gentlemen were undertaking, in driving a Victorian steam powered vehicle from Bathurst to Melbourne, 493 ¼ miles (790 klm) with virtually no roads of any consequence to navigate.

The booklet was produced, of course to publicise the Thomson Steam Car. To gain the public's notice, Thomson did several things. He attended and exhibited the car at the Melbourne, Bendigo and Maryborough Agricultural Shows, before undertaking a huge move of shipping the car to Sydney for the Easter Agricultural Show, where he then planned to drive it back to Melbourne by road to prove its durability and suitability to the long distances and rough roads that existed in Australia in 1900. Plans changed when after the car proved so popular at the Sydney show, an invitation was extended to visit the Bathurst Agricultural Show. The invitation was accepted, and it was then decided to return overland from Bathurst to Melbourne, which was a distance only marginally shorter than Sydney to Melbourne.

Holmes wrote the diary of the adventure, and I feel obliged to quote from some of his entries to emphasise what trials and tribulations they encountered and indeed conquered, and also to expose the wonderful writing style he had.

When they attempted the Pioneer trip, their timing was not brilliant, in that 2 inches of rain fell, making the so called roads even worse. Getting bogged was just a regular occurrence. The following is just one of Holmes

descriptions of getting through a red clay bog. "We tried it quietly, but stuck firm half way up to our axles, so tucking up our pants and getting on a billet of wood, we assisted in the reverse of the motor, and backed on to dry ground. Seeing that the only way to negotiate the obstacle was by speed, we got well back and set the motor racing. I kept up a running shove up to the edge of the mud, and with momentum of an express engine the motor tore through in great style, splashing everything on board."

Following roads that were not roads, to navigate themselves was also an amazing feat. "After twelve miles of this heavy bush road, which was difficult to follow on account of its unmade condition and numerous tracks formed- the only clue to our route being the mile posts- we had the bad luck to lose our "road". After proceeding for about half a mile through fairly open bush, we stopped and had a consultation, finally agreeing to strike to our left, eventually bringing us up to one of our "white friends"- a mile post."

There were also mechanical difficulties they had to overcome. "A clip, which connects the back axle with the chain adjusting strut, fractured, causing the right hand chain to loosen, but a piece of wood wedged firmly between the end of the strut and the back axle and tied firmly, proved ample to keep the chain at a fair tension."

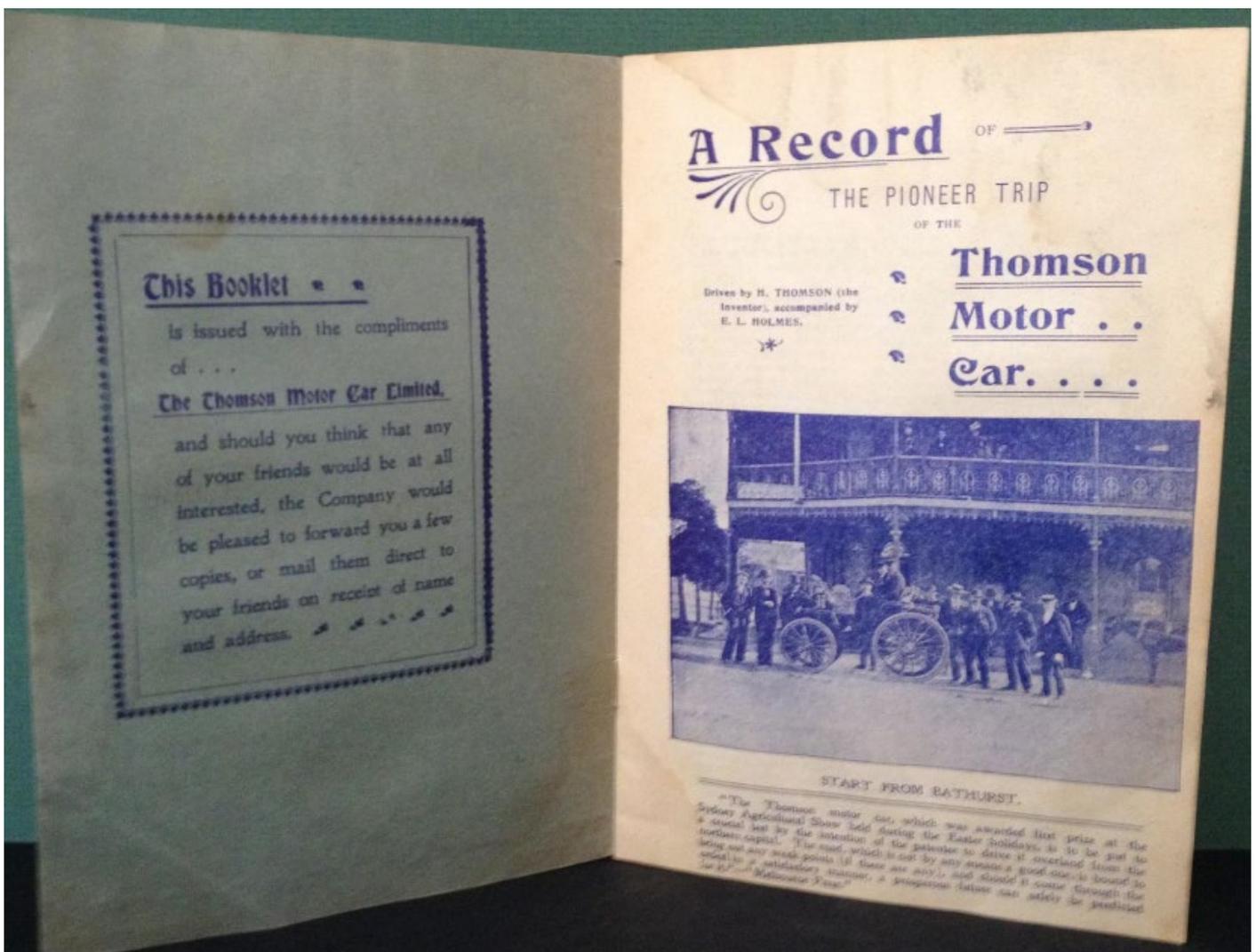
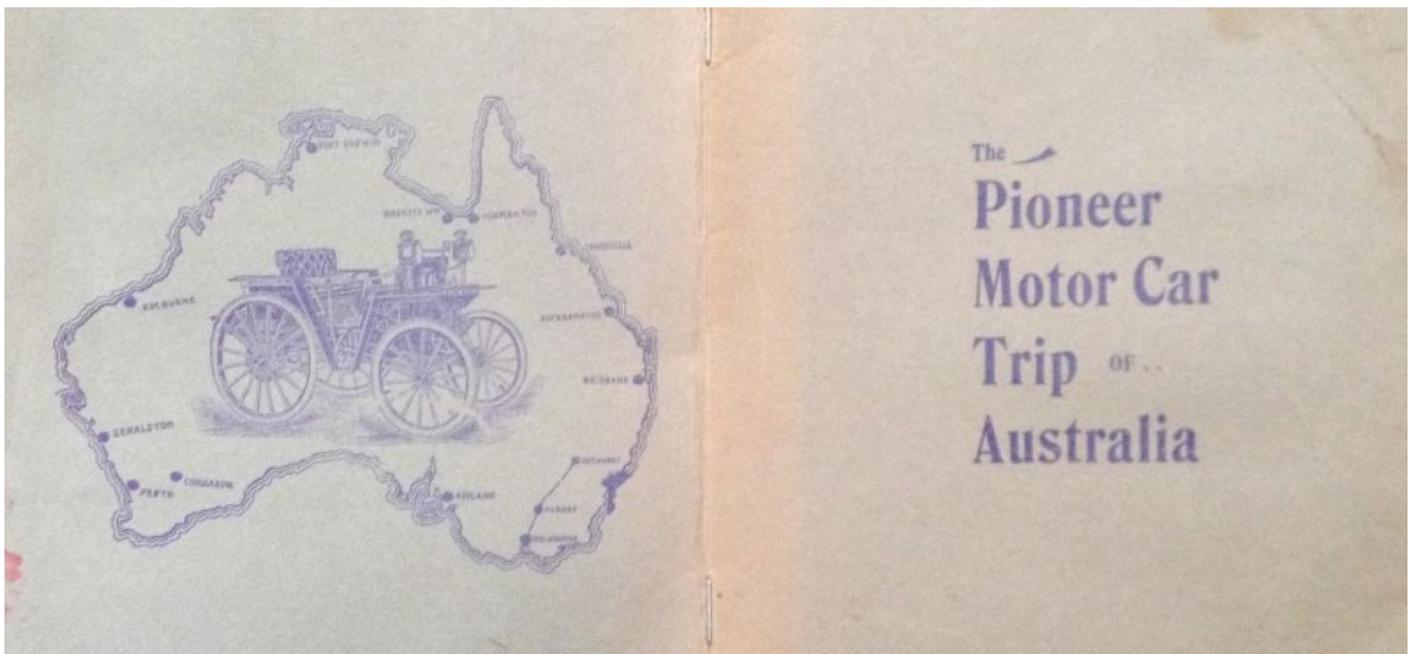
Thomson, trying to avoid ruts in the road up to 2 feet deep, hit a fence post. "The shock to the hub of the wheel twisted and bent up the struts and steering rods, but we lost no time in removing the bent material and hammering it straight, eventually able to resume our journey as if nothing had happened."

The Thomson being a steam car was reliant on being able to source water. "We filled our tanks at a school house, the master promptly dismissing the school during our brief stay for an object lesson in motor cars."

As well as the rain, they experienced bitter coldness. "Cold is boiling hot to our temperature; in fact, when we moved, our joints almost cracked with the cold- we were frozen."

As you can see, the Pioneer trip was certainly an amazing feat and adventure, marketing at its best. In our events section of Brass Notes, there is an excellent precis of this, and how now, we can experience Pioneer motoring 21st Century style, without the hardships, Thomson and Holmes had to endure.

When and if you get a chance, take the opportunity to read this fabulous booklet. I believe a couple of our members have an original copy, or you can purchase a copy available on the internet for \$733 U.S, or alternatively you can read it straight off the internet. It is in my mind a great read.



Interesting early official motoring in the UK

by Stephen Dynes

Members may recall a couple of articles that appeared in Brass Notes in December 2000 and February 2001 which featured my Great Grandfather Mr Alfred H Dynes.

He was in the English army from 23th of January 1901 until the 23rd of January 1922 and was the first member of the newly formed Motor Vehicle Corps. In this article I have included some additional photos and copies of documents from an album which my family still has. These add to the story of Alfred's early motoring experiences.

He had been sent to the Wolseley motor works in Birmingham to familiarize himself how to operate a Wolseley motor car. He worked at Wolseley for a number of months to attain the required skills and when he returned to the army he brought with him the army's very first car a 1902 twin cylinder Wolseley 10 hp (shown in the photo with registration number A1556). He was the driver for Lord Roberts.

The photo in our album is hand coloured and cost 25 shillings. It was in a similar 1902/03 Wolseley early in 1906 (Registration number A4324) he hit a cart and the car broke in two.

By that time he was a Driver for His Royal Highness the Duke of Connaught the third son of Queen Victoria who was a passenger during this accident and suffered a severe scalp wound.

Alfred's original Driver's Licence is also preserved in our album and is shown here. It was issued on the 28th of December 1903 and is number 980. It was only in 1903 in the UK that a licence was required making this a very early one.

Alas later he was unfortunate to receive a speeding summons whilst on duty which is also reproduced here. He had exceeded the speed of 20 mph according to the summons.

The copy of the speeding summons and the licence were kept by my Great-Great Aunt and I first saw them as a child when I went to England in 1975. I was given the album in 1993.

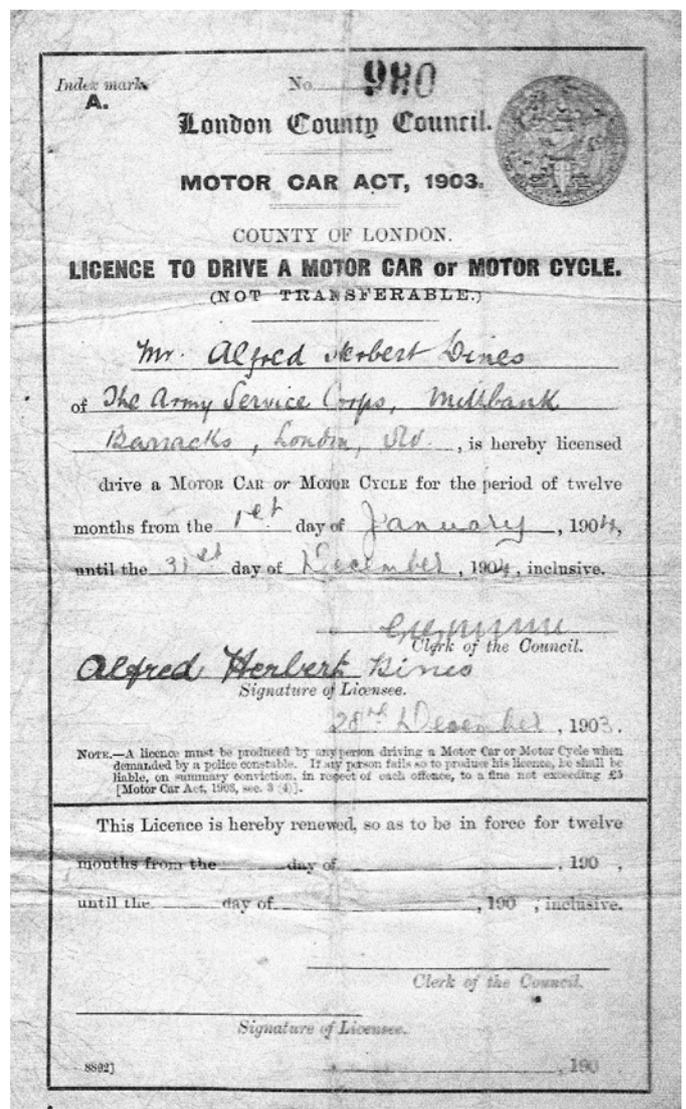
The story goes that a Policeman on a pushbike gave chase to issue the summons. How he measured Alfred's speed is somewhat of a mystery as he must have caught him up on his pushbike at over 20 mph (over 30 km per hour in today's terms).

My Great Grandfather recorded that he was in a 15 Hp Siddeley and that he was fined 1 pound 18/6. His passenger that day was also the Duke of Connaught. At this time he was living at Bagshot Park in Winchester.

This house is still in the Royal Family and is the current home of Prince Edward.



Alfred Dynes in the 1902 10hp Wolseley



Alfred Dynes original driving licence issued in 1903

Copyright Form.

Revised by C. G. DOUGLAS, ESQ.,
Chief Clerk, Mansion House
Justice Room, London.



In the (a) County of Berks,

Petty Sessional Division of (b) The Forest,

To Alfred Herbert Dines

of Army Service Corps, Millbank Barracks, London, S. W.

~~in the (a)~~

Information has been laid this day by Charles Goddard

Superintendent of Police _____ in the
of Wokingham _____

(a) County of Berks, _____ day of August

for that you on the 24th _____
One thousand nine hundred and six _____ on a certain public highway, to wit,

London Road Sonning _____ in the (a) County
of Berks, _____ ~~[or on a certain roadway, to wit,~~

~~in the (a)~~
~~to which the public are granted~~

~~access] (a) being within certain limits [or a certain place] referred to in regulations~~
~~made on the _____ day of _____ 19~~

~~by the Local Government Board with a view to the safety of the public, on the~~
~~application of (d)~~

~~being the Local Authority of the area in which the said~~
~~limits are [or place is] situate (c) unlawfully did drive a certain motor car at a~~

~~speed exceeding (e) Twenty _____ miles per hour, to wit _____~~
~~per hour [the said being your _____ offence], contrary to the form~~

~~of the Statute in such case made and provided; and that you were warned~~
~~of this intended prosecution at the time the offence was committed [or that notice~~

~~of this intended prosecution was sent to you, or to (f) _____~~
~~the owner of the said car],~~

~~within (g) _____ days after the said offence was committed.~~

You are therefore hereby summoned to appear before the Court of Summary
Jurisdiction sitting at Petty Sessional Courthouse, Wokingham

Berks, _____ on Tues- day, the
4th _____ day of September 1906, at eleven

o'clock in the fore noon, to answer the said Information.

Dated the 28th _____ day of August _____ One thousand
nine hundred and six.

Sydney Sturtevant

Justice of the Peace for the (a) County

aforesaid.

Motor Car Act, 12

(2 Edw. 7, c. 36, s. 9 (1).)
summons for driving at
excessive rate of speed.

Speeding summons issued to Alfred Dines in 1906

Kalorama, 24 April 2019

By Ben Alcock

The 2019 64th Kalorama Rally was the biggest in many years with over 800 people through the gates to view the 340 cars. The feature car of the show, Stuart Murdoch's 1914 grand prix Delage was centre stage behind our 15 veteran cars including:

Roger and Margaret Stewart
- 1917 Overland

Alan Lethborg, Barry and Ros Smith
- 1909 Renault

Simon Anderson
- 1909 Hupmobile

Wally Nye
- 1911 Austin

Barry Gomm and Roma Thomson
- 1909 Aries

Daryl Meek
- 1912 Fafnir

Paul and Lena Daley
- 1913 T model

Brian Hussey and Christine Sheath
- 1913 T model

Peter Hammet
- De Dion Bouton

Chris and Fiona Dillon
- 1909 Minerva

Peter Nesbett
- T model

Ben and Jeff Alcock, James Dunshea
- 1914 Overland

Scott and Caree Staples
- 1913 T model

Dean Walker
- 1918 T model

Brendan Pierce
- 1912 Hotchkiss

As always, plenty of members attended in the vintage/classic cars to help support the Kalorama CFA.



Brian Hussey, Paul Daley and Ben Alcock with the trophy



Hussey T, Meek Fafnir and Gomm Aries



Alcock Overland, Dillon Minerva and Hammet DeDion



Staples and Walker Ford Ts



Iain Ross presenting Ben Alcock with the Best Club Display on the day.

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Private Classifieds

FOR SALE

1911 Renault AX, 2 cylinder.

Proven performer, most recently on the Bright rally in March. It is fitted with a starter, and has new upholstery, top and tonneau.

This is one of the few AX Renaults with original coachwork. An outstanding opportunity for the world of one and two cylinder motoring.

PRICE: \$55,000.

CONTACT: David Inglis

T: 03 9878 0496



FOR SALE

Ford Model T 1913 Roadster project with much work done including new turtle-deck body, timber frame and correct parts. Engine number B3744.

Price: \$34,000

Ford Model T 1912 Tourer. Much work done, new timber frame, correct parts. Engine number 65762.

Price: \$37,000

Brown 1910 Carbide generator, polished and ready to install.

Price: \$4,900

CONTACT: Bill Formby

T: 03 5625 2344

FOR SALE

24 inch wheel carrier in excellent condition

PRICE: \$80.00

**CONTACT:
Roger Stewart**

M: 0438 844 353.



FOR SALE

DR4 magneto - good for restoration or spares

PRICE: \$140

4 mudguard brackets and one windscreen post, possibly Talbot

PRICE: \$250

Ford model T side light missing font and burner

PRICE: \$50

**CONTACT:
John Horswell**

M: 0413 314 196



FOR SALE

1914 FIAT Zero 4 cylinder

- New
- New Radiator, Side Curtains

Club rego, lovely car.
Reason for selling
"Health"

PRICE: \$59,000 ONO

CONTACT: Alan

Lethborg

T: 03 9560 8299



FOR SALE

1910 Single Cylinder 10
hp REO. The car is in
Western Australia.

\$36,000, plus an enclosed
trailer if required.

CONTACT: Frank Selley

For further details

T: 08 9454 5582

(evenings)

M: 0407 445 194.



Events

43RD HISTORIC WINTON, WINTON MOTOR RACEWAY, NEAR BENALLA, VICTORIA AUSTRALIA

Conducted by the Austin 7 Club Inc A0003290N with the assistance of the HMRAV
Historic Winton – Australia’s longest running, all-historic motor race meeting runs for three big days of non-stop action one week earlier in 2019 from Friday 17th to Sunday 19th May 2019. This iconic city meets country event will feature all the grandeur and pace of yesteryear at the spectacular rural location of Winton Motor Raceway.

Over 400 historic racing cars, motorbikes and sidecars from the 1920s to the 1980s battle it out for line honours as spectators revel in the races, competition paddock, trader market and huge heritage display of veteran and vintage vehicles.

The long weekend of historic motoring will commence on Friday 17th May with the RACV Benalla Historic Vehicle Tour and at Winton Motor Raceway, practice events will be held with entry at no charge, if the public would like to pop in for a look.

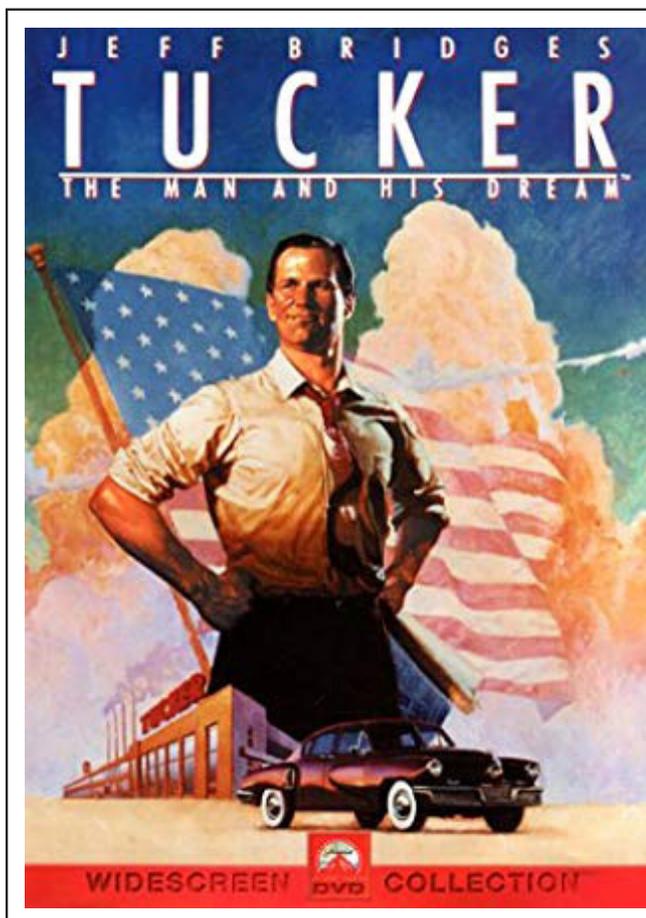
Get ready to be amazed at the list of veteran, vintage and classic car anniversaries this time round. More than 2,000 display vehicles are expected to surround the race track on the weekend.

The display area is huge, so spectators are provided with a free courtesy bus that stops at the various display points around the site.

43rd HISTORIC WINTON
17th - 19th May 2019
 Historic Cars, Motorbikes and Sidecars

www.historicwinton.org
 Winton Motor Raceway, Benalla, Victoria

BENALLA RACV AUSTRALIA PERPETRUE Austin Seven Club Inc. A0003290N | Photo: Neil Hammond



KEEP THIS DATE

MOVIE NIGHT

June 11 NATTER NIGHT

BYO
 Drinks & Nibbles
 Supper Club Seating

7.00pm - Doors Open
 7.30pm - Short Meeting

7.45 SHOW TIME

Complimentary souvenir book on the Tucker car!

@ THE CLUBROOMS - Lynden Park, Camberwell

2019 RACV MID WINTER RALLY - INVERLOCH

The 2019 RACV Mid Winter Rally will this year test out the winter woolies. A 2.5 day event starting with a casual dinner on Friday Night will be based in the picturesque seaside town of Inverloch, only 2 hours South East of Melbourne. We will have the chance to enjoy the bass coast and some of its wonders including the State Coal Mine in Wonthaggi, the Bunurong Coastal Drive, Cape Liptrap and others.

Join us for our traditional cold start competition at the RACV resort in Inverloch on Sunday morning followed by a scenic drive and lunch ready to return back to the RACV resort with plenty of time to get back home for those that need.

Entry forms out now – Don't forgets kids (under 16) are FREE

When: July 19-20 2019
Where: Inverloch (accommodation at RACV resort or other options available in town)
Who: Ben Alcock 0404 917 366

HCCA INTERNATIONAL TOUR 2019 BATHURST

With just 4 months to, entries are rolling in. Have you booked your accommodation? Have you submitted your entry form? There are still rooms available at Rally Headquarters, Rydges but you need to book now.

Log onto the tour website for all the information you need. www.hccabathurst2019.com.au

Newsletter No 5 is soon to be released: This includes details on accommodation, trailer parking, caravan, motorhome and camping sites, and pre and post event tours.

Don't miss out! An entry form is downloadable from the event website or our own VCCA (Vic) club website.

When: 30 August – 6 Sept 2019
Contact: Russell & Chris Holden, Rally Directors on 0422 219 911 or email: info@hccabathurst2019.com.au

2019 NATIONAL VETERAN RALLY – BARGARA, QUEENSLAND IN RALLY ACTION

After the enjoyment and camaraderie of this year's National Veteran Rally at Forbes, the 2019 mantle has been handed over! Here it's definitely heads down with action plans, lessons learnt, meetings and begging letters. Certainly, it is an advantage having the rally in our own neighbourhood, particularly when working with the council, local organisations and leaning on friends! It's also useful being able to check out all the eateries! To date we have 88 EOIs and more accommodation managers have come up with discounts. We welcome on board Hazel Burley as our Treasurer and Marc

Obrowski looking after media and newsletters. Web master Peter Ransom is busy keeping our site at www.vccaq.com updated and number crunching all the EOI data.

We have appointed a rally choreographer, plus helping with musical entertainment is Tony "Goose" Spruce, lead singer in Old Bones! The ladies are not forgotten, a "Shelia Shack" with lots of exciting plans is shaping up.

The rallying days will offer something special and memorable for all our entrants whether driving long or short-legged cars. You will be amazed what diversity and interest our region has to offer. We will have several opportunities, for those who wish, to use their vehicle lights. After the rally, on the Tuesday 24th Sept. with a good number of model Ts and other treasures still here, John Handley will provide one of his unique "Outback" days. We hope you have your favourite Hawaiian shirt and Lei ready for packing!

Pre and post rally activity

Either side of the rally are opportunities for some great local activity. Each newsletter will offer a different suggestion. We have arranged with Lady Musgrave Experience for a discounted day trip:

Day trip to Lady Musgrave Island
<https://ladymusgraveexperience.com.au/>

Lady Musgrave is the jewel of the Southern Great Barrier Reef, enjoy from Bundaberg port a luxury catamaran transfer to Lady Musgrave Island on the way perhaps see whales. Then, with a guide, have time swimming and exploring the island before heading back. "See the Great 8" is the cry!

Accommodation

Bargara has ample accommodation in a variety of configurations. It is worth booking at the earliest opportunity. Airbnb seems to be offering some attractive deals but check the location and distance from Bargara. The Esplanade offers a nice short pleasant walk from all the accommodation to Rally Base.

When: 17th – 23rd September 2019
Where: Bargara (Bundaberg, QLD)
Contact: Rally2019@skymesh.com.au

14TH HIGHWHEELER RALLY SEPT 29TH-4TH OCT 2019 MARYBOROUGH VIC

The 14th High Wheeler Rally to Maryborough (Vic) is all planned and formulated. We have been very conscious in our planning to ensure that both vehicles and participants will not be overtaxed, and we should have ample time for the all, important socialising, fettling time, and a chance to experience all the varied attractions we have booked for our week in Maryborough and surrounds.

Events

The week will start on the Sunday evening, with a welcome get together dinner, near one of Maryborough's iconic buildings. The days to follow will include visits to private collections, not usually open to the public, a private steam train journey, some wonderful visits to unique small country towns, all on quite country roads that should not strain our precious machines.

We have just got back yesterday from writing down the directions for our routes. It promises to be an amazing spectacle, seeing what looks like being our biggest High Wheeler gathering ever, in Australia, and probably the world. When we ran the last one in Maryborough 16 years ago, it had us with numbers in the high twenties, but it seems this time we will exceed 30 buggies.

If you require further details, please feel free to contact me by phone or email.

Greg Smith 0447395233 email schacht09@bigpond.com

2019 MODEL T FORD NATIONAL TOUR – MARYBOROUGH QLD

Model T owners QLD Inc (MTOQ), welcomes all Model T Ford enthusiasts to join us in 2019 for the 13th National Model T Tour. This tour is to be based in the city of Maryborough, Queensland from Sunday 29th September to Sunday 5th October 2019 on the banks of the Mary River. Just a short 3 hours' drive (250km) north of Brisbane, Maryborough is a thriving and vital city on the banks of the Mary River, filled with meticulously maintained Heritage Listed buildings, just a short Model T drive from the beautiful Fraser Coast and Hervey Bay.

For all enquiries and entry details visit the website www.mtoq12.wix.com/mtoq/2019-national or email MTOQ2019rally@hotmail.com for an information pack. Tour Director Peter Cameron has already begun his tour of duty preparing newsletters to keep everyone informed of the planning process and uploading them to the website. Peter's tip for this tour: book your accommodation from the list on the website!

When: 29th September – 5th October 2019
Where: Maryborough QLD
Contact: Peter Cameron, National Tour Director
PO Box 1282, Carindale, QLD 4152
T: (07) 3219 4192
E: popintomaryborough2019@hotmail.com

RACV 2020 NATIONAL VETERAN VEHICLE RALLY – SWAN HILL

While you are reading this event notice, Claudia and I will be heading to Swan Hill to dot some i's and cross some t's. Routes, activities, venues and caterers should all be locked in by the time we return.

LUNCHEON GROUP

Our Luncheon Group meets on the last Tuesday of the month at our Club rooms.

It's a BYO, with tea and coffee supplied. Daryl Meek co-ordinates assistance with Library and Archive storage.

What do we need you to do? Commit to attending and book your accommodation NOW!! Book directly with the property (do not book on-line) and quote the VCCA rally. Check any cancellation policy.

The rally starts with a Mayoral Welcome, Sunday afternoon, October 11th 2020 and finishes with breakfast on Saturday morning October 17th.

Note there are two Big4 caravan parks; Riverside [which is Rally headquarters and located in Swan Hill CBD] and Big4 Swan Hill [2 km out.] Both are described below.

Big4 Riverside (Rally Headquarters)

In town, adjacent to the daily start and the display day. Cabins reserved until September 2019. Many configurations (Studio, 2 bedroom, 3 bedroom, 2 bathrooms). Plenty of powered sites.

Must book direct on 1800 101 012 and quote VCCA

Swan Hill Resort

Also in town, 1.3 km from the daily start. Over 60 rooms of varying configurations. (some 2nd story rooms)

Phone direct on 1800 034 220 and quote VCCA

Big4 Swan Hill

2km from daily start (60kph speed zone). Cabins reserved, plenty of powered sites and trailer parking.

Phone direct 1800 990 389 and quote VCCA Rally

Lazy River Motor Inn

Next door to the Big4 Swan Hill. 2km from daily start (60kph speed zone.) Plenty of trailer parking. Budget – clean, all ground floor units.

Phone direct 03 5032 2123 and quote VCCA Rally

When: 11 October – 17 October 2020
Where: Swan Hill, Victoria
Contacts: Rally Directors Michael & Claudia Holding 0407 008 895
nationalrally@veterancarclub.org.au or
mholding@netspace.net.au
for the spiel:
claudia_holding@hotmail.com
for the facts



Veteran Car Club Of Australia (Vic)

Safety Policy

The Club Safety Policy is to encourage and support individual responsibility for the safety of Veteran cars and motor cycles which are both:

- 1 **Registered on the Club Permit Scheme as a member of the VCCA (Vic)**
- 2 **Used in Rallies/tours etc under the auspices of the club.**

The club policy must comply in every way with Vic Roads policy and direction.

A club member will be solely responsible for the safety of his / her car or bike and will sign a declaration to this effect (vehicle safety) each year when renewing his/her subs. In addition, notice of any modification made to a vehicle during that year should be outlined at that time.

Detailed support will be provided by the club for self safety checking through 'Brass Notes' etc.. This will take the form of a simple, easy to follow dot-point check list, with full explanation.

A number of approved club safety check examiners will be appointed to assist with or carry out a safety check at the owner's request.

A Club safety check by one of the approved examiners will remain compulsory when a car or bike is entering the CPS for the first time.

As there is no further requirement for a Club safety check once the car or bike is registered, Club approved Safety examiners will take a more active

role in observing the roadworthy and safe state of club registered cars when on rallies etc. They will record and advise a member of any safety issue or deficiency, with the requirement to rectify that issue or deficiency in a specified time frame. A courtesy follow up and check of the rectified issue or deficiency, with a sign off, will take place before that car or bike can be 'Rallied' again, as this is a Vic Roads requirement. Also, any owner who does not make good that safety issue must be reported directly to Vic Roads.

It is important to appreciate that this club is one of the very few vested with the right to carry out its own safety checks. The convenience of this is obvious, particularly when compared to a commercial Roadworthy Tester who is neither sympathetic nor knowledgeable when it comes to Veteran Cars. The Club safety check is free, provided by the club as a service to its members. All safety check examiner work is voluntary.

Responsible trailer use, that is; adequate weight bearing capacity, lighting et-cetera is the owner's responsibility.

Club approved safety examiners will be available to make an arranged garage/ shed call to assist in any way with safety matters. Their names and contact details will be well published via the club. Also, they may soon be required to be registered with Vic Roads.

Brian Hussey
Safety Committee

The Scrutineering team and the Committee would like to welcome Peter Johnson to the Scrutineering team. Peter is a C.P.S, Signatory for the Maffra Auto Museum and has extensive restoration experience, the latest of which is a Brush. Peter is now available as a Club Scrutineer in the far Gippsland area. As a reminder the entire team is listed. Brian Hussey Head Scrutineer

V C C A (Vic) Scrutineers

Region	Name	Contact Number
State Wide	Brian Hussey	0418 561 910
State Wide	Bob Ballinger	0439 488 386 03 9746 1345
Urban West	Bill Lindsay	0432 580 345 03 9338 7893
Urban Central	Andrew McDougall	0417 310 852 03 9486 4221

Urban East	Brian Scuds	0418 303 100 03 9859 5896
Ballarat	Graeme Clarke	0429 110 868 53 412 109
Bendigo/ Macedon Ranges	Greg Smith	0447 395 233 54 395 233
Bendigo/ Goldfields	Greg Orde	0477 313 267 54 414 948
Gippsland/ Drouin	Bill Formby	0488 288 164 56 252 344
Gippsland/ Maffra	Peter Johnson	0427 455 513 51 455 630
Echuca	Adam Auditori	0428 037 755
Wimmera/ St Arnaud	Allan Esmore	54 951 424
Western District/ Colac	Andrew Provan	52 311 417
Western District/ Warrnambool	Noel Holebrook	0427 392 555 55 612 954
For Steam Cars:	Bob Ballinger and Adam Auditori	
For Dating: first point enquiry	Andrew McDougall	

Natter Night Meeting Minutes

Natter Night Meeting Minutes

Tuesday 9 April 2019

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

1. Opening

The Club's President, Paul Daley, opened the meeting at 8.00 pm and welcomed all members and guests to the meeting.

2. Attendance

There were 48 members who attended the meeting.

3. Guests

The President welcomed Robin and Jenny Page (MG Car Club), Craig Lilley (VCCA NSW), Lualla Tong and Brenden Wolfe (Model A Ford Club) to the meeting.

4. Apologies

Deane and Pam Hill, Jennifer Atherton, Hugh and Rayna Guthrie, Cliff and Betty Ward, Robyn Blackwell, Barry Gomm, Daryl Meek and Fiona Lane, Brian Hussey, Scott Staples, Andrew and Frances McDougall.

5. Member News

There was no 'member news' this month.

6. Membership – David Provan

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

7. Events – Ben Alcock

7.1 Past Events

National Veteran Motorcycle Rally (Ulverstone, Tasmania) – 10 to 15 March 2019.

RACV 1&2 Cylinder Rally (Bright) – 14 to 17 March 2019.
Ben thanked John Stanley for organising a very successful and enjoyable rally.

The Vintage Drivers Club's Kalorama Rally – 24 March 2019. Ben informed the members that the Club was awarded the 'best club display' trophy at this event.

7.2 Future Events

Good Friday Hot Cross Bun Run (Braeside Park) – 19 April 2019.

Four & More Rally (Corowa, NSW) – 25 to 28 April 2019.

RACV Florence Thomson Tour (Cobram) – 27 April 2019.

Pre-1905 Pioneer Run (Ballarat) – 17 to 19 May 2019.

RACV Midwinter Rally (Inverloch) – 19 to 21 July 2019.

8. Library and Archives Report

The President reported that Daryl Meek co-ordinates a group of members who, after lunch, assist with the maintenance of the library and archives. The group meets on the last Tuesday of the month at the Clubrooms.

At the time of membership renewal, members will again this year have the opportunity to make a voluntary donation to the library fund to assist with further acquisitions.

9. What Makes Us Tick?

Ben Alcock delivered a short presentation about his role as the Vice-President and Club Captain.

10. Wanted, For Sale or Swap

David Inglis has a number of items for sale including his 1911 AX Renault.

Roger Stewart has a spare wheel carrier for sale. Price \$80.00.

Ken Russell is selling his 1899 De Dion Bouton, 1908 De Dion Bouton, 1917 Studebaker tourer, 1911 Clément-Bayard and 1907 Stanley Steamer EX.

Phillip Barclay has a 1916 T Model Ford parts book for sale.

Alan Long brought a Zenith carburetor float for the member who requested one last month.

11. General Business

Welcome to Country Initiative

The President talked about the 'smoking ceremony' that was held at the recent RACV 1&2 Cylinder Rally in Bright and the desirability to pay respect to the indigenous people at the location of signature rallies. Paul informed the members that a unanimous decision was made at the April committee meeting that at future signature rallies a 'welcome to country' and/or an acknowledgment of the traditional owners will be arranged wherever possible.

Donation to the Library

David Provan thanked Wendy Hall who had kindly donated her late father's collection of motoring books to the Club's library. Wendy is the daughter of Norman Hall who owned the 1912 Phanobile.

There were no other items of general business.

12. Next Meeting

The next meeting is the presentation evening and it will commence at 8.00pm on 14 May 2019. Ian Berg will be the speaker at this meeting and said his presentation is titled 'Silver Ghosts Then and Now ... Stories of the Rolls-Royce Silver Ghosts of the Veteran Car Club of Australia (Victoria)'.

13. The Meaning of Anzac Day

The President shared the meaning of Anzac Day. Observed on 25 April each year, Anzac Day was originally devised to honour the members of the Australian and New Zealand Army Corps (ANZAC) who served in the Gallipoli Campaign. Anzac Day is now a national day of remembrance that commemorates all Australians and New Zealanders who served and died in all wars, conflicts and peacekeeping operations.

Paul then invited all members to stand whilst he delivered the RSL Ode of Remembrance.

14. Closure

The President closed the meeting at 8.30 pm.

15. Presentation

The guest speaker was Wing Commander Robin Page (Rtd) who delivered a fascinating presentation about his career in the armed forces and in particular his role with the RAAF in the Cold War as well as his time leading the RAAF Roulettes.

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

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e treasurer@veterancarclub.org.au

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Geoff Payne (Sue)

t (03) 9560 6837

Daryl Meek (Fiona)

t 0407 881 288

Greg Smith (Denise)

t 0447 395 233

Brian Hussey

t 0418 561 910

John Prior (Paula)

t 0418 548 184

Deb Alcock

t 0412 777 676

Callum Walsh (Francesca)

t 0447 766 724

FIVA REPRESENTATIVE (TAVCCA)

Andrew McDougall

SUB COMMITTEE CHAIR

DATING

Andrew McDougall

LIBRARIAN AND ARCHIVIST

Daryl Meek

SUBCOMMITTEE: MEMBERSHIP

Geoff Payne and David Provan

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, David Provan, David Wright, Daryl Meek, James Dunshea, Ben Alcock, Chris Dillon, Robert Couper, Brendan Pierce, John Prior, Michael Holding.

SUBCOMMITTEE:

CLUBROOMS MANAGEMENT

John Prior and Jim McCaffrey

SUBCOMMITTEE: SOCIAL MEDIA AND NEXT GENERATION

Ben Alcock, James Dunshea and Callum Walsh

CLUBROOMS COORDINATOR

John Prior (Sign-in book, Scott Staples)

REGISTRAR & PERMIT

APPLICATIONS & RENEWALS

Geoff Payne

e registrar@veterancarclub.org.au

Postal:

26 Windella Cres, Glen Waverley, 3150

CLUB STOCK

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Brian Hussey

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Bob Ballinger (Helen)

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PUBLICITY & COMMUNICATIONS

Callum Walsh

AOMC & FEDERATION DELEGATES

Daryl Meek

Andrew McDougall

TRADITIONAL OWNERS' LIAISON

John Stanley 0409 001 836

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 (Victoria). 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's address. When submitting digital photos, please send as JPG files attached to an email at the highest resolution available.

EDITORIAL POLICY

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

Unless specified otherwise, articles may be copied with acknowledgement to Brass Notes of the VCCA (Victoria) as the source.

The editorial team reserves the right to edit or omit any material submitted for inclusion in Brass Notes. The decision to publish a letter in Brass Notes is the decision of the editorial team.

PRINT POST APPROVED

PP 100018084

VICROADS PERMITS AND SAFETY CHECKS FOR MEMBERS VETERAN CARS AND MOTORCYCLES

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

JP SERVICES AT NATTER NIGHTS

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

CLUB MEETINGS

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

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

The Lacre Motor Car Company

By Ian Berg



A Lacre charabanc. Photo State Library of South Australia

The Lacre Motor Car Company was established in 1902 in London. The Lacre name is based on Long Acre, where the company was located near Covent Garden.

The initial intention was to build cars, however by 1904 a 25cwt 16hp van had been developed and from then the company became known for its range of commercial vehicles.

Following the first World War the company diversified to produce a range of truck chassis but were best known for road sweepers.

The company was wound up in 1928, but was then re-launched as Lacre Lorries Ltd with new works at Welwyn Garden City.

Evidently a number of the commercial chassis came to Australia in the veteran era and the photo above shows an early charabanc with passengers somewhere in the Adelaide Hills.

This Lacre charabanc was operated by Richard Mitchell & Co. It does appear that there were quite a few Lacre commercial vehicles sold in Australia. The Melbourne agent was Dalgety & Co. Does anybody know of the existence of any Lacre vehicles in Australia now?

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MELBOURNE.



A Victorian scene taken about 1914 with rabbit hunters in a small c1907 Lacre charabanc (Photo Images of Yesteryear).



John Bennett 1916 Omega at Ulverstone (Photo by Frances Hall)



John Pettigrew 1912 Kirmer at Ulverstone (Photo by Frances Hall)