

October 2020



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: Mr Geoff Cosgriff,
President and Chairman, RACV

CONTENTS

President's Message.....	4
2020 Annual Rally Weekend.....	9
VCCA (Vic.) Annual Report 2019 – 20.....	11
Valē Athol Herrick Kelly.....	15
Valē Warren Rosevear Hicks.....	16
Presentation of Trophies and Awards.....	17
More from the 1970 International Rally.....	19
Silver Ghosts - Then and Now, Part Three.....	20
Natter Night Meeting Minutes.....	25
Private Classifieds.....	25

Flashback



This month's FLASHBACK photo is another of the 1914 Wolseley Stellite shown in the September issue FLASHBACK. This photo was taken by Howard Berg (members Ian and Gordon Berg's father) during the 1958 Annual Rally as the cars travelled towards Dandenong probably somewhere along St Kilda Rd. It is a bit blurry but is repeated following the response by Andrew McDougall who believes he may know something of this car, but as last month's photo was in black and white he would be more certain with a colour photo.

Andrew explains that for many years a Stellite, four seater tourer, painted red and looking identical to the one in the black and white photo, lived 2 doors down from my workshop in Hilton Street Clifton Hill. At that stage it carried an early CPS plate, whose number I can't recall. It was looking dusty and forlorn on flat English Dunlop Tyres.

It was in the premises of Gange, the owner of Silver Top Taxis. Around the time of the controversial East West Link Project and when properties were being compulsorily acquired by the government, including the Gange premises, I was asked if I could assess and recommission the Stellite. It was cleaned up, tyres inflated and I did a thorough mechanical check and service. I had the car running within a day or so. It ran well, looked in good order and should have been able to hit the road again.

With the demise of East West Link, Gange remained at their premises. So recently I went to see if the Stellite was still there, but only managed to talk to an office assistant. She remembered the car but says it is no longer at the Hilton Street premises.

It must be a well known car - where is it now?



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



Curry Printing is a long established Mornington business who can assist you with all your printing, photocopying and laminating requirements.

We can also print large format plans and posters and can enlarge or reduce ranging from A4 - AO.

We also offer a complete design service.

FOR ALL YOUR
printing requirements

Factory 3, 1 Newington Ave Rosebud West VIC 3940
TELEPHONE **03 5981 1654**
FACSIMILE **03 8678 3253**
EMAIL **info@curryprinting.com.au**
WEB **www.curryprinting.com.au**

EVENTS UPDATE

The Committee advises as a result of the Coronavirus (Covid 19), all Club events for the foreseeable future have been reviewed. *Brass Notes* will be published as normal and it will play an important role in communicating with our VCCA (Vic) community.

Coming Events

4 October 2020	5:00pm Zoom Catch Up Informal get together - email issued 3 days prior with link for video catchup
20 October 2020	Natter Night and Annual General Meeting - 8pm Online meeting information to be issued 1 week prior to meeting
16 - 18 October 2020	1&2 Cylinder Rally - Orange NSW Contact: Russel Holden or Dave Perry (EOI on our website)
14 November 2020	Raise a glass for veteran motoring Online Virtual Meeting, see page 4 for information
22 - 26 November 2021 NOTE CHANGE OF DATE	National Highwheeler Rally - Mount Gambier SA Contact Noel and Sue Holbrook 03 55612954 or chugalug@westvic.com.au

Major Events

7 - 8 November 2020	Veteran Car Club Annual Rally Weekend See page 9 for information
25 - 28 March 2021 NOTE CHANGE OF DATE	RACV 1&2 Cylinder Rally - RACV Cobram Contact: Callum Walsh
23 - 26 April 2021	RACV Four & More Rally - Geelong, VIC Contact: Ben Alcock
15 - 16 May 2021	RACV Pre 1905 Pioneers Run - Ballarat, VIC Contact: Greg Smith

National Events

7 - 13 April 2021	TAVCCA 1&2 Cylinder National Rally - Charleville, QLD www.vccaq.com/2020-1-2-national
18 - 21 April 2021	National Brush Rally - Cowra NSW Contact Alan Miller: mrchevman@bigpond.com
10 - 16 October 2021	RACV National Veteran Vehicle Rally - Swan Hill, VIC Rally Directors: Michael & Claudia Holding
17 - 22 October 2021	13th National Veteran Motorcycle Rally - Manjimup, WA Contact: Sharon Rudler shaz.muzza@westnet.com.au

Aboriginal and Torres Strait Islander people should be aware that this issue of *Brass Notes* contains images of deceased persons.

Front Cover

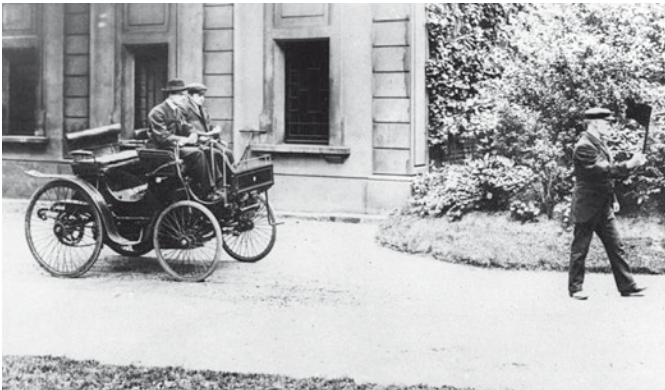
This photo was taken by Lindsay Cumming. He lived in Alexandra and set up a studio and bike shop in the main street c1910. Cumming was later a bee keeper and he also ran a Ford dealership. His photographs document the history of the Alexandra district between this period and 1950. The body of this Ford is locally made, but from an unknown coachbuilder (SLV - Cumming collection).

President's Message

By Paul Daley

Let's Celebrate and Raise a Glass!

On November 14 1896, the emancipation of the motor car was celebrated in London – Parliament passed the relevant Act to allow cars to use the public highway without the attendance of three persons, one who had to precede the vehicle by at least 20 yards. This sounds almost hysterically amusing today, and whether or not this personage was still waving the red flag in the 1890's is open to debate! To celebrate the event a group of cars made their way from the Hotel Metropole, London to the Hotel Metropole, Brighton.



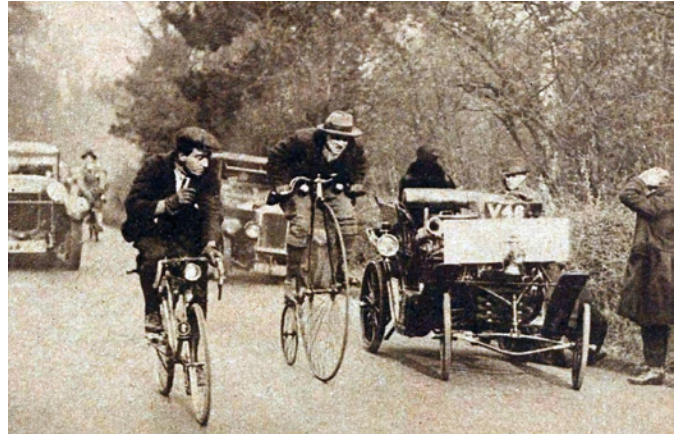
The red flag pedestrian warns other road users – 'hysterically amusing today!'

This is still commemorated by the annual Veteran Car Rally that takes place on the first Sunday in November, and was memorably depicted in the classic film *Genevieve*. Back in 1896 there was a great deal of public interest in the event and it was claimed that 54 cars were to take part. Anyhow, 21 of them failed to turn up and of the 22 that left Braxton 20 managed to make it to Brighton. Decorum was to be followed – participants were to have good manners and not overtake the car driven by Harry Lawson president of the Motor Car Club that organised the run. Lawson, however, lost a belt from his cylinder and chugged into the lunch stop 45 minutes late.



A huge crowd gathered on the street for the first London – Brighton Emancipation Run 1896

Accompanying the run were 10,000 cyclists – a sight that delighted Harry Lawson, as he was the inventor of the safety bicycle and was on his way to becoming a millionaire. That evening a celebratory dinner was held after the event – with great pomp and ceremony – **and it's this event that we have the opportunity to celebrate again this year.**



Remembering the first run when over 10,000 cyclists joined in – this picture circa 1930's



The Hotel Metropole (centre) where the first dinner was celebrated

Veteran motoring identity *Rodney Anderson* (WA and Vic), has developed a marvellous plan for us to recreate and celebrate this event on its corresponding anniversary, Saturday, November 14. Rodney has been in contact with the Automobile Association and they were most helpful and accessed their archives, and have provided Rodney with the actual menu of that celebratory evening at the Metropole Hotel in Brighton. So, why not join Rodney and his partner *Jennifer Atherton* who will be inviting friends over, and organise your celebration at home, and raise a glass or two and toast the genesis of our hobby! The menu is easily replicated today. The first course was Potages: Consomme Rachel Creme de Volaille – a delicious crème of chicken soup – and recipes are plentiful.



The soup – Consomme Rachel Creme de Volaille

The second course was: Poissons. Turbotin Glacé Normande. Blanchaille á la Dioble. This is a delectable fish dish, and a good starting point would be a recipe by renowned Melbourne chef Phillippe Mouchel – John Dory Normande.



John Dory Normande – by Phillippe Mouchel

The wine list, 'Carte des Vins' that was served back in 1896 can also be replicated today. A pale dry Sherry was served to begin followed by two wines that Rodney advises are still available today - Dienhard and Desmirail, and Dan Murphy has available at some stores a Prinz Niersteiner. The evening finished with the Desmirail Moderately Dry Port.

– Bon Appetite –

So in the true Australian spirit of 'any excuse for a party' why not invite some friends over on November 14, and have an evening to celebrate that very first London to Brighton Run. It's a great way to socialise with your friends in the car club, and also an opportunity to introduce others to our hobby.

Committee Retirements and Changes

The AGM will see a new team elected to a number of vacancies and the retirement of two Committee members. *Brian Hussey* is retiring from Committee after many years of significant service which we thank him for. Brian will however continue in the role of Head Scrutineer. *John Prior* has moved from Melbourne and is not standing, and we thank John for his dedicated work on Clubrooms Management and also his role as 'mine host' at Club functions. *Ian Berg* is relinquishing his role on the Editorial Committee for *Brass Notes*, as well as Member eCommunications – which he has maintained with weekly broadcasts to us as well as maintenance of our Vision 6 Club records. We thank these gentlemen for their dedicated service to the Club over many years. *Paul Daley* will remain on Committee as Immediate Past President.

September Committee Update

A review of the criteria for awarding our perpetual trophies has been undertaken by *Daryl Meek* and *Greg Smith*, and their recommendations were considered at Committee. The background and relevance for each trophy was reviewed and brought into line with its application to this era. In some instances eg '*Ron Hobbs Perpetual Trophy*' – Victorian Annual 1&2 Cylinder Rally, the recommendation was: 'That the award continue in its present format, ensuring that the original intent is preserved'. The '*Kingsley Strack Trophy*' – Best Lady Driver recommendation was: 'The award should not be presented each year but be a permanent record of all members of the Victorian

Club who drive or ride a Veteran vehicle on any of the Club's nominated rallies or events for the first time'. The award that is arguably most hotly contested each year – '*Bert Lamshed Memorial Hotchkiss Trophy*', for the winner of the Cold Start Competition, maintains its criteria with, 'No change'. *Ben Alcock* advised us that due to COVID-19 the traditional RACV Veteran Car Club Annual Rally in November will be replaced this year with an 'Annual Rally Weekend', that will feature small group day events at locations in both Melbourne and rural Victoria – watch for details. Ben is keen to commence day events immediately government restrictions are relaxed and make travel possible. In the August *Brass Notes*, the recommendation prepared by *David Provan* for the direction the Club should take to promote Bequests and Donations to members was published and the sub-committee chaired by *Peter Hammet* will formalise the strategies at their next meeting.

Thank You John Stanley

Our September Natter Night was again held via Zoom with an excellent attendance again. Guest Speaker was *John Stanley*, who gave an in depth analysis 'The Relationship Between Harry Stutz, the Founders of the Indianapolis Speedway and the Marion and Empire Car Companies', finishing with archival video footage of the early days of motor racing at Indianapolis. We thank John for his articulate presentation.

We're An Interesting Bunch!

Catherine Strutt and *Chris Duncan* hail from Adamstown Heights NSW, have joined our Club and write:

On behalf of Chris and myself I'd like to thank you, and all of our fellow members of the Victorian VCCA Club, for giving us such a hearty welcome on last night's Zoom meeting. We thoroughly enjoyed ourselves. What a brilliant and interesting bunch of like minded people! It was so great to see and chat with friends we already know as well as make some new friends and it was very refreshing and a privilege to be amongst a group of people who are so enthusiastic and have genuine energy and knowledge regarding veteran motoring and friendship. It was inspiring just to be a part of it. We very much look forward to more involvement and future interactions with the Club and its members.



L-R Stan and Maggie Bone with Catherine Strutt and Chris Duncan

It Will Be a Different Festive Season

The events calendar for October is usually the 'lull before the storm' of functions and events that lead into the Christmas Festive Season each year. This year will be totally different – thanks to COVID-19. It was the recent announcement that Myer were cancelling their traditional window display in Bourke Street that really began the forward thinking as to what Christmas 2020 would look like. Many events have been called off, and experts have warned that even carolling is a health risk – nothing is sacred to the Wuhan virus. Premier Daniel Andrews aim is for as normal a Christmas as possible – but the loss of window displays due to the concern about crowds gathering, and the virus spreading by hands touching the glass brings us a dose of reality.



Myer Melbourne with its 1956 Olympic decorations.



1910's – Bourke Street, looking east with Myer on left hand side – 'ERS'

The Myer Christmas windows are an 'institution' that began in 1956, the year the Olympic Games were held here from November 22 through to December 8. Melbourne was really buzzing, with the streets festooned with Olympic decorations, and for the fledgling Veteran Car Club of Victoria it had been a busy year. They had held the second veteran car rally (Argus Rally No 2) in January 1956, and 80,000 people lined the streets of Melbourne to cheer the event.



The Myer Emporium expanded to Lonsdale St in the 1920's at a time when this section of Little Bourke St was known as Post Office Place.

With the Olympics in town and sleepy Melbourne now awakening - even with its 6 o'clock closing of pubs – the veteran car folk were looking forward to the Golden Fleece sponsored Melbourne to Ballarat Rally to be held November 17-18, the weekend before the Olympic Games. The organisers saw that cars were safety checked prior to the event and it was pointed out that period dress was allowed and, 'comic outfits, false noses and other displays of immaturity will not be permitted'. The event was a resounding success, and the following days saw Melbourne burst onto the world stage with its hosting of the Olympics, and riding on this wave of publicity, the Myer Emporium began its Christmas window display, that hold a place in the heart of most Melbournians. The fond nostalgia of gazing through the glass into the imaginary worlds of magic and movement which would reveal each November is now a thing of the past. In fact, COVID will have stripped away a lot of the magic and joy of Christmas this year. For the Veteran Car Club of Victoria there is a special opportunity for us this year to make our cars visible to as many as possible. We are already committed now to holding one day events through Melbourne as well as regional Victoria, and we all have experienced the pleasure our vehicles give to young and old alike – the waves, the smiles and the toots can bring some of the magic and joy back to this COVID effected society. I know our events team have a lot planned, and just privately taking your vehicles out on a Saturday or Sunday, as soon as permitted would be a great starting point.



On Sunday, August 23, The Association of Veteran Car Clubs Australia (TAVCCA) hosted a national COVID Rally Review, with all States participating. Prof. Julian McNeil of SA began the event with an illuminating overview of COVID-19, and the many implications that it creates with running a car rally in our traditional

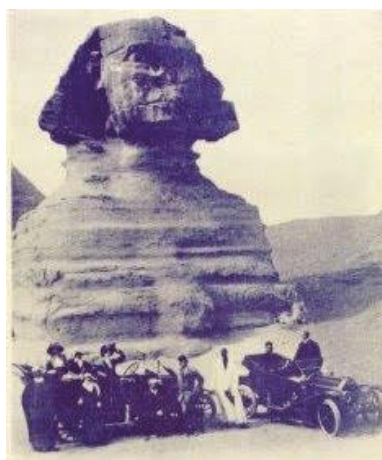
format. The strategies for operating with a COVID safe plan were discussed and it became obvious for some participants that the starting point for them was to begin running local state events that would be run with COVID restrictions in place. At this stage the 2021 National 1&2 Rally at Charleville is still being held, however a final decision will be announced closer to the date, and discussions are being held with authorities in Charleville. The RACV 2021 National Veteran Vehicle Rally directors, *Michael and Claudia Holding* advise that a decision will be made about March/April whether to cancel. The High-Wheeler Rally 2021 Mt Gambier, has rescheduled that event to 22-26 November. There were many issues and complications raised by the delegates including:

- No insurer will provide cover
- Concerns about borders closing while at a rally and being 'trapped' away from home. The Tasmanians have a real concern with this issue.
- Strategies in the event of a positive COVID-19 outbreak
- Local medical/hospital limitations
- Consider multiple hub rallies for national events
- Complications of social distancing management

1911 – A Significant Year for Overlands

Les Johnson – 'Adventure Before Dementia', always has interesting material on early Overlands. The year 1911 was no exception:

1911-January-15th: Edward George Eager selected an early demonstration Overland car from the factory, shipped it on a steamer, and booked a passage for Australia. After the car was well received in New Zealand, he was to find that the merits of Overlands were quickly appreciated in Australia, and he returned to Toledo. A month later he left for Egypt with sample cars and there this pioneer of the motor industry established an agency, Gabriel Bros in Alexandria and Cairo. Edward G. Eager went to the base of the Sphinx, where no other cars have attempted to go, because of the deep sandy nature of the country. He had to lay boards down to help get through the sand; these often split from the weight of the car, and formed a kind of trough to help us out. On arrival at the Sphinx was disturbed for the first time in 3000 years by the sound of a petrol engine automobile. Now believes this outstanding Overland car would be very suitable for the rugged Australian conditions.



The Eager party visiting the Egyptian Sphinx - Cairo in January 191 - Mr & Mrs E.G. Eager, Mrs McIntyre and Miss Jean McIntyre. Mr Gabriel the Overland agent in Egypt had been organised by the Eagers themselves the previous October, were told that the photograph for these "Overlands" "as they were the first two cars - indeed the only ones- ever to reach the base of the Sphinx.

1911- November - A notice in the Australian Motorist informed readers that Mr. E. G. Eager the Overlands Company representative was en route to Australia and his intention was to set up Willys Overland cars Model 59 T, a five seater Tourer of 30 Hp for £355, and a 59 R two passenger Torpedo Roadster Body and large Luggage Box for £325. And was looking for agents for every district in Queensland.

The Last Word



Gaslight Parade at Forbes 2018, Paul & Lena Daley, '13 Overland second car – photo courtesy Forbes Advocate

For many, the highlight of a National Rally is the Gaslight Parade which is normally held midweek on the evening of the public display day. It's always popular – both with locals and rally entrants – and every rally destination brings their own special twist. Recent standouts for me have been the 2018 evening at Forbes, NSW, and another cracker evening was in 2014 at Boulder (the town adjacent to Kalgoorlie) WA. On both occasions the locals turned out in their thousands and there was a real buzz as the veterans hit town, and we were spoilt by balmy weather, spectacular lighting, food stalls, and superb planning by Rally Directors integrating with local authorities to ensure everything ran smoothly. At Forbes, Rally Director *John Burke* had put four years into the planning and made numerous visits to Forbes to fine tune arrangements. There were 144 vehicles and 300 entrants, nothing was left to chance. With local shops open for the evening, following a few laps of the town's business district, entrants parked in the main street and chatted with the many interested locals.

Of course in life, *'there is nothing new under the sun'*, (a wonderful maxim from the Book of Ecclesiastes 1:9), and my curiosity was piqued to establish where the concept of where a 'Gaslight Parade' began, and the City of Ormond in Florida claims the event which began in 1957, and is held annually to celebrate their status as the *'Birth place of Speed'*. Today, their event is hosted by the local Antique Automobile Club of America and entries must be built in 1988 or earlier, without significant modification – there's a real emphasis on entries being original as possible and there is always over 100 entries.

But it's the back story to this event which is of interest to the veteran enthusiast – *'This History of Speed in Ormond Beach'*

In 1903, the smooth, hard-packed sands of Ormond Beach became a proving ground for automobile inventors and drivers. These first speed tournaments in

the US earned Ormond the title '*Birthplace of Speed*'. Racing on Ormond Beach started in 1902. But the city's famous connection with racing began in 1903 when the Winton Bullet won a Challenge Cup against the Olds Pirate by two-tenths of a second. American records were set that year, and the world took notice. The very next year, world records were set during the 1904 speed tournaments, including one for motorcycles that lasted for seven years – 67.36mph set by Glenn H Curtiss on his two-cylinder motorcycle.



Looks familiar – Gaslight Parade, Ormond, Florida. Photo courtesy: Hotrod Hotline



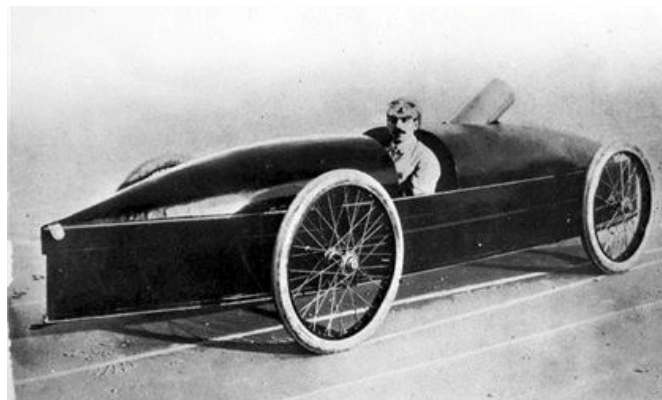
Racers lined up on Ormond Beach



1905 – Ormond Daytona – Vanderbilt Cup

Incredibly, the flying mile world record was broken three different times by three different drivers in a 30 minute period that same year. The standing record of 92.31mph was broken by Louis Ross in his steam-powered racer, the famous Wogglebug, at 94.73mph. Five minutes later that record was broken by Arthur Macdonald in his Napier with a speed of 104.65mph. The final – but unofficial – world record for the mile race went to H.L Bowden, who drove his Mercedes at

109.76mph to break the previously set record. That final time was later disallowed because Bowden's car weighed more than 1,000kg, a limit set by the Automobile Club de France.



On January 26, 1906, F.E Stanley's Rocket Racer, driven by dare-devil Fred Marriott, set the mark that became Ormond Beach's most famous land speed record. The incredible speed record of 127.659mph held for four years. Image courtesy the Florida State Archives

The Stanley legacy that led to Ormond Beach's longest lasting automobile land speed record began in 1897. That year, twin brothers F.E and F.O Stanley from Massachusetts built their first steam car. By the turn of the century, their Stanley-Locomobile car was selling better than gas powered cars. With impressive wins and near wins behind them by late 1905, F.E Stanley designed, built and tested the Stanley Rocket, the most aerodynamic racer of the day. In January of 1906, the Rocket was brought to Ormond Beach to participate in the annual speed tournament.

January 26, 1906, F.E Stanley's Rocket Racer, driven by dare-devil Fred Marriott, set the mark that became Ormond Beach's most famous land speed record. The incredible speed of 127,659mph held for four years, a remarkable achievement in a speed age where records sometimes fell with the hour.

So, could you describe the activity of those participating in a Gaslight Parade as eg 'enjoying gaslighting in the main street'? Absolutely, not! The term 'gaslighting' has a more sinister beginning which was inspired by the 1940 and 1944 films '*Gas Light*', where a husband symptomatically manipulates his wife in order to make her feel crazy – the term 'Gaslighting' is now commonly used to describe behaviour that is inherently manipulative, and is considered a form of emotional abuse.

A Reminder:

Members can reference the 2019 AGM Minutes from November 2019 *Brass Notes* which is on our Website.

And Finally...

Our combined Presentation Evening and AGM will be held via Zoom on 20 October 2020, and our Vice-President *Ben Alcock*, will be installed as President. It has been an honour to serve as your Club President for the past three years, and it is a delight to see the younger generations involved and leading our Club – I wish them well, and I know Ben will have many enjoyable, yet often challenging, experiences.

Paul R Daley J.P.
President

NATTER NIGHT

NOTE THE DATE

PRESENTATION EVENING 2020

TUESDAY OCTOBER 20

- 7.30pm - Drinks and catch up in the Zoom Virtual Lobby**
- 8.00pm - Presentation Evening, with our Patron, Mr Geoff Cosgriff, Chairman RACV**

FOLLOWED BY

AGM

Annual General Meeting

Election of office bearers 2020/2021

MEMBERSHIP

WELCOME TO NEW MEMBERS

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

- Catherine Strutt and Chris Duncan of Adamstown Heights NSW.

2020 Annual Rally Weekend

Ready to get out and enjoy a weekend (or day trip) with a small number of car club friends? So are we! While we can't get out and enjoy a 'normal' Annual Rally, this year's event will be a bit different, and we are excited to get out in the cars again. Join with some local friends in a weekend of car rallying, or day trips in your veteran vehicle. We are encouraging all our members to get their cars out over the weekend.

How it will work:

- Contact a friend(s) and make a date over the weekend of the 7- 8 November 2020.
- Organise a meeting point (and rally route) and enjoy your travels.
- Make sure to take lots of photos and a short story to send through to events@veterancarclub.org.au so that we can make a special rally report for all members to see what we got up to.
- Please remember to comply with all relevant COVID rules in your local area

Where: Destination of your choice
When: 7-8 November 2020
Contact: Ben Alcock

Back cover photos in the September issue of *Brass Notes*

Regarding the top photo on the inside rear cover of the September issue the car is identified in the James Flood Book of Early Motoring as an Argyll not a Tarrant as we thought. Graeme Jarrett pointed out that these were manufactured in Glasgow, Scotland (1899 – 1932). The form and shape of the radiator is relatively unique to the early models. They are generally easy to identify because of the uniqueness of having two gear levers (Govan System) along with a handbrake.

A number of these survive here – approximately nine of various years' and horsepower. The appearance of the car does suggest circa 1909 – or similar. At that time Argyll offered a number of four cylinder cars; this is likely to be either the 12-14hp or 14-16hp model car.

Re the bottom photo on the last page of the September issue Chris Dillon suggests that it may not illustrate a puncture repair but instead notes that the tool box on running board is not open, which is where you might expect tyre related spare to be kept. The man to the

left of the vehicle appears to have a brace and bit in his hands and is drilling something on the ground. It looks like a piece of timber on the ground that he is drilling holes in. The chap with the jack is using it as a vice to keep the timber still on the ground, using the jack as a wedge between the wood and the front spring area. He wonders if he is making a new fence dropper. The fence is in much need of repair, the vehicle is also on the inside of the fence line possibly because they are driving around there property doing fence maintenance. Acute observations by Chris indeed.

Ross Bartlett, Greg Smith and Graeme Jarrett recognised the car make as c.1908 Russell. Graeme explains that these were manufactured in Canada (1905 – 1916) by (CCM) the Canada Cycle and Motor Company. They were largely conventional cars that enjoyed a popular following and were sold in various states of Australia. A number (two believed) of these survive here.

Graeme Jarrett advises the top car on the back page of the September is an Argyll.



VICTORIAN VINTAGE

Custom made wooden spoke wheels

Wooden spoke wheels for all types of makes and models 19"-25" to suit your steel felloe's and hubs. Sand blasting and painting of felloe's and hubs available.

Restoration, panel and paintwork also available.

Contact Matt on mobile 0409 402 772
or email mattweeks@icloud.com



CLOCK'IT

PRECISION MADE, SUPERIOR QUALITY CABINETS

Scott Staples

T 03 9720 6580

F 03 9720 9152

M 0419 710 039

E scott@clockit.com.au

Makers of Custom Cabinets

Domestic, Commercial, Industrial

All Cabinets Designed and made
to your Specifications

Please visit our web site

www.clockit.com.au



MODEL T & A PARTS

HENRY'S

EARLY V8 ~ HOT ROD



*Supplying Veteran Model T Parts, and other
restoration supplies to early vehicles.*

Our service is only a call away!

Keith and Glenys Eastwood

Web: www.henryspares.com.au

Email: kg@henryspares.com.au

129 Ballanee Rd, Ballan Vic 3342

T: (03) 5368 1088 F: (03) 5368 1007 M: 0402 194 723

Insure your classic and save with RACV



RACV has specialised comprehensive insurance for your extra-special veteran, vintage or classic car. Plus, take out two or more RACV Insurance policies and you'll save 10% off each*.

Visit racv.com.au or call 1800 646 605

RACV

RACV Veteran, Vintage and Classic Vehicle Insurance is issued by Insurance Manufacturers of Australia Pty Ltd ABN 93 004 208 084 AFS Licence No. 227678. Please consider the Product Disclosure Statement before buying. For a copy call 13 RACV (13 7228). *On existing policies, discount takes effect at next renewal. Excludes Travel, Business and Farm Insurance products.

VCCA (Vic.) Annual Report 2019 – 20

Compiled by Paul Daley

The Club began this year's activities with an extremely busy programme in the pipeline, the feature of which was to be the RACV 2020 National Veteran Vehicle Rally in Swan Hill. Of course, with the Prime Minister announcing the Nation's initial response to the COVID-19 pandemic on March 18, all activities came to an abrupt halt, and a total change to our Australian lifestyle began. Club members were progressively advised of the postponement and cancellation of our events, by both *Brass Notes* and electronic communications and this report reflects in part the impact of the pandemic on the Club.

Financials

Despite the corona virus *Michael* and *Claudia Holding* have some good results to report. Our Club finances were managed within budget and membership subscriptions rates have been held for the third consecutive third year. Total cash sits at \$123,700. Total income was \$86,000 including event entry fees of \$42,600 and donations of \$2,744. The Club's operating costs and pooled Club events finished the year with small surpluses. A deficit of \$1,127 was reported after allowing for depreciation costs.

The Club incurred some extraordinary expenses. Our much needed website speed upgrade was implemented which included the pre-payment of a 5 year contract to our new Internet Service Provider and new website setup and migration expenses. We have also paid the software costs for our new on-line membership and event registration system which will be launched in the next few months. As requested by the RACV, the sponsorship for the cancelled Four and More and the Pre 1905 Pioneers rallies was rolled over to the 2021 National Rally in Swan Hill. *Ian Berg* has been progressing with the *Jas A Munro* book project. Production costs to date (\$4,173) have been funded against a provision allocated by the Committee in August 2019. All in all, we are well placed financially to get back to business when circumstances permit.

The Registrar

Geoff Payne is the Club's authorised person to control the register of members' vehicles under the Club Permit Scheme and liaises with the Club's Safety Scrutineers to ensure a members' documentation is correct when presenting a Veteran vehicle to VicRoads for a Club permit.

The Registrar maintains members' records of vehicles and date of permit expiry and updates this each time a permit is required to be signed by the Registrar for renewal payment to VicRoads. Should a member overlook the renewal date, the Registrar can contact the member and remind them the renewal is due. The Registrar also maintains the Club's register of members, adding new member details and amending detail when necessary.

The Registrar need not be a committee member, but it helps. This position is very rewarding, as you maintain direct contact with all members, and Geoff prides himself on annual subscription renewal time – 'many members are outside the metropolitan area, and they appreciated my personal contact which indicates they are a member and not just a number', says Geoff.

Social Media/Member Engagement

With the COVID pandemic hitting us hard in 2020 the Club has taken the opportunity to adapt and grow the reach to our members by implementing a few key changes.

We have moved our website onto a new web hosting page and will have the ability, when formatted during 2021, for online renewals and entry forms.

We were able to hold 'virtual' rallies – in place of the RACV Midwinter Rally, on our social media platforms.

We were able to keep engaged with members throughout this difficult time through our weekly member emails, Facebook and Instagram pages as well as online meetings to keep everyone up to date with the club's progress and member welfare.

Events



The Highwheelers saw the colourful locals at Dunnolly embrace our vehicles

Events Director, *Ben Alcock*, reports:

We ended 2019 with the RACV Veteran Car Club Annual Rally held in Wangaratta. A fantastic weekend of Veteran motoring and we were lucky enough to have a few new restorations making their first time outs at this event. Followed closely after, we joined in the Inter Club Petanque Competition and had a good team and car display.

2020 rolled around and we were ramping up for the RACV 1&2 Cylinder Rally. A large number of entrants turned up in Hamilton, from around Australia to enjoy four days of touring and sightseeing in the local area. While we were enjoying this event, we got notified that the National 1&2 Cylinder Rally to be held in Charleville, QLD was postponed due to COVID-19. This was the

first of many events to be cancelled and postponed due to the global pandemic and like the rest of the world we got shut down and entered into lockdown, no car rallies on the horizon and 2020 looks to be a write off for social activities and car events. The tough decision was made to postpone the 2020 RACV National Veteran Vehicle Rally to be held in Swan Hill, and instead hold it in 2021 in line with the TAVCCA decision to push the calendar forward 12 months. Like most members, we are all keen for 2021 and the full calendar of events we hope to run.

Member Communications

Ian Berg handles our eCommunications and reports: During the last year we have ramped up our email communication. This has been particularly important throughout the period of the pandemic when so many other member contact points, such as rallies and Club meetings have diminished.

The Club uses a contact management system, Vision6 for all member communications, and the electronic distribution of *Brass Notes* and other magazines of interest. We encourage members to send in items of interest to our *Your Weekend Reading* series, whether they are other electronic magazines, links or other suitable material. These can be emailed to the Secretary with a request they be considered for this forum. Ian Berg has been managing the contact management system since inception however will be handing the role over at the end of the Club year. We thank Ian for his efforts to maintain interesting material for each week's post to members.

Brass Notes

Brass Notes continues to be the main member communication and there have been eleven issues over the Club year. We send out 207 hard-copy, and 290 email versions of *Brass Notes*. It has a broad circulation and is also electronically on forwarded to members of other clubs, with which we have reciprocal arrangements.

During the year we have been lacking in rally reports, but this has been more than made up by other contributions. We are grateful to those who have submitted articles regarding their projects, or articles of historical interest. It is very satisfying to complete an article for *Brass Notes* and see it being shared for the interest of many people. Let's keep it up. Wonderful feedback has been received regarding the quality of *Brass Notes* and the new team will hopefully be able to carry this standard forward. *Ian Berg* is retiring from his position on the Editorial Team and we thank him for his contributions and dedication to the magazine since 2014.

Jas A Munro book

Ian Berg has almost completed the history of the coachbuilder Jas A Munro. This arose out of unique access being provided to all the archives of Jas A Munro, a Melbourne based coachbuilder in the pioneering era of motoring in Australia. These records had been unseen and undisturbed for decades in the 'Munro site' next to the Queen Victoria market until

its recent sale to the City of Melbourne. They have proven to be a treasure trove of material that have formed the basis of the book. The book explores early motoring in Australia, the establishment of a motor business in Melbourne, and the impact of World War One on that business. This project fits perfectly within our horizon of interest and we look forward to the publication of *Jas A Munro: The Largest Garage in Melbourne*.

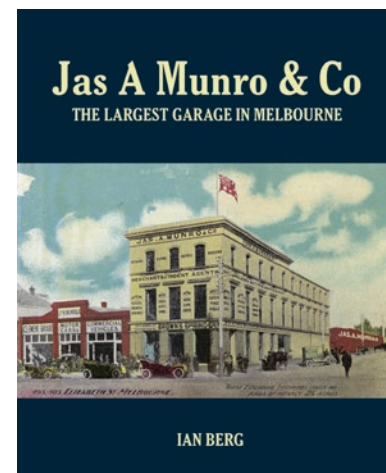
The Club has ordered copies and will distribute these to members in 2021.

Scrutineering and Safety!

The *Scrutineering // Safety Team* continue their work; in support of those members, who may need help and direction with restoration issues. Of course more particularly matters related to roadworthiness and the road-going capability of their car.

Bob Ballinger remains our Technical adviser and *Brian Hussey* is there for all of the above, and both operate State wide for members' convenience. A list of our Scrutineers follows for a more local point of reference in Rural areas. When registering for the first time and when transferring the ownership of a car there are three documents required by VicRoads; namely the Club permit scheme application form, the eligibility form and the club roadworthy document. The eligibility form must be signed by the Scrutineer. The Club roadworthy form will also be filled out by the Scrutineer upon the inspection of the car to be registered. The club roadworthy document has pages for: VicRoads, the club Registrar, the owner and the Scrutineer. The owner's copy provides a point by point list of areas, points and parts that can be used by the owner when doing his or her vehicle safety check. These forms must then be endorsed by our Club Registrar *Geoff Payne* before being forwarded (or taken in person) to VicRoads. Once this process has been completed there is no further club responsibility. The safe and roadworthy state of any car is the OWNERS RESPONSIBILITY.

Scrutineers can inspect a car at anytime on a rally. Whereupon the owner (or driver) may be given a formal notice to make good that issue, in a given time frame. Compliance with this is taken very seriously by VicRoads and must be brought to their attention if not adhered to. Cancellation of the permit will follow which includes the return of the number plate to VicRoads. Any concerns a member may have can be discussed with our Head Scrutineer *Brian Hussey* anytime, on 0418561910.



Jas A Munro: The Largest Garage in Melbourne

Dating and FIVA

Andrew McDougall is responsible for: Dating, FIVA Representative (TAVCCA), and is an AOMC and Federation Delegate, and reports:

There have been no requests this year by members to have their vehicles dated or issued with a 100 year badge. However, in the background, each of the jurisdictions in *The Association of Veteran Car Clubs Australia (TAVCCA)*, have been contributing to a review of the method used for dating in each jurisdiction and the data on which the dating decisions are made. There has generally been uniformity, of information sought from applicants and application of the dating procedure, however there are some small differences in some jurisdictions. Following a meeting of Dating Officers in Bargara, a review by John Burke from NSW and a subsequent Zoom meeting between jurisdictional Dating Officers, there is now a process being undertaken to have uniformity of dating process, Australia wide, with a standard dating certificate and disclaimer wording. The final issues in relation to uniformity will be addressed at the next TAVCCA Annual conference, later this year.

It is intended that each of the jurisdictions will continue to provide the dating service to their members, using a standardised format, process and certificate. It was notable that there was a good spirit of co-operation between the respective Dating Officers and that this will be ongoing in providing assistance, where necessary, in dating of particular vehicles. It is also intended that in addition to jurisdictional dating databases, that there be a centralised TAVCCA database. Now that we are post 2018, the need for the formal dating of a veteran vehicle prior to the issuing of a 100 Year Badge, is to be reviewed by TAVCCA.

There has been nothing of great significance arising from AOMC and Federation delegates meetings, except that the meetings as well as events, normally run by these organisations, have had to be suspended due to COVID-19 restrictions. There have been a few emailed communications from these organisations, as necessary and recently to do with some changes to the Club Permit Scheme. The proposed changes will have no impact on our Club and the use of vehicles on the CPS by our members.

Four *FIVA Identity Cards (Passports)* were issued in the past financial year. It was intended to develop a closer relationship with FIVA through one of their representatives from head office, in Italy, coming to visit us during the Swan Hill National Rally. It was to provide an opportunity to acquaint FIVA with local, Australian, issues, such as: Luxury Car Tax applying to imported historic vehicles, asbestos in imported and exported historic vehicles and new vehicle standards for imported vehicles. We wished to see how FIVA could assist us in dealing with our government over these issues and also to learn about other issues with which FIVA is dealing, with other jurisdictional governments. Additionally, FIVA was to provide instruction on the issuing of Identity Cards through a new electronic system.

Unfortunately, due to COVID-19, this visit had to be cancelled. In the mean time a Zoom style meeting with FIVA is proposed for later this year.

Discussions are continuing between TAVCCA and the Association of Historic Vehicle Interest Group (AHVIG) to develop an alliance; whereby TAVCCA provides the connection with FIVA and AHVIG provides the advocacy skills in dealing with the impacts of government legislation on our historic vehicle movement.

Acquisition of Alwyn Harbott Sculptures



Andrew McDougall examines the veteran and vintage wire car sculptures that the Club has acquired

Through the liaison of *Andrew McDougall* the Club was able to acquire a significant set of thirty-five veteran and vintage model car wire sculptures, the work of the late Alwyn Harbott. This unique display has been loaned to the RACV and is currently on display at their Goldfields Resort. It is a project for 2021 to photograph and curate the collection. Alwyn Harbott is a renowned international painter and sculptor, who is recognised both in New Zealand and Australia.

Library

Daryl Meek our Archivist/Librarian reports: To date, the priority has been in preserving and protecting the individual volumes that make up the VCCA (Victoria) library. Most volumes now have the dustcovers protected and those volumes needing attention put aside for rejuvenation.

The next priority is the ongoing valuation of the library and rationalization of the more than 1000 items contained in the continually updated catalogue.

Member donations continue to be a valuable source of new material along with some new purchases. One of the more significant acquisitions of recent times has been the purchase of a complete set of Automobile Quarterly from Queensland.

Archives

Whilst access has been limited due to the current Covid-19 situation, cataloguing of the vast amount of archival material continues where possible.

Digitisation of images and ephemera, from new donations and existing sources, is an ongoing process that regularly unearths treasures that have been long forgotten.

In future, a major issue confronting both the Library and Archives will be safe and secure space. Discussions have recently been initiated to tackle this looming concern.

Combined Clubs Petanque Competition

The annual Petanque Competition is a fun day that is held at the Clubrooms in November, between VCCA (Vic) and members of the Alvis, Bristol, Daimler-Lanchester, Armstrong Siddley and Jowett Car Clubs. *Andrew and Frances McDougall* are the facilitators of the event, and this year we were joined by the other clubs who occupy the Lynden Park facility – the Camberwell Girl Guides and the Petanque Club. The event is a great demonstration of interclub association utilising the much valued council facility.

Natter Nights Temporarily Online

Due to COVID-19 restrictions, the Club recommenced Natter Nights, with the August meeting online using Zoom. This was an outstanding success, with 63 members online, and many of our country and interstate took the opportunity to participate. The Committee also has been functioning smoothly conducting meetings and sub committee meetings with Zoom, and by embracing technology there is the opportunity for Country members to participate in these activities. There are a few 'older' members who still are not online, and the Club encourages them to embrace a 'Buddy' system whereby a friend, relative or neighbour assists them with an introduction to technology.

Honorary Life Membership Awards

At the 2019 Annual General Meeting, Paul Daley had the pleasure of installing *Ian Berg* and *Greg Smith* as Honorary Life Members. The Club's Constitution states that an Honorary Life Member shall be a member of longstanding who has performed outstanding and distinguished service for the Club and the Committee has determined that there shall be a maximum of two members per annum awarded.

Breakfast Runs



L-R: Breakfast in the park: Frank Pound and Geoff Payne

For more than twenty years, *Frank Pound* has organised the Saturday morning Breakfast Runs which are held at parks in metropolitan Melbourne that have BBQ

facilities. There is a core group of members that enjoy this social time together – some even come up from the Peninsula to attend. This event traditionally runs through the months of warmer weather, and always attracts both veteran and modern vehicles.

Planning for the Future of our Club

In November 2019 a sub-committee was formed to undertake a feasibility study for the establishment of a VCCA (Vic) foundation for future bequests/donations. *Peter Hammet* (Convenor) was joined by *Paul Daley*, *David Provan*, *Ian Berg* and *Brian Hussey*, and a report and recommendations were published in the August *Brass Notes*. Club members have been invited to give their input and the direction of future bequests will be an ongoing Committee matter for some time.

RACV Sponsorship

The Club is fortunate to have a long relationship with the RACV, and in November 2019, we welcomed the incoming RACV President and Chairman, Mr Geoff Cosgriff, as our Patron. The RACV's members and regional communities very much enjoy the tours by VCCA (Vic) members and our 'wonderful cars', particularly when we visit near RACV resorts. The Club thanks Ms Netta Griffin for her service to our Club as Patron during her tenure.

Accounting and Legal Functions

The Club deeply appreciates the ongoing work of our Honorary Auditor, *Gerry Howell*, as well as the wise counsel and legal advice we receive from our Honorary Legal Advisor, *Michael Tippet*. Both these gentlemen have agreed to continue their roles for the coming year. Working behind the scenes are *Michael* and *Claudia Holding*, who assist each month with the preparation of accounts and rally advice.

Review of Club Awards

Greg Smith and *Daryl Meek* have spent a considerable time reviewing the Club's Awards, which are a feature of the Club's historical fabric. Greg and Daryl were particularly mindful to maintain, where practical, the original intent and function of the Trophy/Award, and review and refresh the criteria that was applied to the particular Award, before submitting their recommendations to the Club's Committee for review.

Committee and Other Retirements

A number of our stalwarts on the Committee are retiring this year. *Brian Hussey* concludes many years of active Committee involvement, and will continue to function as our Head Scrutineer. *John Prior* is moving from our region and we all have appreciated his cheery 'mine host' role, as well as his practical help around the Clubrooms. *Ian Berg* is concluding his monthly role with 'Brass Notes', as well as the increasingly important function of Electronic Communications. We thank these gentlemen for their untiring efforts and dedication, and their retirement from these roles opens up opportunities for others to make a contribution.

Thank You

I acknowledge and thank the support I have received from the Executive team: *Darren Savory* – Secretary, *Ben Alcock* – Vice President/Club Captain/Events Director, and *Claudia Holding* – Treasurer. The Committee has worked – mainly by Zoom – to maintain the functions of the Club this year, and I look forward to continuing next year, in the role of Immediate Past President, as I conclude a satisfying three years as your President.

PAUL R DALEY, JP, FAICD

President.



Members enjoy a social beverage during the RACV Annual Rally, Wangaratta

Valē Athol Herrick Kelly

By Graeme Jarrett

14-8-1927 - 17-9-2020

Athol Kelly was a past member of our club and well-remembered, by those who knew him, for his active participation in the 1907 Delaunay-Belleville. Both he and Margo were adventurous users of the car and covered many miles in it during their ownership. His car was always very well presented and had been restored to a high standard – a notable and attractive veteran vehicle. One in which he had a deep affection for.

He was very well loved by Margo, seven daughters, sons and daughter-in-law and ten grand children

A man of great energy and enthusiasm for all things that came to him – an incredible life

Born at Pyramid Hill (1927) in the period of the lead up to the Great Depression he was one of seven children. He was awarded a Batchelor of Commerce (Honours) in 1962 from the University of Melbourne.

He had a full professional life in commerce. A Justice of the Peace (1962 – 2015), Executive Vice President and Director of the Victorian Automobile Chamber of Commerce and Executive Director of the Australian Automobile Chamber of Commerce. He was also the Principle Managing Director of Stotts off-campus College. He also served on other Boards during his working career.



Athol and Margo Kelly's 1907 Delaunay-Belleville at Alexandra Gardens in 1993

Valē Warren Rosevear Hicks

By Graeme Jarrett

24-1-1925 - 21-8-2020

A past member of the Veteran Car Club of Australia (Vic) Inc., Warren Hicks an early member died in Melbourne on Friday 21st August 2020 aged 95 years old.

While his name will be unknown to many current members Warren was an early and very significant factor in the survival of very early motorcycles in this country. There were two facets of Warren, the first is that he had a prodigious memory and the second is his interest in the unusual and technically interesting. He was a walking record of knowledge and history.

As the then editor of *Brass Notes*, I well remember being counselled by Warren on accurate facts, true history and the need to always get it right!

He obtained a Science degree from Adelaide University in the early 1940s and upon completing his studies the University sought to retain him for essential wartime research work as a cadet in the physiology Department.

Clearly Warren felt a great appreciation for and a great debt to his university for giving him such a great opportunity in life. He became a significant benefactor to that institution. In the words of Adelaide University: - "Warren's major gift to the University will be invested in attracting and retaining the very best minds in research and teaching from across Australia and around the world."

I believe that it was in the early 1960s that Warren moved to Melbourne where he enjoyed a long stint as the chief chemist at a refinery installation on Coode Island.

Warren was instrumental in the formation of the Vintage Motorcycle Club of Victoria in 1964 and later joined the Antique Motorcycle Club as both of these Clubs catered principally for early machines.

Warren participated in the 30th Anniversary Rally (SA). Having restored a 1914 Big X V twin, but no longer having a trailer, Warren did not let this factor disturb his plans. He simply took the forks out of the Big X and with the back seat removed from his rear engine Skoda, most of the bike travelled in the rear with forks and front wheel in the front passenger area. Reassembling the bike he rode the week-long rally after which he again

took the forks out, repacked the bike and drove home to Melbourne. There was also the small additional complication that the Skoda had put a hole in the top of a piston on the trip over from Melbourne to Adelaide. This did not deter Warren who simply lowered the sump and took out the offending rod, piston, and spark plug and then replaced the sump and drove slowly back to Melbourne, filling the motor with more oil periodically. I imagine that somewhere there are still motorists who vividly remember driving to Melbourne behind a crawling orange Skoda leaving an oil mist behind it. Warren's interest in motorcycles was strong but it was under laid by an enquiring mind and a great respect for history in many diverse areas.

As well as motorcycles Warren owned a few cars of the early period; A Brescia Bugatti and a type 44 Bugatti were for a time in his ownership. In later years he had the remains of a Pilain, a small four cylinder car, also of French manufacture (the gearbox was in the rear axle). It was sold in recent years and eventually found a home in South Australia.

The 1907 Zenith Bicar; this machine was hidden away under sheets of iron in a shed where it lay undiscovered until 1959. Warren bought it for 90 pounds an enormous amount for a veteran bike in April 1960.

The bikes Warren retained at the time of his death are to be sold by Shannons at Auction in November 2020. The remainder of parts from Warren's collection are currently being offered for auction on eBay.

Many thanks to Peter Allen (SA) for generously allowing me the use of some of the story behind Warren's interesting life.



Warren on the Zenith Bicar – having fun in gay abandon.

Presentation of Trophies and Awards

1. Introduction (Darren Savory). Presentation of awards and trophies by Paul Daley with RACV Deputy Chairman, Mr Geoff Cosgriff and welcome to special guests and Award recipients.

2. Apologies (Darren Savory)

It's my pleasure to chair this part of the meeting. But before I announce the worthy recipients of the various awards and trophies, I'd like an opportunity for us to remember those members who have passed away since the 2019 Presentataion Evening.

3. Members Who Have Passed Away during the Year (Darren Savory)

Since the last presentation evening, we have lost eleven members.

Let us take a moment to remember the members, a way to celebrate the person's life and a gesture of respect. Please all remain quiet, for a time of remembrance.

The following members, some of whom were 50 year members, have passed away in the past 12 months.

David Holden
Former President Barry Forryan - Honorary Life Member
Hugh Guthrie
Warren Smith
Ray Males – ex member
Cliff Ward – Honorary Life Member
Val Heyme
Elaine Bone
Margaret Van Alkemade
Ralph Provan
Peter Crauford

4. Presentation of Trophies and Awards

Vehicle Award	Virtual Award Recipient
Jean and Ern Cobb Trophy	Best vehicle (car or motorcycle) that is in original condition or is a restoration older than 5 years, which has been well maintained and held its appearance <i>Alan Esmore 1911 Berliet Sporting Torpedo</i>
Personal Awards	
Ron Hobbs Trophy	Persistence and tenacity in presenting and running a 1 or 2 cylinder vehicle during the RACV 2020 1 and 2 Cylinder Rally at Hamilton. The Events Director and President, selected the worthy recipient for this award at the rally. <i>Peter Fitzgerald 1911 Maxwell</i>

Bert Lamshed Memorial (Hotchkiss) Trophy	Cold Start Trophy – RACV 2019 Midwinter Rally (Inverloch) <i>James Dunshea 1911 Hotchkiss</i>
Gordon Griffiths Trophy	Hard Luck Trophy for not finishing the RACV 2019 Veteran Car Club Annual Rally (Wangaratta) due to mechanical failure <i>David Couper 1916 Oakland</i>
Norm Strack Trophy	Best Lady Driver <i>Tess Anderson 1909 Hupmobile</i>
City of Frankston Award	Service Award for outstanding service to the Club and its members. <i>Debra Alcock</i>
Apollo Trophy	Most assistance during the year to the Editor of <i>Brass Notes</i> <i>Ian Berg</i>
The McKaige Trophy	Most helpful Club member to the President <i>Stephen Hobbins</i>
First Time-Out Awards	An award for first time-out at a Club event in their veteran vehicle (even if they had been a passenger in the vehicle in a past event). <ul style="list-style-type: none"> • <i>David Couper 1916 Oakland.</i> • <i>Ralph Provan 1916 Dodge</i> • <i>Ron Poyser 1905 Cadillac</i> • <i>Peter Fagan 1914 Triumph</i> • <i>Nick Horn 1915 Ford T Model</i>
50 Year Membership Award	Consistent membership for 50 years. The following members joined the Club in 1969. <ul style="list-style-type: none"> • <i>Lynne Edwards</i> • <i>Graham Fossey</i> • <i>Brian Hussey</i>

60 Year Membership Award

- *Yolanda Vinen*
- *Dot Dallimore HLM*
- *Jim Goble*
- *Mal Grant*
- *Giff Hatfield*
- *Ian Heyme*
- *David Inglis*
- *Philip Ironside LM*
- *Alan Long*
- *Ian Merchant*
- *Keith Neilson*
- *Margot Neilson*
- *Lois Provan*
- *Ivan Smith*
- *June Smith*
- *Graeme Splatt*
- *Kim VanAlkemade*
- *John White LM*

NOMINATIONS FOR EXECUTIVE AND COMMITTEE POSITIONS

The following nominations for executive and general committee positions have been received.

POSITION	NOMINEE	PROPOSER	SECONDER
President	Ben Alcock	Jack Alcock	James Dunshea
Vice-President	Daryl Meek	Fiona Lane	Ben Alcock
Secretary	Darren Savory	Claudia Holding	Michael Holding
Treasurer	Claudia Holding	Michael Holding	Darren Savory
General Committee	Geoff Payne	Joan Forryan	Alan Lethborg
General Committee	Callum Walsh	Daryl Meek	Ben Alcock
General Committee	Michael Holding	Claudia Holding	David Provan

APPOINTMENT OF PROXY

In accordance with the Club's Constitution (Rule 34), each member is entitled to appoint another member as their proxy if they cannot attend the meeting.

DRAFT MINUTES OF THE VCCA (VICTORIA) 2019 ANNUAL GENERAL MEETING

Held at the VCCA (Victoria) Clubrooms on Tuesday, 8 October 2019.

MORE INFORMATION

If you would like further information or have any questions about the 2020 Annual General Meeting, please feel free to contact our Secretary, Darren Savory, via email at secretary@veterancarclub.org.au or mobile 0438 873 053.

Brown's
Whitemetal & Mechanical
Service

Andrew Brown
0466 061 002



- **White Metal bearings**
- **Model T Ford**
- **Mechanical repairs to all Veteran, Vintage & Classic cars**

THE 2020 ANNUAL GENERAL MEETING

AGENDA

- 1 Opening and welcome by the President, Paul Daley
- 2 Apologies, proxies and declaration that a quorum for the meeting is present.
- 3 To confirm the minutes of 2019 Annual General Meeting.
- 4 The President's annual report on the activities of the Club during the 2019-2020 year.
- 5 The Treasurer's report and presentation of financial statements of the Club for the 2019-2020 year.
- 6 To confirm the annual membership subscription and joining fee for the 2020-2021 year.
- 7 Appointment (and fix any remuneration) of an auditor for the 2020-2021 year.
- 8 Election of the executive and general committee positions for the 2020-2021 year.
- 9 Honorary Life Membership Awards
Pursuant to Rule 9(2) of the Club's Constitution, an Honorary Life Member shall be a member of longstanding who has performed outstanding and distinguished service for the Club. The appointment of a member to Honorary Life Membership is the ultimate expression of the Club's gratitude to that member for his or her generous support of the objects of the Club.
- 10 Closure

More from the 1970 International Rally

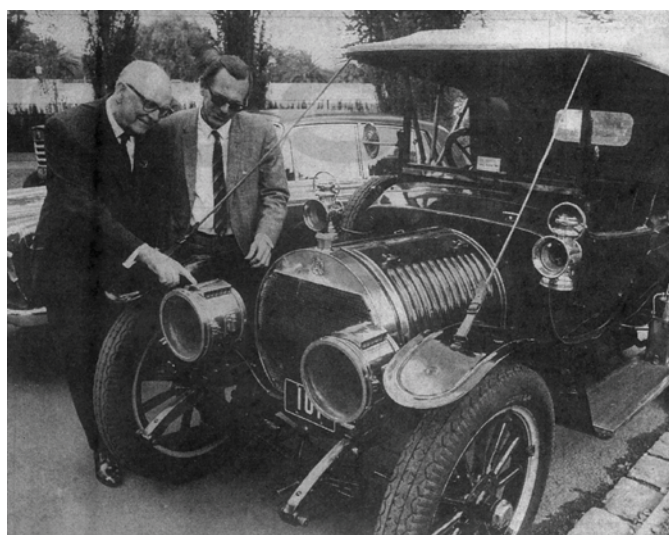
By Gordon Berg and Greg Smith

David 'T' Lang sent us some copies of newspaper articles that appeared at the time of the rally and these featured a number of VCCA (Vic) cars and owners. We have reproduced several of these here and you will recognise some familiar vehicles and members, some of whom are still very active today.

The Dunshea Hotchkiss was entered by the late Eric Dunshea. There were several photos written by Bryan Hanrahan and published in the Herald on 4 April 1970. Eric and Bryan are pictured in the main photo. There is an interesting story that is associated with the Hotchkiss and the article describes the peculiarities of starting and driving the car. Eric Dunshea was the Chairman of Dunlop Australia at the time. Apparently the Company made several runs of unusual tyre sizes for the veteran and vintage cars running up to the rally to ensure supplies were available if required. Also the company donated an impressive silver tea set as one of the prizes to be awarded at the rally. He is pictured with it below.



Jack Brittain under the FIAT



Eric Dunshea with Bryan Hanrahan inspecting the Hotchkiss

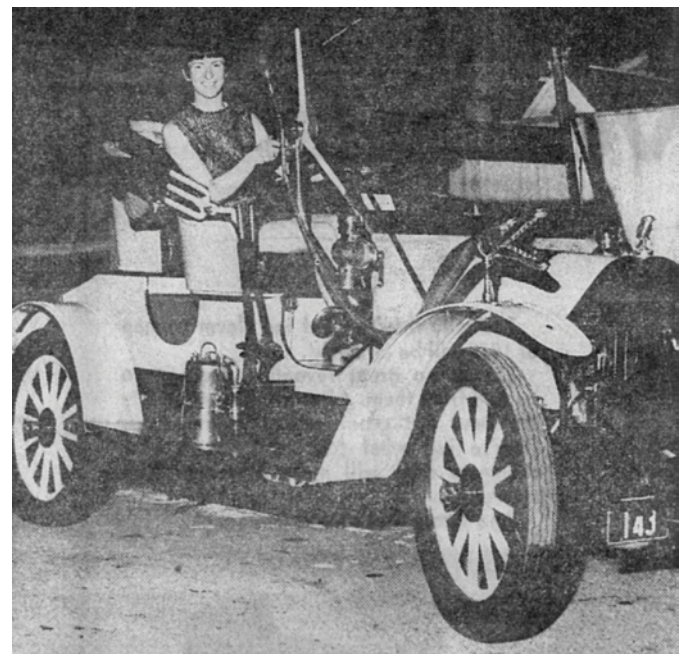
As we know from the earlier articles in *Brass Notes* over the past few issues many Victorian veteran cars were entered. A couple of other photos in newspaper articles of the day show Joan Forryan in the NAG which she had entered whilst husband Barry Forryan entered the 1904 Minerva motor cycle.

Another photo shows Jack Brittain underneath his FIAT attending to an oil leak - you can't get away with anything being reported it seems!

Many thanks to David 'T' Lang for sending these to us.



Eric Dunshea with the Dunlop prize



Joan Forryan in the NAG

Silver Ghosts - Then and Now, Part Three

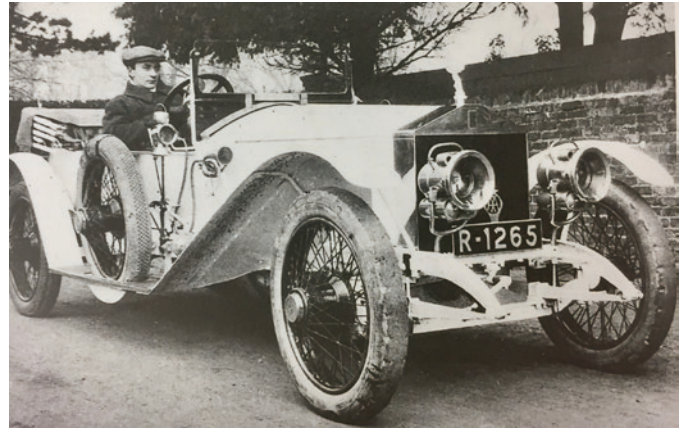
By Ian Berg

The stories of the Rolls-Royce Silver Ghosts of the Veteran Car Club of Australia (Victoria)

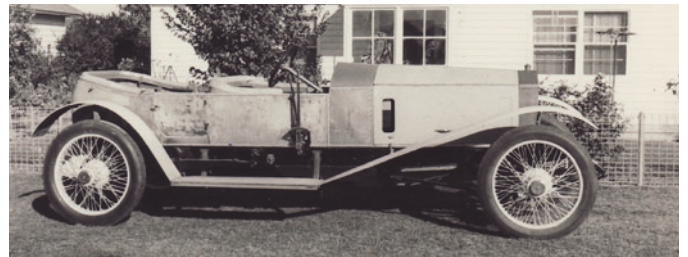
The continuation of the story of the Rolls-Royce Silver Ghosts of the Veteran Car Club of Australia, Victoria (VCCA Vic). See August and September issues of Brass Notes for parts One and Two.

The Mystery 1912 model - Chassis 1826E

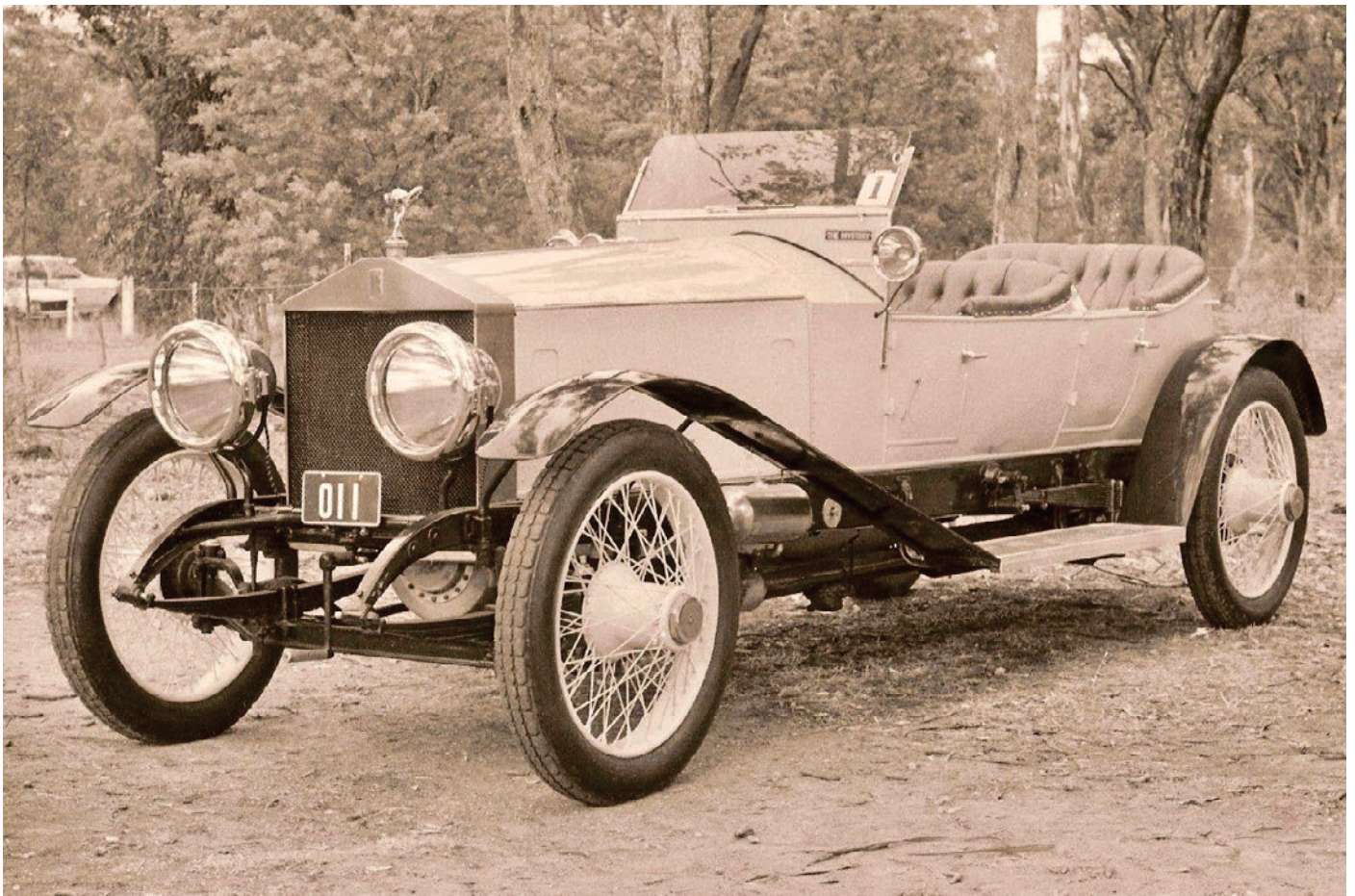
This is arguably the most interesting and historically important Rolls-Royce to have been in the VCCA (Vic). Originally the personal car of Claude Johnson, Managing Director of Rolls-Royce, it is a London to Edinburgh model, being a 'duplicate' of the famed Rolls-Royce which ran non-stop between London and Edinburgh in top gear and later lapped Brooklands at over 100mph. 1826E also accompanied the factory team cars in the 1913 Alpine Trials as an observer car. Only fourteen of the London to Edinburgh cars had the underslung rear suspension and 1826E is one of them. Rolls-Royce sold the car in 1915 and after a succession of owners it came to Melbourne sometime around 1927. Further ownership ultimately saw the car as an abandoned wreck on a farm in Donald, Victoria. It was from there that Val Stocks, a prolific restorer of cars purchased it for £5.



The car was the personal car of Claude Johnson and was used as a trial car including trips to the Continent. (Irwin).



The car is pictured during restoration in front of Val Stocks house. (VCCA Vic)



When Val Stocks restored the car in the late 1960s and early 1970s he was able to use a substantial amount of the original bodywork (VCCA Vic).

Amazingly, Val purchased the car the same weekend that he acquired Silver Ghost chassis 1230, a chassis that was subsequently resold a number of times and was ultimately shipped to the UK in 1982 where it was restored and is believed to remain.

Once he had it on the road Val participated in 1826E in a number of veteran car and RROC rallies in the 1970s. The car was sold by Val in 1979. For several years it was on display at Robert McDermott's workshop and later the York Motor Museum in Western Australia. It was acquired by a US collector, Rick Carroll in 1986. The car was then completely re-restored in the UK by specialist Jonathan Harley who had purchased it on behalf of Carroll who was a well-known collector of quality cars.

The car was given a name The Mystery by Claude Johnson, as was customary for important or company owned examples of the Silver Ghost in this era.

In 1990 Stanley Wanlass, an internationally known automotive sculptor and painter produced a series of hand-painted bronze sculptures, including a couple out for a drive in their 1912 Rolls-Royce Silver Ghost. The model for this sculpture was The Mystery, chassis number 1826E.



This photo was taken in 1988 following its second restoration in the UK. (VCCA Vic).



The bronze sculpture of 1826E by Stanley Wanlass. This photograph is from the RM Sotheby's catalogue when the sculpture was sold in 2017 for US\$43,000.

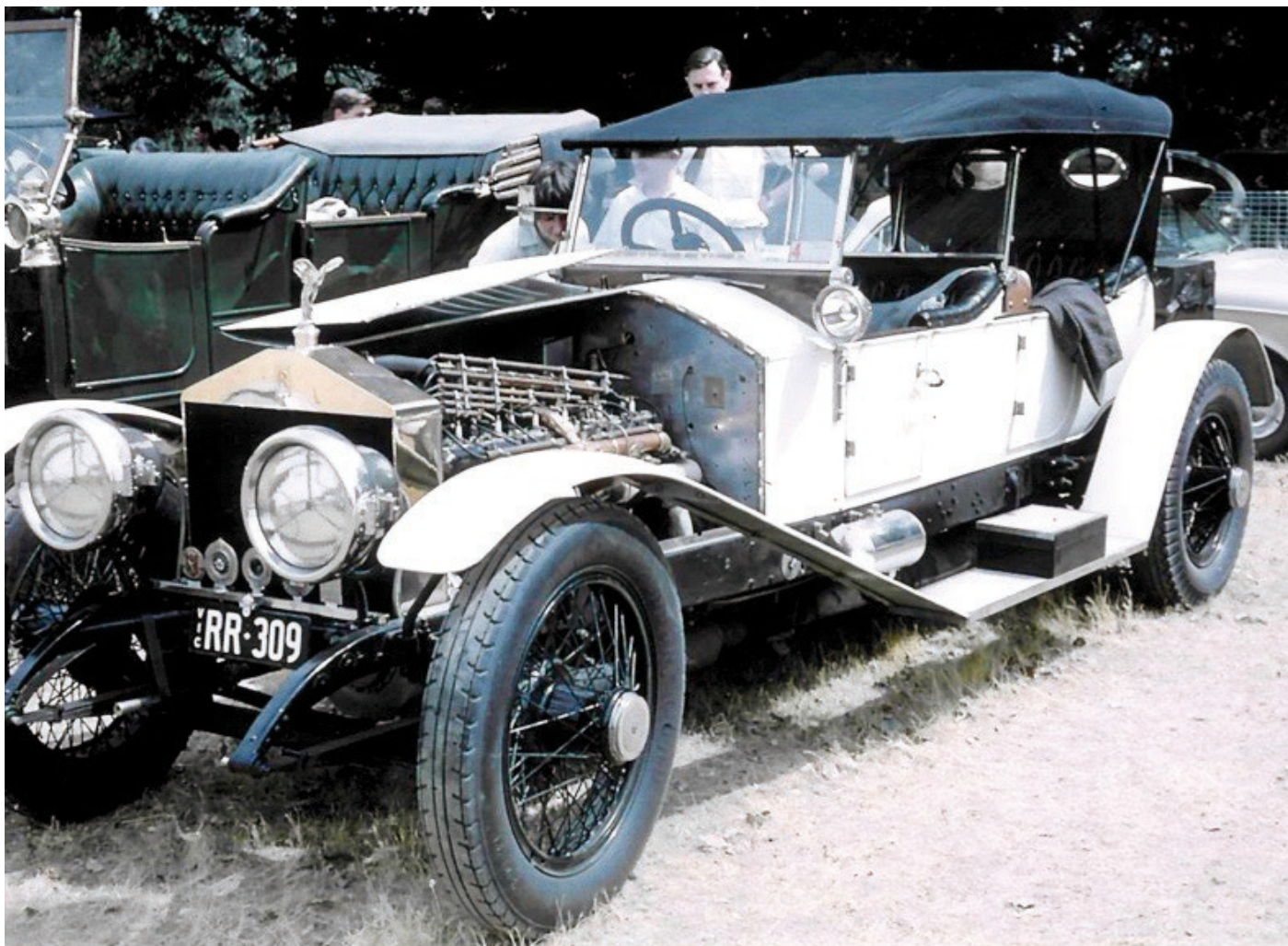
'The Eilya Ghost' – 1912 Model - Chassis 1910 E

Chassis 1910E has had an interesting life and was quite active in the veteran car rallies as well as those of the RROC of Australia. Originally produced with a Laundale body by Mulliners it was initially registered in the UK. It came to Melbourne after being purchased by a prominent pastoralist Albert Austin who resided in Toorak and owned various properties in Victoria and New South Wales. The Toorak house, in Albany Road had the name Eilya, and the name came to be extended to the car.

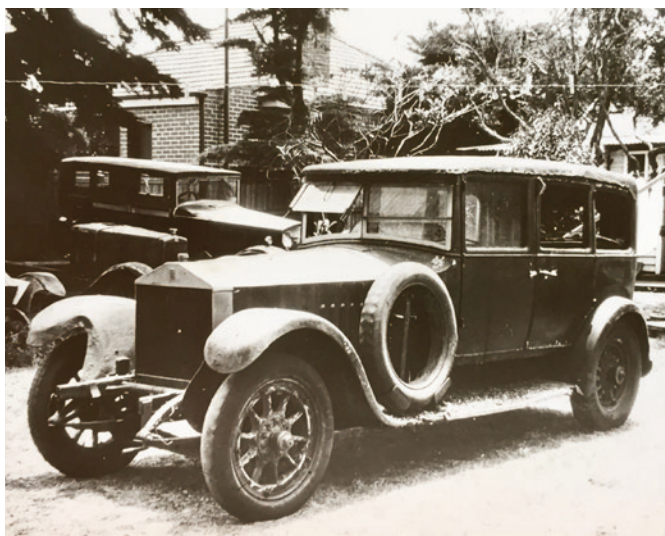
Having numerous owners and being rebodied with a Martin and King sedan body at some stage in the 1920s, it ended up in a backyard in Camberwell and was found sitting alongside chassis 60922 (see Part One, August *Brass Notes*). Fred Miller-Robinson acquired the car and completed the first restoration having had a replica London-Edinburgh body built for the car, by Horner and Ward.

Fred used the car extensively, the first rally being the 1960 veteran car rally to Sorrento. In 1961, along with Jim Cooper in his 1914 (chassis 40YB) Fred undertook an 828-mile journey in 1910E. This was a 50-year re-enactment of the original 1911 London to Edinburgh run conducted by Rolls-Royce. Fred and Jim's cars had the other forward gears locked off so that the re-enactment would be true to the original top gear only trial. The Australian re-enactment was overseen by Stuart Middlehurst and Owen Bailey, and Fred reported on the event comprehensively in the VCCA (Vic) Newsletter of October 1961. The journey took them from Melbourne to Griffith in New South Wales by way of Swan Hill and Balranald, returning through Lockhart, Deniliquin and Echuca. The 1914 model (chassis 6TB) owned by Claude Reilly also accompanied them to Swan Hill.

In 1970 the car was sold to Jack Jeffery in Sydney, and then it went to Western Australia, ultimately to return to Melbourne in the hands of David Jones. David commissioned additional restoration work including a vivid red paint job. It participated in a number of rallies in the early 1990s. The car was then sold again and is most recently reported as being in England. It now has a replica Roi-des-Belges body refitted to the chassis. A series of mechanical modifications that were made at the time of the earlier restoration have now been corrected, returning it to the original specifications.



Chassis 1910E is pictured on the 1965 annual VCCA Victoria veteran rally at Bendigo when owned by Fred Miller-Robinson. (VCCA Vic).



As found, with a later Martin and King body but still retaining its original wheels most likely cut down to a smaller tyre size. (Sir Henry Royce Foundation).



The car is pictured c1917 with the original Mulliner landaulet body. (Irwin).



The car as it is now having been rebodied in England c2004. (Praeclarum).



David and Diana Jones are pictured with the car chassis 1910E at the 1992 annual VCCA Victoria rally. (VCCA Vic).



Silver Ghost chassis 1997 is pictured on the 1996 annual VCCA Victoria rally. (Berg).

1912 model – Chassis 1997

This car was sold new via Kellow Falkiner to John Warren-Swanston who was later to become Lord Mayor of Melbourne. It was originally bodied by Barker as a tourer.

Photos of the car from the Australian War Memorial Archives show it being used at a training camp in Broadmeadows for recruits of the AIF. Likely the car was on loan by Warren-Swanston. It appears however that on this day that the Rolls-Royce needed assistance. The tow car shown is a Panhard Levassor supplied and owned by Kellow Falkiner.



A tow was required at the AIF training camp when the car failed to proceed. Photo c1915. (Irwin).

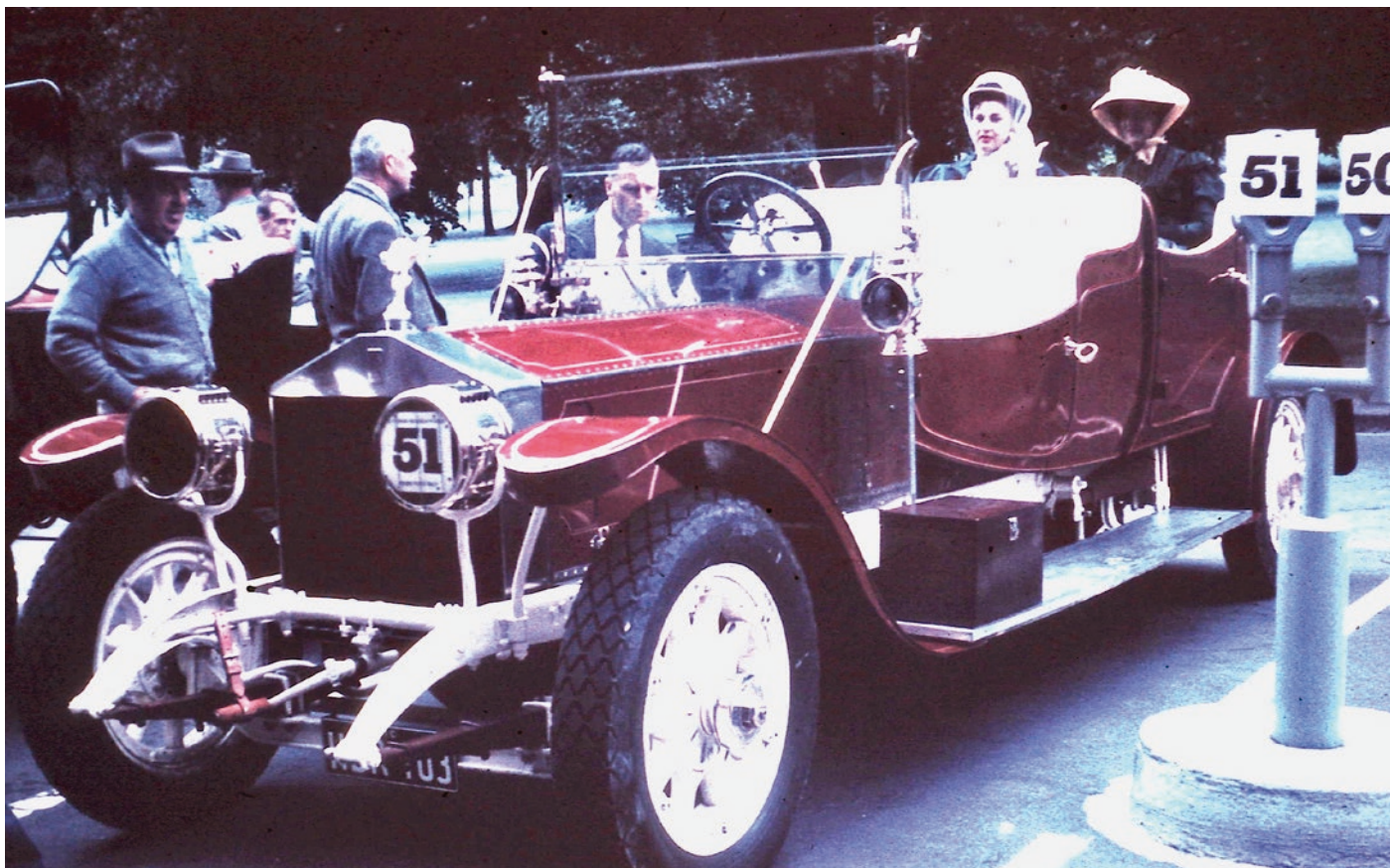
In the early 1960s and after various owners, chassis 1997 was acquired by, and ultimately restored by Eric Rainsford in South Australia. The remains of a Barker limousine body from a Daimler of similar era were used in the restoration.

Eric Rainsford shipped the car to the USA in 1979 and it was an award winner at various RROC concourses celebrating the 75th anniversary of Rolls-Royce, as well as at Pebble Beach. The attention to detail and quality of the restoration was outstanding, with particular regard paid to the interior and fittings. The car was sold to David Jones in Melbourne in 1994 and participated in a number of veteran car rallies including the 1996 annual rally to Morwell and 1997 rally to Ballarat. Rolls-Royce chassis 1997 was to be the recipient of numerous VCCA (Vic) and RROC awards over a number of years.

The car was sold to an overseas buyer in 2005.



The car was the overall winner of, and is pictured at the 2004 RROC concourse. (Praeclarum).



The Silver Ghost is shown at the Landsdowne Street at the start of the 1959 rally which was the first outing for the car following restoration. Seated in the back are Mrs Markoff and Mrs S Brandt. (VCCA Vic).

1912 model – Chassis 2006

Maurice Markoff purchased this car in 1958 where it laid disused in a shed for many years. The car, originally a Laundalet was carrying later sedan bodywork at that time. The first owner of the car was JM Niall of London and Melbourne, who was Managing Director of Goldsborough Mort. Chassis 2006 is what is referred to as a brass finish car which is somewhat unusual as most Silver Ghosts were in nickel finish at this time.

Maurice restored the car and had a replica Roi-des-Belges body constructed by Doug Horner in Melbourne. The car was painted deep maroon and had white

leather upholstery. It had its debut at the 1959 annual veteran car rally where it jointly won best restoration of the year along with Fred Miller-Robinson's 1913 Silver Ghost, chassis 2320E.

Maurice used the car on many local rallies as well as interstate events through the early 1960s, and he referred to it as 'the love of his life'. It was placed on the international market in 1965 and sold to a USA buyer. Since then the car has been rebodied again, in more authentic style, and has also spent some time in a collection in Denmark. In 2016 the car was sold at Bonhams Auctions in Scottsdale.



The car as it is now and photographed for the Bonhams auction catalogue in 2016.



The return trip through the bayside suburbs on the 1959 rally. (VCCA Vic).

(To be continued in the November issue of Brass Notes)

Natter Night Meeting Minutes

Natter Night Meeting Minutes

Tuesday, 8 September 2020 commencing @ 8.01pm
Veteran Car Club of Australia (Victoria)
Via Online Zoom meeting

1. Opening

The Club's President, Paul Daley, opened the meeting at 8.01pm and welcomed all in the attendance.

2. Attendance & New Members

There were 53 members who attended our Zoom meeting!

Our new members Catherine Strutt and Chris Duncan were welcomed.

3. Apologies

Received from Claudia Holding (After the meeting.)

4. Members News

Paul shared member news:

The passing of Margaret Van Alkemade, wife of founding member.

Peter Crauford passing away.

Alex Reid passing away, a member from the 60's and 70's.

Betty Ward has recently turned 96.

Rod Cripps has turned 80, good to see him online tonight.

Stan Bone is recovering, also online tonight.

David Couper is also on the mend and online tonight.

5. Events Report (Ben Alcock)

7.1 Future Events

RACV Veteran Car Club Annual Rally to be substituted with events held in various locations statewide for day runs.

Breakfast Runs also will be looked at plus Sunday Brunch Drives as restrictions are released.

6. Spotlight on 1893 / 94 Benz Victoria

Paul displayed pictures and a video of a running 1894 Benz Victoria, the oldest car running in Germany.

7. Wanted, For Sale or Swap

Rick Cove had a Magneto for sale.

James McInnes and Daryl Meek shared some new books in their collection.

8. General Business

Paul shared the news where Greg Smith and Daryl Meek have reviewed the Bylaws for the Clubs awards and a few recommendations have been made & approved.

Also, a team of Ian Berg/David Provan/Paul Daley/Peter Hammet worked on a Foundation /Bequest Exercise recently which appeared in *Brass Notes*. Thanks for the work done.

TAVCCA had a National hookup and asked the question 'Where is 2021 going for Covid 19?' Professor Julian

McNeil spoke about no big rallies for the first half of 2021. The Model A Rally over Easter has been cancelled. The March Highwheeler Rally is being moved to late October/early November 2021. The April Charleville 1&2 Rally is still on presently.

Andrew McDougall is getting the trophies engraved.

9. Next Meeting: Meeting commencing at 8.00 pm on Tuesday, 20 October 2020

Presentation Evening

AGM - where Paul is standing down and Ben Alcock is standing for President.

10. Meeting Closure

The President closed the meeting at 8.48pm.

11. Guest speaker – John Stanley gave a fascinating talk on the Marion Motor Company, Stutz, Empire Cars and the Indianapolis Speedway.



INSTRUMENT REPAIRS
Veteran Vintage Classic
Speedo, Tacho, Clock,
Temp, Oil, Amps, Fuel
Brendan Walsh 0418-103739
114 Hayes St, Shepparton 3630
vvcinstruments@gmail.com
 VVC INSTRUMENTS

Private Classifieds

WANTED

I am looking for a Veteran Tourer that is reliable and very motorable. Location is not a concern. Prefer tidy restored condition or a 'close to completed' restoration requiring minor finishing.

Open minded on options but must be minimum of 4 seater.

CONTACT: Alex (non member)

M: 0438 297 167 - if not available please leave a message

E: alexanderabrown@icloud.com

THE VETERAN CAR CLUB OF AUSTRALIA (VICTORIA) INC.

Registration number A0097964Y

ABN: 61 276 214 581

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

Darren Savory

t 0438 873 053

e secretary@veterancarclub.org.au

TREASURER

Claudia Holding

t 0402 484 036

e treasurer@veterancarclub.org.au

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

Peter Hammet (Joan)

t 0428 282 631

FIVA REPRESENTATIVE (TAVCCA)

Andrew McDougall

SUB COMMITTEE CHAIR

DATING

Andrew McDougall

LIBRARIAN AND ARCHIVIST

Daryl Meek

SUBCOMMITTEE: MEMBERSHIP

Geoff Payne and Darren Savory

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

Ben Alcock

t 0404 917 366

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 Darren Savory, mobile 0438 873 053, 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 Club members Paul Daley J.P. and David Provan J.P., 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

From Our Collection

On the right:

Carrying on the theme of country driving is this photograph of a c1912 Ford Model T at the Devil's Elbow, Licola Road, North Gippsland. (Images of Yesteryear).



Below:

We do not know the details of this delightful photograph from the Australian outback, but it is intriguing on a number of counts. Lady drivers were not commonly encountered in the very early years of motoring, even less so those of Aboriginal descent. It is however possible that it was a staged photo. The car is a very early Ford, possibly a model N, which pre-dates the Model T. This would have been a rare model in Australia at this time (Images of Yesteryear).





Two more photos continuing our series of contemporary veteran motoring. The top photo shows a car emerging from the Jenolan Caves in NSW. As previously we are not sure of the identity of these so if you can advise please let the Editor know. Photos are from State Library of Victoria.