

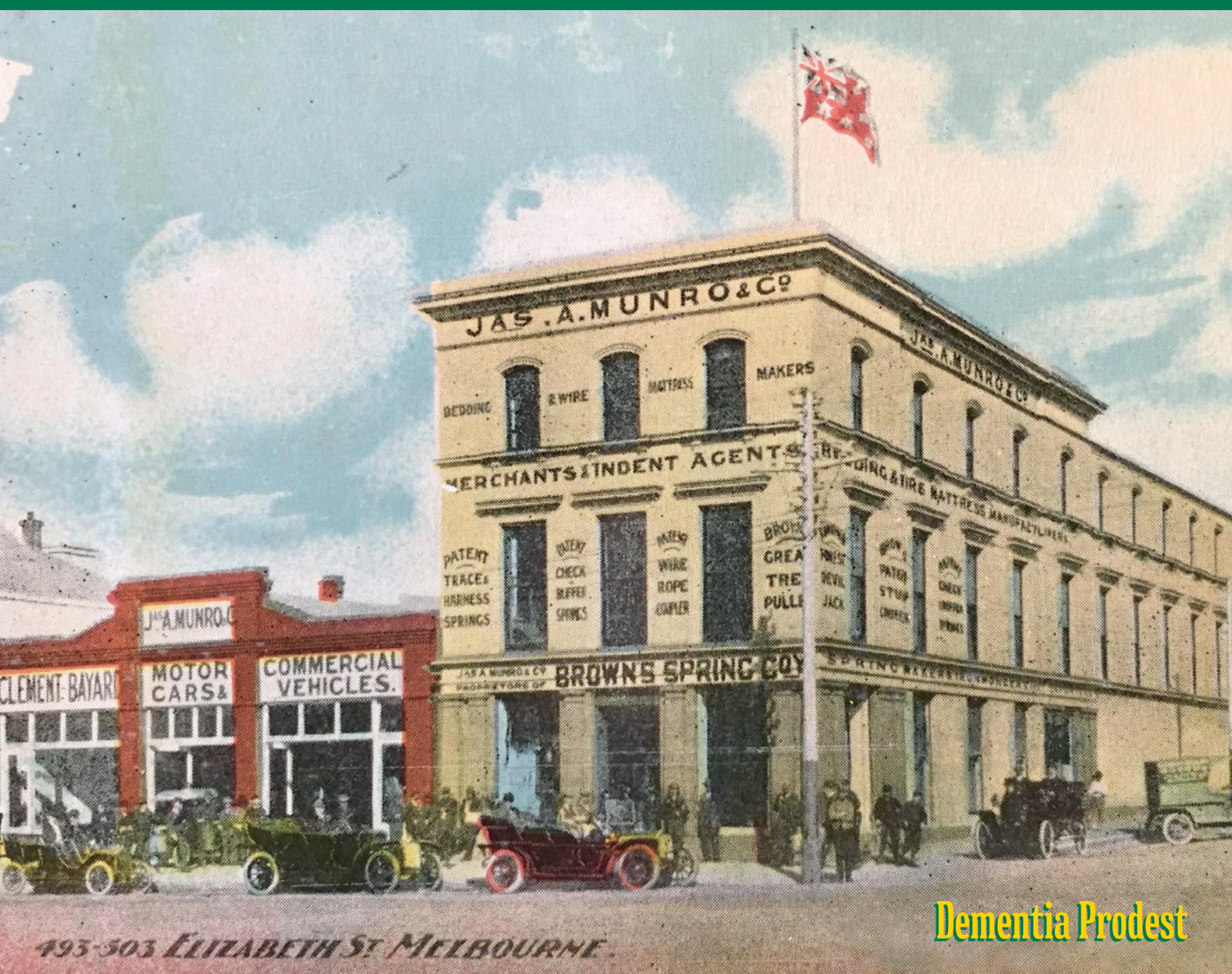
March 2020



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

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The RACV is the principal sponsor of the Veteran Car Club of Australia (Victoria) Inc.

The RACV supports the:

- RACV 1 & 2 Cylinder Rally
- RACV Midwinter Rally
- RACV Veteran Car Club Annual Rally



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Flashback



This month's FLASHBACK shows a Stoewer that was entered in a number of the Club's early rallies. Who owned it then and where is it now?

We had two responses to the electric vehicle shown in the February FLASHBACK photo.

Mal Grant advised that whilst he was not one hundred per cent certain he thought the "electric car" in the February Brass Notes is a BAKER of around 1912/14. According to the Georgano Encyclopedia these were built from 1899 to 1916 by Rauch & Lang Co. Cleveland Ohio U.S.A. From memory there was a member named Sam Serman [or similar ?] who had one and whilst driving it to Sorrento on an Annual Rally, turned it over at Rosebud. He apparently "caught his trouser leg in the steering lever." Undoubtedly information would still be in one of the newsletters between 1958 and around 1964.

What happened to the vehicle after that time is unknown to me. It is an interesting vehicle being "all electric." Greg Smith also recognised the electric car. He informs us that "the vehicle is a 1914 Detroit Electric. I have no recollection of who owned it then, but it of course became the property of George Gilltrap, and was at the Gilltrap's Auto Museum.

The Detroit Electric is infamous for being on the 1958 Annual Rally to Sorrento and being involved in an accident when it crashed with a modern vehicle and was quite badly damaged with the wheel at a precarious angle and damage to the front axle and mudguard. I remember hearing the story many years later, and with a fair bit more embellishment, I recall that it had tipped over. I don't know what became of the Detroit after the museum closed."

On checking the entry list for the 1958 Annual Rally no electric vehicles are listed. So can we confirm if it was a Baker or a Detroit Electric?

Greg also reminded us that the Flashback photo in the December/January edition of the Vinot et Deguingand was the same photo as used in the March edition of Brass Notes, and well answered in the August edition of Brass Notes by Maurice Stone (Arrol-Johnston fame) who worked for Innes Motors in Bendigo - Greg jokes - "Yes, some of us really do read the newsletter! Keep up the good work."

Coming Events

| | |
|----------------|---|
| 10 March 2020 | Natter Night 7:15pm Drinks and Nibbles, 8:00pm 'The Jas. A Munro Story' Speaker: Ian Berg |
| 21 March 2020 | Breakfast Run, 8:00am onwards Surrey Park, enter Standard Avenue |
| 22 March 2020 | 64th Annual Kalorama Rally Kalorama Memorial Reserve |
| 29 March 2020 | Shannon's/AOMC American Car Show Yarra Glen Racecourse, Armstrong Grove, Yarra Glen |
| 10 April 2020 | Hot Cross Bun Run - Braeside Park Austin 7 Car Club, Contact: Ben Alcock 0404 917 366 |
| 12 April 2020 | 2020 Flinders Motoring Heritage, 10am-2pm Corner Cook & Norman Street, Flinders Vic 3929 - Contact Brian Hussey |
| 18 April 2020 | Echuca Swap Meet - Rotary Park Rose Street, Echuca - 0456 010 665 |
| 16 May 2020 | RACV Florence Thomson Tour - RACV Torquay Resort RACV, Contact: Daryl meek 0407 881 288 |
| 30-31 May 2020 | Historic Winton Contact: Paul Goethel 0412 534 131 |

Major Events

| | |
|--------------------|---|
| 12 -15 March 2020 | RACV 1 & 2 Cylinder Rally - Hamilton (Vic) Rally Director: Doug Palmer 0409 010 730 |
| 23 - 26 April 2020 | RACV Four and More Rally Geelong Rally Director; Ben Alcock |
| 16 - 17 May 2020 | RACV Pre 1905 Pioneers Rally, Ballarat Rally Directors: Greg & Denise Smith |
| 18 - 19 July 2020 | RACV Midwinter Rally, Mornington Peninsula Rally Directors: David & Julie Jones |

National Events

| | |
|----------------------|--|
| 1-7 April 2020 | National 1&2 Cylinder rally - Charleville www.vccaq.com/2020-1-2-national |
| 23 - 24 May 2020 | National Trust Historic Houses Tour 2020 All pre-'31 (Veteran and Vintage) - Bowral NSW Contact: Evan & Wilga Coutts - (02) 6365 1274 |
| 11 - 17 October 2020 | RACV 2020 National Veteran Vehicle Rally - Swan Hill, VIC Contact: Michael and Claudia Holding 0407 008 895 |

International Events

| | |
|-----------------|--|
| 1 November 2020 | London to Brighton Veteran Car Run 2020 |
|-----------------|--|

President's Message

By Paul Daley

Publishing the Jas A Munro Story

Clubs in the historic motoring movement often evolve and distinguish themselves with points of difference – often not by the era or marque they represent. Some clubs have impressive clubrooms – eg MG Car Club, Vintage Drivers Club and Rolls Royce Owners Club, (to name just a few and many others), some have impressive parts inventory for their marque, others are CAMs centric and enjoy motor sport. The Veteran Car Club of Australia (Vic) has carved itself a niche with quality publishing – ‘*Dementia Prodest*’, our Club history has gained many accolades, as has our regular publication ‘*Brass Notes*’ and our Rally Books for our signature RACV events are also first rate. Your Committee wishes to continue to build on the expertise and resources that we have available and the decision was made last year to publish a further two books which are distinctly relevant to both our veteran era and also our State. The initial publishing of ‘*Dementia Prodest*’ was originally to be fully funded from Club funds, however we were fortunate to have the Cedric Christie bequest as well as the David Holden contribution, and these two donations totalled over \$23,000. Our stock of ‘*Dementia Prodest*’ is now less than 100 copies, and the way is now clear for us to publish ‘*The Jas A Munro Story*’, researched and written by *Ian Berg*, and we can fund this from our original financial commitment to publishing. *Ian Berg* introduces this exciting venture on pages 18-20 of this month’s ‘*Brass Notes*’. *Ian* will be our speaker at the March Natter Night and will feature the entrepreneur *Jas A Munro*.

Midsumma Pride Day

As President of the VCCA (Vic), I am proud to be part of a community of veteran motorists who embrace and enjoy the diversity of our membership. The Midsumma Pride March on February 2, saw four of our veteran cars participate, and I was fortunate to be a passenger in the *Scott Staples* ’13 Model T. The day was more than I expected – in fact it would rank at the ‘top of the hit parade’ for the events I’ve been to over the years. It was simply fun, fun and more fun – with amazing energy and applause for our veteran cars and our participation. We were cheered like ‘rock stars’, and warmly embraced by the Pride community.

Your Club’s immediate past Secretary *David Provan* organised our involvement and the drivers and also those participating



Paul Daley... fun times!

duly registered for the event and we were issued I.D wrist bands. *Scott Staples* summed up the feeling of those participating ‘the VCCA (Vic) is inclusive and progressive, and if you are not on board you’re seen as a dinosaur’. With absence of a banner to identify the Club, *Adam Auditori* stencil painted the radiator of his ’06 Vulcan with the VCCA (Vic) initials – even so we were asked many times – ‘who are you’ – and yes, the *Veteran Car Club of Australia – Victoria* is a mouthfull!



Adam Auditori – the radiator advertises us!



L-R Nick Horn, Adam Auditori, David Provan, Scott Staples and Robert Tenney



The emergency services were well represented



Scott Staples with Vespa Club President



L-R Ben Alcock, Anna Young, David Provan, Jack Alcock



Parks Victoria – Young and old join in

All who participated heartily thanked David Provan for getting it together, and as Scotty put it – ‘we did it for David!’ A full report is on pages 12-13.

OAM for Service to Education

Our guest speaker at the March 2019 Natter was Russell Kerr, the founder of Hands on Learning. In the Australia Day honours, Russell was awarded the Order of Australia for service to Education. The citation noted that he was Founder and CEO, Hands on Learning 2008-13, Founder of HOL Charity 2008, and with the Department of Education: Teacher Frankston High School 1999-2010, Syndal Technical 1976-77, McLoed Technical 1972-76, and was awarded the Westfield Premiers Education Scholarship 2003. Russell’s passion for involving students in practical ‘hands on learning’ is particularly relevant to engaging with youth and getting them interested potentially with the historic vehicle movement. One of the greatest challenges in the years ahead is having available skilled trades to perform tasks to maintain and preserve the vehicles of the movement.



Russell Kerr OAM

An Endangered Species

Readers of this column will have noticed a recurring theme that I have consistently raised – ie the need to obtain trades persons who will embrace the restoration of historic vehicles. A practical approach to getting youth involved with trades was demonstrated to us last March by Russ Kerr and Lisa Vagg from Hands on Learning. AOMC President Iain Ross has also addressed this issue in the February AOMC News –

‘I believe one of the greatest threats to the movement is the declining skills base of the workforce involved in vehicle maintenance and restoration. The home restorer is an endangered species, younger generations have not inherited the necessary skills, and space for garaging and storage in the metropolitan areas is now severely restricted. Overseas, apprenticeship schemes have been established to preserve these declining skills and even graduate courses to equip younger people with the skills to successfully establish restoration and maintenance businesses.’

So let’s keep beating the drum and encourage the hands of approach to veteran motoring, and embrace the next generation of historic vehicle hobbyists.



Break-in at our Lynden Park Clubrooms

Jim McCaffrey reports:

Every Monday, when I put the bins out, I usually check the clubrooms. This morning I noticed the kitchen lights were on. Thinking that someone had forgotten to switch them off I went inside. There, to my horror I found that both the Girl Guide's and the Veteran Car Club's store rooms had been broken into and ransacked.

Representatives of the three clubs, the police and the council were advised of the incident.

Whilst the two internal locked doors to the storerooms had been smashed open there was no evidence of forced entry on the external doors and windows of the building.

At this stage it appears little of value was taken - only the drink money box in the fridge is missing.

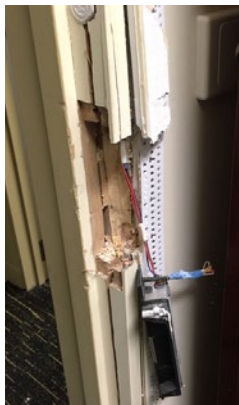
I understand that the Council will take responsibility for repair of the store room locks and doors.

The break-in occurred sometime between Sunday afternoon and 10am Monday. The Council is checking to see if an entry card was used during that period.

The police could find no fingerprints and believe the thieves wore gloves. They also advised that we should review our security system. They said most experienced house breakers would know how to open the locks on our external doors without an access card.

We are fortunate in that little appears to have been taken. It is possible that when tidying the storerooms something of value may be found missing.

The Club is so fortunate to have *Jim McCaffrey*, *Geoff Payne* and *John Prior* who are responsible for the ongoing running and liaison with the other stakeholders who utilise this facility. All three gentlemen joined with *Daryl Meek* and I to inspect the damage within an hour of the break-in being reported. I have arranged for irreplaceable items such as our presentation Trophies and Awards to be now stored securely offsite.



Door Lock Kicked in



Our storeroom was ransacked

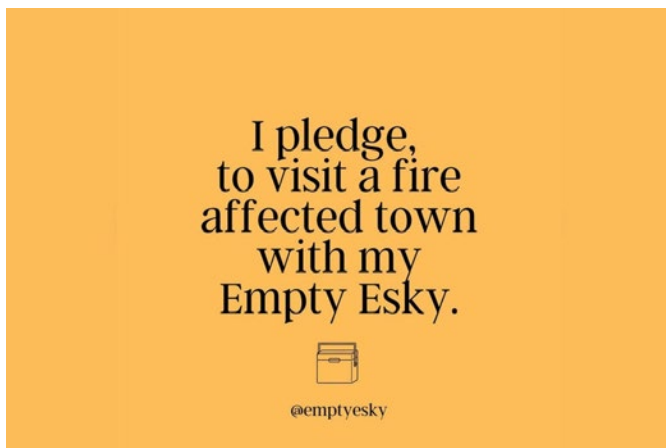
Preparing for Natter Nights

To help facilitate the smooth running of our Natter Nights, each month I run through with *Ben Alcock* the material and pictures that we plan to present in our 'slide show'. *Steve Hobbins* has also joined this pre-meeting and Steve will be assisting and filling in for Ben when needed. Steve's day job is with the City of Whitehorse and he is in charge of ensuring the smooth running of their auditoriums and meeting rooms. We have received many compliments from visitors from other motoring clubs who compliment us on the format and style that we have in our meetings. Yes, we try to make Natter Nights fun, inclusive and interactive, with plenty of sound and visual highlights. It's a team effort, and I thank Ben and Steve for their contribution.



Ben Alcock and Steve Hobbins

Visit a fire affected town



Motoring clubs are doing their bit to help the struggling businesses in fire affected regions of Eastern Victoria. The Model A Ford Club have organised an overnight trip to Bairnsdale for their members, over lighting there and staying 'to share the dollars around. They will be visiting some towns along the way to East Gippsland, and the idea is to have some meals and do a weeks shopping to fill up the empty Esky and also fill up with fuel on the way back. Of course, for our Club such a trip in veteran vehicles is impractical, however many members also have vintage and 'classic' vehicles and a jaunt down to Gippsland sounds tempting. Our Club is already committed to our Rally destinations this year, but members may well wish to visit the region with their

friends from our Club. At our February Natter Night, *Michael Jacombs* told of his recent visit to Sarsfield – a picturesque area on the Nicholson River just 13 km north-east of Bairnsdale. The community suffered extensive fire damage, and funds have been slow to reach the folk there. Michael assured the meeting that the local CFA would distribute donations:

Sarsfield CFA

BSB: 633 000

Account #: 110304755

It's Raining in Paris

The February Natter Night featured *Daryl Meek* and *Fiona Lane*'s ever popular 'Show and Tell', which for the past three years have kick-started our calendar of events. Daryl's eclectic collection of automobilia ephemera, and other diverse items were somewhat overshadowed by Fiona who had the audience amazed at such goodies as Queen Victoria's size XXXX Large bloomers, (complete with regal crest), which were stored in a British Parliament red dispatch box, as super petite selection of mid 1940's American Liberty women's undergarments, and also a striking Chanel outfit from the 1960's. Daryl was the smooth talking and humorous compere of the event. Other members also took up the challenge to bring items of interest – thanks to *Robbie Dalton*, *Michael Jacombs* and *David Couper*. We were pleased to announce that Daryl and Fiona will be back to do it again next year!



Ladies Chanel outfit



Fiona Lane displays Queen Victoria's bloomers



Post WW2 Liberty undergarments

Member News

Following the sale of their family home, *John and Lois White* now reside at Heritage Gardens, 325 Canterbury Road, Bayswater North. They would be pleased to see any Club members who may be in the area and have time to drop in for a visit.

Club Secretary *Darren Savory* displayed his 1916 Model T ford at the Wesley College St Kilda Road campus on Sunday February 16, and caught up with *David Jones* who was showboating his red Ferrari. David is well remembered by older members of the Club for his past ownership of a 1913 Silver Ghost Rolls Royce. We understand that David keeps in contact with Club member *Rob Griffith*, whose 1912 Hurtu roadster is a well respected veteran. Darren's Model T won the gong for the oldest car on show, and the guys had a wonderful day by all reports.



L-R The David Jones Ferrari with Darren Savory's Model T

A feature of the RACV City Club is the display in the foyer of an historic vehicle – a highlight that changes every month. *Daryl Meek* curates this display and over the years many of our members have had their veteran, vintage or classic car displayed. There's no shortage – the historic vehicle movement is blessed with an eclectic selection. *David Inglis* recently had his 1963 Ford Falcon Squire Station Wagon on show there, and at our February Natter Night Daryl Meek presented him

with a handsome framed memento. David recalled the vehicle boiling on its arrival to the Club and 'relieving' itself of its green radiator fluid on the floor of the foyer – there were hoots of laughter!



Daryl Meek presents David Inglis with memento

For Bob Watts there were plenty of surprises at the Pride March. Bob was a Housemaster at both Geelong Grammar and Canberra Grammar before moving to the US in the late 1980's – and he was joined on the day by Malcolm Lamb who was also a Housemaster at Canberra Grammar before being appointed Headmaster of the Pembroke School, Adelaide. Bob and Malcolm caught up with Jonathan Walter, the newly appointed Principal of Carey Baptist Grammar School, who was joining a group of twenty Carey students in the march.



L-R Bob Watts, Jonathan Walter and Malcolm Lamb

CODE RED AND EXTREME FIRE RATING DAYS

Any event which falls on a day designated as code red or extreme fire rating may be cancelled by the organisers. It is advised to check with the designated contact for confirmation.

NATTER NIGHT

March 10, 2020

7.15pm - Refreshments

8.00pm - Natter Night



Ian Berg presents the "Jas A Munro Story" with insight into the archives and many hundreds of documents and photographs that have not previously been seen publicly.



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The Douglas 1913 Ladies' Model Motorcycle

By Andrew and Frances McDougall



Two photos of Elvie Gatenby, the original owner



John Dean in 1946

This is a re-run of an article which was in Brass notes some years ago. The article is in itself interesting, however as you will see there has been a recent addition to the interest.

We consider ourselves fortunate to be the current custodians of this rare, original motorcycle. The Ladies' Douglas was only made for a few years and was designed and marketed specifically to cater for women riders, with features providing the ability to easily mount and dismount, while wearing the ladies' attire of the day. We are also aware that Matchless made a similar concept motorcycle, one of which used to be owned by Stephen Edwards.

Prior to us getting this motorcycle it was in one extended family ownership. It was first purchased and ridden by a Miss Elvie Gatenby, of Longford, Tasmania. During her period of usage it was maintained by her cousin Reg Dean, a founding member of the Veteran Car Club in Tasmania. In 1945 Elvie sold the bike to Reg so that John, Reg's son could ride it. John recalls riding it from Hobart, taking 5 to 6 hours, depending on wind and consuming around 1 gallon of fuel for the 120 mile journey.

The interest in veteran Douglas motorcycles stemmed from Andrew's Grandfather, whose first motorcycle, at the age of 13, was a new Douglas. He even had to get his older brother to buy it for him as officially you could not get a licence until the age of 14.



Frances McDougall on her Douglas

In the early days of Tasmanian Veteran Car Club rallying Andrew recalls seeing John Dean participate on a conventional Douglas, whilst his wife Stephanie rode the Ladies' Douglas. In 1969 the very original bike was fully restored by John. It was stripped down to the frame and all parts either painted or nickel plated (taking care to preserve the original transfers) and the engine was overhauled. It then won the Concourse D'elegance, for motorcycles, in the 1969 and 1970 Annual Tasmanian Rallies. Besides the repainting and nickel plating the motorcycle was almost as it was when it left the factory. It should provide a good reference source for Douglas enthusiasts.

After this initial foray into rallying the bike went into hibernation due to other competing interests. Whilst visiting Andrew's Mother in Launceston some years ago the opportunity was taken to ring John Dean to see if he still had both Douglas motorcycles. He said that he had sold the conventional bike, and that it had been a vintage model anyhow, but that the family still had the Ladies' bike. Without much confidence, he was asked if he would be prepared to sell it. After some consideration and consultation it was decided that we could purchase it. Until we could go to Tasmania to collect it, we arranged for it to be placed on display at the Automobile Museum in Launceston. For the 6 months it was there it created a lot of interest.

Since our acquisition the motorcycle has been used on Tiddlers runs, the National Veteran Motorcycle Rallies and National Douglas Motorcycle Rallies. Frances rode it on the National Veteran Rally at Kingaroy with her L plates. Subsequently she rode it on the National at Ararat. She was to ride it at the last National Douglas Rally in Kingaroy, however Andrew left out a vital spring in the lubrication system when refurbishing the engine. This has still to be remedied.

Earlier in the article it was mentioned that the motorcycle was almost in the condition it left the factory. It had been noticed that the hand tyre pump was not original, although of similar style. Late last year Andrew received a call from a friend who said that a friend of his, Wayne Gatenby from Tasmania, who is a descendent of Miss Elvie Gatenby's family, had the original tyre pump for the Ladies Douglas. Somehow the pump had been separated from the motorcycle and it had been passed down through the Gatenby family. Andrew contacted Wayne who was happy to give the pump a new home and so it was received by us and reunited with Elvie's motorcycle. The beautiful thing about the pump is that it is excellent condition and has inscribed on it "Douglas Motors" We are most grateful to Wayne for his generosity and for making the motorcycle complete.



Close up of the original tyre pump mounted on the motorcycle



The now complete 1913 Ladies' Douglas



"Douglas Motors" inscription on the pump

Midsumma Festival Pride March

By David Provan (Photos by Robert Tenney)

For the first time, several members decided to participate in Melbourne's iconic Pride March on Sunday 2 February.

This year was the 25th anniversary of the event. The purpose of the (Victorian Government supported, non-political, family friendly) event is to celebrate diversity, acceptance and inclusion in our community, organisations and clubs. More than 10,000 people from 220 groups participated, cheered on by an estimated audience of over 50,000 people along Fitzroy Street, St Kilda. In terms of scale, the Midsumma Festival Pride March is considerably larger than other annual parades held in Victoria including Moomba or the Australia Day March.

Four members entered their veteran vehicles and offered the Midsumma management team the service to assist with transport of the elderly and infirmed along the route. These members were Adam Auditori (1906 Vulcan Tourer), Scott Staples (1913 Ford Model T Tourer), James Dunshea (1911 Hotchkiss Roadster) and Ben Alcock (1914 Overland Model 79 Tourer).

The members who participated led Wave S, which was for the cultural, sports and spiritual organisations. The other clubs and organisations in our wave included

the Vespa Club of Melbourne, Space Dance and Arts Centre, Melbourne Roller Skaters, South Melbourne District Football Club, St Kilda Football Club, City of Melbourne Highland Pipe Band, Brotherhood of St Laurence, Catholics Acceptance Melbourne and the Metropolitan Community Church of Melbourne.

The veterans were a big hit with the crowd, demonstrated by the loud applause as we cruised down Fitzroy Street. The greatest reception, without any doubt, was given to the hard-working members of the Victoria Police, Metropolitan Fire Brigade, Country Fire Authority, Ambulance Victoria and State Emergency Services. But don't be mistaken, the applause was just as loud when James stalled the Hotchkiss and had to crank it in front of hundreds of bystanders. The crowd loved it!

The parade ended at the St Kilda Catani Gardens with a party comprising of live music, entertainment, displays and food stalls.

It was a wonderful day and enjoyed by all who attended. Scott Staples said after the parade 'the interest in our veterans was amazing! Please put me down as a participant for the 2021 parade. It was such a joyous occasion and the best day out ever!'



Jack and Ben Alcock in the Overland



James Dunshea and Steve Hobbins



Scott Staples with passengers Paul Daley, Bob Watts and Malcolm Lamb



Ben Alcock, Jack Alcock and his partner Anna Young

Schacht Model

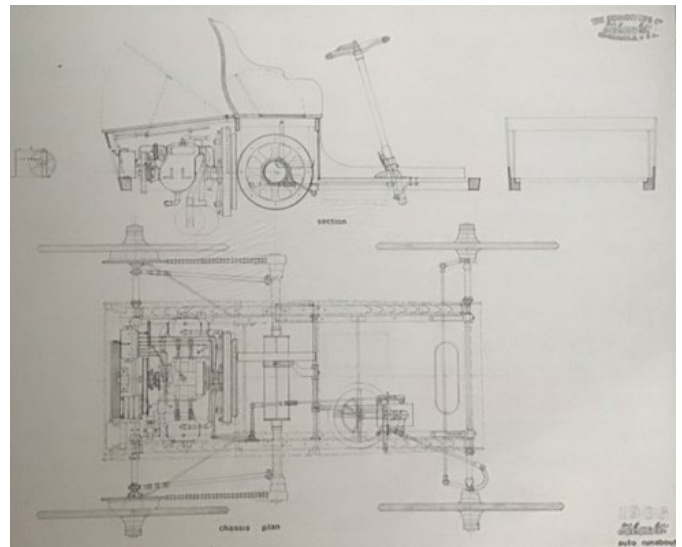
By Greg Smith



Back in February 2019, I was lucky enough to be in Tasmania to attend two great and special events, the “cracked plug tour” which was a crossing of Tasmania from the North East to the South West, and also the National Veteran Motorcycle Rally based in Ulverstone. Both were really memorable experiences that I will remember so fondly.

If there was one, huge highlight, I had during my three week holiday in Tasmania, I can categorically say it was my two visits I had to a generous and warm man who lived in Launceston, and who I had only met during these two visits for the very first time. Already I can feel your minds ticking over, saying why was this fellow so memorable? The reason was, that this fellow had a 1:5 scale model of our Schacht Motor- buggy. Not only did he have this model, but he did the most detailed 1:5 scale drawings of our Schacht, and then set about producing and replicating these drawings into a perfect 1:5 scale replica of our Schacht. Honestly, when you see this model, it is just perfect in every respect, and you just think you are viewing the “real” Schacht.

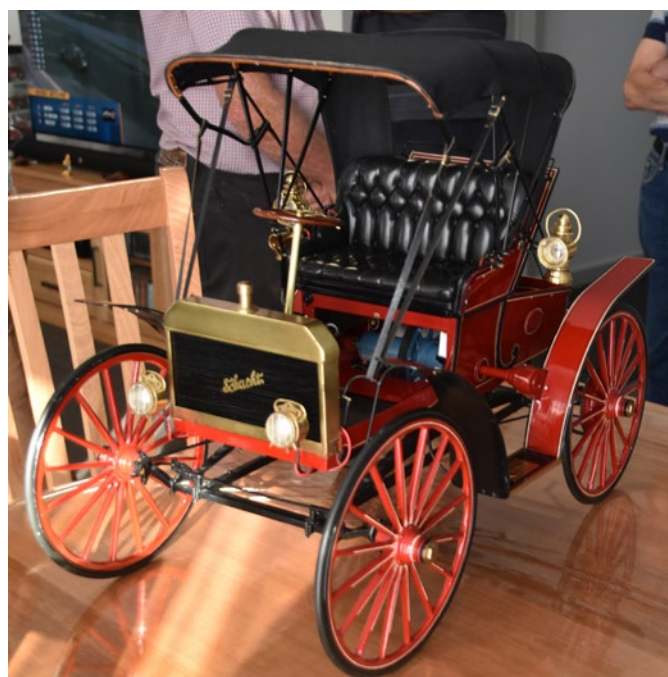
What I probably need to do, is give you the background story of this model, and man, to give you a better understanding of how this meeting took place. Our Schacht’s previous owner was Julian Stirling. Now Julian had a vast collection of cars, motorcycles and motoring memorabilia, that was housed in the ex-tramway depot located in Elsternwick. It was during Julian’s ownership that the Schacht was totally restored, having last been partially restored way back in the late fifties by the then owner, Henty Silvester. Julian had a couple of employees who were in charge of his restoration work, one being David Lowe, and the other, a part time employee, Stephen Oliver. Stephen was the main person to be charged with the cosmetic restoration of the Schacht, and performed the wonderful paint job that you still see today on the buggy. Woodwork was Stephens speciality, but the paint job he did on the Schacht, all done in the traditional method of brush painting, with paint warmed and strained many times through stockings, and then applied by brush using many coats, all rubbed down



in between coats. Stephen stated to me he applied 6 or 7 coats, and the time taken was very long, as each coat had to dry hard between the rubbing down process. The brush purchased for the job cost \$80, so back in the early 1990’s, this was a quite a sum to do the painting job. Now almost thirty years later, it still presents in a remarkable manor, considering I use this vehicle very regularly, and really don’t look after it as well as I should do. It really is a testament of Stephen’s work.

It was during this period when Stephen was performing restoration work on the Schacht, when he decided he would like to make a model of it as well, while it was apart. He then set about to measure every component and make four superb 1:5 scale drawings from 4 elevations – front, rear, side and overhead. The detail and accuracy was paramount, and the task to complete this took months, such is the intricate measures Stephen went too. We have these drawings all framed on the wall right next to our Schacht where it is housed, just off our lounge room. I always believed they were the original drawings, but Stephen said he still has the originals, and the ones we have are the only copies that were ever made. I am glad he still has the originals, as when I saw the model, I felt guilty that I had the drawings to that model, and felt I should give them to Stephen to go with the model. I guess now, I really don’t need to do that.

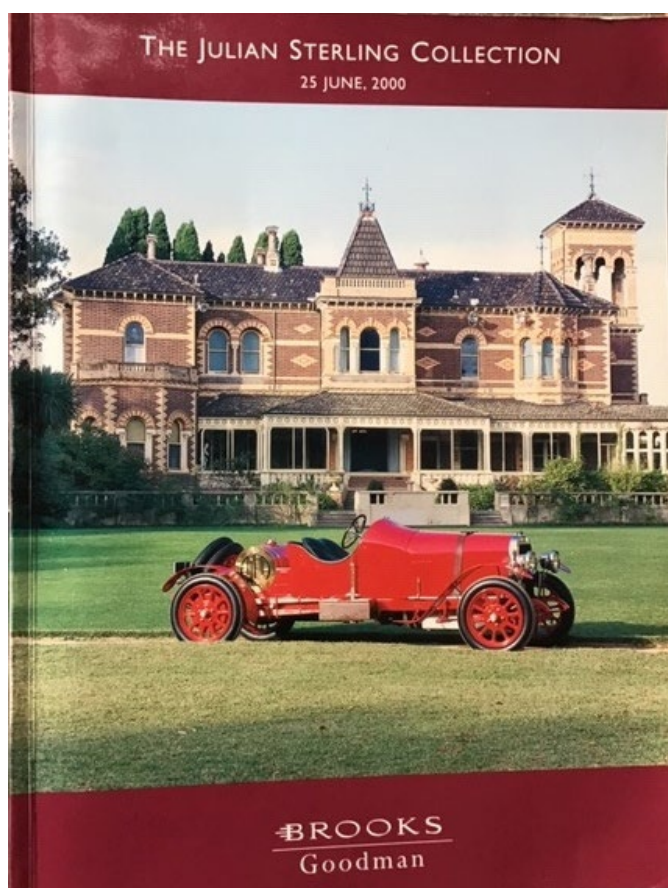
Once the drawings were done, which really was an amazing feat just on its own. The arduous and tedious all time consuming task of making a scale drawing come to life, began. Can you imagine the patience and delicate, intricate skills this talented man was undertaking to perform this remarkable deed. Stephen had never worked a lathe before making this model, so to self- teach himself to do these tasks make it even more special. Remember also, this is not a plastic model, it is made from all types of materials, from steel, brass, leather, wood, rubber etc. It is also made



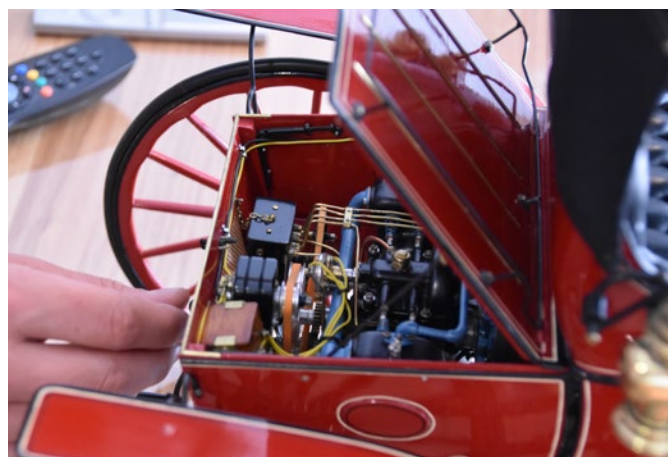
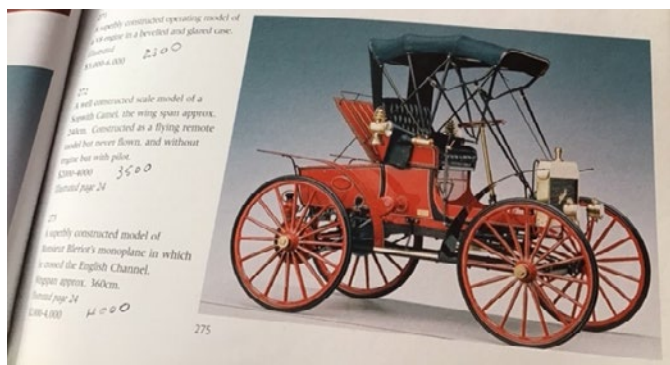
to be screwed and bolted together, so if you wish to dismantle it into parts you can do this. (you would need some miniature spanners for this!). It also steers, with all steering components moving. The springs all move and compress as they do on the real car. The chains all operate and make that “humming” noise as it is pushed along. The only thing that does not operate is that the engine does not fire up and go. The weight of this little Schacht is quite heavy having all of its components made from the correct material, so not only is it life like in looks, it is quite sturdy and robust in design. Stephen did relay a brief story while I was with him on the first visit. His late wife asked one day what he had been up too. Stephen replied “working on the Schacht model”. She then asked, “and what did you get done today?” expecting quite a deal, since he had worked on it all day. Stephen replied, “one handle for the headlight”.

The model was eventually completed and painted with exactly the same colour paint as was used on the “real” Schacht. It really was the same thing but in miniature, and a beautiful wooden and glass case with a mirror base was constructed to house the scale model. Stephen can’t completely quantify the hours he put into it, but needless to say can confidently say, heaps. Julian was a persistent man and relentless in his endeavour to own this little model, and eventually Stephen gave into his boss and it became part of the Stirling collection. Apparently Julian spent many a hour in a comfy chair, just looking at the little Schacht in its glass case placed conveniently close to its older brother just admiring the two together.

In June of 2000, Julian Stirling had an auction of his entire great private collection of early motor vehicles and associated vehicle memorabilia. Mr Stirling really did have some of the finest motor vehicles for sale, where very little expense was spared, in their restoration and maintenance. Two of the lots offered



were the Schacht Motor-buggy and the model of the Schacht. The estimates of both were well out of my league, so I never even attended the Auction. How we were to eventually purchase our Schacht is another story for another time. In the catalogue the model was stated to have taken 1400 hours to construct. It was however, never sold at the auction and ended up staying in the family. It remained in the family for many, many years until persistence by Stephen, this time, was



able to pry it back to the creator. Unfortunately it had suffered some minor damage, but fortunately it is with the very person who can repair these minor issues.

When we purchased our Schacht back in 2000, the restoration detail of what was done, by whom, and what materials were used was completely documented down to every conceivable detail, including the time taken to do each task. This is a wonderful dossier to have, and it really details the extent Julian's vehicles went under in their restoration. As I stated, much of the cosmetic work was undertaken by this bloke called Stephen Oliver. His name at the time certainly meant nothing to me, and I never heard this name again until 2016 when I had a phone call from the man of this name.

I had this phone call after we had the Schacht at the Showgrounds in Melbourne for the display. Someone from the Jaguar Club had been to the display and saw the Schacht. He was apparently a mate of Stephen and contacted him saying he had seen the ex Julian Stirling Schacht knowing of his involvement with the car. Stephen then contacted the VCCA (Vic) to seek who now owned the vehicle, and the Club secretary (David Provan) supplied my details to Stephen. So after 16 years of ownership, I could now put this name in my contacts. It was a great phone call and we nattered away about all things Schacht related, and in particular information and details of the model. We had one or two more conversations over the next year or so, before Stephen rang to advise the sad news of his wife passing and he was moving to Tasmania. With the bad news, he also gave me the great news of the special model, that was coming back to his possession in the very near future.

2018 was to be the 1&2 cylinder rally to be held in Tasmania, and I thought this could be a great time to catch up with Stephen. I was taking the Tasmanian built 1908 Sovereign motor-cycle, but Brenton and Lillie were also going, so they could take the Schacht. This seemed a great plan, so that we could see the Schacht model, and Stephen could see the "big" Schacht, which he had not seen, since Julian owned it. This is when the plan went "south" as I had a phone catastrophe and lost Stephens contact number. A lesson to be learnt here, that you don't always have all your contacts just in your phone! Our meeting never eventuated.

Later in that year Stephen rang me, and again we were back in contact. So a plan was hatched to meet up in February of 2019, alas this time it was without our Schacht. One of our stops on the way to the North East coast was to be at Launceston, so when we got there I phoned Stephen and he picked me up from the accommodation and we went to his house where I had my first encounter ever, of the little Schacht model. To say the least, I was completely blown away by the sight of this magnificent recreation of our Schacht. Quite a few hours just flew by, as I tried to take in all the intricate detail, and I just kept shaking my head in amazement of how Stephen was able to create this little clone of the real thing.

I needed to be able to share this experience, so I asked Stephen if I could again see the model in a few days time with a couple of mates who were on the rally, and also with decent photographic skills and equipment. He was happy for this to happen if the group was small. This worked out wonderful as we were coming back



Greg Smith on left, with Stephen Oliver, the maker of the model.

and staying in Launceston after going out to the North East coast and returning on our trek across Tasmania.

Once back in Launceston, myself, Andrew McDougall, Ben Alcock and James Dunshea went out to Stephens place, and I was able to share the experience with them. They too, were quite taken back by what they saw and heard that afternoon, and how life like this model is, as the three of them know our Schacht very well. James was able to capture the moments with

about 100 photos of the model, including the spare motor Stephen built of the Schacht, which he plans to some- day put into a stand , to display.

So to the future. Now that I have seen this extraordinary model, my hope is to one day re-unite the two. Not exactly sure how this will happen, but we really should make the effort, they should be seen, and at least photographed side by side for history's sake. This is not just any old model of any old Schacht, it is a model of our Schacht, and they both share the same DNA.

Jas A Munro - An Enterprising Coach-builder

By Ian Berg

Note, this article is copyright and can only be republished, or any part reused with the written permission of the author, E: bergathol@gmail.com

James (Jas) Angus Munro was a Scottish coachbuilder who emigrated to Australia in 1891. He was an entrepreneur of his time and embarked on a number of business ventures. He also left a big legacy in Melbourne, the evidence of which is still to be seen today.

Early business success came fortuitously when in 1891 he manufactured and sold a bed from small rented premises in La Trobe Street. This evolved into a major bed and bedding company - readers may recall the name 'Cumfo'.

This business finally closed its doors in 1979 after nearly 90 years. Munro established a host of other businesses in Melbourne and also Sydney, however as an ardent motoring enthusiast he entered the motor business in a big way.

Munro had a brother living in Paris who shared business interests with Adolph Clement of Clement-Bayard. This led Munro to import a Bayard. In 1909 Jas A Munro & Co secured the sole agency for Clement-Bayard in Australia.

Building on this he became an agent for numerous makes including Mors, SCAT, Hillman and Crossley

as well as a number of very obscure and fascinating marques that we do not see today.

He set up an extensive coach-building operation in support of his motor business having purchased what became known as the 'Munro site' next to Queen Victoria Market. Running up to World War I, Jas A Munro & Co was one of the largest motor agents in Australia and boasted of having the largest motor garage in Melbourne.

For over 100 years the Munro site remained as one of the largest private land holdings in the city before being sold to Melbourne City Council in 2014. Remaining in the same family for this length of time the site still held all of the original Munro archives. These have not previously been seen publicly and I have been fortunate to gain access to the many hundreds of documents and photographs within them. They form the basis of a book that will be published in 2020 by the Veteran Car Club of Australia (Victoria).

The Jas Munro story is about the endeavours of an ambitious businessman in the early part of the twentieth century who had a passion for the motorcar. His life was far from ordinary. The story is also very much about Melbourne.

This highly illustrated book is expected to be released and available to members later this year.



One of the first sales of Bayards by Jas A Munro & Co was this 1909 model. It was owned by Mr Robert Gibson of Sydney Road, Royal Park

THE CLEMENT-BAYARD.

4 Cylinder—8/9 H.P.—Bosch H.T. Magneto—Solex Carburettor—Enclosed Valves.



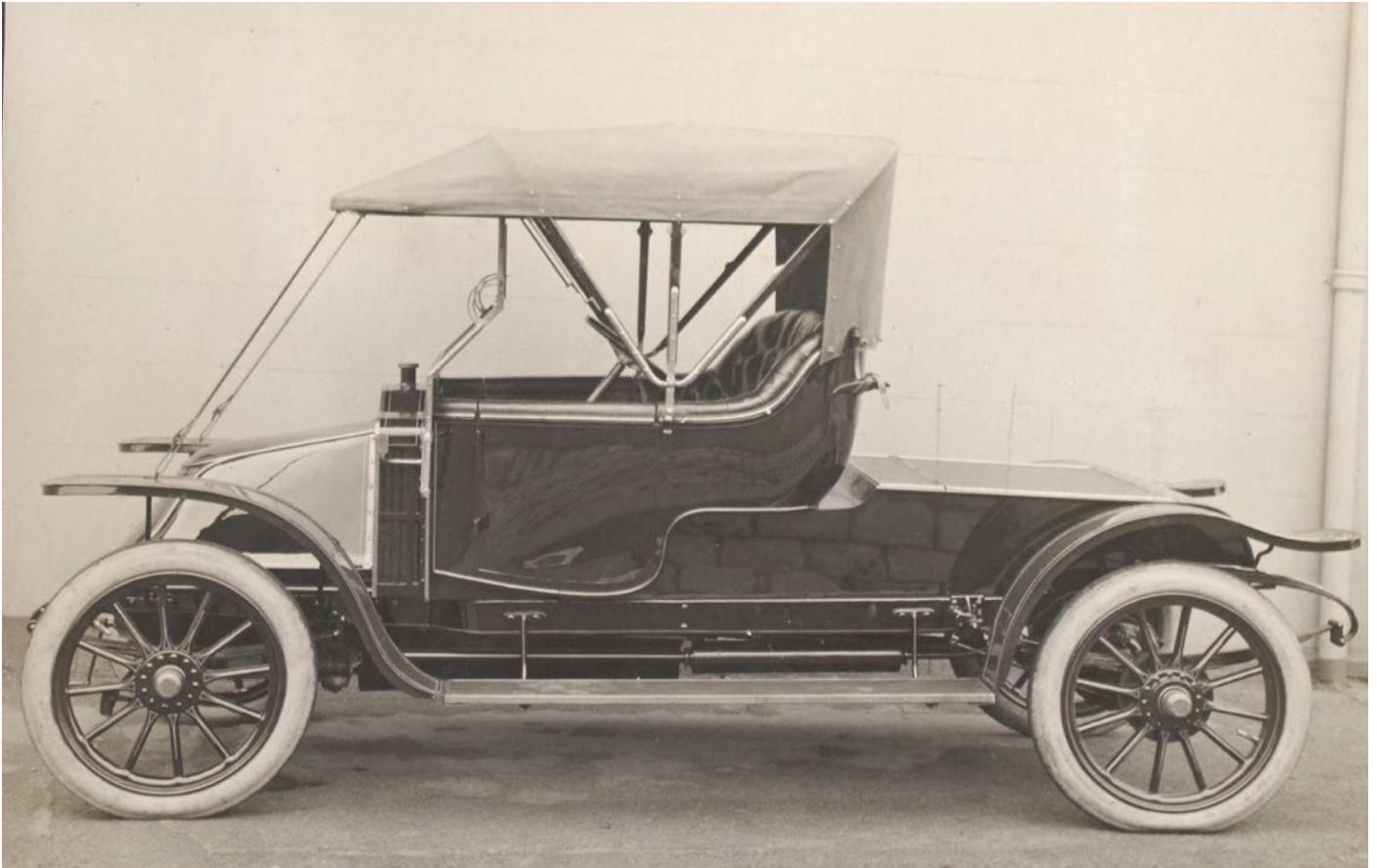
*The Professional Man's
IDEAL CAR.*

WRITE FOR
PARTICULARS TO

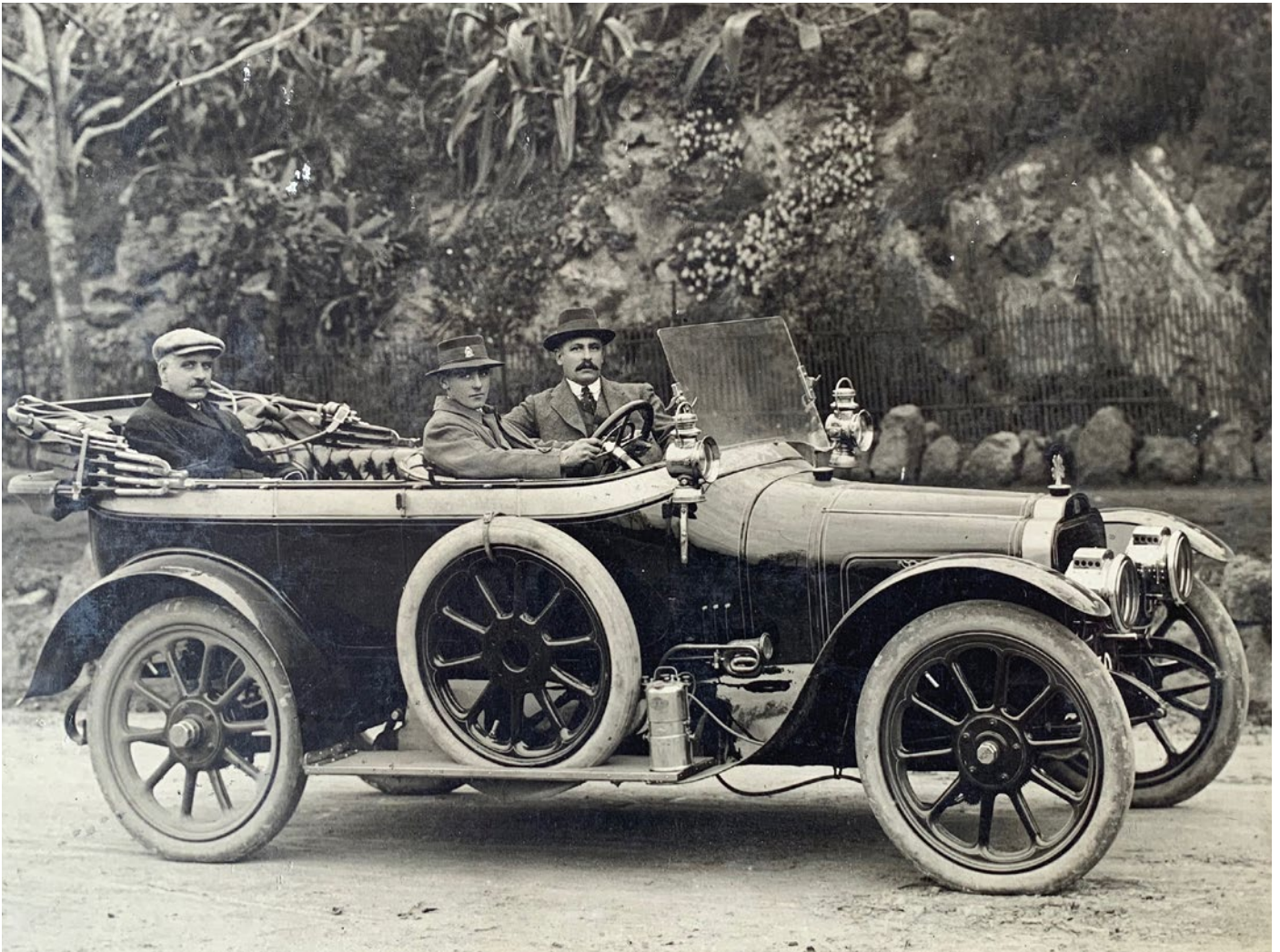
JAS. A. MUNRO & CO., 493-503 Elizabeth St.
THE LARGEST GARAGE IN MELBOURNE.



Prior to dedicated motor exhibitions, many motor agents in Melbourne had stands at the Royal Agricultural Show at Melbourne. Munro's owned their own pavilion and first exhibited at the 1910 Show. Jas Munro is standing in the front of the pavilion.



A Clement-Bayard runabout photographed in Therry Street opposite the Queen Victoria Market. The Munro building in the background is heritage listed and is now owned by McDonald's.



A Munro bodied Mors touring car c1913. Apart from Clement-Bayard, Mors was the largest selling vehicle for Jas A Munro & Co.

Private Classifieds

FOR SALE

Brass lamps

1. Read Arllo Foring NOS \$550
2. Lucas #722 King of Road \$350
3. Glassside USA (4 inch square) \$400
4. Carriage Lamp \$350

CONTACT: Alan Lethborg

T: 9560 8299



FOR SALE

Original Renault license badge
90X55mm w/- chassis number
24075 stamped thereon.

\$250-00, ono

Contact Brian Hussey

M: 0418561910

E: brihus@bigpond.com



FOR SALE

Various T Ford parts

1 4 of new hickory hood bows (measure 1" X 1 3/4" X 54" (outside width) (52" inside width) \$95 each

2 set of 1913 lamps 'JNO Brown 16' - 2 sidelights and 1 taillight \$900

3 1912 cast muffler ends with 2 mount bolts \$200

4 1912 rear taillight (complete) 'JNO Brown' \$650

5 1915 'Stewart 100' speedo with mounting parts and angled drive connection \$200

6 1914 'Stewart ' speedo \$200

7 1919 'Stewart 100 'speedo \$140

8 c. 1920-25 'Stewart ' speedo \$60

9 2 of 30X3 1/2 wheels \$110 each

10 1909-10 'JNO' new carbide generator \$2,900

11 4 of std alloy pistons (used) VGC \$65

CONTACT: Bill Formby

Address: PO Box 3, Drouin East 3818

M: 0488 288 164

T: 03 5625 2344

FOR SALE

The following collection of Sunbeam and assorted veteran and vintage parts is for sale.

There are approx 100 items for 20/60 and 14/40 vintage Sunbeam cars and various other veteran and vintage car parts (200+ items including magnetos, instruments, lights, wheels + various)

To see the collections, go to:

<http://epicure.net.au/sunbeam/>

<http://epicure.net.au/parts/>

CONTACT: Marj Ellis

M: 0417 542 200

WANTED

Reservoir and burner unit for Lucas King of the Road no. 662 , 664 or in fact any of the 66 series. These are a bigger light than the normal Lucas King of the Road series, and thus have a bigger reservoir. It measures 4 3/8 inch at base and 3 inch at top. I am looking for one reservoir to complete the pair.

CONTACT: Greg Smith

M: 0447 395233

E: schacht09@bigpond.com



Events



Yarra Glen Racecourse
Armstrong Grove Yarra Glen (Melways 275 C1)



Sunday 8th March 2020

Site Fees - Swap sites \$20.00 Indoor sites \$25.00 Swap meet sites entry
Gates open from 6.30am at gate A,B,C for sellers. Buyers from 7.30am
Entry - Public \$8.00 Children Free

Catering available

Show & Shine Display car \$8 (per occupant)
Show & Shine entry between 8.00am and 10.00 am
Proudly promoted by the Vintage Drivers Club ABN 30 004 426 528

Site Bookings and Enquiries: 0473 832 277
www.vintagedriversclub.com.au/yarraglen



RACV 1 & 2 CYLINDER RALLY, HAMILTON

The 2020 Veteran Car Club 1 & 2 Cylinder Rally will be based on the highly productive Lava Plain of the Western District of Victoria.

Thursday: On arrival at Rally Headquarters (which is the Clubrooms of the Hamilton & District V.V.C. Drivers Club) within the Pastoral Museum complex on the corner of Hiller Lane and Ballarat Road. You will be quite welcome to park your Tow vehicles and Trailers within the locked up complex for the duration if you wish. There will be a hot cuppa available on arrival.

In the afternoon there will be a short 'Shake-down' drive through the extensive German settlement areas of the district followed by a 'bar-b-cue' tea in the Rally Headquarters.

Friday: At 10.00a.m. we will begin a drive through the extensive cropping and grazing areas North of Hamilton and on into the picturesque Victoria Valley which leads to a very pleasant drive along the base of the Grampian Mountains. Lunch will be at the Grampians Golf Club Rooms which usually has an abundance of wildlife grazing along the fairways. Following Lunch we will return to Hamilton via the 'swamp-country', nearby the base of the mountains, with its extensive bird life.

This will be followed by a 2-course Dinner at the nearby Grange Burn Motel on Ballarat Road.

Saturday: A visit the Coleraine township where the entrants will be able to visit The Coleraine Classic Car Museum, the Original Blacksmith Shop, the Historic Railway Station and the Chocolate Factory which is known Australia wide for its excellent products. There is also an excellent Antique Shop in the Main Street. Lunch will be at the Coleraine Football Club Rooms with a return trip to visit some of the Museums within City (Campe's Motor Museum and Ansett Transport Museum).

There will be a Dinner/Dance at night in the Historic Alexandra House complex which once was a school for the daughters of the wealthy local landowners.

Sunday: the Pastoral Museum Sheds will be open for your pleasure along with the newly erected replica of the Deutcher Foundry that once operated very successfully on Lonsdale Street. This is also the public display day for the locals to come and see the cars up close between 9:30 and 11am before loading up and departing Hamilton for home.

There will be a Bacon & Egg Roll Brunch available for those prepared to travel early after Lunch.

Name Tags: Must be worn at all times as they could gain you entry to the Museums at less cost.

ACCOMMODATION: You will need to book and pay for your own accommodation and we have booked out 3 motels and a caravan park for the weekend, but there are many more available within the City if you book early as Hamilton is a very popular destination at that time of year.

Bandicoot Motel (Ballarat Road and a short walk to Rally Headquarters). There will be a special deal on all rooms if booked out during the Rally period.

Grange Burn (Ballarat Road and a short walk to Rally Headquarters). They have a few rooms available as they have booked in a Bus Tour for the weekend.

Lake Hamilton Motel (Ballarat Road, about a ten minute walk to Rally Headquarters). No room for Tow Vehicles and Trailers. Opposite the Ansett Transport Museum.

Lake Hamilton Caravan Park (Ballarat Road, a short distance from the Lake Hamilton Motel).

When: Thursday 12 to Sunday 15 March 2020
Contact: Rally Director: Doug Palmer
0409 010 730 or 5572 1070

BREAKFAST RUN

When: Saturday 21 March 2020
8.00 am onwards

Where: Surrey Park
Enter from Standard Avenue
Melways Map Ref: 47B11

Why: Please come and join us for our last Autumn breakfast in 2020.

What: Bring your own breakfast
Facilities: Tables and seats under cover,
 Electric BBQ's, clean toilets
Contact: Frank Pound 95837723



Featuring Vintage and Classic Specials

- One of Melbourne's pioneering Motoring Events. Running since 1956.
- Vehicles prior to 1990 eligible for Mystery tour and display on the oval.
- Mystery Tour commencing at the Manhattan Hotel 9.00 am for a 9.30 start.
- Vintage and Post Vintage Motor Cycle Clubs Displays, Vehicle Awards.
- Display of Vintage Fire pumps and Agricultural Machinery.
- Kalorama CFA Kiosk with a variety of food and drinks.
- P & L Plate Drivers driving an eligible car admitted free

• Much coveted Kalorama Trophy awarded to the Club with the best display.

ALL PROCEEDS TO THE KALORAMA CFA

General Public Welcome
 Open @ 10am.
 Entry \$10.00 per person.
 Programs \$2.00.
 Children under 16 free.

www.vintagedriversclub.com.au/
 KaloramaRally

Sponsored by RACV

SHANNON'S/AOMC AMERICAN CAR SHOW.

Trophies in several classes, Club displays welcome.
 Display car entry from 9am, spectators from 10am.
 Food and children's entertainment available.
 Admission \$15 for display cars, spectators \$8.

When: 29 March 2020
Where: Yarra Glen Racecourse.

RACV FOUR AND MORE RALLY

The RACV Four and More Rally will be based in Geelong (75kms from Melbourne) and will be a weekend of showcasing what the area is famous for as it continues to grow.

We will start with a short shake down run on Thursday afternoon and then enjoy a casual welcome dinner. The Friday and Saturday will be big driving days throughout the region enjoying back roads seeing the ocean, countryside and city roads (limited) to really see all that Geelong has to offer. Saturday night will be an organised rally dinner before a shorter drive on Sunday (70kms) for an early lunch and then drive back to the trailers or home.

Accommodation details and entry forms will be issued shortly.

The structure is such that you can join for the weekend and still enjoy a great 2 days of rallying if you can't make the full 4 days.

When: April 23-26 2020
Where: Geelong
Contact: Ben Alcock 0404 917 366 or ben.alcock90@gmail.com

THE ECHUCA & DISTRICT HISTORIC VEHICLE CLUB INC. ECHUCA SWAP MEET ROTARY PARK,

Automotive Parts & Collectables welcome Show & Shine open section as well as ladies only section, prizes will be awarded. **200 Plus sites available at \$20 per site. On site catering, \$5 Per person entry, Children under 15 free**

When: Saturday, 18th April, 2020
Where: Rose Street, Echuca
Gates Open: Sellers: 5:00 am
 Buyers: 7:00 am
Enquiries: 0456 010 665, echucaswap@outlook.com

RACV PRE 1905 PIONEER RUN BALLARAT

"Curiouser & curiouser!" Cried Alice (she was so much surprised, that for the moment she quite forgot how to speak good English)."

And, where was Alice? – Alice had stopped for a rest outside the Bell Tower Inn in Ballarat on a sunny Saturday in May. Saturday 16th May 2020.

Alice was watching the start of the 2020 RACV Pre 1905 Pioneer Run. Alice had just heard the largest assembly of Pre 1905 Pioneer motor cars and motor cycles in Australia start their engines. Impossible – in Ballarat?

"Why, sometimes I've believed as many as six impossible things before breakfast." Answered

Alice. Is Alice talking about the Elmore, Victoria, Louis Renault, the svelte Clement racing team, the penny farthing bicycles or the myriad of other impossible two and four wheeled vehicles?

Enjoy the opportunity to believe the impossible and travel the gentle 24 kms to the Courthouse Hotel, Smythesdale for lunch. Unlike Alice's friend the White Rabbit – **"The hurrier I go, the behinder I get."**

There is no need for hurrying, a quiet, relaxed meander to Smythesdale, and the wonderful possibility for everyone to be 'behinder' without trying.

De Dions, Oldsmobiles, Cadillacs and Fords pacing themselves with the slower vehicles.

"Would you like an adventure now, or shall we have tea first?" All good adventures, with breakfast

Events

tea, morning tea, lunch tea, and tea tea. There will be enough tea! And adventure all the way.

And on Sunday – “**It’s no use going back to yesterday, because I was a different person then**”. After Saturday’s achieving of the impossible, we are all indeed changed beings.

A beautiful 23km wander for a scrumptious lunch at Café Sidra in Learmonth, with a leisurely refreshment break at the lake.

A glorious return through the Avenue of Honour, and then home.

Please join us, bring your Pre 1905 Pioneer Motor Car and/or Motor Cycle, Tricycle, Quadricycle or Bicycle. Or come and watch, support and cheer on the adventurers.

For further information - Contact: Greg Smith 0447 395 233

When: May 16 – 17, 2020
Where: Ballarat, Bell Tower Inn Motel
Contact: Greg Smith 0447 395 233

RACV 2020 NATIONAL VETERAN VEHICLE RALLY SWAN HILL

YOU ARE RUNNING OUT OF TIME TO BOOK YOUR PREFERRED ACCOMMODATION

We now have 146 confirmed accommodation bookings. Big4 Riverside and Big4 Swan Hill cabins are fully booked. These caravan parks still have powered sites available. Lazy River and Pioneer Station have rooms available.

All the information you need is on the rally pages. Click on the National Rally link on the Club website

www.veterancarclub.org.au

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

When: 11 October – 17 October 2020
Where: Swan Hill, Victoria
Contacts: Rally Directors Michael & Claudia Holding
0407 008 895
nationalrally@veterancarclub.org.au



Complimentary Train Travel

As Swan Hill is about 4 hours by car and possibly beyond some of our more senior members, your committee has decided to provide free train travel to senior Victorian members who will otherwise find it difficult to attend the Swan Hill event. Trains run daily from Melbourne to Swan Hill and the station is right next to Rally Headquarters. There are plenty of accommodation options. Come along, we are sure to find you a swaggie ride. Call Claudia for more information.

Kids Rally Free

We all know kids cost a fortune — but not on this rally.

At the Rally to the Mallee, the cost of all listed meals and activities for under 16 year old entrants will be \$0.00. This follows a recent decision of our committee to reduce the cost of our events on families.

So, load up your veteran with kids and save a fortune!

Motorcycles are Most Welcome

The terrain around Swan Hill is perfect for 1 and 2 cylinder vehicles, and of course, this includes veteran motor cycles.

BONUS OFFER FOR MOTORCYCLE RIDERS

To encourage members to enter with their two wheeled veterans we will include a tube of Zo Rub Anti Chafing Cream in all motorcycle rally bags.

Rally to the Mallee

RACV 2020 NATIONAL VETERAN VEHICLE RALLY

11th to 17th October 2020

Natter Night Meeting Minutes

Natter Night Meeting Minutes Tuesday, 11 February 2020
commencing @ 8.00 pm

Veteran Car Club of Australia (Victoria)

Clubrooms, Lynden Park, Wakefields Grove, Camberwell

1. Opening

The Club's President, Paul Daley, opened the meeting at 8.00pm and welcomed all in the attendance.

2. Attendance

There were 75 members who attended the meeting.

3. Apologies

David Provan, Ben Alcock, Ian Berg, Brian Hussey, Wally Nye, Callum Walsh, Margaret Lethborg.

4. New Members

Nil

5. Member News

John & Lois White have moved to Heritage Gardens, 325 Canterbury Road, Bayswater North. They would love to receive visitors.

A letter was also read from Rayna Guthrie thanking the Club for our concern and kindness during Hugh's illness and passing. Also for members attending his Life Celebration. Wishing us safe and happy motoring in the future.

5 years ago Wally Nye overcame Prostate Cancer, but late last year, the Cancer had returned. Under going aggressive chemotherapy currently. His goal is to go to our Swan Hill Rally.

Brian Hussey is soon to undergo 2 x Back Surgery Operations.

David Jones has managed to start the ex Jim Harris 1914 Vinot.

Paul thanked all the helpers tonight for the BBQ and salads, Bar etc and Steve for helping with the projector

6. Events Report (Paul Daley)

6.1 Past Events

VSCC Two-Wheel Brake Rally – 15 December 2019 – Peter Hammett gave a talk about the day.

Midsumma Pride March – 3 February 2020 – Scott Staples covered the fun day.

6.2 Future Events

Breakfast Run Valley Reserve Mount Waverley 22 February 2020. David Wright spoke of Frank Pound's event.

RACV/AOMC British & European Car Show Yarra Glen – 23 February 2020.

RACV 1&2 Cylinder Rally Hamilton – 12-15 March 2020. 40 entries.

Shannons/AOMC American Car Show – 29 March 2020

2020 Flinders Motoring Heritage – 12 April 2020

RACV Four & More Rally in Geelong – 23-26 April 2020

National 1&2 Cylinder Rally Charleville 1-7 April 2020

Florence Thomson Tour RACV – 16 May 2020

RACV 2020 National Veteran Vehicle Rally – 11-17 October 2020. Complimentary Train Trip to Swan Hill will be supplied to some older members.

Motorclassica 2020 announced they were displaying pre 1905 cars. This clashes with our Swan Hill Rally and Motorclassica now have dropped the London-Brighton cars. Motorclassica 2021 we will help with a pre 1905 display.

6.3 Presentation

A presentation was made to David Inglis by Daryl Meek from the RACV for his displaying of his 1963 Ford Falcon Squire Woody Wagon at RACV in Melbourne.

7. Library and Archives Report

Daryl Meek advised two books recently bought, Auto Racing Comes of Age and Louis Renaults Amazing Type A.

8. Wanted, For Sale or Swap

David Inglis has a Hub Cap Spanner available for free.

2 Cast steps sold and needs them taken to Charleville please.

A 1904 Curved Dash Oldsmobile Floor Mat is available USD 300. 6C late model.

Scott Staples needs some T Model Wheels.

Jeff Alcock asked if anyone needs Renault AX Steering Box (reproduction)

9. General Business

Kath Wright thanked all members who helped with the sandwiches and salads tonight – a fantastic spread.

Richard Ballsillie asked of the oldest registered car in our Club. It was suggested it may be the 1913 Cottin Desgouttes of Graeme Edward.

Jim McCaffrey advised he came around on Monday to put the Bins out at the Clubrooms at 9.30am. He found our premises had been burgled. This had happened since 4.30pm on Sunday afternoon. We lost \$150 of Radios/Chargers. The Girl Guides have not assessed their loss. The Petanque Club lost their petty cash. The Management Committee will make decisions to upgrade the security here. Our clubs jewelry/trophies has been taken off site now.

AOMC are promoting "Take a Kid to a Car Show" The 2020 Family is very different to the 1960's family.

FIVA classifies cars as follows:

Ancestor up to 1904, Veteran 1905-1918, Vintage 1919-1930, Post Vintage 1931-1945, Post War 1946-1960

Therefore our pre-1905 rally compliments the Ancestor classification.

On 12.03.1904 the first Australian Motor Race was held at Sandown Racecourse. Three classes:

Voiturette Handicap - One mile and a half.

Motor-Car Race (for heavy automobiles) Three miles.

Roadster Motor-Cycle Handicap – One mile and a half.

Our plan is to have a 2024 re-enactment.

10. Next Meeting:

Meeting commencing at 8.00 pm on Tuesday, 10 March 2020

11. Meeting Closure

The President closed the meeting at 9.03pm.

12. Feature

Daryl & Fiona's Show & Tell

THE VETERAN CAR CLUB OF AUSTRALIA (VICTORIA) INC.
Registration number A0097964Y

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

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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

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Ben Alcock
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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.

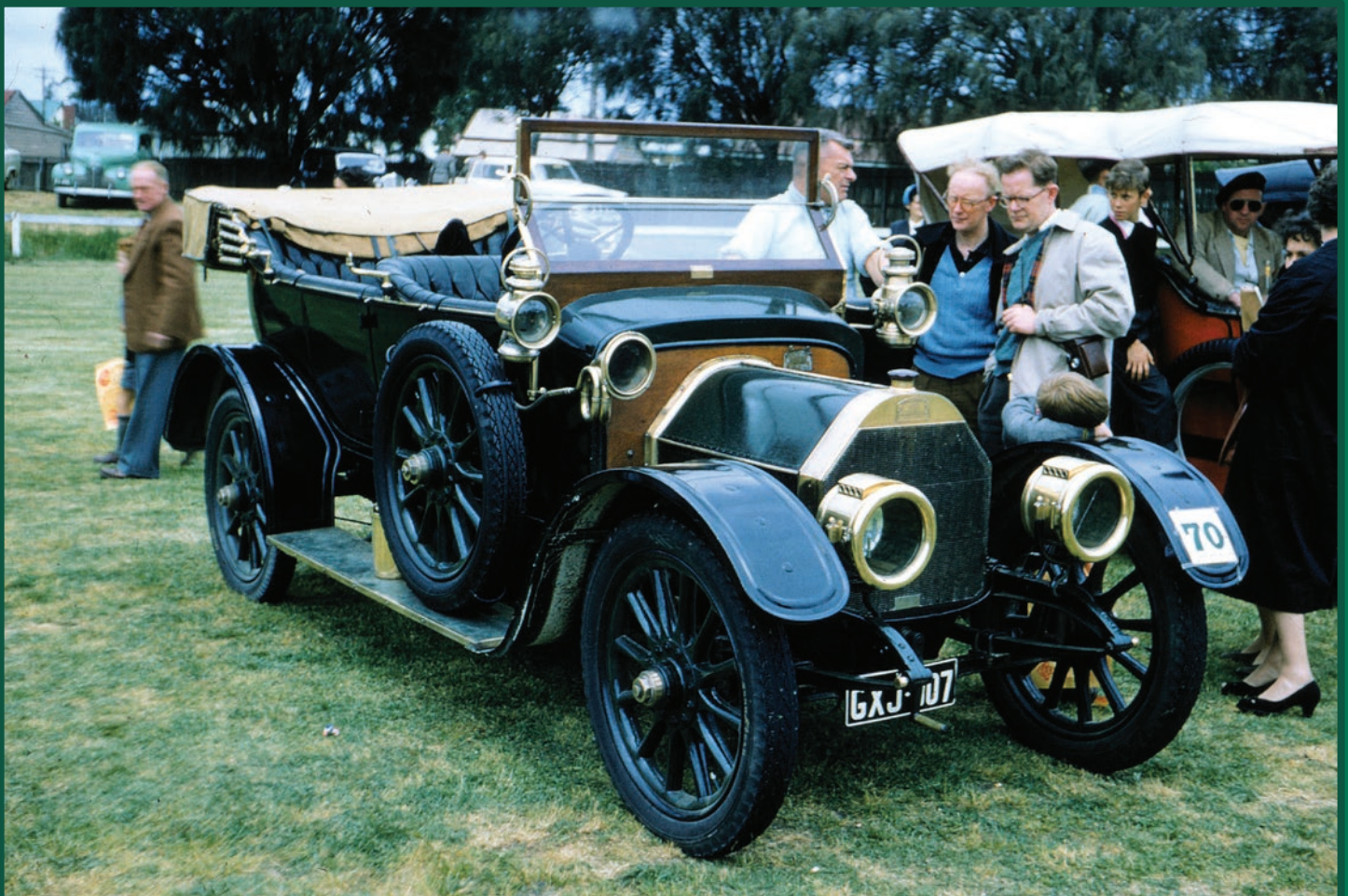


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Munro bodied cars of the Veteran Car Club
(see article page 18)



An original bodied Munro car that participated in many early Club rallies was this 9hp Hillman runabout from 1913. The car is now in Tasmania.



There are few remaining original Munro bodied cars. This one is a 1911 SCAT that featured frequently in the early years of the Club. This photograph was taken at Mornington on the 1958 Annual Rally.



The four veterans were a big hit with the admiring crowd at the Midsumma Festival Pride March. See article page 12.



Adam Auditori and Nick Horn preparing the 1906 Vulcan at the Midsumma Festival Pride March.