

April 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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Flashback



This month's FLASHBACK shows a nicely restored veteran Hupmobile taken in Lansdowne St just down from Treasury Place in an early rally. We have no other details of who owned it and when it was taken but think it must be a well known car. Respond to the Editor if you can help identify it.

Rally to the Mallee



CORONAVIRUS

Due to the evolving impact and uncertainty of the Covid-19 virus we have deemed it necessary to CANCEL THE OCTOBER 2020 EVENT.

The health and safety of our entrants and the general community is our highest priority. However, we are currently exploring ways to postpone the event to a later and safer date. Watch this space!

We suggest you **DO NOT CANCEL YOUR ACCOMMODATION BOOKINGS** at this time. If we are successful in the postponement, you will be able to roll over your booking to a rescheduled date.

We hope to announce, within the next 2 weeks, if a deferred date is possible.

As the situation evolves, all Expression of Interest respondents will be regularly updated via email and information will be posted on the national rally web pages on the VCCA(Vic) website.

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EVENTS UPDATE

The Committee advises as a result of the Coronavirus (Covid 19), all Club events for the foreseeable future have been cancelled.

Brass Notes will be published as normal and it will play an important role in communicating with our VCCA (Vic) community.

Coming Events

10 April 2020 CANCELLED	Hot Cross Bun Run - Braeside Park Austin 7 Car Club, Contact: Ben Alcock 0404 917 366
12 April 2020 CANCELLED	2020 Flinders Motoring Heritage, 10am-2pm Corner Cook & Norman Street, Flinders Vic 3929 - Contact Brian Hussey
18 April 2020 CANCELLED	Echuca Swap Meet - Rotary Park Rose Street, Echuca - 0456 010 665
16 May 2020 CANCELLED	RAGV Florence Thomson Tour - RAGV Torquay Resort RAGV, Contact: Daryl meek 0407 881 288
30-31 May 2020 CANCELLED	Historic Winton Contact: Paul Goethel 0412 534 131

Major Events

23 - 26 April 2020 CANCELLED	RAGV Four and More Rally Geelong Rally Director; Ben Alcock
16 - 17 May 2020 CANCELLED	RAGV Pre 1905 Pioneers Rally, Ballarat Rally Directors: Greg & Denise Smith
18 - 19 July 2020 CANCELLED	RAGV Midwinter Rally, Mornington Peninsula Rally Directors: David & Julie Jones

National Events

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

President's Message

By Paul Daley

We're a Community of Veteran Vehicle Enthusiasts



Paul Daley

A feature of our signature RACV rallies is the Club's ability to visit many country towns and also connect with our rural members who are unable to enjoy our monthly Natter Nights in Melbourne. Our goal is to display our vehicles and interact with locals, and bring the joy of our 'old car' hobby to country folk – there's something 'special' about our brass-era vehicles! The majority of

large rural towns and cities have very active car clubs which generally cater for the full spectrum of Historic Motoring interests. It's not unusual for the expression 'Vintage Car' to be used by the public as jargon for all 'old' vehicles from the late 1930's era back to and including, the veteran era. Many VCCA (Vic) members have Historic Vehicles (FIVA defines an Historic Vehicle as a mechanically propelled road vehicle that is at least 30 years old) that span the full spectrum of post veteran categories – Vintage, Post Vintage, Post War etc. There are events on the Historic Motoring calendar where active VCCA (Vic) members choose to participate with vehicles other than 'Veteran' and have done so for decades – the Kalorama Rally and the Hot Cross Bun Run are good examples. In reporting these events, *Brass Notes* may include photographs of interesting vehicles other than 'Veteran' – and it is not unusual for the content in my Member News to reflect the full diversity of our members' quirky interests - as well as our veteran vehicles.

Your Club has not deviated from its mission statement of 'Preserving Pre- 1919 vehicles', and the criteria for a 'veteran' vehicle remains resolutely that as determined by TAVCCA's National dating policy. Unlike many other State veteran car clubs we do not mix veteran, vintage and classic cars with our 'signature' events. In being exclusively a veteran car club, the VCCA (Vic) certainly does not promote or consider itself 'better than the rest'. Since our formation in 1955, our members have eschewed elitism, and many of the early members were also returned service men/women who were able to acquire their 'barn find' vehicles for a 'few quid', restore them and embrace a hobby for the whole family. They were unashamedly egalitarian: for example they continually opposed the acquisition of freehold Clubrooms and rejected snobbery. Your Executive and Committee have embraced a 'broad church' philosophy of diversity and warmly welcomes into the Club those of any gender, age or creed who will abide by our Constitution. We mix freely with all clubs in the Historic Motoring Movement, and make lasting friendships. For many of our members, our Club is the epicentre of their

social life and it is reassuring for them to know that in these stressful days, we're a Community of veteran vehicle enthusiasts who support one another.

Brass Notes – keeping you informed

With the Coronavirus (COVID-19) currently forcing the cancellation of our April, May, June and July events, the Club will continue to function communicating with members through *Brass Notes*, and by regular emails with updates and electronic copies of other club magazines.

Thank you Doug Palmer and Team

The Club applauds Rally Director *Doug Palmer* and his team for their outstanding effort delivering the RACV 1&2 Cylinder Rally, 12 – 15 March 2020, at Hamilton. Doug was assisted by *Callum Walsh* and *Brendan Walsh* as well as the crew from the Hamilton Veteran, Vintage and Classic Car Drivers Club. At the Dinner Dance on Saturday evening I was able to publicly thank Doug, Callum, Brendan and local Denis Pollack and all who pulled together to ensure the smooth running of the event. The weekend was full of highlights including the visit to Sierra Park Merino Stud where pastoralist Bill Crawford gave a fascinating overview of merino wool production.



Doug Palmer with merino pastoralist Bill Crawford



Members inspect Sierra Park Merino Stud Shearing Shed

The Ron Hobbs Trophy for the entrant who showed tenacity and perseverance was awarded by *Sue Payne* to *Peter Fitzgerald* whose 1911 Maxwell had its share of problems during the runs. An exuberant Peter declared 'we've all got car owner virus' as he accepted the award. *Doug Fulford* has filed a report on pages 18-21 with photos by *Callum Walsh*.

No increase in our Annual Subscriptions 2020 – 2021

Our Treasurer, *Claudia Holding*, has completed the budget for the Club's financial year 2020 – 2021. At the March Committee meeting it was moved and carried unanimously that there be no increase in Annual Subscriptions for 2020 – 2021. The Club's financial position is constantly managed and we report our financial position regularly to members at our Natter Night. The Club thanks *Michael Holding* for his ongoing work on the Club's financial planning and budgeting.

No email? Consider this suggestion



Some of our older members have not embraced communicating by email and rely on their copy of *Brass Notes* to arrive by post. Our Club regularly sends its members email updates on events, funerals, and other information relevant to the Historic Vehicle movement. Just recently one of our members was disappointed to miss the funeral of one of their close friends from the Club. The funeral details were sent to all our members by email and the bereaved family also had placed notices in the *Herald Sun*. May I suggest that members without email access, work with a relative, family friend or a close Club member and ask them to be their email buddy? Members who are currently not on our email list (and there are about forty) should ask their appointed 'Buddy' to forward the email address to our Registrar, Geoff Payne: geoffandsue.payne@bigpond.com

Preparing 2021 Events Calendar

Planning our Events for 2021 began at our March Committee meeting which endorsed the planned publicity for the '2021 RACV Pre – 1905 Pioneer's Run'. This event is sanctioned by TAVCCA as a National event for this era and is growing in popularity with interstate members. It is held in May and runs in conjunction with National Motoring Heritage Day.

Passing of Cliff Ward

Honorary Life Member Cliff Ward passed away on 1 March, and nearly 80 Club members packed the Reflections of Life Chapel on Friday March 6. Cliff and Betty Ward have been very popular members of the Club for many years, and daughter *Robyn Blackwell* is an active Club member, while son *Andrew* fondly

remembers his veteran motoring days with his parents. The Celebrant, *Genevieve Stout*, emphasised that Cliff had enjoyed a 'rewarding life', even though he suffered polio as a 12 year old boy. He was a Kings Scout and he met Betty, the love of his life, at a scouting event, and he personally built the North Balwyn home they lived in for their entire life. *Kim Coillet* delivered the Eulogy in his inimitable style, and has written the Obituary which is published on page xxxx



Robyn Blackwell, Betty Ward and Andrew Ward



Frances McDougall, Graeme Jarrett, Deane Hill, Andrew McDougall



Val Dunshea, Dot Dallimore, Maggie Bone



Stan Bone, Colin Daniels, David Provan



Sue Payne, Joan Forryan, and Andrea Forryan



Ben & Debbie Alcock, Kim Coillet and Darren Savory



Brian Scudds, Alan and Janne Long

Passing of 'Val' Heyme

The funeral for 'Val' Heyme on Thursday, March 19, was well attended by members of our Club, who were able to pay tribute to the contribution that Val Heyme made to the Veteran Car Club over many years. Val and Ian Heyme participated in the first Golden Fleece Rally in 1959, and Val was the Club's Social Secretary in the 1960's, as well as on the Events Committee. Brian Scudds has contributed an Obituary on page 16.

Veteran Rallying with RV Style

Recreational Vehicles (RV) towing a trailer with a veteran vehicle have set a new level of accommodation for rallying. At the Hamilton Rally Peter and Judy Fitzgerald travelled in their Mercedes RV motorhome, a 'C' class with a bed above the cab, with a spacious living and dining area.



Lynette Edwards, Denise and Graham Fossey



The Fitzgerald's Mercedes Rig

They had their 1911 Maxwell in tow, and the complete rig was on display on Sunday morning. *Alan* and *Heather Esmore* do it in style with their Paradise Integrity Supreme Motorhome, which also has a considerable amount of living space, with composite fibreglass walls built to exacting standards. A feature of the rig is its external storage bins, great for those veteran car bits and tools. Alan and Heather had their 1908 Cadillac Model S in the spacious trailer made especially for Alan's other veteran and vintage vehicles.



The Esmores travel in style

There are a growing number of members who have embraced the RV craze. *Brian Hussey* has been a regular for some years, towing his veteran vehicles, *Michael* and *Claudia Holding* are also now in the RV ranks, and have travelled extensively with their rig, while interstate veteran identities Rob and Beth Wooley from ACT travel Australia participating in veteran events with their comprehensive veteran vehicle collection.



Brass Notes is currently published ten editions per annum and its cost is mainly borne through members' annual Club subscription. We are fortunate to also have a modest income stream from advertisers, and we always urge our members to support them. Recently one of our advertisers advised us that they were ceasing their advertisement mid year, and your Committee invites members to advertise their business or professional service. Any member of our Editorial team would welcome your enquiry, and the cost of advertising is considered very reasonable.



We Salute Joan Newton Cuneo

At our March Natter Night, we recognised International Women's Day, which was celebrated globally on March 8. I took the opportunity to deliver this 'snapshot' of a remarkable woman who was a trailblazer in the role of women in motorsport in the USA.



Joan Newton Cuneo

Joan Newton Cuneo was born in 1876 in Massachusetts, to a wealthy industrial family. She was an independent sort, granted extraordinary freedom from an early age. Aged 22 she married Andrew Cuneo, a successful banker. In 1902 she acquired her first automobile – a Locomobile Steam Car. Within a year the Locomobile proved to be too sedate for Cuneo, who upgraded to a 1903 Model C Steam touring car. By 1905 she stepped up to a more powerful white, and accompanied by her husband and mechanic drove in the inaugural Gliden Tour – an endurance contest over 870 miles. On the second day she swerved to avoid another competitor driving in reverse, lost control, sending the White down an embankment. She, her husband and mechanic were uninjured!



Cuneo became a celebrity – however apart from the accident she also received a speeding ticket, and was banned from ascending Mount Washington – which was considered ‘too dangerous for a woman driver’.

She returned to the Glidden Tour in 1907 – now 1,570 miles – she competed to win – and once again finished. In 1908 driving a Rainer tourer she finished with a perfect score. In 1911, Cuneo set a women’s world speed record of 111.5mph behind the wheel of a Pope Hummer.

Post Script: in 1915 her marriage ended in divorce due to her husband’s scandalous affair with a showgirl. Her death in 1935, was mentioned only in a paragraph in the New York Times and no reference to her motoring contribution.

Offer to produce short video

Member *Richard Balsillie* is proposing to make a short video on members and their veteran vehicles. It is planned to show these at *Natter Nights* and add them to our website – no costs are involved, nor will the video be commercialised. If you are interested in being involved, contact Richard at: rbalse@tpg.com.au

Trailer for a ‘good keeper’



Daryl Meek with the tandem trailer

Daryl Meek is willing to donate to the Club a surplus tandem trailer, on the understanding that it is for the use of all members. Daryl has stressed that he wishes this to be a Club resource which would not be for just the ‘sole’ use of a member. To enable us to progress this generous offer, the Club is seeking a member to take responsibility for the storage of the tandem trailer and in so doing also make it available for members to use. The Club would pay the annual registration fee. This is an opportunity for a member to make a practical contribution to the Club, and if you are interested please email or phone *Daryl Meek*: 0407 881 288.

Contributions Welcomed!

We welcome contributions to *Brass Notes* and at this time of being “at home”, why not consider writing about a restoration, or a practical mechanical “tip” for the veteran hobbyist?

Ford Quadricycle Replica at Coleraine



Paul Daley with Graham Hadden and the Quadricycle.

It was back on June 4, 1896 in a small workshop in Detroit, that Henry Ford put the finishing touches on his tiny two cylinder ‘Quadricycle’ and the rest is history. Over the years many have replicated Ford’s original vehicle and the copyrighted plans can be purchased by the hobbyist to build a replica. On the Saturday of the RACV 1&2 Cylinder Rally we visited Coleraine, and the historic blacksmiths factory was open and out the front on display was a replica Quadricycle. It was built by Graham Hadden – an enthusiast who I know from the Model T Ford Club, and Graham plays an active role on their Committee. Graham is a perfectionist, and the quality of his lathe work was admired by *Michael Holding* who was a Fitter and Turner in his younger days. I took the time to invite Graham to participate in VCCA (Vic) events with his Quadricycle, as our Constitution provides for the inclusion of replicas. *Bob Ballinger* has built a magnificent 1906 Stanley Steamer Vanderbilt Racer replica which is a commanding vehicle when rallying and on display.

Member News

It was on the Saturday run from Coleraine on the RACV 1&2 Cylinder Rally that *Graeme* and *Sandra Splatt*, driving their trusty 1912 Humberette, began having fuel problems with the car stalling on hills. Now Sandra is no slouch, and she had to resort to pushing Graeme up the hill (she proudly told me that she was awarded the Ron Hobbs Trophy some years ago, for her stellar effort pushing a recalcitrant motorbike). But the situation soon became serious when they noticed flames coming through the louvers of the bonnet. Sandra utilised two fire extinguishers which seemed to run-out quickly. As she opened the bonnet, with flames leaping out, Graeme was able to smother the flames with their crocheted ‘granny’ square travelling rug and turn off the fuel tank, and then finish the job off with some water bottles. The Splatts tell me that the rug still looks ‘perfect’, and some minor singeing is not even noticeable. They suggest that the moral of the story is to ‘hang on to granny’s rug’, and Sandra even suggests a crochet workshop at the Club would be a way to keep the members busy!



Sandra and Graeme Splatt – with the quilt

Bob Ballinger's 1911 Maxwell got rather 'hot under the collar' on the Saturday run at Hamilton and a Knocking big end was the end result. Bob explained that the Maxwell two banger is underspecced in the 'sump' design which really only has a 'cupfull' of oil, and without the assistance of dippers, well, the big ends were a casualty. Fortunately Bob's handy when it comes to white metal, and his boisterous assessment of the problem at hand drew a few smiles!



A boisterous Bob Ballinger – hands on!

as well as a Queen Bee that was mailed to him in a matchbox. To get started John visited a friends hive and was given three 'frames' with 'brood' i.e. baby bees with workers to look after the young bees. John's next step was to place the three frames in the 'box' along with the matchbox containing the Queen, and so the bees became 'friendly' and the swarm grows. Over last winter he maintained the hive by feeding them by placing brown sugar in a bag, and by Spring they had started to multiply. The queen and the workers are separated by a mesh, and the 'box' contains eight 'frames'! A few weeks ago John 'harvested' two frames and there were three kilos of honey! John and his partner *Christina Torio* reside in the picturesque town of Tawonga South – near Mt Beauty – and his Stoewer Museum is a port of call for many historic motoring visitors.



John Stanley (centre) with friends and bees – they collect 10kg per hive



Heather Gingell



While the supermarket shelves are emptying of just about every staple, *John Stanley* has been busy producing his own honey – branded 'Stoewer' – the good oil – recognising the German marque that he so proudly collects and rallies.

It was back in April '19 that John acquired a 'box' i.e. a hive, from Beechworth Honey,

It was good to catch up with *Rick Thege* at Hamilton – he's making a steady recovery from the major surgery he underwent late last year. So it was not surprising when his partner *Heather Gingell* took to the dance floor at the Saturday evening Dinner Dance, Rick just sat back and watched Heather 'trip the light fantastic' as she entertained the room.

The band wasn't a "Traveling Wilburys", but a basic 3 chord local outfit, who comprised the local pharmacist, parson and undertaker. Seriously! But they entertained with two one hour sets of 50's and 60's early rock and country.

Heather has style, and she evidently was a dancer in the days of early television's 'In Melbourne Tonight'



Inspecting the Rudge motorcycle

Ian and Jenny Sargent's veteran motorcycles performed brilliantly over the Hamilton weekend – they alternated the 1912 Rover and the 1913 Rudge. The Rudge was on display on the Sunday morning and it was of particular interest to a local enthusiast who was seen photographing the carburettor. It was an extended family affair – Colin Sargent campaigned a 1915 Scott Motorcycle, while Catrina Sargent and Merrilyn Sargent were always the 'first to arrive' with their 1916 Morgan that just perfumed the air with its castor oil exhaust. The Sargents were legends on the Adelaide – Darwin 2014 Tour, and their mobile workshop complete with lathes and welding gear often worked through the night to keep the fleet on the road.



The Smallman's Stanley Steamer intrigued the locals

Martin and Tina Smallman's 1911 Stanley Steamer is always a crowd pleaser and the Sunday display at Hamilton was no exception. With its 'coffin lid' open, the boiler works of the Stanley had the locals gawking. The car also features in video on our Facebook page as it arrives with a great head of steam at the Sierra Park Merino Stud. The strong winds on both days of the event played havoc at times with the pilot light on the boiler.

The last word...

Doug Fulford and his charming wife Vivian hail from Mount Hunter NSW, and are regulars – indeed 'favourites' to many, at our Victorian rallies. They are a bundle of fun and their good humour is enjoyed by

all. Doug wears the mantle of the self appointed 'Poet Laureate' of the Australian veteran movement and I have refrained from publishing the limericks that he delivered at the Hamilton Rally as they may raise an eyebrow or two. However, here's just a taste of Doug's poetic brilliance:

ODE TO A CADILLAC

The carby on a Cadillac is clearly quite complex

It seems that it was designed e'en experts to perplex

The spinner plate moves up and down to regulate the air

We found that Peter's car will run on Michael Holding's spare

The onlookers seemed as if they were in a trance

With all the talk of spark control, retard and advance

To get the mixture balanced right in the input draft

It simply needs, or so it seems, a longer spinner shaft

If you were there and listened to the ensuing natter

I guess that you would know that size does really matter

NATTER NIGHT



April 14, 2020

8.00pm - Natter Night



We will remember them

ANZAC DAY COMMEMORATION

SPEAKER

BRIAN TATESON

Brian is Vice President of the Box Hill RSL and regularly speaks to groups and upholds the values of the RSL. He is a Vietnam veteran.





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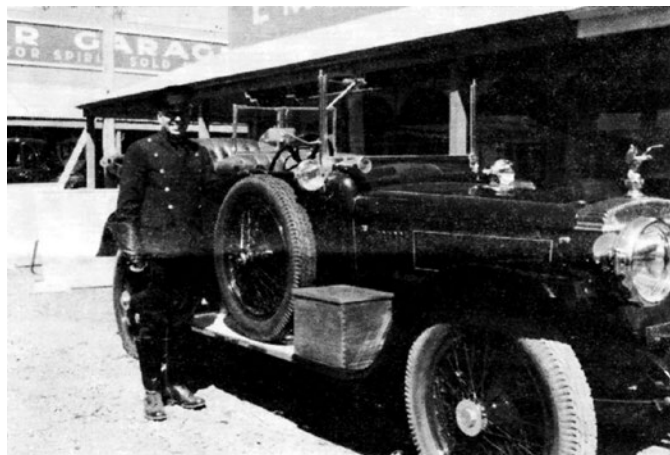
Remembering back to 1985 and the filming of ANZACS

With Anzac day fast approaching we thought it would be appropriate to repeat some articles published in *Brass Notes* in August 1985 which covered the Club's involvement in the filming of a TV mini-series by way of supplying both cars and members as extras. It starts with the *Brass Notes* Editorial written by Graeme Jarrett.

"Our participation in the making of the TV mini-series ANZACS is now complete and it was by and large a successful venture. Members will remember that the club took on the "job" of supplying veteran cars to the film makers Burrows-Dixon as a club project.

As the Club was approached in a "club project" in the first instance it was siezed as an opportunity to advertise our existence and by supplying appropriate and authentic First World War vehicles with the added spin off that our club could profit financially.

Appropriately, a small sub-committee was formed for the purpose of running this project. Alan Lethborg was, from the beginning, the man at the helm with Bill Sides and Ern Cobb assisting.



George Edwardes dressed up with his Daimler



Alan Collis' Armstrong Whitworth

As time progressed the negotiations and detailed organization required, and took, more of Alan's time. Many long hours, entailing late nights and very early mornings on location were all part of the job that took more organization than was anticipated.

Three vehicles had bodies built on their chassis which included a Talbot (Bob Gardiner's ambulance) and a White and an Albion (truck bodies). All seem to be happy with the bodies they ended up with which was largely brought about by Alan's central role of mediating between the three parties consisting of owner, body builders and film makers (who footed the bill).

Keeping in mind that the film makers requests were many, varied and unusual, It was sometimes difficult to convey these wishes and get the desired results from the owners.

In an endeavour to make the vehicles look authentic, it was necessary to scrape off registration labels, remove badges and modern hardware, "muddy cars up", and it was also necessary to paint some cars in a military colour. To do this, Alan was right there in the middle between owner and film makers, negotiating his way to a happy compromise (rather like being the meat in the sandwich).



Alan Lethborg pictured on location at Beveridge with the Shields 1912 Pathfinder



The Talbot ambulance was eventually donated to the Ambulance Victoria Museum in Bayswater

The very short notice that was given to “produce a car” for filming on the next day, was harrowing and awkward but usually something was produced thanks to Alan’s inventiveness (these late night calls sometimes got members out of bed).

Praise is in order for those who were willing, able and in a position to participate in and assist in this project that made the club a very healthy profit. Thankyou members for your cooperation , which not only netted you some income, but also for those thousands of dollars that was earned for the Club.

The final accolade must to one man who did put an ENORMOUS amount of effort and a deal of personal sacrifice into the project. That man is, of course, Alan Lethborg and if it were not for him then this thing would not have got off the ground , much less succeeded. Thankyou Alan from the members, committee and myself for your fine efforts.”

Alan Lethborg also added the following additional description and list of participants on page 7 of the *Brass Notes* Issue.

“Filming has now been completed after fourteen weeks of shooting at various locations around Melbourne and the state. The ten hour mini TV series will be shown on Channel 9 in July or August this year.



George Hetrel's Fiat on set



WW I truck

Many of our members who supplied their cars for use in filming, also had to dress in period military uniforms and other “wardrobe” as they also took part in the action. Most enjoyed the fun of it all and their stay on the set, al— though film making can be slow going, repetitious and boring at times. However all gained first-hand knowledge of what goes into the making of a film and I’m sure most benefited from the experience.

As well as the two trucks and an ambulance (all genuine veterans) there was a total of 51 “movements” in the film of our members’ cars (see list of participants following).

This film will no doubt be one of the best advertisements our Club can get as it will be shown, eventually, all over the world and our club will be listed among the “ credits” (it better be) for supplying the veterans. It will go a long way to show that veteran cars.

Victoria has a very good active Veteran Car Club.”

Members

Bob Gardiner
 Barry Vines
 Frank Shield
 John Jordan
 George Hetrel
 Ern Cobb
 Albert Blashki
 Bruce Lyons
 Bruce Lyons
 Alan Lethborg
 Alan Lethborg
 George Edwards
 Ron Hobbs
 Tom Anderson
 Frank Dallimore
 Jim Robinson
 Michael Jacombs
 Robert Caffyn
 Neil Ferguson
 Bill Sides
 Ken Chenall
 Brian Jacombs
 Norm McCubbin
 Reg Harris
 Alan Collis
 Alan Smith
 Gordon Griffiths
 Stan Holland

Vehicles

Talbot
 Metallurgique
 Pathfinder
 Talbot
 Fiat
 Talbot
 Hupmobile
 Overland
 T-Ford
 Dodge
 T-Ford
 Daimler
 De Dion Bouton
 Adams
 T-Ford
 Austin
 Renault
 Talbot
 Daimler
 Minerva
 Talbot
 Studebaker
 T-Ford
 Little
 Armstrong Whitworth
 Belsize
 Dodge
 T-Ford

FLASHBACK to World War I

Here we have two images of 15/20 hp Crossley field ambulances as supplied for use by the Australian and New Zealand Forces. The photographs were taken in Cairo and comes from an album of Crossley Motors Ltd, Manchester photos provided by Jas A Munro & Co in Melbourne.

On the inside back cover of this edition of *Brass Notes* you will see two additional photos of a 20/25 hp Crossley field ambulance provided to the South Irish Horse Regiment, Dublin.



Valē - Clifford William Henry (Cliff) Ward

By Kim Coillet

CLIFFORD WILLIAM HENRY (Cliff) WARD.
15/10/1924 – 1/3/2020.

Cliff spent his childhood years in East Kew. He suffered a major setback at age 12, when he contracted Polio and was confined to a hospital isolation ward for 18 months. Being made of rather stern stuff, Cliff beat the disease and made an almost complete recovery.

Cliff became a “King’s Scout” (the highest award in the Scouting movement), he was a member of the Swinburne Cycling Club and rode for Lawrencia Cycles in Hawthorn. Cliff also played football with the East Preston Football Club and was selected in the Victorian Schoolboy’s Team.

On leaving school Cliff obtained an Engineering apprenticeship with Diecasters and remained with this company throughout his working life, rising through the ranks to become Director of Victorian Operations.

It was through Scouting that Cliff met Betty. They married and remained Soulmates for 71 years.

It’s pretty obvious that having had polio made little to no difference in Cliff’s very active life. Motorcycles held a special fascination for Cliff from early on and he owned several models over the years, using his formidable engineering skills to breathe new life into old machinery.

A major undertaking was the complete restoration, to the last nut and bolt, of an original 1915 BSA Model K motorcycle. Cliff purchased the bike from NSW and it came complete with original purchase papers, registration certificate and 1915 licence for the then owner, Harold Levigne. The restoration is, of course, superbly done and under its new owner the bike will enjoy many events into the future.

Cliff was a warm, friendly, generous and unpretentious man with an amazing ability to craft items from seemingly very little. He built his own caravan. He built his own trailers. He even built the family home in North Balwyn, guided by the instructions in a “Build your own home” book and a Carpenters manual.

The Veteran Car Club played a very large part in the lives of Betty and Cliff, with Betty being Secretary for several years, while Cliff was the Club’s popular Registrar for around 20 years. Even when Cliff was transferred to Sydney, both he and Betty made the effort to attend the major Victorian Veteran events.

The white 1911 Austin, which Cliff had completely restored from a basket case of parts, piloted by Cliff with trademark cap and scarf and Betty in parka and waterproofs, became a vital ingredient in the Veteran outings. Both had a wonderful sense of humour and the ridiculous, with pint-sized Betty often sporting an oversize pair of sunglasses or crazy hat---and each with a smile a mile wide.

Cliff was a “Giver”. He was very happy to share his time, experience and knowledge of things mechanical,

with anyone who approached him with a problem and many members of the Club have had occasion to be grateful to him for troubles sorted.

Cliff’s mantra was “If it’s worth doing, it’s got to be done properly”. Another saying often heard was “I don’t know much about electrics”. It was however, quite common to visit and find Cliff elbow- deep inside a magneto and it would be a game person who was prepared to hold the wires when he had finished.

The Single and Twin events saw Betty and Cliff attend in the blue Renault, which was on semi-permanent loan from David Inglis. Whilst it was in his care Cliff made several improvements to the car and invariably avoided the dreaded (but much appreciated) backup trailer.

Cliff died peacefully at the Uniting Age Well facility in Box Hill aged 95.

Cliff was a loving husband to Betty. He was a kind, considerate, caring and understanding father to Robyn and Andrew, and a wonderful grandfather to Grant and Adam - all of whom survive him.

I was in awe of Cliff’s practical ability. He became a close friend and will remain always, one of my Heroes.



Cliff & Betty



Cliff with his beloved BSA

Valē - Val Heyme

From Joan and Brian Scudds



Ian and Val with their 1909 Maxwell on the 2012 One & Two rally.

Long-time member Val Heyme passed away on 12 March this year after a long battle with dementia. Val was born in Coburg (Vic) but spent her early teen years on a farm at Acadia near Shepparton, before tertiary education at RMIT. Val married Ian Heyme in 1956.

Observing veteran cars returning from an outing she decided 'it looked like fun' and subsequently was delighted when Ian purchased a run-down 1915 Maxwell tourer. Their first rally was the 'Golden Fleece Rally to Sorrento' in November 1959. The Maxwell was subsequently progressively restored and Val and Ian continued being regular rally participants in the 1915 Maxwell through to 2014 – over 55 years.

Val's interest in the Veteran Car Club led to her being 'Social Secretary' from the early 1960's through to 1971 under Presidents Norm Strack and Tom McManamy, organizing rally events, Natter Nights, theatre and movie nights, dances and social meetings.

Aside from Club events, Val joined with Ian in his many projects including two BMW's, E Type Jaguar, Veteran Vauxhall and 2 Veteran Napiers, 4 Mercedes, a Jowett Javelen, Porsche 911 and of course their TF MG which trailed many Single and Twin Rallies, leading to the sale of their 1915 Four Cylinder Maxwell and the purchase of a Two Cylinder 1909 Maxwell to fully participate in Single and Twin Rallies. Sadly Val's illness unexpectedly deepened in 2016.

An expert upholsterer, interior decorator, gourmet cook, Val was a lady of many talents and took on restoration projects of holiday homes at Merimbula, Mt Eliza, Philip Island and, of course, the vehicles. Val, a Club member for some 61 years; self-motivated, vivacious and friendly, always a caring, loving, considerate person helping, assisting and making provision for the needs of others.

With a deep love of animals, she was an active member of the R.S.P.C.A., supporter of the Lost Dogs Home (North Melbourne) and the Lord Smith Animal Welfare Adoption Service.

A wonderful lady who will be sadly missed.

From Rodney Anderson



Val and Ian Heyme (with Ian at the wheel) in the Scripps-Booth (front vehicle) rallying together with a Rolls-Royce 40/50. in Albany W.A. September 1970.

My brother Alan worked at 'The Board' and told Ian 'my kid brother is interested in old cars'. As a consequence I met Ian soon after, joined the Veteran Car Club and met his wife. Ian was Vice-President of the Club and Val was the Social Secretary. Now more than 50 years on I still recall with great fondness most of the social occasions organised by her. An evening at Rob's Restaurant located alongside Albert Park Lake and the drive-in like speakers used to place your order. And the absolutely fabulous picture night, The Great Race, starring Tony Curtis, Jack Lemon and Natalie Wood. I did not know at the time that the film was based on the New York to Paris Race that started at Times Square New York on February 12, 1908. Everyone who attended cracked up at some stage, so much so that there was least one radiator problem. I loved the scene depicting the scantily clad cheroot-puffing suffragette reporter Maggie Du Bois caught in the cross-fire of the 2,357 cream pies being hurled around. Val clearly enjoyed being Social Secretary of the Club. And Val loved her cats. On the occasions of going over to 4 River Avenue Ascot Vale for a home-cooked meal I was intimidated by one of them. In a prized position on an armchair Tom would eye-ball me until I sat down somewhere else. Val also enjoyed assisting Ian re-commission the Scripps-Booth and touring the South-West of Western Australia as No. 133 in the 1979 National Veteran Rally. Afterwards staying on for a while at Teepeening, she did her best to try and sort out the inside of the place while Ian, stripped down to his shorts, got into slashing the crop of oats. Time went by and when we next caught up, age had not changed her. In the parlance of the time Val was seen as a good sort, great sport and for me was always fun to be with.

Rally Around the First Car in the Swan Hill District!

By Murray Muffett

National Rally organisers Michael & Claudia Holding are leaving no stone unturned in their planning for Swan Hill in October. In aiming to connect our Rally to the pioneer vehicles in the district, the ever-helpful President of the local Vintage & Classic Vehicle Club, David Daly, did some clever detective work in the local library on the very first car in Swan Hill, and located this photograph, taken in 1911.



Further research, undertaken by David, and 'High wheeler' experts Noel & Sue Holbrook, revealed that this buggy had Victorian registration # 4308 and was registered to a Mr Thomas Standen, whose farm was located at Bulga, just a few kilometres west of Swan Hill. The vehicle is a 1908 or 1909 International Auto Buggy, manufactured by the International Harvester Co of America (IHC).

These IHC buggies were popular in rural areas, and regularly advertised in newspapers throughout Australia from 1909 onwards. They were often sold by mail order, and were delivered by train to the nearest railway station, together with a company representative, who spent a few days with the new owner, to familiarise them with their new machine.

The challenge now is to attract one or more similar IHC 'high wheelers' to enter the rally. And we know of one identical 1909 vehicle which is currently under restoration, and being feverishly worked on by Deane & Pam Hill and support crew, to hopefully reach the October rally deadline. By coincidence, their vehicle also has a Swan Hill connection. Its first owner was a riverboat captain, operating a business out of Euston, near Robinvale, a bit further downstream. He also owned a business in Swan Hill so it is more than possible that the two owners, and their buggies met up. Perhaps even the two IHC's were imported on the same boat from the US ?

So, Michael & Claudia would love to hear from other IHC buggy owners who would like to give a special nod to the local history of the pioneer vehicles of the Murray River district.

Seen at Yarra Glen

The RACV/AOMC British and European Car Show was held on 23 February and attended by Chris and Fiona Dillon in their 1909 Minerva (Photo by Gordon Berg).



THE OVERSEASER FOR APRIL 14, 1910—PAGE 52.

The Passing of the Horse

The illustration shows what you have and what you ought to have.

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It will easily do twice the latter's work and do it cheaper. It will enlarge the scope of your travels by one half. It will, in effect, add years to your life by permitting you to get over as much ground in one day as you can now cover in two. It's like a six month's holiday every year.

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We have sold more than 100 of them in Australia during the past few weeks and our overstock is now greatly reduced.

You are going to buy one soon; why not on or before April 18th? On April 19, present price of £179 will be increased to £183; and May 3, a further increase in price will take place.

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The RACV 1 & 2 Cylinder Rally - Hamilton

By Doug Fulford with photos by Callum Walsh

(as experienced by an aged, forgetful and naughty New South Welshman - aka Doug Fulford with photos by Callum Walsh)

12 to 15 March 2020

It was Tuesday night, the night Vivian and I were due to leave for Hamilton. The Clement-Bayard had been duly loaded onto its trailer. Time to check out where we booked our accommodation. The ensuing conversation went something like this. "I thought that you booked it" followed by "No it was definitely you and not me". Well one of us had booked it because we rang the caravan park and yes they had a cabin booked for us. But there was no record of us having booked into the rally. Oops! A pleading email was sent to Ben Alcock. The next morning we headed south and rang poor Doug Palmer, the rally director, en route. Luckily he saw the funny side of the situation (big sigh of relief) and assured us that he would accommodate us as best he could. Left the Hume Freeway at Violet Town heading for Murchison. The GPS had conniptions for a while but then settled down. But just short of Murchison it told me to turn left and, being a highly experienced husband, I naturally obeyed its female voice. Guess what? We ended back on the damn Hume Freeway. Didn't want to be heading towards Melbourne the next morning so we drove on to Bacchus Marsh and had a lovely evening. Could even have purchased toilet paper at the local servo!

As a result on Thursday morning we had a lovely and peaceful scenic drive to Hamilton past the picturesque Pyrenees and, as we got closer to Hamilton, the Grampians. Arrived at the rally headquarters which

was the club rooms of the Hamilton Veteran, Vintage and Classic Drivers Club. Lovely big club rooms (with a name as long as that you need big rooms if you are going to put your name on it in big letters) situated in the very interesting Pastoral Museum complex. The story of my failure to book had leaked out – actually it had more than leaked, it had spread like wildfire. Vivian and I scraped together the necessary cash (just) and attempted to pay to relieve our guilt somewhat but the treasurer was claimed to be missing. Was that just a ploy to keep us feeling guilty? Andrew McDougall asked if I took poetry commissions. I nodded in agreement. I should have guessed what was coming. Could I write a poem about people who forget to book into a rally?

Thursday afternoon there was a shakedown run through Croxton, an area of German settlement. Peter and Judy Fitzgerald got shaken a lot more than most when their Maxwell suffered a severely shattered windscreen. Despite having the scars to prove it they were unperturbed. After a tip from the locals Peter had the Maxwell at a local shop at 7:30 am the next morning where a new polycarbonate screen was cut. As a result Peter, Judy, Marli and Ratty made the 9:30 start the next morning. That evening we enjoyed a barbeque dinner at the club rooms with beef patties, little sausages and a delectable selection of salads and other accompaniments.

Friday's run was to the Victoria Valley, an overall distance of 116 km. This is a horseshoe shaped area nestled between two mountain ranges which form part



1906-1907-1908 Cadillacs in front of Skene Homestead



Line up at Saturday lunch in Coleraine

of the Grampians. We travelled along beautiful, quiet but rather narrow country back roads with only minor undulations. The little modern traffic that was present was very polite in getting over for our cars. There were marshals at every turn which makes navigation that much easier as well as that much more reliable and probably forestalls the odd domestic. The first stop was at Sierra Park , a super fine wool producer using Saxon sheep. Bill Crawford gave us an interesting talk about the history of Sierra Park and its current operation. We then motored to the Grampians Golf Club where we enjoyed some healthy salad rolls and tasty slices.

After lunch we travelled to Skene, a large rural holding which has been held by members of the one family lineage since the mid 1800's. The homestead is a magnificent bluestone building dating back to 1858 although there have been a number of additions since then. Don Robertson welcomed us having been almost upstaged by Peter Fitzgerald. He gave us a brief history of the homestead and its outbuildings, its Scottish heritage and the various additions and alterations that have been made. He also explained the need to change the mix of farming to match changing demand and hence prices and changing weather patterns. Then we were privileged to be able to tour his fine residence. There was an Alcock brand full size billiard table in an upstairs room supported by some massive beams. When some repairs were needed Don contacted the makers who asked for the serial number. When Don told them they went to their records and told him that the table had been delivered by boat to Portland in 1868 and they were delighted to know what had become of it not having known its fate for all those years! Peter Fitzgerald kindly gave Don a quick lesson on how to drive a Maxwell and let Don take his car for a spin.

That evening we enjoyed a fabulous two course dinner at the Grange Burn Comfort Inn. The author got to read a poem or two and Doug Palmer gave a very interesting talk with pictures on motor garages in Hamilton since 1914, this being one of his great passions.



Peter and Judy Fitzgerald in the 1911 Maxwell



Steamers always draw a crowd



The Hamilton crowd admiring the McDougall Brush

Apparently there was some confusion amongst a group of entrants who decided to share a cab to and from the dinner. The author discovered this on Saturday morning when he received another poetry commission, this time from Claudia Holding. It was a fairly complex story and a lot to put into verse but the rumour mill was in full swing so by that evening pretty much everyone knew all about it.

Saturday's run was to Coleraine, a round trip of some 120 km, and it was the author's Wife's turn to drive – after all it is Her car! Clem didn't appear to want to start despite the fact that all testing seemed to imply that it should run. In desperation the author installed two new spark plugs and Clem burst into life first pull. Old cars! The run to Coleraine was relatively flat apart from one steep uphill and one long steep downhill – the one bit of road, naturally, that council had decided to dig up so it was loose dirt. At least it wasn't raining (yet at least). Vivian was worried about pulling up at the T-junction at the bottom of the descent but pull up she did. She had slowed after the big hill to see if everyone was OK which paid off as it enabled her to miss a mob of kangaroos crossing the road which really pleased the author as otherwise he would have worn one.

If you weren't at this rally then you missed out on the opportunity to see a really hot Humberette! No that isn't an oxymoron – well at least not in this instance. The little red car in question did struggle a bit on the hills until Sandra Splatt got out to push it up the big hill. Husband, Graham says she's a very good pusher. Maybe she's actually too good as the engine then burst into flames! Graham may have had 50 plus years experience with the Weering-Eurack fire brigade but no-one has ever seen him get out of his seat as fast as he did on this occasion. Meanwhile Sandra had calmly grabbed the fire extinguisher that is carried at the passenger's feet and started to attempt to put

out the fire shooting through the bonnet louvres. At that stage the little car looked like it was a Saint Kilda supporter. (Translation for readers from the northern states – St George supporter). When that didn't have the desired effect she grabbed the Afghan rug that she made for Graham's 1914 Wolseley in the early 1970's. Once Graham had removed the bonnet and switched off the petrol she used the rug as a fire blanket. The last of the flames was extinguished with the dregs of an iced water bottle. Believe it or not the rug survived the ordeal looking no worse for wear although it had a couple of "springy thingies" caught in it.

Coleraine is a very interesting town. Nearly everyone checked out the antique shop, Vivian and I made a few purchases. There was also an op shop, a blacksmith's shop and a chocolate shop to check out. I was desperately trying to think of rhymes for my latest commission. Then it was off to the football club for lunch – nice meat and salad rolls and some very tasty slices.

On the return trip there was one big ascent to be conquered and I imagine everyone was down to first gear most of the way. There we learnt that Sandra wasn't the only loving wife prepared to give hubby a push. Denise Smith was seen helping Greg push the 1908 Sovereign motorcycle up the hill. Actually Denise seemed to be doing most of the pushing, Greg having been a bit worn out from a lot of pedalling. Later on Clem's engine started making worrying noises – intermittent at first – but as they got louder and more constant we decided it was time to pull over and assess the situation. Andrew and Frances McDougall stopped to help and the decision was made to do the last 15 km home on a trailer. Russell and Warrick, the two tail end charlies who trailered our car, were very helpful and kept us in a cheery mood and we are very grateful for their help.



Steaming past

Saturday night's dinner at Alexandra House had a hard act to follow but once again the food was terrific with the added bonus of a local band – a retired minister, a retired pharmacist and an undertaker. Doug Palmer and Paul Daley made the requisite thank you speeches and the author got to read 4 limericks (including a slightly naughty one) and the day's commission – verses 2 through 5 having been written during dinner. Paul Daley made the sad announcement that the Charleville Rally had been cancelled due to the corona virus but hopefully it can be run in 2021 at a similar time of the year. Peter Fitzgerald was announced as the very worthy winner of the Ron Hobbs Trophy which is awarded each year to a person who shows tenacity and perseverance in the face of adversity. The actual presentation will be made at a Natter Night although in the present circumstances it isn't certain exactly when that will be.

Sunday morning those who didn't have to leave straight away assembled in the gardens at the rear of the Uniting Church to display their cars to the locals. The event was well attended and there was a lot of interest in our vehicles. Then there was an egg and bacon roll brunch at the club rooms before everyone headed off home.

The author (and his Wife) want to sincerely thank Doug Palmer and all of his team on a very enjoyable and well organised rally. We would also like to thank all the participants for making us feel so welcome.



The Fulfords and McDougalls assessing 'Clem'



The Stanleys enjoying their Brush

Hanging Rock

By John Paas, Janet Barlow-Paas

Early in the year is always busy with car events so Hanging Rock and Daylesford Motorfest were to be a challenge. Hanging Rock usually clashes with the car event at Torquay which is well attended by the Veteran car fraternity so this year we thought we would “fly the flag” and join in with the Vintage Drivers Club.

Leaving just before dawn, 10th February, we were off to Hanging Rock Picnic in our French 1913 TH. Schneider. It is a bit of an effort to get there early as we cruise at about 60-65 kph and even slower up the many hills of the Daylesford-Woodend road. The weather forecast was good for a not too hot, cloudy day.

Arriving at 7.30am the many areas were busy with cars arriving. The spot for the Vintage and Veteran was to be on the edge of the race track which was splendid with soft green grass and Hanging Rock looming overhead.

We were very proud to be part of the enthusiastic members’ display of the Vintage Drivers Club. This sends a message to spectators and owners alike that these old beauties can be driven on our roads and to those who can’t be bothered to take these cars out “because it is foolish to do so” will hopefully have their passion re-kindled.

The Vintage Drivers Club won The Best Display award which was a good effort as there were a few thousand cars on the day.

A week later, as it is close by, we entered 9 cars in the Daylesford Motorfest. Again, it was a great day with the TH. Schneider getting a best display vehicle in its category. With Janet’s festive blue, white and red rosettes the car looked a treat and was admired by many.



The Paas family including dog



Citroën BIG 6 with Norm Beechey

Oh yes, Norm Beechey came up for a yarn about the antics of Peter Damman racing a 1950 Citroen Big 6 in the early 50's, similar to ours. Yes, Norm Beechey !!! - - drove for Holden etc and was in the racing scene for many years - - - - a very nice guy - - - - - a privilege to meet him.



1913 TH. Schneider



1913 TH. Schneider



Lineup at Hanging Rock

Private Classifieds

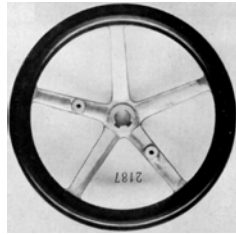
WANTED

Large side mirror for equally large Edwardian Car. Brass construction with provision to mount on side of fire wall.

CONTACT: Chester McKaige
M: 0407113516
E: ericmckaige@bigpond.com

WANTED

Steering wheel as per photo. 5 spoke aluminium spider has 2 keyways and 2 bosses for throttle quadrant.



CONTACT: Andrew Brand
M: 0414 219 250

FOR SALE:

2 sections of tapered ladder from a Hotchkiss fire appliance. See photo. There is some extra hardware included. \$200 ONO.



CONTACT: Andrew Brand
M: 0414 219 250

FOR SALE

1. Brass screw-in valve covers for AX Renault (please enquire).

2. Swiss car clock, nickel on brass. Excellent condition, keeps good time. \$375.



CONTACT: David Inglis
T: (03) 9878 0496

FOR SALE

Large pair of Veteran Headlights. Nickel plated and fitted inside with sealed beam electric headlights.

10" Diameter. Will need tidy up - but will make great lights for suitable car.

Price: \$200 ONO

CONTACT: Laurie Garrod
M: 0428 254 029



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Natter Night Meeting Minutes

Natter Night Meeting Minutes

Tuesday, 10 March 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 68 members who attended the meeting.

3. Apologies

David Provan, Deb Alcock, Brian Hussey, Robbie & Christine Dalton, David Inglis, David Couper, Bob & Helen Ballinger, Margaret Lethborg.

4. Visitors

Ian Parsons from the UK

5. Finance Report

The finances were shown with a Projected year end result of \$125,480.

6. Member News

A red veteran T Model Ford appeared on National Nice News last night. The article was about Red Light Cameras. Darren Savory was the driver. The video was shown.

Paul spoke of National Women's Days just passed on March 8. He spoke of Joan Newton Cuneo, an American motorist and racing car driver.

Brian Hussey is recovering.

Many members were present at Cliff Ward's Funeral last Friday, a lovely send off.

Happy Birthday to Stan Bone & James Dunshea.

7. Raffle (Deb Alcock)

Bottle of Wine & Chocolates

8. Events Report (Ben Alcock)

7.1 Past Events

Breakfast Run Valley Reserve Mount Waverley 22 February 2020. One Model T Ford.

7.2 Future Events

RACV 1&2 Cylinder Rally Hamilton – 12-15 March 2020. 53 entries.

Breakfast Run, Surrey Park Box Hill – 21 March 2020

Kalorama Rally – 22 March 2020

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

Hot Cross Bun Rub – 10 April 2020

2020 Flinders Motoring Heritage – 12 April 2020

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

Florence Thomson Tour RACV – 16 May 2020

Pre-1905 Pioneer Run 16-17 May 2020

Historic Winton 30-31 May 2020

Bay to Birdwood 27 September 2020



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

Daryl Meek spoke of Stuart Murdoch's 1914 Delage is on display at the RACV in the city. RACV also have a 1923 Aston Martin on display at Healesville.

9. Library and Archives Report

Nil

10. Wanted, For Sale or Swap

Alan Long is looking for clock timer blinkers.

Alan Lethborg has a Veteran Lamp for sale \$550 + a T Model Ford Manual \$10.

11. General Business

Andrew McDougall spoke of the recent AOMC meeting. Discussed the importance of Car Workshop Safety. Also advised RACV are looking to change the permit scheme with regard to:

Doing away with the windscreen label – the Club agrees to this move

Do away with the Log Book, Go online. The Club wants to keep the Log Book.

Alan Long has a 1978 Royalauto with a veteran Red T Model picture mystery.

Paul Daley spoke of our pre-1905 Run. We accidentally printed brochures for the event as a Rally.

Our Treasurer recommends we keep subscriptions for 2021/2022 at the same rate

Richard Balsillie is offering to do a video and biography of members and their cars.

Advertising in Brass Notes is needed.

Windcheaters given to Kath Wright & Robyn Blackwell.

April 14 Natter Night has Brian Tateson as the speaker.

12. Next Meeting:

Meeting commencing at 8.00 pm on Tuesday, 14 April 2020

13. Meeting Closure

The President closed the meeting at 9.03pm.

14. Feature

The Jas A. Munro Story by Ian Berg



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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

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.

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VICROADS PERMITS AND SAFETY CHECKS FOR MEMBERS VETERAN CARS AND MOTORCYCLES

If you require your vehicle safety inspected, and verified for Vicroads eligibility, please review the Vicroads permit requirements on their 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.

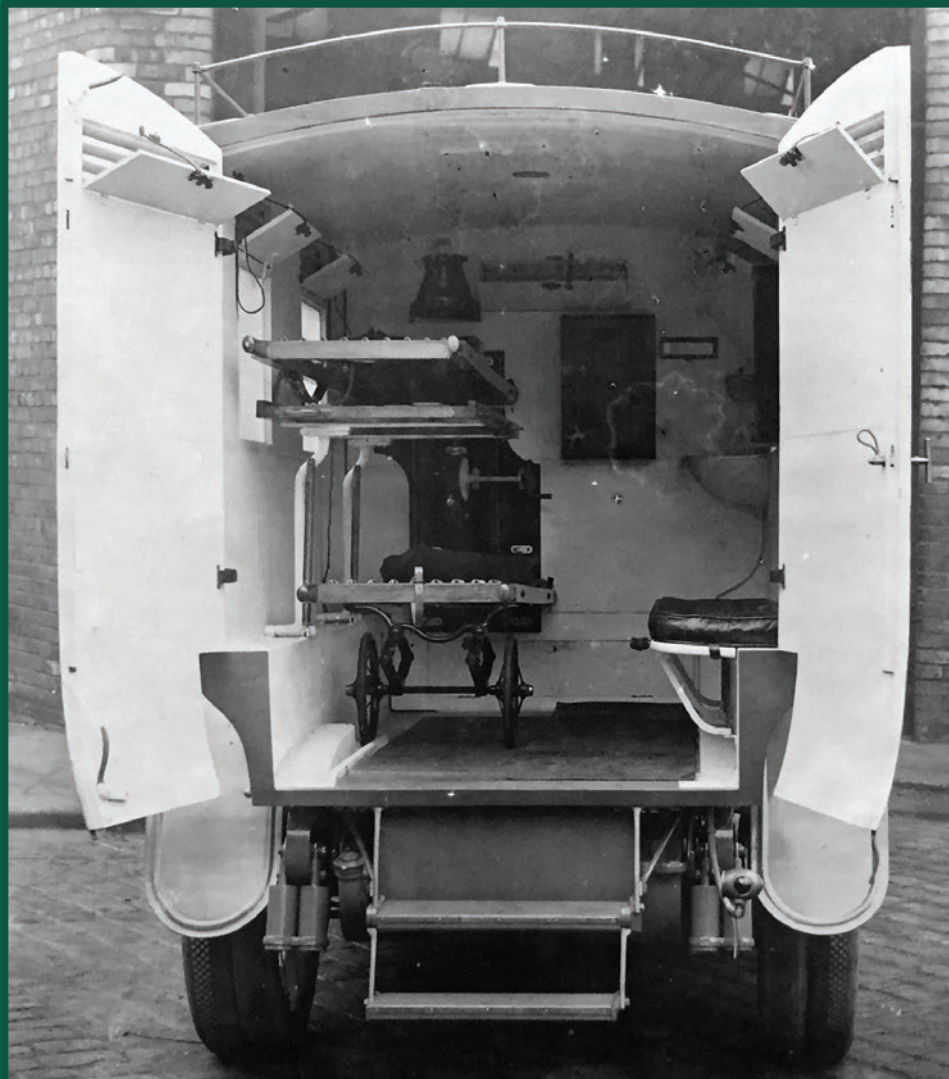
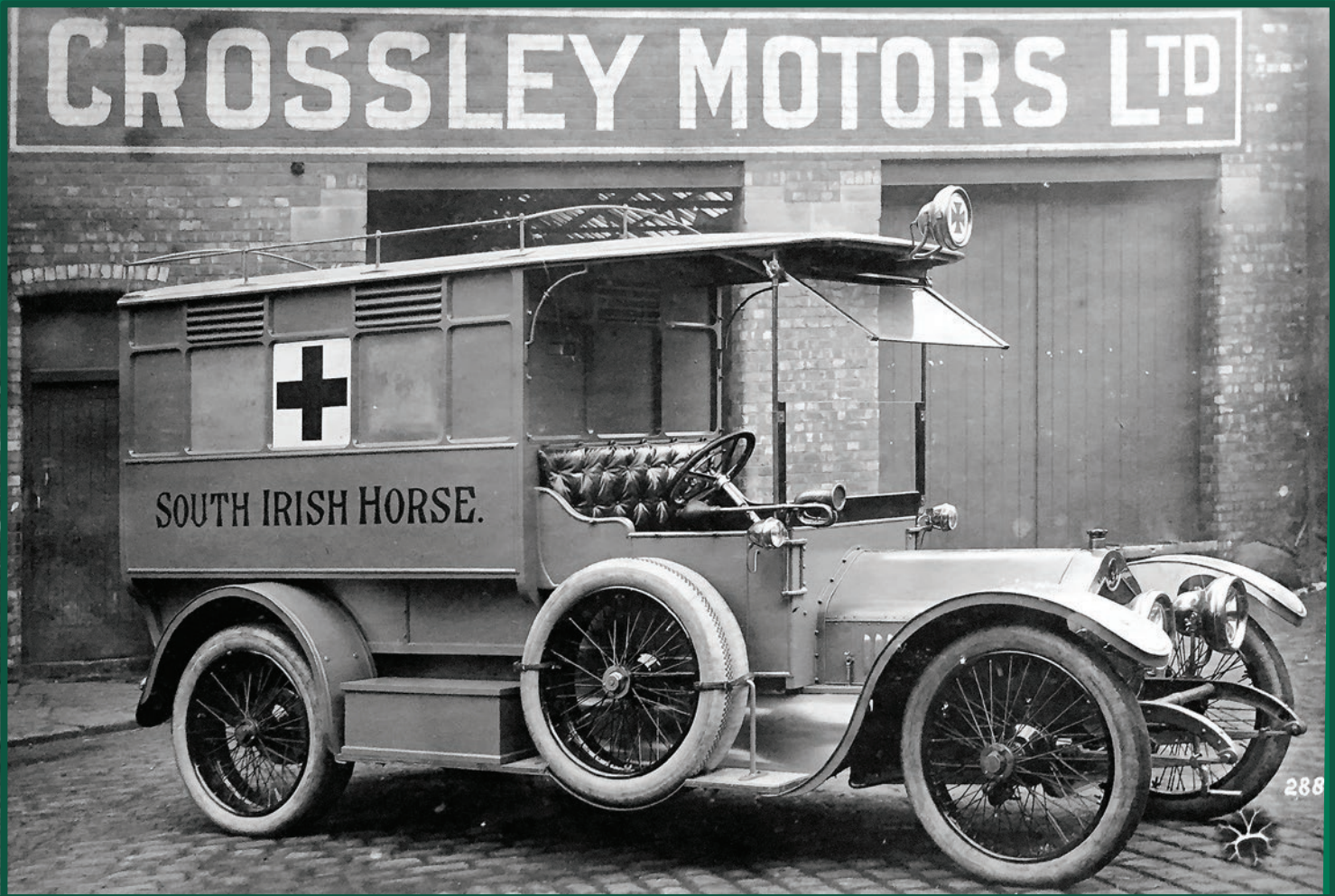
CLUB MEETINGS

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



Two additional photos of a WW I ambulance from the album of Crossley Motors Ltd, Manchester photos which was provided to Jas A Munro & Co in Melbourne.

This is a Special Ambulance on a 20/25 hp Crossley chassis.

It was supplied to the South Irish Horse Regiment, Dublin.

The second photo shows the interior view. Certainly a much sparser equipped ambulance compared to the sophisticated ambulances of today.

The caption in the album notes that:

This particular vehicle has been in the actual firing line since August, 1914, and has been called the "Iron Horse", by reason of its proving so trustworthy under every condition.

Full particulars are related in our booklet "In France".





Graeme and Lorraine Jarrett in their Little Midland on the RACV 1&2 Cylinder Rally at Hamilton



The Mansbridge Rover on the open road on the RACV 1&2 Cylinder Rally at Hamilton