

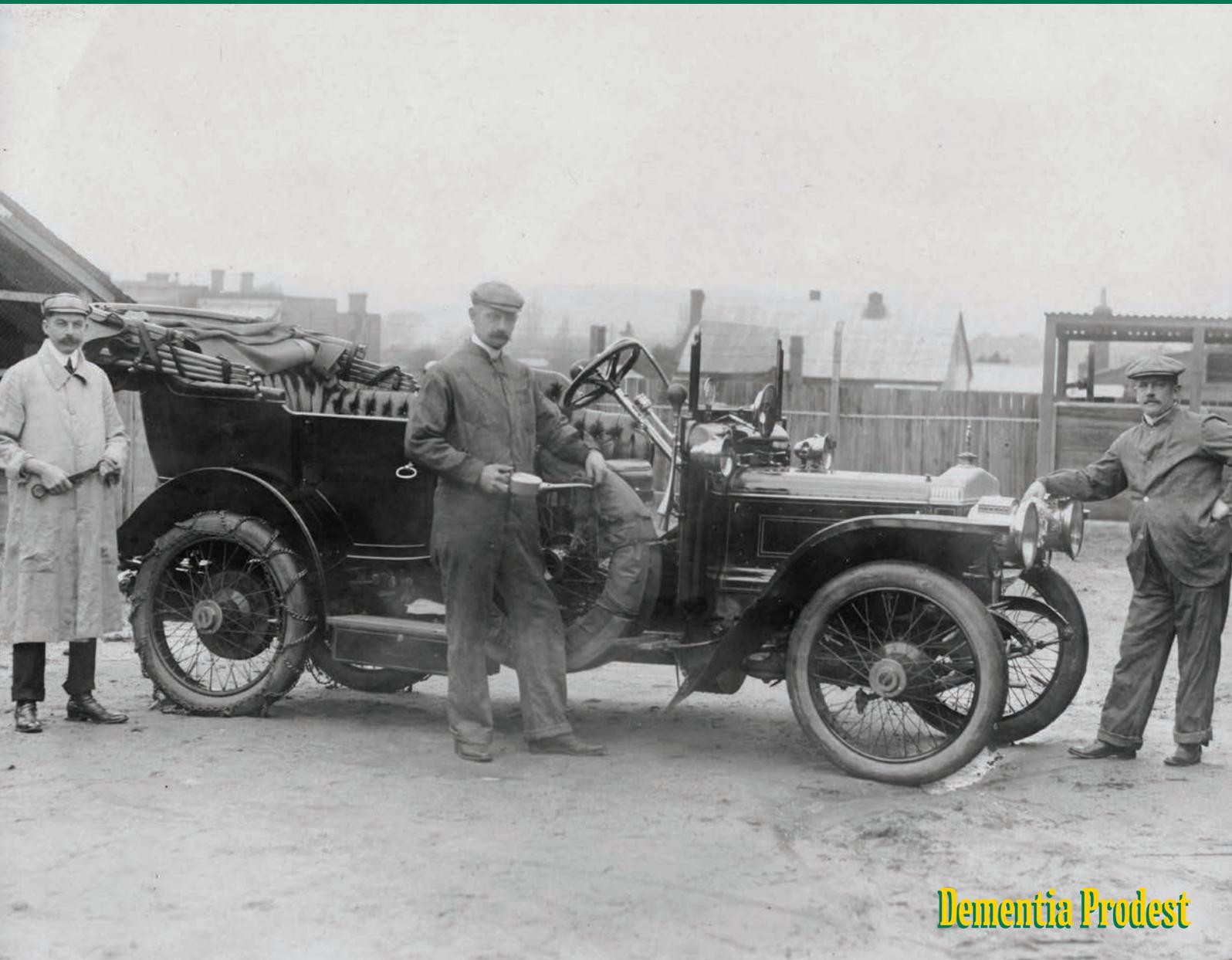
August 2019



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 shows a single cylinder Cadillac at the Gilltrap museum that operated for many years on the Gold Coast. Probably one of the Gilltrap family is describing the car. Where is it now? Respond to the Editor.

Maurice Stone, an early member of the VCCA who owns a 1910 15.9hp Arrol-Johnston, recognised the 1912 Vinot et Deguingand in the March 2019 FLASHBACK photo. Back in 1958 it was owned by Bill Atkinson, Lyle Blake and Les Innes, all of whom Maurice worked with at G R Innes & Sons in Bendigo.. Les Innes took it over eventually. Les also owned a c.1913 12 hp Rover. After Les's death it is believed that both cars went to England. Maurice hopes to get his Arrol-Johnston to Swan Hill next year for the 2020 National Rally.



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 August 2019	Natter Night – 8pm Guest Speaker: Barry Gomm: <i>“We Shook, Rattled & Rolled in the 1950s”</i>
18 August 2019	Rob Roy Hill Climb Clintons Road, Smiths Gully
25 August 2019	RACV Aussie Classic Car Show Yarra Glen Racecourse
8 September 2019	Shepparton Swap Meet Shepparton Showgrounds - (High St) - Gates open 7:30am
11-13 October 2019	Motorclassica - Royal Exhibition Buildings - Melbourne
6 October 2019	Australian National Show & Shine - Euroa 8:00am - 3:30pm, Contact: Ross Holt 0418 599 183
22 - 24 November 2019	Geelong Revival Motoring Festival Waterfront, Geelong

Major Events

8 -10 November 2019	RACV Veteran Car Club Annual Rally - November 2019 - Wangaratta David Nicholls and Jeff Alcock
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

International Events

30 Aug - 6 Sep 2019	HCCA International Tour, Bathurst NSW Russell Holden: 0422 219 911
29 Sept – 5 Oct 2019	Model T Ford Annual Rally 2019 Maryborough, QLD www.mtop12.wix.com/mtoq
3 November 2019	London to Brighton Veteran Car Run 2019

Front Cover: Ernie Wagstaff was an early executive in the petroleum industry in Australia. He was also a pioneering motorist in Victoria and a prominent member of the (Royal) Automobile Club of Australia. In this capacity he was a great advocate for not only the motor car and motoring events, but also the satisfactory availability and distribution of petroleum products in Australia. The cover photo shows him (holding the oil can) in front of one of his Daimler cars, a make that he favoured.

See article on page 16.

President's Message

By Paul Daley

Big Increase in Electronic 'Brass Notes' Subscriptions

Ian Berg reports that the option of receiving *Brass Notes* electronically with the Annual Membership subscription has been taken up by over 40% of our members. This option is a considerable saving to the alternative printed and mailed edition of *Brass Notes*, and the continued take-up is in line with the rapid demise of printed newspapers and magazines. We expect this option to be the choice of more than 50% of members next year.

Warning to DIY Home Car Repairers...

The *'Age'* June 22 reports that a young man has died after being crushed by a stationary car at his home in Melbourne's east, just days after a public warning was issued to DIY mechanics. Victoria Police confirmed that the man, aged in his 20s, was working underneath a car at his Donvale home when he died about 11.05am. The Australian Competition and Consumer Commission issued a public warning about the risks of DIY car repairs. It said 120 people had died since 2000 as a result of DIY car repairs, with many hundreds more injured, according to new ACCC data. The research also found it was men between the ages of 40 and 49 who were most likely to die while working on cars, and that fatalities most often involved the vehicle being lifted and supported incorrectly.

'Tragically, many people, including some experienced mechanics, have been crushed and killed while working under their car,' ACCC deputy chair Mick Keogh said. It's hoped that a new short video outlining how to perform repairs safely will help backyard mechanics avoid the most common mistakes when working underneath vehicles.



Not a good idea...



Jacks car be deadly

'We want to get the message out that people should never get under a vehicle supported only by a jack, they should always use support stands or ramps, and chocks,' Mr Keogh said. The consumer authority warned against relying solely on a vehicle's handbrake for safety, as the brake can become disengaged during work. 'This is why it's so important to have multiple levels of safety controls in place', Mr Keogh said.



Home mechanic: scene of fatality

Burning the midnight oil...

Nick Horn, joined our Club in May and has wasted no time in getting into the veteran side of the hobby. Encouraged by Ben Alcock, Nick acquired a circa 1915 Model T – perfectly configured as a potential promotional vehicle for his business. With the RACV Midwinter Rally just around the corner, it was a case of late nights and a little help from friends as Ben, together with James Dunshea, put in the hours to get the car ready to rally.

All the guys are dedicated to the "old car" movement and are active in both the vintage and veteran scene, teaming up to help each other participate in events.



Ben Alcock rewiring the Nick Horn Model T, assisted by James Dunshea under the car.

Dry July...

A number of our members signed on last month to 'Dry July', that encourages you to go alcohol free in July to raise funds for people affected by cancer. The funds raised provide invaluable services for cancer patients, their families and carers. Having a month off alcohol has great health benefits such as sleeping better, having more energy, and of course, no hangovers. One option to enjoy an adult beverage is offered by Sober Sally, courtesy of Club Soda, the leading online destination to buy high quality non alcoholic drinks (such as alcohol free beers, ciders and spirits) in Australia. Drink yourself sober – so reads Sally's mission to give people delicious alcohol free beverages 'because they taste freakin' awesome'. Not sure if you've noticed, but there is new trend coming up in the beverage game where the big companies are actually wanting you to purchase drinks with less alcohol. In fact, there's actually been a whole heap of articles written about it by some fairly reputable organisations. My sister, *Sue Watts* is partial to a Gin & Tonic at the end of a day (she's rather particular, must be Plymouth Gin with Indian Tonic water on the rocks), and I served her Seedlip – a non alcoholic gin – with a slice of lemon with Fever Tree tonic water, with botanicals, and it really hit the spot. I was getting into Heineken 0.0 over last summer – brewed in Holland, and it gives the very popular Carlton Zero a run. VCCA (Vic) promotes responsible alcohol consumption, and when served at our functions, moderation is the order of the day.

John Prior - is "mine host" at Natter Nights when pre-meeting drinks are a popular feature of some evenings.

Club Soda is based in Perth and currently ships to Melbourne at \$19, however come July will offer as a local free pick up service. So, as Sally says... Get on the wagon, and sign up with your email address to hear all the latest info.



A Future Community Fund Raising Initiative...

At the June Committee meeting, *Brian Hussey* suggested that the Club should consider organising an event that would raise funds for a charity that supports disadvantaged Australian children for example. Brian said that the recent Flinders Motoring Heritage day raised \$40,000 for Peninsula Health and that the two veteran cars on display attracted great interest. Brian agreed to lead a small working party together with *Ben Alcock* and *Peter Hammet* to explore ideas and to report back to the Committee with ideas.

Library Cataloguing in Progress...

Daryl Meek in his role as Archivist and Librarian, reports that progress is being made on the audit and cataloguing of our Library. The team gets together on the last Tuesday of the month with a BYO lunch, and then a team effort to move forward the task at hand. Volunteers are always welcome to join in and it's a great way to contribute to your Club. At the July Committee meeting, Daryl reported that he had recently attended a forum held at the Museums Victoria, which was delivered by Victorian Collections. Victorian Collections is a free, web-based, collection management and publishing system for not-for-profit organisations. The VCCA (Victoria) will be the first car club to upload selected material to the site for the public's interest.



L-R Barry Smith, Peter Hammet, Daryl Meek, Frances McDougall



Frances McDougall cataloguing

MEMBERSHIP

WELCOME TO NEW MEMBERS

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

Ray and Michele Delaney from Vermont South.

'Around the Garages...'

More than fifty members and friends enjoyed the 'Around the Garages' event held on Wednesday, June 19. The day kicked off at 10:00am with coffee and cake at McDonalds in Ringwood – the biggest challenge being ordering from the do-it-yourself-kiosk that seems to frustrate and challenge senior citizens. *Kim Coillet* was seen prodding and poking at the screen before in desperation calling for help! Next stop was just a few kilometres up the road at The Healey Factory, specialists in Classic Sports cars, parts, service and restorations. Our host was Chris, and we were treated to an excursion through the repair and restoration workshop, as well as the paint shop and showroom. The size of the business is deceptive from the front showroom as the extensive factories at the rear service both an Australian and International clientele. All were very impressed, and we have the offer to make another visit there next year on an evening that all can attend.



Paul Daley at the Pierce display



Inspecting the restoration department

Our final stop was a twenty minute drive to the picturesque hill top Chirnside Park residence of Brendan and Penny Pierce, and we were entertained in an 'aircraft hangar' sized workshop that houses Brendan's magnificent collection of veteran, vintage and classic cars, plus a collection of ephemera that many car lovers would die for – well, possibly! The BBQ lunch was provided by *Brendan and Penny*, with *Maggie Bone, Ben Alcock* and *Graeme Moodie* doing the honours on the grill. Maggie Bone went to a special effort to provide cream scones and other goodies to top it all off. The original planning of the event began last year with John Prior, who was overseas and Paul Daley and Ben Alcock pitched in and brought the whole thing to conclusion. The Club thanks Brendan and Penny for their hospitality.



Graham Fossey inspects '27 Packard 7 passenger Limosine



Maggie Bone, Ben Alcock and Graeme Moodie

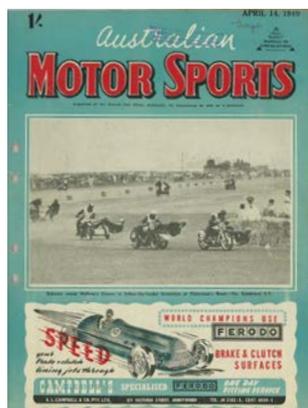


Deane Hill inspects race car project

Seventy Years Ago...

I was recently given a pristine copy of 'Australian Motor Sports' April 14, 1949, and was intrigued to see how the Veteran motoring movement was already beginning to develop and integrate into the motoring movement of that time. An article featured a South Australian 'Veteran Car Rally and Motor Olympia' – 'The Rally was started by the Lord Mayor who sent the first car, Ray Park's 1901 curved dash Oldsmobile with tiller steering on its way. He was followed by Wien Smith in his perfectly turned out 1904 de Dion-Bouton tonneau. The IHC buggies of Vinall and Gold were making a deafening noise, Sundquist's one-lunger Swift of '05 had blown its silencer to pieces, but the Davidson single cylinder Rover of the same age (with steering column gear control ran perfectly. The immense 90hp Gobron Brillée, with opposed piston engine was driven by L.T Freeman and is stated to have been sold with guaranteed speed of 100mph'. And so read the report for two pages! Yes, Veteran motoring was well under way in SA in those early days, and the writing style of the era is simply charming.

'Ray Park arrived just in time after many vicissitudes. At one stage a boy rode after the Oldsmobile on a tricycle and handed over an object identified as the magneto drive chain, the car having been hot enough to travel two hundred yards or so on pre-ignition. The motoring scene was certainly vibrant in those few short years since the end of WW2!'



The magazine reported 'Last month at Fisherman's Bend Aerodrome, approximately 50,000 spectators paid money in two days in succession to watch motorcycle and motor car races. Most of the gate, about 3,000 pounds to be exact was donated to benefit sufferers of juvenile paralysis'. 'Motorcycle Clubs were to be found in virtually every suburb with reports from clubs in Essendon, Footscray, Hartwell, Ivanhoe, Mentone, Northcote, St Kilda, Sunshine, Richmond, Mentone, Northcote, Newport, Nunawading, Box Hill, Bendigo, and East Malvern plus AJs and Harley Davidson Clubs also!

The classified adverts of the day? Well, what about this gem: Bugatti Type 37 Grand Prix, most original type 37 in Australia. Owner forced to sell 395 pounds. (In 2014, Sotheby's sold one at Amelia Island for US\$962,500).

Movie Night: Tucker: The Man and His Dream

The June Natter Night saw nearly 50 members enjoy the movie 'Tucker: the man and his dreams', on the big screen in our Club rooms. The 'supper club' seating, with many members enjoying a relaxed wine and cheese, made the night just perfect for a winter evening. For some years I have been fascinated by the Tucker story, and when I visited the Auburn Cord Duesenberg Automobile Museum last year in the USA, a highlight was the Tucker on display. The Tucker car brainchild of Preston Tucker, the 'Torpedo' or Tucker

Sedan, was created in response to the lack of new ideas from any of the big three in the early 1940's. Originally designed with such innovations as four-wheel independent suspension, a rear mounted flat six aluminium engine a hydraulic drive system and four-wheel disc brakes. Sadly only 51 cars were made and the Tucker Torpedo never got out of the starting gates, supposedly due to a conspiracy by the big three. On the bright side, a single iteration of this pioneering automobile is worth a sweet \$1.2 million.

I also saw an interesting collection of Tucker ephemera at the Stahl Museum in Detroit. The movie night was well received and I produced a handsome souvenir book for those who attended. There are some spare copies available from the library table at Natter Night.



A Tucker engine and other ephemera at the Stahl Museum

All Set for HCCA International Tour

Russell and Chris Holden, report that the last remaining details of the tour have been sorted, and everything is 'coming together really well – the rally routes are 'fantastic', with beautiful scenery, and with over 100 entries and 30 international registrations, Bathurst will certainly be a showcase destination. After extensive work by the Tour Committee, together with representations of the Bathurst Region Council, Destination NSW has come on board with financial assistance to support the Tour. The interest from North America has been wonderful, however, the asbestos score has limited vehicle numbers. John Handley has between 12-15 veteran vehicles travelling in convoy from Bathurst to Bundaberg and they will be welcomed by the Mayor of Bundaberg on their arrival. The Committee acknowledges the assistance of a wonderful band of volunteers who together with local car clubs are helping out with making the rally more enjoyable for everyone.



Russell and Chris Holden

RACV Motoring Interests Dinner

RACV Motoring Interests Manager *Daryl Meek*, hosted a dinner in the wine cellar of the RACV City Club on June 14. I was fortunate to join the twenty guests as the VCCA (Vic) representative, together with other of our members attending in varying capacities. *David Wright* represented the Australian Historic Vehicle Interests Group, *Brendan Walsh* – represented rural Victoria and the Goulburn Valley Motor Vehicle Drivers Club, *Callum Walsh* was the Next Generation representative, and *Fiona Lane* partnered *Daryl Meek*. Yours truly was seated next to VDC's John Johnston (President) and Maureen Ross (Treasurer) and I enjoyed a very pleasant evening – a highlight being Daryl's introduction of each guest. Daryl went round the table and didn't 'miss a beat' giving a succinct overview of each guest's role in the movement – a very entertaining fifteen minutes.

Daryl emphasised that the RACV sponsorship of events must align with the RACV principles of Safety, Connectivity and Community and deliver value to the greater Community and that events should feature a component of accessibility for the public to enjoy.



David Wright and Daryl Meek

Lake Perkolilli Red Dust Revival 2019



Entries have been received from across Australia for the 2019 Red Dust Revival event to be held September 12-16, at Lake Perkolilli, just out of Kalgoorlie WA. Entrants automatically become a member of the most exclusive club in world motor sport - member of the Lake Perkolilli Motor Sport Club Inc. A feature of past events has been a magnificent souvenir program. They will be compiling a program again this year and will include a picture and short bio on every vehicle entered in the event. Back in 2014 the event was scheduled to be run prior to the Kalgoorlie Veteran Car Nationals, and I drove out to Lake Perkolilli, but the whole place was washed out with floods, and that year the event was cancelled. There are always a contingent of Veteran car and motor bike entrants. Scrutineering of cars and motorcycles will take place at Perkolilli. To make it more relaxed at Perkolilli, there will be a scrutineering morning in Perth a few weeks prior to the event.



All enquiries to: gacocks@inet.net.au



VDC's Iain Ross with Callum Walsh and RACV's Rebecca Howl



AOMC's Keith Mortimer and Fiona Lane

Member News

John Shiels has been a member of VCCA (Vic) for over 12 years, and ‘back surgery’ saw his transition from Veteran motoring to playing an integral role with the Austin 7 Club. John is the Property Officer with that club and as he says it’s ‘a full time job’ being responsible for three factories full of parts and gear, as well as doing magneto/coil conversions – there’s never enough time! John’s 1915 Hupmobiles went to the Paas brothers in Daylesford/Castlemaine and the 1908 Swift is now with Paul Goethel. John kept his VCCA (Vic) membership, and appreciates that our electronic posts of other club magazines, as well as Brass Notes keeps him up to date with the movement. ‘It’s a great idea’ says John. Today his Club car is a 1937 Austin, and he spends whatever spare time he can find as the Austin 7 Club auto electrician and general ‘fix it man’!



John Shiels – appreciates our electronic posts of other magazines

A highlight of the Brush Rally was a late afternoon trip on the paddle steamer “Oscar ‘W’”, a tourist attraction at Goolwa. It was restored and re-commissioned last year by VCCA (Vic) member Adam Auditori. I came across an interesting newspaper clipping on Facebook – from way back in the ‘90’s ‘Port of Echuca apprentice shipwright Adam Auditori is the winner of the Outstanding Apprentice of the Year, and the State Training Board Achievement Award for the whole of the Western Melbourne Institute of TAFE. Adam is a qualified steam engineer, has a NSW Master’s Licence to skipper the paddle steamers as well as his shipwright skills. Adam started his career with the Port of Echuca, volunteering his time in 1991, and became an apprentice shipwright in 1994.



With a smile, Greg Smith has been anointed ‘the patron Saint of the weak and feeble’ by his old friend Andrew McDougall as his special love is those underpowered vehicles that emerged at the start of the last century. Greg and wife Denise are a ‘team effort’ when it comes

to organising events such as the Pre-05 Pioneer Run in Ballarat and the National Highwheeler Rally to be held in Maryborough this year. Greg travels to Melbourne every month from their residence in country Victoria to attend the VCCA (VIC) Committee meetings and can often be seen at Natter Nights as well. The Smith family are multi-generational veteran enthusiasts.



Patron Saint - Greg Smith... always something to fix!

Graham (Bruce) Feldtmar is in his early eighties now and still enjoys his veteran and classic motoring, with his 1911 Model T Tourer, 1908 Star (featured in ‘Dementia Prodest’) and his two cylinder 1906 star. He regularly still drives his 1966 mustang (which he did the R/H conversion on), and there’s no problem stopping it, as the drum brakes have been converted to discs! His original business in Dookie was taken over by Steve Cara back in 2000, and Graham has found memories of doing engine work and shipping to every state in Australia. He looks forward to Brass Notes which he really enjoys, ‘It’s fantastic – it’s the best magazine!

The quote of the year... so far!

‘My biggest fear is that when I die my wife will sell my cars for what I told her they cost...’

Natter Nights continue to be popular...

Our July Natter Night featured member and Ford historian Brian Churchill who delivered the Fourth Henry Ford Oration – titled ‘Henry Ford and his Peers’ – a fascinating, and educational presentation that Brian skilfully delivered. There were over 70 in attendance, with a strong contingent from the Model A Ford Club as well as representatives from the Model T Ford Club and the Early Ford V8 Club. It is a real delight to welcome and extend hospitality with members from kindred clubs in the movement.

Join us for our next *Natter Night* on Tuesday **13 August** when Past President and long standing member *Barry Gomm* will entertain us with ‘We Shook, Rattled and Rolled in the 1950’s ‘.

Yours in Veteran Motoring,
Paul Daley,
President.

NATTER NIGHT

TUESDAY AUGUST 13TH

8pm - Guest Speaker:

BARRY GOMM



We Shook, Rattled & Rolled in the 1950s

A nostalgic and humorous trip down memory lane in the early days of veteran motoring!

Barry tells his story and that of others...

How the hobby began here, and the fascinating tales of vehicles purchased for just a few pounds and restored and rallied.

A little humour goes a long way...

...but it's no laughing matter when you're fresh out of ideas for that elusive gift. May we suggest an alternative for that adult family member or special friend?

Consider giving them a Gift Membership to the Veteran Car Club of Australia (Victoria).

Simply download the Membership Application Form from our website, complete the details, send the form to us with your payment and request us to send it as a gift from you.

Tell us if you wish this to be an ongoing arrangement and we'll do the rest!

We will send them a letter advising them of your kindness.

The Veteran Car Club of Australia (Vic) Inc PO Box 2300, Mount Waverley, Victoria 3149

Condensator

By Rod Cripps

Hi - I thought this information might help clear up some common misconceptions about the effect of the capacitor, or condenser, which is connected across the points in magneto or battery ignition systems.

The common belief is that it is there to stop the points burning. This is correct, but only part of the story.

The major contribution is that it turns a single spark into a lot of successive sparks over a very brief time period - in the order of a few milli-seconds, or thousandths of a second.

The graph below (ignore the labels and numbers) illustrates what happens. After the first high voltage peak, which creates the spark and ionises the surrounding air and gas mixture, successive peaks continue the spark for much longer.

The current flows through the ionised gas created by the first spark much more easily - typically the first 5-10 peaks will extend the spark period.

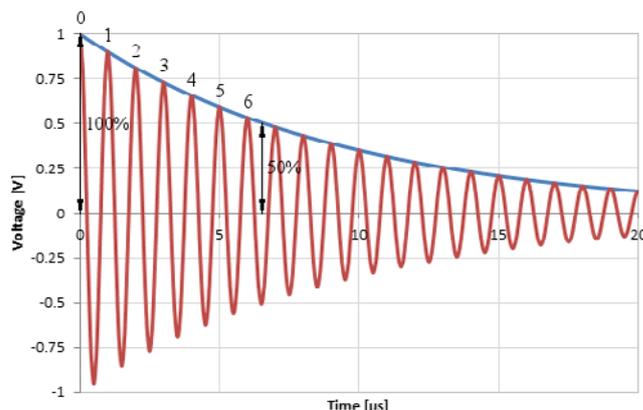
You can see this very easily if you spark a coil without a condenser, and then with - without the condenser the spark will be very short, sharp and weak - probably pinkish.

It will appear as a very highly defined sharp line.

With the condenser it will be brighter and fuller, as a larger volume of air and gas is ionised around the path of the spark.

You can also see this if you look at the spark from a trigger gun type gas-burner lighter. These only create the one very highly defined spark.

Most electric igniters on gas stoves also give only a very narrow spark because their repetition rate is too slow for the air to stay ionised before the next spark.



THANK YOU

The Veteran Car Club of Australia

Thank you for your
wonderful contribution of

\$812.45

to the **2019 Good Friday Appeal**

You have helped us
achieve a record total of

\$18,175,467

for **The Royal Children's Hospital**



Anne Randall, Director

good 
Friday
appeal

THE ROYAL CHILDREN'S HOSPITAL



50 Year Award Badge Recipients

By David Provan & Geoff Payne



L-R Paul Daley with Maggie and Stan Bone 2019 50 Year Badge presented by Mr Geoff Cosgriff RACV Deputy Chairman

Our Club records indicate that the 50 Year Award Badge was first presented in 2010, the Award being an initiative of the Committee of that year. Our Secretary, David Provan, together with our Registrar Geoff Payne have researched the Club records, and the following members have been awarded the badge. The club records of the 1950's – 1960's were manually recorded and there is a slight possibility of a recording error that has not been picked up by office bearers over the years.

Your Committee wishes to ensure that all members who are entitled to this Award are recognised, and if there is a member who believes they have been overlooked we invite you to contact David Provan or Geoff Payne.

We have made every effort in recent years to rectify any Awards that have been previously overlooked.

Members who joined in 1955

In 2010, the award was presented to:

*Margaret van Alkemade
Philip Ironside
Ralph and Lois Provan*

Members who joined in 1956

In 2010, the award was presented to:

*Elaine Bone
John and Lois White
Gifford and Alison Hatfield
Leonie Smith*

Members who joined in 1957

In 2010, the award was presented to:

*Jim and Janis Goble
Ian and Margo Marchant*

Members who joined in 1958

In 2010, the award was presented to:

*Dorothy Dallimore
Graeme Splatt
Barry Gomm*

Members who joined in 1959

In 2010, the award was presented to:

*Barry Forryan
Malcolm and Audrey Grant
Ian and Val Heyme
Alan and Janne Long
Keith and Joan Neilson
Ivan and June Smith*

Members who joined in 1960

In 2010, the award was presented to:

*Kim van Alkemade
David Inglis
Margot Neilson
Yolanda Vinen*

Members who joined in 1961

In 2015, the award was presented to:

Colin Drake

Members who joined in 1962

In 2011, the award was presented to:

*Cliff and Betty Ward
Robert and Jill Griffith
David and Rosemary
Smallacombe*

In 2010, the award was presented to:

Russell and Barbara Beach

Members who joined in 1963

In 2012, the award was presented to:

*William and Jocelyn Formby
Hughie Tranter*

In 2017, the award was presented to:

Lynnette and Neil Andrews

Members who joined in 1964

No awards were presented.

Members who joined in 1965

In 2017, the award was presented to:

Peter and Gwen Amor

Members who joined in 1966

In 2017, the award was presented to:

*Joan Forryan
Jack Brittain*

Members who joined in 1967

In 2017, the award was presented to:

*Robert Caffyn
John and Heather Cox
Neil and Betty Ferguson
Neil and Joanne Gibbs
Beth Cowie
Diana Lyon*

Members who joined in 1968

In 2010, the award was presented to:

June Rainbow

In 2018, the award was presented to:

*Alan and Heather Esmore
Noel and Sue Holbrook
Melissa Lamacraft
Stuart Murdoch*

Members who joined in 1969

In 2019, the award was presented to:

*David and Marge Barnard
Stan and Maggie Bone
Gordon and Shirley Griffiths
Richard and June Heron
Sandra Splatt*

Email Communication - some guidelines if you are having problems

By Ian Berg

The Veteran Car Club of Australia (Victoria)

Catering for All Pre 1919 Motor Vehicle Enthusiasts
A.B.N. 67 004 366 312, Inc. No. A0097964Y

Here is a bumper issue of Brass Notes. There have been plenty of rallies to report on in the last month so we hope you enjoy it.

We will be having a mid-year break from Brass Notes so you will see this is a June & July issue combined. August will be back as usual.

Please also note that the Club renewals are due by the end of June, and your renewal form is being posted hard copy to all members. Please help by renewing early.

[June/July Brass Notes](#)

On average the Club sends out four to five emails each month to all members who have supplied an email address. These include the electronic version of Brass Notes, as well as event notifications, other reading matter and general items of interest.

The emails are sent through *Vision 6*, a contact management system which we have used for the last five years. It is a convenient system which is easy to manage and incorporates many useful features for the management of communications, and the Club more generally.

On occasions we learn that members have not received emails. When this occurs the problem can usually be

rectified quickly if we are aware of it. However the following are some guidelines that you can check yourself if you suspect you are not receiving emails;

- Check that your Inbox is not full
- Check your Junk file, as email servers periodically update their firewall settings and this may have locked out the emails coming from proprietary service providers like *Vision 6*. If you find they are going to your Junk file then you can release them for all future emails
- If you receive an email and it is indecipherable, forward the email to someone else and see what happens. If it is able to be read by them it is an indicator that your own system may have a problem
- On occasions members have inadvertently UNSUBSCRIBED from the Club emails. You cannot determine this but we can check it and if necessary RESUBSCRIBE you
- It is also possible that your email address has changed or was incorrectly transcribed in which case we will need to be notified
- If you are not receiving emails from anybody at all then you will need to address your concern with your own internet or email service providers

Should you continue to have problems you can contact either the Registrar or the Secretary, (email preferred!) and they will ensure it is investigated.

Around the Garages, 19 June 2019 Photo Pictorial

(Photos by Gordon Berg)



Paul Daley (L) thanks Chris from the Healey Factory for his enlightening tour.



The Healey Factory



The showroom seemed to go forever.



Restorations get down to the bare basics.



Rare Facel Vega.



Steam power at the Pierce collection.



More steam power in the shed.



You can never have a shed that is too big!



Steam railway water tank - every steam enthusiast should have one.



Brendan Pierce discusses his collection.

EE Wagstaff - Petroleum Executive And Pioneer Motorist

by Ian Berg and Steve Campbell-Wright

Ernest Edward (Ernie) Wagstaff was born at Stifford, Essex, England in 1870. As a young man, Wagstaff began work in 1886 as an office junior in London. He then entered the petroleum industry, ultimately to join Consolidated Petroleum Co. Ltd and making his name by efficiently organising the construction of terminal facilities for imported kerosene, then the main lighting oil product.

In 1903, Consolidated joined the 'Shell' Transport & Trading Co. Ltd and the Royal Dutch Petroleum Co to form the Asiatic Petroleum Co Ltd and distribute the products of the three parent firms in Asia, Australasia and parts of Africa. Wagstaff was sent to Melbourne in 1904 to head the Australasian subsidiary. He named the enterprise the British Imperial Oil Co. Ltd. The business was retitled as the Shell Company of Australia Ltd in 1927.

Wagstaff arrived in Australia just as the popularity and practicality of the motorcar was emerging. It is said that he paid a short visit to Australia in 1901, probably on doctors' orders, as well as to do some work for Consolidated Petroleum. It is also claimed that he drove from Melbourne to Sydney in 1901 on a Daimler (Go Well, p29), but no other evidence for this can be found. The earliest known photo of him is in a 1903 Daimler, probably a 14 or 22hp model. It seems more likely that he drove to Sydney in 1904, rather than 1901.



Wagstaff in his 1903 Daimler with his wife Florence. (State Library of Victoria)

As a pioneer motorist, Wagstaff helped to expand the market for his products. He bought a 1907 28-36hp Daimler, which he drove to Sydney in September 1907. He then took it to the Western District in November 1907. In 1908, Wagstaff completed his famous return trip from Melbourne to Adelaide across the Coorong. He left Melbourne on October 25 and returned to Melbourne on December 4. This adventure was reported in detail in *Victorian Leaders in the Motor Car World*. The Veteran Car Club of Australia (Victoria) is fortunate to own a copy of this rare 1911 publication.



Wagstaff and crew in front of the Terang Post Office on the journey over to Adelaide in the 1907 Daimler. For the trip to Adelaide, he was accompanied by his wife and also a Mr E Edwards and G Cummings. Mr Edwards and Mr Cummings were both also ACV Council Members in this era. (Steve Campbell-Wright)



Ernie examines some skeletal remains on the Melbourne to Adelaide trip.



The Daimler stuck on a sand hill near Woods Wells as reported in *Victorian Leaders in the Motor Car World*. Wagstaff took two pieces of matting each of 36 feet length and 16 inches width. They used them on seven occasions to overcome the challenges of driving through deep sand. (VCCA)



An unknown location on the same trip. Note in these photographs the car is carrying South Australian registration number 532, whereas the Terang photo shows no number plate. The Daimler had to be registered in Adelaide for that part of the trip, whereas in Victoria, there was no such requirement at this time. (State Library of Victoria)

In early 1909, he also purchased a 1909 38hp Daimler sleeve-valve phaeton. He took this car on a work trip to Bathurst in June 1909, as well as number of local trips, including ones with his wife Florence to New South Wales in February 1912, and Woodend and Daylesford in January 1913. The photos below are of Wagstaff's 1909 38hp Daimler phaeton. The two chaps with him in the staged maintenance photos are AH Potter (NSW branch manager for British Imperial Oil Co) and DA Shaw (a regional company representative). They can also be seen in the photo in front of the hotel, which was taken in Bathurst in June 1909, along with two ring-ins in day wear posing for a shot. The maintenance photos were likely taken in the stable yard behind the hotel. Ernie Wagstaff was well-known for keeping the under-bonnet areas of his cars immaculate. Apparently, he used petrol and a toothbrush to remove any oil leaks. The car had a four-cylinder sleeve-valve engine with double ignition. Note the mascot is a knight in armour, to represent the 'Silent Knight' engine, as the sleeve-valve engines were known.



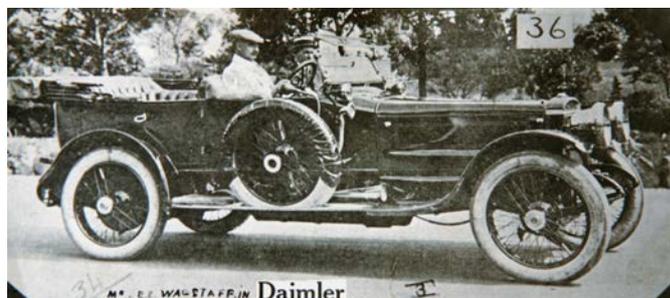
A staged photo of a maintenance session for the Daimler.

Wagstaff received his 1914 45hp Daimler in December 1914. He probably placed an order for this car while on a trip to England earlier that year. This is the car now owned by Club member Steve Edwards, which was found and restored by Graham Ashmore. Graham had sold the car to Stephen's father George Edwards in the 1960s, and George used it in many Club events.

These photos show the 1914 45hp Daimler when owned by Ernie Wagstaff. The passenger in the driver's side-on photo is Fred Bracey, the manager of Dalgety's Motor Garage in Melbourne. It is possible that Dalgety's facilitated the importation of the car.



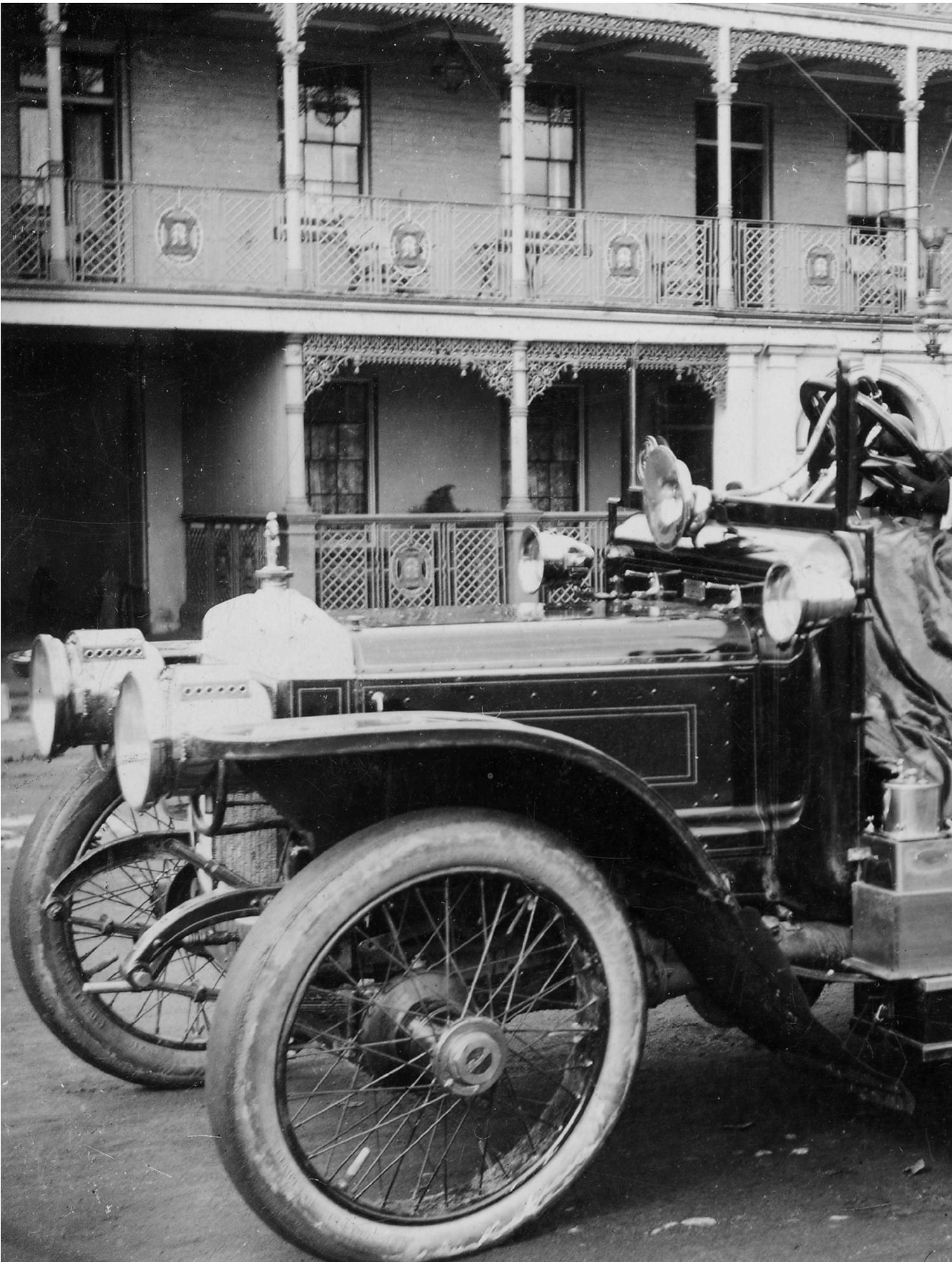
1914 45hp Wagstaff and wife Florence.



1914 45hp Daimler - Wagstaff and Fred Bracey. (Steve Campbell-Wright)



Graham Ashmore is seen completing the initial restoration of the Daimler. He had found the car in derelict condition on a farm in Jerilderie. He first rallied it on the Club's Golden Fleece rally of 1959. (VCCA Vic)



The above picture was taken in Bathurst in front of the Royal Hotel. This heritage-listed hotel is a beautiful example of Victorian era architecture, which fortunately has survived and is privately owned. (State Library of Victoria)





Here Graham is seen at the start of the 60th anniversary of the formation of the RACV, departing from Elgin St Carlton.



The big Daimler as it is today is an impressive veteran and is owned by Club member Stephen Edwards



In 1916, Ernie Wagstaff also bought an eight-cylinder Cadillac. Note the Red Cross badge located in front of the radiator. This was issued to vehicle owners who offered their car to transport injured soldiers and sailors from the dock to hospital or home after returning from active service overseas during World War I.



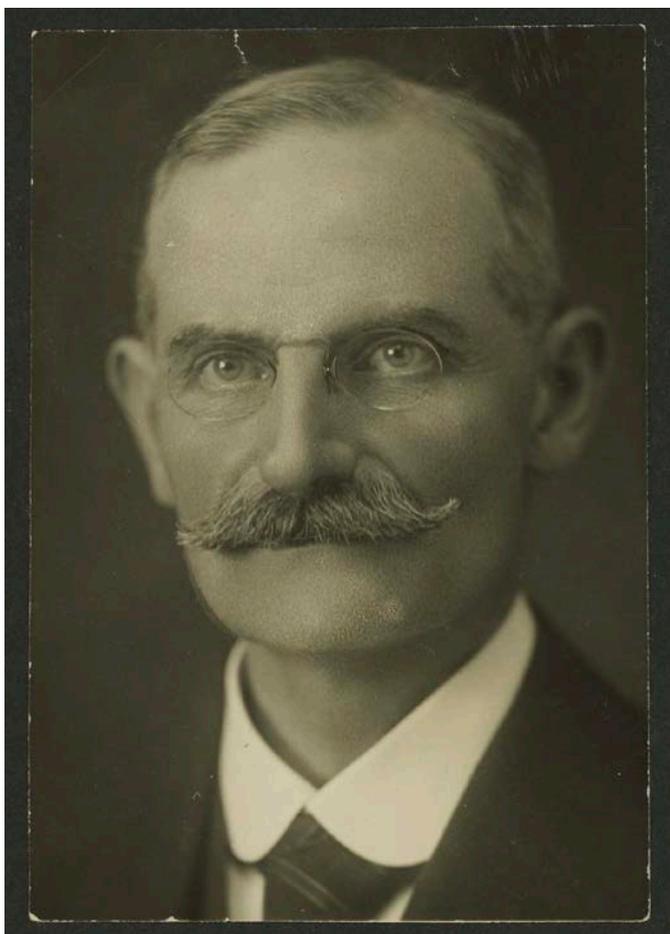
The 1916 Cadillac with Ernie Wagstaff at the helm. Ernie owned many vehicles over the years. EE Wagstaff collection.

Prior to about 1915, motor spirit was supplied by hardware stores in tin containers, and dispensed by motorists using funnels. The Victorian Government introduced legislation regarding the storage and handling of motor spirit in 1912, and Wagstaff was instrumental in having the Bill modified to ensure it was practical for motorists and others who were using it for petrol-powered devices. The service station and associated bowser was introduced from about 1915. After World War I, Wagstaff oversaw the introduction of bulk-handling of motor spirit, and his company was the biggest supplier in Australia for most of the twentieth century. With the increase in popularity of motoring, the import of motor spirit increased five-fold between 1913 and 1923.



A British Imperial Oil Company truck c1916. (Images from Yesteryear)

An early member of the (Royal) Automobile Club of Victoria, having been a Councillor between 1908 and 1914, he was an advocate for motorists and motoring throughout his whole life. He was awarded life membership of the RACV in 1958. Wagstaff became quite wealthy through his business success, and he retired in 1927. He died in 1965, and the majority of his estate was ultimately bequeathed to the (Royal) Victorian Eye and Ear Hospital, where there remains a research foundation in his name, and also the Royal Victorian Institute for the Blind.



The 1916 Cadillac with Ernie Wagstaff at the helm. Ernie owned many vehicles over the year. EE Wagstaff collection.

Source information

*Australian Dictionary of Biography
Go Well, by Robert Murray
The Crown of the Road, by Susan Priestley
State Library of Victoria*

Helpful Information about wheels

By Stan Bone

While taking part in the recent Four and More Rally at Corowa I engaged in conversation with David 'T' Lang and Greg Smith regarding the shrinkage and loosening of spokes and the felloe's on wooden spoke wheels. After explaining the method I used to solve this problem it was suggested that I pass on this information to other members that may not be aware of this process. I must point out at this time that the results have been most satisfactory in my case.

The following article that was forwarded to me by Doug Marshall in Newcastle (N.S.W) It is very self explanatory and needs no further comment from me. I have included a picture of my wheel showing the point of injection, the holes can be disguised with wooden plugs if required. See below for information regarding the availability of an equivalent product which I used which can be sourced locally. This information is current and up to date.

If any further information is required feel free to call me on 0408 077 039

Product Details are:

Product name Fortis 820
Fortis Adhesives and Coatings
14 Commercial Drive Dandenong South Vic 3175
Phone 9706 5448.



Wooden Wheels Preservation *or* Restoration?

Peter Young

The choice between preservation and restoration obviously depends very much on the state and condition of the wheel and its operational environment. The first rule has to be safety and this will depend on the wheels inherent integrity. A complete rebuild is not only expensive but the availability of such skills are slowly ebbing away as the old craftsmen cease to craft.

Badly corroded or rotten parts need replacing but general looseness of a limited nature can in many cases be corrected. This article concentrates especially on preservation as its aim is to protect rather than replace what is there without dismantling...*unintrusive whilst preserving history!*

Very often the only traditional remedy for a loose wheel is to submerge it in a tank of water. Many years ago, my father told me that he used to stop at the side of the road, when the wheels were really creaking and dunk them one by one in a horse trough which is all very well when time allowed one to contemplate such a course of action. Nowadays, many of us have the opportunity to keep our cars in a dehumidified environment to stop metal from tarnishing and corroding. The downside is of course is shrinkage of the wooden wheels and making them almost inoperative and possibly in danger of collapse.

Over the years, epoxies and various other **varnishes** have been used to impregnate and seal voids caused by general wear and tear. The **down** side of this is two fold. First solvents are often needed to reduce the impregnant's viscosity in order to achieve an acceptable level of penetration, which in turn leaves the cavities less than full when the solvent has evaporated off. Secondly, such impregnants can make it difficult for the wood to rehydrate as such varnishes are generally hydrophobic, causing a barrier between the wood and the moisture in the atmosphere.

The acrylic sealant noted in the advert below is distinct in two ways from the traditional impregnants in as much that it - Acrylic 120 is specially designed as an impregnant. It is also hydrophilic as opposed to hydrophobic and contains no solvents and is naturally low viscosity so as to have excellent penetrating power by capillary attraction. It is also fast curing, meaning that the wheel can be back in service in a matter of an hour or so rather than having to wait for days. *The treatment could be expressed as a form of inverted encapsulation!*

Application of Acrylic 120.

First one must assess the condition of the wheel and whether it meets the safety criteria mentioned above. It is also important to bear in mind that the wheel must be clean and dry with the emphasis on dryness. Wet wood will not impregnate. Rear wheels will often be contaminated with axle oil and as such will need to be thoroughly flushed through with degreasant such as brake and clutch solvent before impregnation can be considered.

Preparation

Where convenient to do so, remove the wheel from the vehicle or jack the vehicle up so that the wheel is relaxed. Ensure that the wheel is running true as realignment will be difficult if not impossible after acrylic impregnation. Either the wheel can be impregnated simply by administering the impregnant directly around the loose spoke by drip feeding - *see fig 1*, or by injection through the side of the felloe - *see fig 2*. The latter is best achieved through the back face of the wheel where the drilled hole will not be visible. Drill a 1.5mm hole as close to the root of the hole in the felloe. Position the wheel with the spoke being upright at the base of the wheel (6 O'clock). Drive in the hypodermic needle to a depth less than the drilled hole. Place an empty hypodermic syringe onto the needle and pump to ensure that an air passage to the base of the spoke has

been established. If there is some concern as to whether oil may be present within the cavity, now is the time to fill the syringe with degreasing solvent, attach to embedded hypodermic needle and purge the spoke cavity. Note fluid surfacing around the spoke and remove with tissue. Repeat this as necessary with fresh solvent until the cavity appears clean. The wheel can be left in a warm ventilated environment to dry out over a period of 24 hrs. Alternatively it may be gently heated with a hot air gun. Care should be taken if using a flammable solvent. One further possibility is to purge with dry low pressure air through the embedded needle.

Impregnation

Mix approximately 5ml of Acrylic 120, draw up into hypodermic syringe, attach to embedded needle and inject immediately until sealant is witnessed exuding out around the spoke. Maintain the feed until full saturation has been achieved. If the impregnant appears contaminated, continue to purge until the impregnant becomes clear.

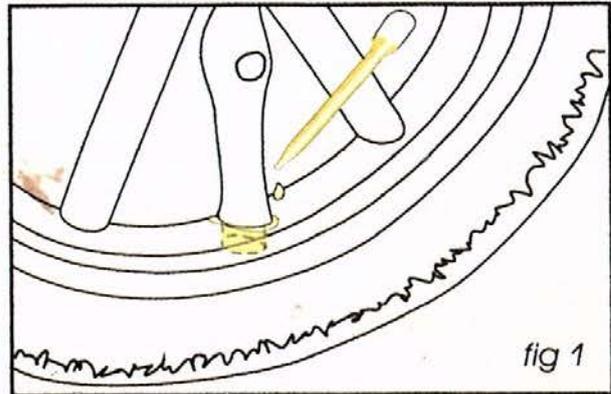
Occasionally there may be a large cavity at the base of the spoke, or a cavity between the felloe and the rim that may need to be plugged with cotton wool or similar in order to contain the impregnant.

If the spokes are found to be fairly loose, drip feed application may well be sufficient otherwise injection may be the best advice.

It is important to ensure complete saturation of the void with the impregnant - empty voids can

become a source of weakness. In theory a fully acrylic impregnated wheel should be as strong, if not stronger than the original as it fully bonds the two surfaces together - made possible only with the advent of acrylic impregnation.

Do not paint within a month of application as the impregnant needs time to absorb moisture from the atmosphere in order for it to finally swell and tighten within the void.



Acrylic 120 drip fed onto spoke/felloe



Acrylic 120 injected through the felloe

Information is offered in good faith no warranty is implied

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Yes they did it again - The 2019 Ballarat Pre-05 Rally

By Peter Allen

(May 18-19 2019)

Mr Smith and his team of helpers did it again at Ballarat for the 2019 Pre-05 Rally. They even improved on some aspects and this year they had clearly paid their premiums (sold their souls?) to the supreme insurer as the weather could not have been bettered. I suspect they told him or her that all participants were “true believers!” That is not to say there were not mumblings about the hills and the headwind but that was just part of the planning, which included genuine 1905 type “obstacles” appropriate for vehicles of that age.

Greg had his mechanical paramour Victoria in attendance along with his wife Denise, who also plays a big part in making this rally happen. As usual Victoria popped around the 45 km courses on both days without incident. Remembering that Victoria is, in effect, the back end of a De Dion type tricycle connected backwards, by a hinge, to a cane lounge on wheels, which follows along, it surely comes from that period when manufacturers were trying anything and everything. This year however I took in Victoria’s “cool morning starting routine”. It reminded me of the old question of how many social workers does it take to change a light globe? First remember that Victoria has her front driving end placed on jacks for starting, so there should be one person for the jacks. Then there is the priming routine, and you have the wheelman, who turns the wheels while Victoria is in gear hoping to bring the motor to life (He is the big guy, kneeling in front, with muscly arms). Greg is the Director of this pantomime performance by a cast of extra bodies, in between racing around the bodies/parties to adjust the various levers at the other (cane lounge) end of the tiller. I had previously failed to grasp the similarity that Bozier 2 speed gears are like human beings, in that they prefer to be warmed internally by warm fluids before attempting to make sense of the world outside on a cold morning. Greg let slip to one bystander that

if the grease inside the brass gearbox is thick and cold, Victoria has a temperament, whereby she is reluctant to co-operate when changing gear, or even disengaging the planetary gears, to come to a halt. Greg argues that Victoria is seductive but clearly he has learnt fully the applicable persuasive techniques as she proceeded with dignity and grace the whole weekend, continuing to fascinate without fault. Incidentally the final element in the procedure is that, like the light globe, Victoria has really got to want to start.

Rodney Anderson again had the 1898 Louis Renault there, but this time it was mobile, popping furiously around various venues proving that by comparison with many others that Count De Dion’s engines, while small, really were “high speed”. Seeing it mobile with two people on board really does emphasise how small this vehicle is, as it is really only the size of an overgrown perambulator, but that is how cars started and it really is quite sophisticated for its time.

In comparison Martyn Carter’s Cadillac with the beautiful part time exhaust note just circulated around the course. It passed with a quiet whirring noise and occasionally the engine remembered to fire with a musical thud.

The Holdens brought the Elmore down from Mudgee. While that involved 30 hours travelling for the them I thought it really was worth it. Some might remember that the USA was the master of “one lunger” and twin cylinder two stroke boat engines in the 1890s and they had already tried most two stroke technology by the 1900s, including rotary induction by disc valves and also through the crankshaft. The poms of course, mistakenly think that some bloke called Joseph Day had invented the 3 port two stroke engine, but when he went to the USA in 1893 he did not collect any money from his patents and was made bankrupt shortly after. Then he merely developed more patents on two stroke engines before actually making engines again in 1905.



“Victoria’s” power plant



The Scudds 1904 DeDion Bouton.



A Penny (farthing) for your thoughts.



Rodeny Anderson and Louis Renault ready to go.

More cunningly he had also taken over some additional patents, held by one of his assistants Frederick Cock, which sought to patent the classic 3 port two stroke engine. Day returned to the USA in 1905 seeking to enforce the Day-Cock patents and the Elmore Mfg Co of Clyde Ohio then entered into a licencing agreement to manufacture Day-Cock two stroke engines. The point of this digression is to show that George Selden was not alone in trying to hold the world to ransom, and that prior to 1905 Elmore had very much been doing their own thing design wise. Russell's 1902 Elmore has a twin cylinder water cooled two stroke engine mounted transversely under the seat but with the cylinders pointing downwards. This is helpful if tending ignition malfunctions, as the low tension make and break spark mechanism is inside the combustion chamber and the spark occurs when the contact on the piston gets to top dead centre and makes contact.

Two Stroke Controls

The throttle is a central lever conveniently between the driver and passenger at seat level. Lower down centrally on the front of the seat is a small round knob which is used to control the vagaries of "mixture". In two strokes mixture is everything and while Russell may have had an extensive career as a Chef, clearly his wife Christine has better skills when it comes to cocktail mixing and she is the controller of the all important "mixture". When you see the car travelling on the road Christine is often seen leaning down and forward. This is not to lessen the wind resistance but rather she is altering the mixture (constantly?) to achieve optimum running. Because there are twice as many power strokes (remember it's a two stroke!) the engine note is busy and similar to the neighbourhood noises in the 1960s and 70s when the neighbours flushed the small Evinrude or Johnson twins in a 44 gallon drum of water after a fishing trip. If perversity is an admirable quality this was the most technically interesting vehicle at the Rally.

I like to be seen amongst a group of people who will hopefully make me appear 'normal' and this brings me to the penny farthing riders. Not genuine 1905 models, but of mature years, John Bennet and Paul Walkley completed both days routes and while not quite "scorching" at all times it was certainly an addition to the event. These rides probably would have been done previously by high wheel bicycles given that Ballarat in pre Federation times was technologically advanced, however the advent of the safety bicycle in the 1890s killed penny farthing bicycles. It is possible that such rides on these routes would not have been done for the last 120 years. I think that the title of "Powered drumsticks of the Rally" must revert to Victorians after this effort, although at times it definitely looked like 'not quite so light' pedal assistance.

At the same time high powered drumsticks on motorcycles are not so evident when the machinery runs faultlessly and Greg exercised the Maldon (All 430cc of Minerva motor, he should get a weight handicap - two bags of cement next year!) while Larry Clarke showed that you can do it on less than half of that (190cc) on the 1903 FN. Larry always makes it look easy on the FN but I have recently worked out that he has been riding that bike for about 50 years, so he should know what he is doing.

This was not to be the year of the Clement racing team despite great planning. Peter Fagan, after riding Mick Turner's Clement clip-on motorcycle in the event last year, had been brainwashed to the extent that he had to have one! Peter, in fact recently succeeded in obtaining one to join the team as a permanent rider, however Mick, the teams "crack rider", the weekend before the rally, dropped the atmospheric inlet valve into the workings of his Clement. U-shaped inlet valves and bent conrods do not enhance performance, even more so when you have so very little to start with, but thank god for clever people (although that may be the

reason why they themselves choose to ride the penny farthings!). By the weekend Mick was back motoring again and going better than ever, however Peter Fagan was having teething troubles. The event was not wasted as by the end of the weekend the Fagan machine was a little more sorted and running much better. I am sure it will be well sorted by next year and the number of Clements in the rally has doubled, which is actually an excellent result. Other makes, please take note of this brand strategy and aim to do similar for next year. It should be noted that to complete 45km on such devices is so much more of an achievement than to do 200km in a Model T in a day, because the earlier machinery is so primitive. This Rally is held to highlight the very early machinery and Mick on Sunday morning with a headwind was working very hard to get up the hills and overpasses. I was on the side of the road taking photos and we were able to have a conversation as he passed me. I asked how he was going and he, without stopping pedalling and keeping his head down said "This headwind is bloody murdering me!" Shortly after, when following him, the situation had improved (he had got over the overpass!) and he was getting along at just over 20km per hour - about the same speed of the penny farthings on a good day – such is progress.

Waltham Motor Buggy

The Waltham motor buggy with its air-cooled single hanging out in the breeze at the back motored along nicely until its get up and go, got up and went. This wooden wonder experienced problems possibly when an atmospheric inlet valve forgot to keep all the compression in. It was still good to see it and the Orient motorcycle which was also present as eye candy. Other eye candy included the 1901 Argyll still awaiting repairs to the radiator which does not use gilled tubes but rather conducts the heat away from the vertical tubes by thin loops of wire positioned all around the tubes. This can be more easily imagined if you visualise a hairy caterpillar straightened and painted with silver paint which is somehow hollow to pass the water through. This is not the problem however and a man is apparently to come from the UK to replace the rubber rings that seal the tubes into the frame/tanks. Such after sales service for a make of car where the maker (Hozier Engineering Co Ltd) of the car ceased 115 years ago is either extraordinary or a demonstration of the common bond of madness that keeps really old car enthusiasts going. It will be good if the Argyll is going next year as I am waiting to see it, with all it's govanesque peculiarities, in motion.

There were other cars present the Cadzow curved dash Oldsmobile and another owned by Peter Blayney and piloted by Daryl Meek, and also a pair of De Dion singles.(McDougals and Scudds) Basically the De Dions showed what a good thing they really are and simply choofed around the course without incident. The Oldsmobiles did similar but again demonstrated the difference between American stationary engine design and continental high speed engines in the early 1900s. If the Clement team can double their numbers in one year, think what we can expect from the CDO and Ding Dong groups next year!

The Rally routes are perfectly suited to primitive vehicles, the dinners and lunches were all terrific as were the morning teas. The planning is detailed and even had the Sunday lunches at Café Sidra served to the interstate entrants early, because they had to get going, to travel home. Didn't they realise that by that time we really did not want to go home. To the Smiths, the Alcocks, the Dunsheas and everyone else on the team, Thanks for another great rally!

Good News

The other good news is that this event has been given status as a National Rally, and so it should be, but even better still, the RACV have decided to get behind it and sponsor the event next year. This is a unique event and the only event of its type in this part of the world that allows the truly primitive machinery to come out, be used and be seen. I met up with an old motorcycle acquaintance whom I had not seen for at least 20 years and when true enthusiasts are actually travelling hundreds of kilometres, merely to see this group of vehicles doing what they do, you can accept that it must be a pretty unique event.



The Holden's 1902 Elmore on the road.



More forms of 2 wheel travel.

Letters to the Editor

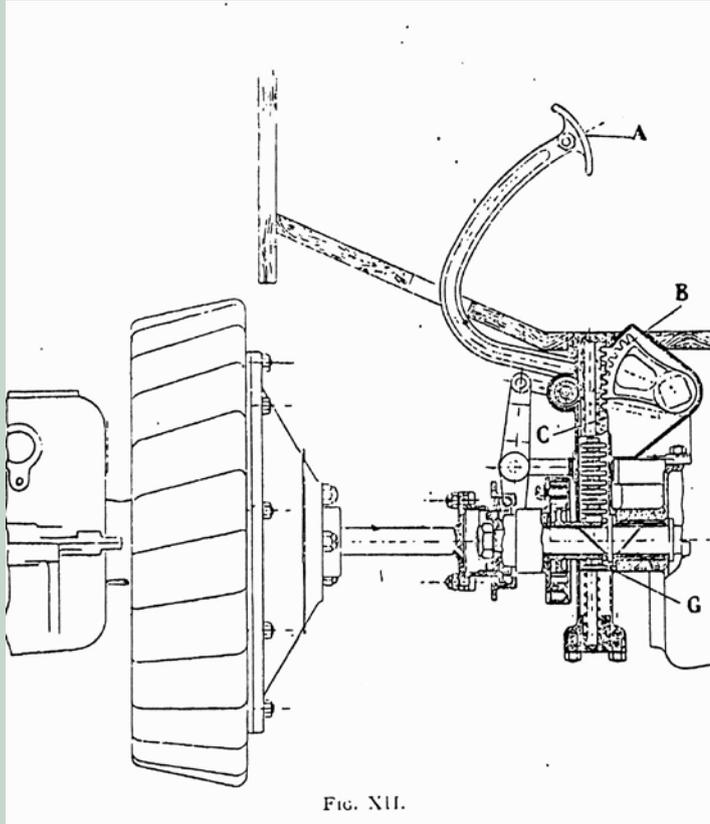
Dear Editor,

I chanced across the enclosed instructions for a 'Mechanical Starter with Spark Ignition' contained in a 1910 Renault AX Owners Handbook which I had not seen previously. It seems like a good idea but perhaps may not have been so good in practice because, in my experience, the AX usually requires a little more than a single full rotation to start. I have never seen this device on an AX. Do other owners have any experience with it?

My only experience with a 'start from the seat' idea was my 1904 Curved Dash Oldsmobile (now owned by Paul Daley). Unfortunately my right arm was not strong enough to succeed with the sidewinder from a seated position.

Your sincerely

David Inglis



Mechanical Starter with Spark Ignition.

Our system of pedal starter consists of a pedal, A, FIG. XII., so arranged that by pushing it down the full course of its stroke gives one rotation to the crank shaft. This movement is made by the intermediary of a toothed sector, B, of a rack, and a pinion, G, mounted on the change speed shaft in a somewhat similar manner to a free-wheel, and on pressing the switch button, placed on the dashboard, a spark will take place in the cylinder, and the engine will then start.

1. Be sure that the change speed lever is in the "neutral."
2. Place the throttle lever on the dashboard to "half open."

Dear Editor,

I really enjoyed the time spent as a co Rally Director of the recent Four and More Rally to Corowa recently - and I thoroughly enjoyed the rally. It is an honour and a privilege to be a member of the Veteran Car Club of Australia (Victoria) - the club is my extended family.

May I sincerely thank the Club, and particularly my co Rally Directors, Don and Lynda McPherson,

Ben Alcock, Geoff Payne, the Mathews family 'Collendina Station', Kotzur family 'Walla Wall Federation Museum', Alan Hamberg, Brendan Walsh, Maxe's Museum, and finally the entrants, for without the entrants you don't have a rally. So a very sincere thank you to all.

Very kindest regards

David "T" Lang



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- 2 of 30X3 new Firestone tyres \$210 each
- 4 of new hickory hood bows (measure 1" X 1 3/4" X 54' (outside width) (52' inside width) \$95 each
- 1912 steering column \$125
- flywheel. trans attached with magnets, complete unit pre 1919 \$100
- engine block (date 30 Mar 1914) \$1500
- pair 1912 cast muffler ends with 2 mount bolts \$220
- 1913-16 fan \$150
- 8 of new steel shackle bolts, front and rear set \$35
- veteran or vintage steel trunk (29"w X 20"deep X 15" height) \$125
- 1912 'Brown' taillight \$550
- 1915 windscreen frame \$700
- 1915 'Stewart 100' speedo with mounting parts and angled drive connection \$220
- 1914 'Stewart ' speedo \$230
- 1919 'Stewart 100 'speedo \$170
- c. 1920-25 'Stewart ' speedo \$65
- 1925-27 trans cover plate \$5
- 1926-27 hot air deflector plate goes under foor boards \$10
- 1913-14 steel speedo cable assembly \$75

CONTACT: Bill Formby

**Address: PO Box 3,
Drouin East 3818**

**M: 0488 288 164
T: 03 5625 2344**

FOR SALE

Two Lucas King of the Road side lights no. 724. They are not a pair, having different bottoms and tops. One lamp is in excellent condition.

Price \$450.

Other light has some dents on the base area and damage to the rear of the lamp.

Price \$350.

There are mounting brackets with these.

The horn is a potato head horn that has damage to each section, so would require panel beating to get good result.

Price is \$400,

or \$1000 for the lot.

CONTACT: Adrian Croft

E: jacroft46@gmail.com

M: 0419159567



FOR SALE

Two only brass 'OLEO MAGNETO' veteran spark plugs.

Both insulators cracked so not for serious use.

\$150.00 for the pair.

One only "RENAULT FRERES" brass rear vision mirror.

\$150.00

CONTACT: David Inglis

T: 9878 0496



FOR SALE

Offers are invited for the side lamps (which are quite squat) and the Riemann self generator pictured

CONTACT:

Brian Hussey

M: 0418561910

E: brihus@bigpond.com



Events



VSCC Rob Roy Hill Climb
Sunday 18th August
2019

Catering by the VSCC
Succulent roast beef rolls,
hamburgers and gourmet sausages.
Tea, coffee and cakes available.
Kids Billy cart race during lunch.
Display by the Alvis Car club.

Entry forms and supplementary regulations
are available from the
VSCC website: vintagesportscarclub.org.au
Enquiries to the Event Secretary
Daniel Zampatti ph. 0407544627
Entry Secretary Mark Burns ph. 0417002892

Spectator Entry Fee \$15 per car.
Definitely no dogs!

Venue: Rob Roy Hill Climb, Clintons Road,
Smiths Gully Melways 265 A9
Practice starts 10.00am
Competition starts 11.30am



RACV AUSSIE CLASSIC CAR SHOW
Sunday 25th August 2019
Yarra Glen Racecourse, Armstrong Avenue, Yarra Glen

Celebrating the products of the great Australian Motoring Industry

The show for all the great Australian Makes Holden, Falcon, Valiant, BMC and those lesser known makes.
Trophies, club displays, refreshments, music, kids entertainment, trade stalls.



Enquiries 0473 832 277
www.aomc.asn.au/aussiecarshow2019
Promoted by Association of Motoring Clubs
All proceeds from this event are returned to the motoring movement
www.aomc.asn.au/aussiecarshow2019



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

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.

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.

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

Planning and organising are well advanced. Over the next few months we will launch the event information web-site and will be calling for Expressions of Interest. Watch this space.

We have a total of 45 accommodation bookings for the event already. Have you booked yours?

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 have been reserved until September 2019. All but 6 2 bedroom cabins and the "Glamping tent" have been taken so be quick. Plenty of powered sites are available.

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 available, plenty of powered sites and trailer parking. Some en-suite sites available.

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

Australian National EUROA SHOW & SHINE

Goulburn Murray Credit Union

This year's event theme is **The 1970s FASHION PARADE**
Prize for the best period costume for both men and women

Show Vehicles \$10 including driver
Show Bikes \$5 including rider
General Public \$5
Kids Free

SUNDAY OCTOBER 6TH, 2019 8am to 3.30pm
MUCH MORE THAN JUST ANOTHER CAR AND BIKE SHOW!

Over 70 trophies • Unique and exceptional cars from all eras • Bikes • Trucks • Tractors • Motors
Live Music | Food Stalls | Craft Market | Children's Entertainment

Trophy Presentation at 1.30pm

Strathbogie, BURTON'S SUPA (GCA) GIGAWATT, Garry Twitt Motors, TRIPS 95.3 GOLDEN HILL

BD NORTH EAST ELECTRICS, LANDMARK EUROA, SHANNONS INSURANCE, VANTAGE FUELS
ABF Partners, Aerodome Automotive, Allied Health, AOMC, Autobarn Shepparton, Central Tyres Shepparton, Euroa Gazette, Graham Thomson Motors, Just Cuts Shepparton, Little Goody New Shoes, Maskell's Customs and Classics, Maxam Printing, Miepol, Say's Hire, Unique Cars Magazine, Vardman Threads

Contact: Ross Holt 0418 599 183 • ross@euroashowandshine.com.au | www.australiannationalshowandshine.com.au

Natter Night Meeting Minutes

Natter Night Meeting Minutes

Tuesday 11 June 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 7.30pm and welcomed all members and guests.

2. Special Welcome

The President welcomed Hugh and Rayna Guthrie, and John Que (from Brisbane) to the meeting.

3. Attendance

There were 42 members who attended the meeting.

4. Apologies

Andrew and Frances McDougall, Ben Alcock, Barry Gomm, Deb Alcock, John Prior, Cliff and Betty Ward, Robyn Blackwell, Ian Berg, Alan Lethborg, Daryl Meek and Fiona Lane.

5. Member News

There was no 'member news' this month.

6. Events – Paul Daley on behalf of Ben Alcock

6.1 Past Events

Pre-1905 Pioneer's Run (Ballarat) – 17 to 19 May 2019.
Historic Winton – 17 to 19 May 2019.

6.2 Future Events

Around the Garages (Yarra Ranges) – 19 June 2019.
Naked Radiator Run (with the VDC) – 14 July 2019.

7. Wanted, For Sale or Swap

David Inglis has a calorimeter radiator temperature gauge (that is in good working order) for sale.

8. General Business

There were no items of general business.

9. Next Meeting

The next meeting will commence at 8.00pm on 9 July 2019. Brian Churchill will be the speaker and his presentation is titled 'The 4th Henry Ford Oration'.

10. Closure

The President closed the meeting at 7.39pm.

11. Showtime!

The movie Tucker: The Man and His Dream was enjoyed by the members present. Tucker: The Man and His Dream is a 1988 American biographical drama film starring Jeff Bridges.

The movie is a heartfelt biopic that follows what happens when the American dream fails to materialise into reality. It's about inventor Preston Tucker who was obsessed with cars since childhood. Tucker was determined to create a futuristic car for the masses in the 1940s: the Tucker Torpedo. However, his dreams are challenged by Detroit's 'big three' auto manufacturers, production problems and accusations of stock fraud, and he was forced to defend his dream in court. Tucker is acquitted on all charges.

Nevertheless, his company fell into bankruptcy. Tucker was indeed an inspirational entrepreneur during this time in American history.

At the end of the movie, the President presented each member with a beautifully produced 12-page booklet titled Preston Tucker's Bid for Glory.

Natter Night Meeting Minutes

Tuesday 9 July 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 8.00pm and welcomed all members and guests.

2. Special Welcome

The President welcomed members of the Model A Ford Club, the Model T Ford and the Early Ford V8 Club to the meeting.

3. Attendance

There were 71 members and guests who attended the meeting.

4. Apologies

Peter Hammet, Leonie and Rob Anderson, Brian Hussey, Cliff and Betty Ward, David Inglis, Robert and Debbie Couper, Scott Staples, Bill and Glenice Lindsay, Leanne Goethel, Alan Lethborg, Jennifer Atherton.

5. Member News

Trish Markie informed members that David Couper had recently undergone shoulder reconstructive surgery.

6. Membership Report

David Provan welcomed new members Ray and Michele Delaney to the Club.

7. Events

Ben Alcock presented information about the following events and rallies.

7.1 Past Events

Around the Garages (Yarra Ranges) – 19 June 2019.

7.2 Future Events

Naked Radiator Run (with the VDC) – 14 July 2019.

Events Subcommittee meeting – 16 July 2019.

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

HCCA International Tour – 30 August to 6 September 2019.

National Veteran Rally (Bargara, Queensland) – 17 to 23 September 2019.

National High Wheeler Rally (Maryborough, Victoria) – 29 September to 5 October 2019.

Spanner In The Works book talk about Alice Anderson with author Loretta Smith (Healesville) – 6 October 2019.

Motorclassica (Royal Exhibition Buildings) – 11 to 13 October 2019.

RACV Veteran Car Club Annual Rally (Wangaratta) – 8 to 10 November 2019.

Annual General Meeting

Daryl Meek informed members that the Bay to Birdwood will be celebrating its 40th anniversary in 2020. The organisers are planning a combined event of all the historic vehicles years. The event will take place on the last Sunday of September.

Brian Churchill provided information about the Ford Flathead Festival that will be held at Caribbean Gardens on 29 July 2019.

8. Library and Archives Report

Daryl Meek reported that there had been a number of very kind donations to the Club's library from families of former members. Daryl has donated 40 copies of the New Zealand Club's Beaded Wheels magazine to the library. The library has recently acquired a book titled Race of the Century: The Heroic True Story of the 1908 New York to Paris Auto Race. The library also has in its collection the Spanner In The Works book.

Daryl talked about a forum that he recently attended, which was delivered by Victorian Collections and held at the Museums Victoria. Victorian Collections is a free, web-based, collection management and publishing system for not-for-profit organisations. Daryl said that the VCCA (Victoria) would be the first car club to upload selected material to the site for the public's interest.

Daryl called for a volunteer to scan material for the Club's archives.

9. What Makes Us Tick?

David Provan delivered a short presentation about the role and responsibilities of the Club's Secretary.

10. Wanted, For Sale or Swap

Robyn Blackwell said that she has a trailer for sale. Shane Edwards said that he has strip molding for sale. Daryl Meek informed members that Neil Ferguson has sold his Daimler and that the last of Frank Dallimore's collection has either been sold or was for sale on carsales.com.au.

11. Launch of the Club's Refreshed Website

Ben Alcock presented the Club's new refreshed website, which is now 'up and running'. The site has a number of enhancements and a lot of excellent new features. Ben thanked Ian Berg and Roger Berg for working with him during the development of the site. Check out the new site at www.veterancarclub.org.au.

12. General Business

There were no items of general business.

13. Next Meeting

The next meeting will commence at 8.00pm Tuesday, 13 August 2019. The speaker will be Barry Gomm. The title of Barry's presentation is 'We Shook, Rattled and Rolled in the 1950s'.

14. Closure

The President closed the meeting at 8.34pm.

15. Speaker

Brian Churchill gave 'The 4th Henry Ford Oration'. The presentation titled 'Henry Ford & His Peers' was fascinating, very educational and skillfully delivered.

CALL FOR NOMINATIONS FOR EXECUTIVE AND COMMITTEE POSITIONS

WHEN

The 2019 Annual General Meeting will be held at the Lynden Park Clubrooms, Wakefields Grove, Camberwell on Tuesday, 8 October commencing at 8.00pm.

POSITIONS

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

NOMINATION FORM

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

CLOSING DATE FOR NOMINATIONS

Pursuant to the requirement of the Club's Constitution (Rule 54), nominations must be given to the Secretary (by hand, post or email) on or before Tuesday, 10 September 2019. Please scan and email the completed form to secretary@veterancarclub.org.au. Alternatively, mail the completed form to the Secretary, Veteran Car Club of Australia (Victoria), P.O. Box 2300, Mount Waverley Vic 3149 and please allow at least 5 days for delivery.

MORE INFORMATION

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

David Provan
Secretary

THE CLUB LIBRARY

Members are welcome to borrow books from our Library which is open each Natter Night.

Daryl Meek is continually adding new acquisitions to this invaluable resource.

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

Peter Hammet
t 0428 282 631
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
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

John Prior (Paula)

SAFETY COMMITTEE / SCRUTINEERS

Brian Hussey
t 0418 561 910

Bob Ballinger (Helen)
t (03) 9746 1345

EDITORIAL COMMITTEE

Paul Daley, Ian Berg

LAYOUT EDITOR

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

MEMBER eCOMMUNICATIONS

Ian Berg

WEBMASTER

Mark McKibbin
t 0419 515 606

ENVIRONMENT & SUSTAINABILITY

Frances McDougall

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.

NEW MEMBERSHIP ENQUIRIES

New membership application enquiries to David Provan, mobile 0409 136 301, email secretary@veterancarclub.org.au.

Download the application form at veterancarclub.org.au.

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.



Find us on
Facebook



Line up of cars on the Pre 05 Rally.



At Learmonth on the Pre 05 Rally.



Cadillac and Hotchkiss at the Pierce's collection.



More veterans, vintages and a multitude of enamel signs at the Pierce's collection.