

June 2020



Brass Notes

www.veterancarclub.org.au

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



Dementia Prodest

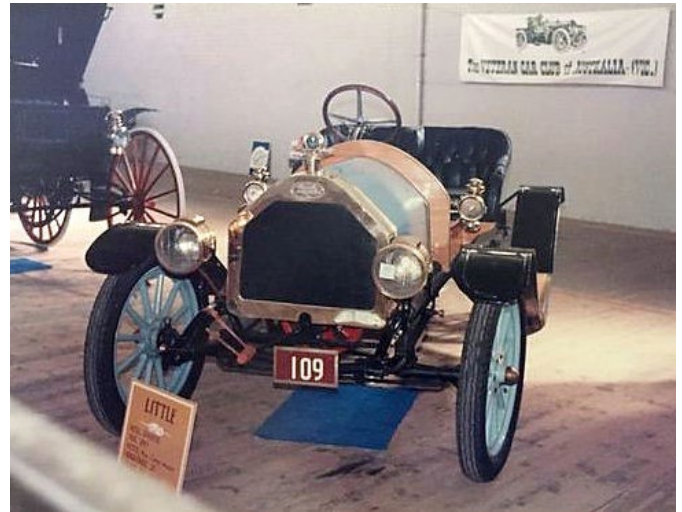
Veteran Car Club of Australia (Victoria) Inc.
Registration Number A0097964Y

Patron: Mr Geoff Cosgriff,
President and Chairman, RACV

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Flashback



This month's FLASHBACK photo is we believe a 1910 Little owned by the late Reg Harris. It seems to have been photographed at a car display but we have no details. Do you know and where is the car now? Respond to the Editor.

Peter Crauford advises that the Napier photographed in the May Flashback is currently owned by Howard Fitness in South Australia. It is a 1913, 20hp colonial model and unusually features a counterclockwise crank movement.

Peter owned the car in the late 1970s and part-exchanged it for a vintage Bentley. Howard purchased the car in 1984 and completed its full restoration. The Napier was thought to have come from Victoria and carries original coachwork.

Greg Smith believes that in the early 60's it was owned by Mr. R Warren, so maybe that may jog someone's memory.



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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 **VVC INSTRUMENTS**

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.

Cancelled Events

18 – 19 July 2020

RACV Midwinter Rally, Mornington Peninsula

Postponed Events

11 – 17 October 2020

RACV 2020 National Veteran Vehicle Rally – Swan Hill, VIC

POSTPONED TO 2021

Contact: Michael and Claudia Holding 0407 008 895

Front Cover: Bruce Humphries and Ken Russell in Bruce's 1906 model Stanley Steamer on the RACV 1&2 Cylinder Rally at Hamilton (Photo by Callum Walsh)

AND REMEMBER - we will be back soon.

Although it seems we may have driven off into the sunset and parked the cars in the shed for who knows how long (with credit to Vera Lynn):

♪ We'll meet again
Don't know where
Don't know when
But I know we'll meet again some sunny day ♪



Photo by John Holt, of Ian and Sue Berg's 1909 Buick on the RACV 1&2 Cylinder Rally at Bright, March 2019

President's Message

By Paul Daley

60 Year Badge Presentations

To honour the outstanding contribution of our senior members, a Sixty Year Badge has been struck and this appropriate memento will be awarded to those members as a special feature of our Annual General Meeting scheduled for October. As soon as the Covid-19 protocols for public meetings are published by government, we will be able to announce our AGM plans to members.

Ralph Provan – an Indefatigable Club Member

It was back in 1955 when our Club was first founded, that *Robert and Lil Provan* helped to 'seed' the fledgling Club by becoming Foundation Life Members, together with brother *Alan Provan* who also took up the one hundred pound Foundation Life membership. The Provan family commitment continued with an 18 year old *Ralph Provan* joining also as a Junior Foundation Member for an outlay of twenty pounds! At that time – 1948 – Ralph was working for Alan as an apprentice motor mechanic, and his love of veteran vehicles continues to this day. Ralph takes a 'sentimental journey' to a bygone era, and has prepared a wonderful piece on his restoration of a 1915 Dodge that he acquired back in 1964 and duly completed in time for our RACV Veteran Car Club Annual Rally 2019 – pages 22-23.

Dating Review of Veteran Vehicles

There was a TAVCCA national video conference on May 5 with all states participating to discuss and review the dating of veteran vehicles. *Andrew McDougall*, Victorian Dating Committee Chair represented our Club, and I participated in my capacity as Chair of The Association of Veteran Car Clubs of Australia. Excellent progress was made towards reaching consistent standards as well maintaining a National database. Andrew reports this important meeting on pages 20-21.

Website speed improvement on the way!

When we launched our new Club website last year, the most common comment was that 'it looks great, but it's too slow!' So, the good news is we are moving providers and **Go Daddy** will be hosting the site from June onwards, which will enable our annual subscription renewals to be an online feature in the future, with credit card facilities being an option. In addition, *Michael and Claudia Holding* will use the website to facilitate registrations for the 2021 RACV National Veteran Vehicle Rally at Swan Hill.

New Model T Ford Facebook group

Warwick Landy is a well known identity in the historic motoring movement and he has recently been the 'driving force' behind a Facebook group: '**Aussie Model T Parts and Cars For Sale**'. The group is growing quickly and members post a diverse range of Model T parts and also projects and vehicles

for sale. This is a terrific initiative, and the latest TAVCCA directory of Australian veteran vehicles lists over 150 Model T Fords.

Lynden Park Clubrooms

Geoff Payne has received advice from Boroondara City Council advising us to begin planning for the reopening of our Club room, and the steps we need to undertake prior to that taking place. The sporting facilities update advise the following:

We understand the evolving situation with COVID-19 and the challenging times for everyone in our community. As I'm sure you're aware, the Victorian Government announced on Monday changes to restrictions as well as an extension to the State of Emergency to 31 May 2020. These eased restrictions include the limited use of sporting facilities and outdoor recreation areas for some outdoor, non-contact sports, social play and training for groups of up to 10 people. Social distancing of 1.5 meters per person must still be adhered to for the safety of the community.

*While we understand that clubs are keen to start operating, Council needs to be confident that the Chief Health Officer's directions will be complied with before opening to the public. **As such any lease/licence holder or casual hire user of Council facilities is required to submit a 'COVID safe' plan to Council for review and approval prior to reopening.** It must outline how you will comply with these directions, including but not limited to:*

Facility access only for use of toilets

Enhanced cleaning/sanitising practices, including signage

Enhanced hygiene measures

A process to ensure compliance with 1.5m social distancing rule

How a record will be kept of everyone who is using the facility

Geoff Payne and John Prior will work with the other two Lynden Park tenants and compile and submit compliance documentation. The Club has also been advised by Council that new car parking signage will be installed around the carpark.

Do we need both AOMC and Federation?

Our analysis of the Covid-19 restrictions and the 'advice' from both the Federation and AOMC was my lead story in our May '*Brass Notes*'. Not surprisingly I received quite a few comments of support from members and friends of our Club. *Robin Page* – a leading figure and Past President of the MG Car Club – emailed: '*I am so pleased to be still receiving Brass Notes and read it from cover to cover. Were I a little younger I would purchase a Veteran but Pre War MG's will have to be my world. I agree wholeheartedly with your comments regarding the Federation and AOMC.*

I have always thought two peak organisations is one too many. I have great respect for Robin's articulate assessments and his previous role as a Wing Commander RAAF enables him to have an incisive way with words – as we have seen on the two occasions that he has been guest speaker at our Natter Nights.



Robin Page's M Type ready to do battle with the Austin 7's

Tourism Minister says 'Australia First'

The Australian historic motoring movement can expect its range of touring opportunities to become even more popular with car club members with the looming restrictions in overseas travel, which will make the local option even more popular.



Tourism Minister Simon Birmingham

Australians will have to wait until the end of this year or beyond to restart overseas travel amid estimates the coronavirus crisis has wiped out inbound and domestic tourism worth \$9 billion a month. Travel restrictions could be eased within states if efforts to slow the spread of the virus succeed in the months ahead, but travel across state borders and outside Australia will face tough bans for the longer term.

Tourism Minister Simon Birmingham urged people to 'see Australia first' when the curbs are eased over time but said bans on international travel would remain while the virus raged overseas.

'My message is now is the time when you can dream and plan but not execute those plans,' he said in an interview.

'You should really be thinking about the type of trips you might take in Australia when restrictions on travel are lifted on travel in Australia, however many months away that may be'.

The federal government has banned Australians from flying overseas in most circumstances and ordered

anybody coming into the country to go into quarantine for 14 days, usually at hotels supervised by the Australian Defence Force.

Asked whether the international bans would stay for this calendar year or beyond, Senator Birmingham said: 'It's very difficult to predict an nobody should be getting ahead of themselves at the present'.

The veteran motoring calendar has been re-organised to offer a wonderful rallying experience for 2021, and VCCA (Vic) members are welcome at all events interstate. The highlight will be the RACV 2021 National Veteran Vehicle Rally in Swan Hill in October.

Henry Ford Hospital Detroit



Today - Henry Ford Hospital (Photo: Henry Ford Health System)

The Henry Ford Health System is leading the coronavirus challenge for the City of Detroit, Michigan. The devastating death toll in the US has been headlined with the New York death toll of over 25,000, but the toll in other States is not often reported in Australia. Detroit (Motown) in the State of Michigan is the historical epicentre of the auto industry, and the African-American death toll has been horrendous – in excess of 2,500 deaths, and Michigan with a population of near on 10 million currently has a death toll of 5,000. To put that into some sort of perspective, well, if Melbourne was experiencing that rate of pandemic our death toll would be approximately 2,500. It's a sobering comparison, and there are many factors at play which influence such staggering differences between our two countries.

There have been well publicised protests in Michigan as thousands of residents oppose the strict stay at home orders – again a stark comparison to the compliance and commonsense that we have shown in our State of Victoria. The Henry Ford Health System is now seeing more patients discharged who have recovered from Covid-19, and more patients successfully weaned off ventilators and fortunately the daily rate of Covid-19 patients being admitted is declining. **Let's take a look at how the Henry Ford Health system all began with particular emphasis on the rarely discussed philanthropy of Henry Ford from 1910 – 1920.**

The time was the early 1900s. The nation was in the midst of an industrial and manufacturing revolution, and Detroit was at the forefront -- led primarily by automotive pioneer Henry Ford.

After years of inventing motorized vehicles, Henry Ford founded Ford Motor Company in 1903. Within the first few months, Ford was selling the Model A and turning a profit. In 1908, the legendary Model T was born. It wasn't long before Ford Motor Company became an industrial giant that spanned the globe.

With the workforce at Ford and the population of Detroit rapidly growing, so too were the health care needs of the community. Henry Ford understood the importance of keeping a healthy and productive community, and he envisioned creating a hospital for the working man.

The year 1909 marked the beginning of a movement to establish a new hospital in Detroit. The Detroit General Hospital Association was organized to plan and build the Detroit General Hospital. With Henry Ford as chairman, the Finance Committee purchased twenty acres of land. Plans of a pavilion type of hospital, drawn up after committees had studied the leading hospitals in Europe and America, were accepted and the work of building began.

In 1912 ground was broken for the first building unit. However, enthusiasm soon lagged and subscriptions were insufficient to carry the project through. The foundation of the building remained unfinished for eighteen months. In 1914, it was suggested that the City of Detroit take over the entire project. Henry Ford objected and offered to repay subscribers and assume the outstanding debts and contracts for the buildings of the Detroit General Hospital. His offer was accepted immediately. On June 26, 1914, the present site of the **Henry Ford Hospital** was deeded to Henry and Clara Ford.

On September 8, 1915, the articles of incorporation for the Henry Ford Hospital were recorded. Five days later Henry Ford and his wife deeded the property to the Henry Ford Hospital, Incorporated. The first meeting of the incorporators was held September 21, 1915, and a board of trustees was elected with Henry Ford as president and his son Edsel as vice president. On October 1, 1915, the first patients were admitted at Henry Ford Hospital. Although the Hospital interior was not yet completed, about 100 patients were admitted over the next 80 days or so.

Shortly after that, Henry Ford met Dr. William Mayo of the Mayo Clinic in Rochester, Minnesota. Ford was impressed by Mayo's description of new methods for hospital operations, including a closed staff of employed physicians who worked exclusively in and for the hospital. Henry Ford felt it was important to attract excellent staff members for the closed staff of his new hospital.

On April 6, 1917, President Woodrow Wilson and the U.S. Congress declared war on Germany and the country began to mobilize for the war effort. The first American troops arrived in France in June of 1917.

Henry Ford offered it to the U.S. government for use as an Army hospital for the duration of the war. The



The original 1915 Henry Ford Hospital

hospital was closed in the summer of 1918, and all remaining staff who could pass the military physical entered the service.

After the war ended on November 11, 1918, hospital facilities were needed to care for the hundreds of wounded and ailing American soldiers as they returned home. By February 1919, the first patients were received at the hospital. Many patients required lengthy recuperation and therapy for recovery from their war injuries. No. 36 cared for 2,000 wounded soldiers without a single death during the 11 months of its existence.

By summer, the troops slowly vacated the premises, leaving a roughly used and tattered hospital shell behind. The hospital was returned to Henry Ford by the government on January 1, 1920, and the original staff returned from their army service and again opened the hospital. That same month, a second influenza epidemic arrived, and 300 emergency beds were made available for the city. Stricken patients flooded the hospital, all of them seriously ill and many of them dying. Almost 9,000 Detroiters fell victim to the infection.



The Clara Ford Nurses home

In 1925, a 300 room Nurses Home named for **Clara Ford** was opened to house students of the newly formed Henry Ford Hospital School of Nursing. The **Edsel B. Ford** Institute for Medical Research was established at Henry Ford Hospital in 1947 as the Hospital's formal division of scientific research.

By the 1950s, the Hospital's operations and practice had grown so that expansion was necessary. In early 1955, the Hospital celebrated the opening of a 17-story Clinic Building.

In the 1970s, serious changes in the structure of the Hospital were needed, and thus began the expansion of Henry Ford Hospital services into the

Detroit metropolitan area. Within ten years, five other suburban centers opened, including a specialty center for the treatment of chemical and alcohol dependency. By 1990, with additions and 25 suburban centers, another corporate reorganization established the Henry Ford Health System. Today, Henry Ford Health System handles approximately 3.2 million patient visits annually.

Spirit of Tasmania to Move From Port Melbourne to Geelong



The Spirit's new journey will take it from Devonport to Geelong, which is roughly an hour from Melbourne.

The Spirit of Tasmania ferry service has announced it will move its Victorian port from Station Pier in Port Melbourne, to Corio Quay, north of Geelong. The Spirit operator, TT Line said the new 12 hectare site would include passenger terminal building, vehicle marshalling for 600 cars, public amenities, food and beverage outlet, children's play area and a pet exercise area. The Corio Quay port is about 70km south-west of Port Melbourne and about an hours drive from the City, an issue which is not considered an inconvenience to most tourists.

The decision has met with the approval of the Caravan Industry Association, and is on the doorstep of Melbourne's Western growth corridor, and is considered more accessible to visitors from regional Victoria, NSW and SA. However, some sectors of the Historic Motoring Movement will be disadvantaged by the move – veteran vehicles that could normally be driven to Port Melbourne from any suburb in Greater Melbourne will have to consider the best option to reach Geelong – and the Westgate and Freeway options are potentially treacherous.

Trailers are an issue due to their exorbitant cost on the Spirit of Tasmania Ferry – the other alternative is drive via the Sorrento-Queenscliff Ferry, which by the time one drove a veteran car from say Ringwood to Sorrento, and then Ferry and drive to Corio Quay – well that trip would take approximately 4 ½ hours, plus the Ferry fare of \$172 (car \$128 plus two adults \$44).

Tasmania is a wonderful destination for our hobby – in fact it will continue to grow in popularity in the post Covid world as we focus our holidays on Australian destinations.



Corio Quay at Geelong Port, where the new Spirit of Tasmania Victorian berth is to be located

A New Stoewer 'Find'

It seems that there is always another one, hiding, somewhere. But how do you find it? In the case of veteran Stoewer cars there are but 12 survivors of some 30 models produced during the Veteran era. So how amazed was Club member *John Stanley* when he got an email in response to his Stoewer web site with a photo and: "can you identify this for me please?"

Well he could, but not before sorting out some "variations" associated with the providence of this car. And it seems that this car has some stories to tell if only it could talk.

The car is in Delhi, India and has been parked in the back of a collection of some 36 wonderful, ex Maharaja's vehicles including a 1903 Cottereau, a 1905 Oldsmobile, a 1919 Delaunay Belleville, a 1926 Bugatti Brescia Type 23 and a 1927 Hispano Suiza H6B. The person who contacted John is an English restoration mechanic employed by the collection owner for many years to conduct his conservation, restoration and maintenance. But until now, the Stoewer had been neglected and almost forgotten.

The car can be identified as an early 1911, Model B1, the only known surviving sister to John's B1. It is believed to have been owned by the Chief Accountant of the Viceroy to India. It seems that in remote India, some improvisations had become necessary during the life of this car. Most obvious is the increased "people carrying" capacity of the locally made body. Was it to transport Indian aristocracy on hunting expeditions or was it for mundane taxi service around Delhi? The wheels can be seen to be Sankey artillery type designed to replace the original beaded edge tyres. They have been very professionally fitted to the original Stoewer hubs. Interestingly, the tyres used were clearly labelled "for animal drawn vehicles". The radiator was a test in identification. While it looks authentic it is not a Stoewer radiator and upon closer inspection can be seen to be very badly made! Under the bonnet is another challenge. A "petrol tank" mounted on the firewall? A dual system of carburettors? This car was modified to be started on petrol and then switched to run on kerosene from the original tank under the seat! Bernhard Stoewer would have been very impressed.

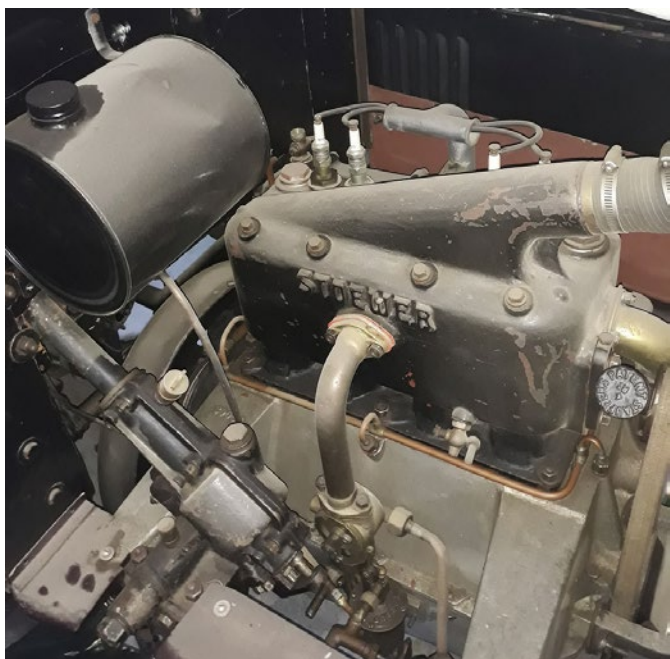
Now that this car has been identified and some information about the marque provided, it has been elevated up the conservation priority. John has been able to source a genuine Stoewer B1 radiator and hopefully before too long this car will take its well-deserved place of honour in this wonderful collection of India's motoring history.



The 1911 Model B1, Stoewer



The Sankey artillery type wheels



The original motor with 'petrol tank'

Curved Dash Oldsmobile Project...

Had the RACV 2020 Pre- 05 Pioneers Run been held as scheduled in May, my 1904 Curved Dash Oldsmobile would have had its first outing since being given a total restoration over the past eighteen months. Steve Flemming at Edge Machining did a superb job rebuilding the engine, and Chris Dillon put it back together and finetuned things. Finishing touches to the new paint job was the lining to highlight the body, and Bruce Walker once again was the skilled artisan.



Paul Daley's 1904 Curved Dash Oldsmobile

Member News



Bob Lamond with his daughter Sarah enjoy a spa on their Antarctic cruise

Bob Lamond is an active member of both the NSW and Victorian Veteran Car Clubs, and both *'The Age'* and *'Sydney Morning Herald'* ran a feature article on Bob in a recent travel feature. Bob had originally planned a cruise to Antarctica with his wife Alison, and when she became ill their daughter Sarah went instead, becoming Bob's eyes, ears and social director. The Fairfax reporter Tim Elliot wrote an interesting and amusing piece about the trip – here's some extracts:

SARAH: I'd never thought of going to Antarctica, but Dad invited me in place of Mum, who went downhill with dementia after he booked the trip three years ago. My father wouldn't be the first person I'd go travelling with! Our belief systems are completely different, on politics and religion, all that.

He also loves a debate and he's very contrary. Whatever position you have he'll take the opposite one, and he doesn't understand why people don't agree with him. But on the trip we spent three weeks together, and we shared a cabin. I've never spent that much time with him one-on-one.

BOB: My wife Alison and I married in 1962, and it took us the next seven years to produce Sarah. Our gynaecologist regarded her as a miracle child. But she was five weeks premature. I was sitting in the waiting area at the hospital and they wheeled a crib past me with a poor little baby and all these tubes with blood and plasma going into it, and then I read "Sarah Lamond on the label. The next thing I knew I woke up in a hospital bed. I'd fainted.

Sarah and I are quite different. I'm a very closed personality, she's more outgoing. On the boat in Antarctica she broke the ice with people, so to speak. There was a group of 15 who were a similar age as Sarah, so we got involved with them. We'd have drinks together and dinners.

It was hard to get back home because of the coronavirus. We had to sail up to Montevideo, Uruguay, before anyone would take us in. Then we got a flight to San Diego and from there to Sydney.

Peter Fagan is 'lucky to be telling the story of his motorbike accident a few weeks ago. Peter was travelling with another motorcycle - a friend - near Tumut (NSW) and fortunately does not recall the events that saw him take a heavy spill which resulted in him being airlifted by helicopter with serious injuries broken cheek bone, fractured scapula, broken ribs, torn spleen, pneumothorax, and few broken fins off the spine, which has necessitated further surgery. Peter and Debra reside at Lavington, just out of Albury (NSW) and are active members in the veteran motorcycle and highwheeler registers.

As we went to press, Peter emailed me:

Hi Paul, thanks for the card from the Club. Recovery going OK, face surgery looks pretty good, now sporting 3 titanium plates to keep it all in place. Arm needs to be in a sling for another 4 weeks and back and ribs will heal in time. Frustrating having the right arm pinned as it's stopping me working on cars and bikes - but that's probably a good thing!

Peter is looking forward to the RACV Veteran Car Club Annual Rally in November.

Jennifer Atherton and partner Rodney Anderson normally spend our winter at their historic villa in France, however the Covid-19 restrictions have put that on hold. They are also regulars at the London to Brighton Run in November - that's also off their calendar this year. Rodney has written an excellent piece "Star Gazing" reflecting on the origins of the Star marque, pages 17-19.

David 'T Lang of Deniliquin NSW has spent the Covid-19 lockdown as the 'Chief Polisher. David's mother is a hearty 87 years young, and has collected over 200 brass items brass plates, jardinières, jugs, Dutch and Indian items and it's David's job at home

to keep them shining. He's also a great ambassador for our hobby, and when he took a local for a joy ride recently in his 1916 Model T Ford, the passenger quipped 'This is fun,' and David retorted 'You bet, that's why I've been doing it for forty years.' Evidently it was raining at the time, and David's assessment of the Model T's manual windscreen wiper functionality was that it was: 'like winking at a friend in the dark!'

The Last Word...

English is full of subtle nuances, and although two words can on occasions be interchanged, the difference between them may not always be easy to explain. For example *ship* vs *boat*. Now that's an easy one. The answer generally speaking is that a boat is small enough to be carried on a ship. Now, let's tackle *car* vs *automobile*, and that's where things can get interesting as both are roughly synonyms. A *car* can refer to objects that aren't automobiles eg railway carriages, or the passenger component of an elevator (lift). *Automobile* evidently hit the vernacular around 1895 and has a French derivation. Both *car* and *automobile* seem to have very little difference when used to describe a 'motor vehicle with four wheels; usually propelled by an internal combustion engine. **I welcome the input of any wordsmith on this subject!**

*Paul R Daley,
President*

Veteran Car Club of Australia (Victoria)

MEMBERSHIP

WELCOME TO NEW MEMBERS

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

- *Norman Clark & Cheryl Humphries of Beechworth*
- *Rob Miller & Jerri-Lee Phillips-Miller of Dalyston.*

MEMBERSHIP RENEWALS

It's that time of the Year!

Your membership is due for renewal.

You will find with the hard-copy version of this issue of Brass Notes, or by separate post, your renewal form. Please ensure you check and update the records accordingly and return the Renewal form. Payment can be made by cheque or electronic transfer.

Renewal is due by July 1 so please assist the Committee by renewing early.

If you have any enquiries regarding your membership status please contact our Registrar, Geoff Payne.

The 1970 Australian Bi-Centenary International Rally

By Greg Smith

1970 saw Australia as the choice for the FIVA sanctioned 10th Annual International Rally. The official title was, The 1970 Australian Bi-Centenary International Veteran and Vintage Rally for Cars and Motor-cycles, and was named as such, to commemorate the landing of Captain Cook's voyage at Botany Bay in the April of 1770. Wow! 250 years since Cooks arrival and a staggering 50 years since this rally. Where on earth has that time gone!

This event surely must go down as the biggest thing ever attempted, and succeeded by the Veteran and Vintage car movement. The logistics to cater for this event was at the time unparalleled. How do you marshal, and coordinate 500 odd vehicles ranging from 1900 to 1930 along a 1600km route from Sydney to Melbourne, trying to feed and accommodate nigh on 2000 people for a 14 day duration? Remember also, this was at a time with no mobile phones, no internet, no google maps, and all the mod cons we have today. Extraordinary, remarkable, herculean, are just a few words that come to mind. It was also a truly international event with 118 entrants from five overseas countries, and veteran vehicles made up about 45 percent of the total entries, and again many of these were driven to Sydney to begin the run. The Veteran Car Club of N.S.W. was responsible for the run from Sydney to the border, and the VCCA (Vic) from Albury to Melbourne. To showcase the vehicles, there were displays at lunch and overnight stopping places, and also some driving tests and gymkhanas. Added to this, drivers had to choose a speed to average, and points were deducted if you were early or late at checkpoints. This of course added to the extra organization of monitoring, the competitive aspect of this amazing extravaganza. It really is almost unfathomable how all this was achieved. I am totally in awe of the organisers.

Unfortunately for me, I was still at school and unable to go on the rally with Mum and Dad in the 23/60 Vauxhall, but I did get the opportunity to meet up with the rally at Albury, and do those couple of days, and again at Bendigo, so I did experience just a small part of this extraordinary gathering. Many a photograph was taken during these days, and it was only a few months ago, Mick Turner and I had a slide afternoon and trawled through 4 or 5 hundred slides we had of this rally. It was during this afternoon that we realized 50 years has passed, and couldn't believe it was that long ago, this monumental occasion was held.

I still get astounded when I go through the list of entries. It was a veritable smorgasbord of variety. With my well known attraction to the very early type of vehicle, I am still fascinated by how many early vehicles actually participated. I am in awe of some of the early motorcycles. Entry 2. Larry Clarke 1903 FN. Entry 63. Barry Forryan 1904 Minerva. Entry 565. I Cameron 1902 FN. Entry 65. 1903 Griffin Zedel of Perc Hosking.

Entry 481. A Parkes 1903 Motosacoche. To ride this era motorcycle for 1600km over the duration of the rally is simply an achievement not to be underestimated. I more than "dip my lid" to these gents on this front. Then of course there were some of the early cars. Entry 549 J Pickvance 1900 Darracq from the U.K. Entry 168 Harold Clisby 1902 Crestmobile. Entry 453 E Delany 1902 Crestmobile from N.Z. Entry 546 K Lober 1901 Oldsmobile. Entry 175 Graeme Ashmore 1903 Oldsmobile. Entry 573 R Whyte 1900 Orient Buckboard. (I wish I could remember seeing this, but I can't, unfortunately). This is just a small sample of the remarkable early vehicles which were amongst a myriad of amazing vehicles.

Then I also think of the people, and of the feats of the people driving and being passengers/ navigators who also deserve the great accolades. I think of entry 10. John and Trish McMillan 1914 Talbot, with the youngest entrant, Kelly, at 8 months of age. Entry 5. Lorna McManamny 1910 Talbot with son Peter as navigator. Imagine her stress levels of being in charge of the family car, as well as managing Rally Director, Tom, during this period. Herculean, amazing feat of coping with that!

Of course, I also think of Entry 137 Frank Dallimore 1916 Ford T. What an outstanding effort to be the outright winner of the total rally of near 500 entrants, with the loss of only 47 points. Wife Dot, must also take the accolades here to be part of an amazing team effort to win the rally overall.

It was not until I started to research the results of the 1970 International Rally that I noticed another outstanding result from one of our Victorian Veteran Car Club entries. Entry 62 Mrs Joan Forryan 1909 NAG. What a grand effort for Joan to pilot the NAG the 1600km, but not only do this, but also be the nurse and carer of Barry, who was riding the 1904 Minerva Motorcycle. Barry told me stories of this rally when I was asking for tips on how to ride a 1904 motorcycle from Sydney to Melbourne on the 2005 Dunlop Reliability re-enactment from 1905. Barry was most helpful to me in passing on important experiences. He re-counted how chaffing from pedalling and sitting on an un-sprung motorcycle for mile after mile resulted in his behind quarters resembling a baboon's bum, as you would see at the zoo. Every night Joan had to "baby" Barry in applying salve to the affected areas in an attempt to sooth the reddened, swollen catastrophe. So, to put up with this, then drive the NAG the entire distance with a total loss of only 50 points. What a mammoth performance. I always knew Joan was a talented lady, but to finish third overall, only just 3 points from the outright winner, this without doubt just qualifies my thoughts of just how absolutely astonishing she is.

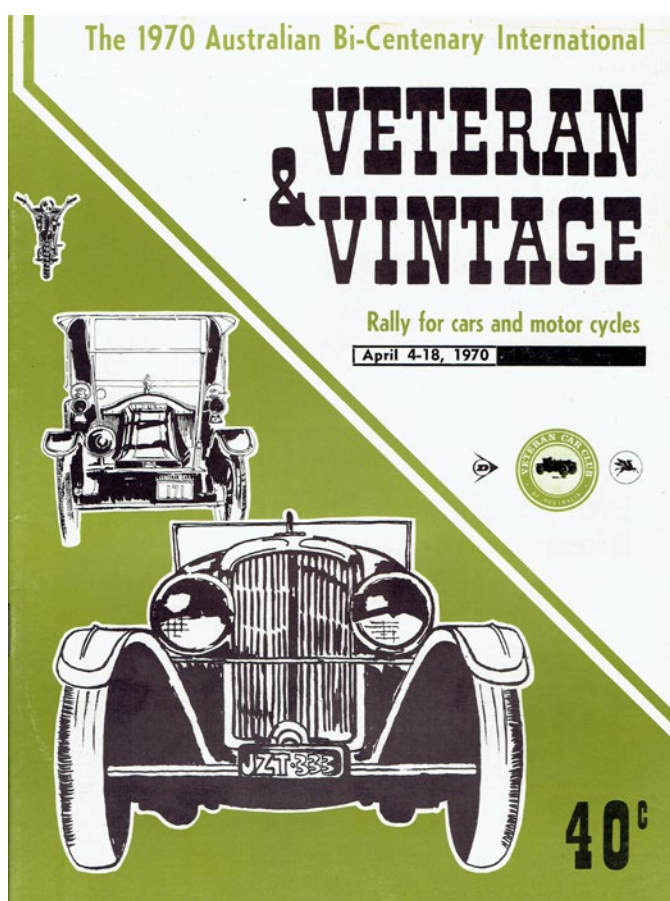
Putting everything into perspective, I sincerely congratulate ALL the entrants for participating and being successful in completing such an epic rally in every sense of the word. One statement that resonates with me, is that one million people were to view the veteran and vintage vehicles along the route through NSW and Victoria. Now that's exposure!!

Below is a list of the Veteran Entrants from Victoria, and this is where you the reader come in. Being in isolation we all have a bit more time, and may be looking for an extra activity. I am asking, if you the reader, could help with information. Firstly, if you were on the rally, could we have a small account of anything you may wish to share about the rally. Secondly, an exercise for all, read a and look at the list and see if you are able to supply any information on where the vehicles are now.

Eg. Entry 59 1913 Fafnir Dr. Peter McMahan, now owned by Daryl Meek.

Entry 13 1909 Aries Barry Gomm, Still owned by Barry Gomm

I am happy for all to contact me, and I will correlate the information for the next newsletter. Please get involved, and we will see if we can solve what has transpired since 1970. Ring, write, email, but be in contact, and don't be scared to contribute!



Rally Programme

The 1970 Australian Bi-Centenary International Veteran and Vintage Rally for cars and motorcycles

April 4 – 18, 1970

Entry Number	Car/motorcycle	Owner
4	1912 Cadillac	H. Formby
5	1910 Clement - Talbot	T.C. McManamny
8	1913 Vinot et Deguignand	J.W. & L.G. Harris
10	1914 Clement - Talbot	Mr and Mrs J. McMillan
11	1916 Ford	M.C. Grant
12	1918 Dodge	R.A.B. Monahan
13	1909 Aries	B. Gomm
16	1916 Dodge	W.J. Shaw
18	1913 Overland	Mr and Mrs B.W. Bone
19	1914 Talbot	N.R. Smith
20	1911 Mors	K. Buchholz
21	1904 De Dion Bouton	R.G. Hobbs
27	1913 Hotchkiss	N.J. Gibbs
28	1912 Napier	L.J. Callaway
35	1912 Overland	A. Reid
40	1915 Maxwell	I.W. Heyme
46	1914 Overland	R. Smith
51	1916 Buick	R.G. Standerwick
52	1913 Mercedes	M. Luckie
57	1913 Ford	W.S. Martin
59	1913 Fafnir	Dr P.G. McMahan
61	1914 Hupmobile	E.D. Warne
62	1909 NAG	Mrs J.L. Forryan
63	1904 Minerva M/C	B.K. Forryan
65	1903 Griffon Zedel M/C	P. Hosking
66	1913 Hurtu	R.G. Griffiths
79	1911 Hotchkiss	E.E. & G.E. Dunshea
81	1912 Coey Bear	G. Hosking
86	1916 Buick	C.W. Anderson & J.H. Wilkinson
88	1915 Talbot	J.C. Walsh
89	1914 Ford	G.E. Morgan & H. Wheeler
96	1908 Talbot	L.G. Viney
99	1912 Adams	T.W. Anderson

Entry Number	Car/motorcycle	Owner
100	1914 La Buire	E.J. Cobb
101	GCS M/C and sidecar	T.W. & G.C. Anderson
102	1917 Studebaker	N.J. Hutton
103	1916 Studebaker	T.G. Bailey
104	1915 BSA	C.J. Cross owner N. Hutton
108	1914 FIAT	J. Brittain
109	1910 Austin	C.W. Ward
111	1914 Buick	R. Murphy
112	1915 Ford	B.F. Lyon
115	1917 Harley Davidson M/C	S.P.J. Sheffield
117	1915 Ford	J.P. Hyland
118	1913 Ford	N.M. Nankervis
121	1916 Dodge	C.B. Christie
122	1910 Arrol Johnson	E.M. Stone
123	1913 Wolseley	H.F. Smith
127	1909 Renault	G.A. Harder
128	1913 Wolseley	M.R. Markoff
132	1910 FN	P. Amor
137	1916 Ford	F.A. Dallimore
140	1918 Mercer	I.E. Saxton
151	1912 Hispano Suiza	S. Middlehurst
158	1912 Talbot	N. Kirk
159	1912 Talbot	J.R. Jordon
160	1913 Hotchkiss	R.W. Long
161	1909 Renault	R. Provan
163	1911 Renault	L.G. Owen
172	1913 Aquila Italiana	R.F. Shield
174	1914 De Dion Bouton	R.C. Davis
175	1903 Oldsmobile	G.W. Ashmore
281	1913 Ford	N.J. McCubbin
284	1914 Hotchkiss	N.I. Burns
414	1913 Hotchkiss	VCCA of Vic, driver A. Long
415	1912 Scott M/C	R.F. Walter
416	1905/06 White	A.B. McInnes
418	1914 EWB M/C	B.R. Splatt
419	1913 ASD Precision M/C	J.C. Comerford
422	1914 Indian M/C	G.R. Owen
528	1916 Indian M/C	I.N. Goble
571	1914 Wolseley	G.J. Splatt
572	1912 La Buire	E. Lamshed

Entry Number	Car/motorcycle	Owner
574	1915 Hupmobile	A. Blashki
575	1909 Itala	W. Orde
578	1911 SCAT	C.D. Heard
580	1909 Daimler	N. Ferguson
602	1912 Straker Squire	N.P. George
603	1913 Hillman	A. Bathurst
604	1912 Vauxhall	N. Tishler
606	1915 SCAT	V.G. Stocks

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More on Crossley and their involvement in WWI

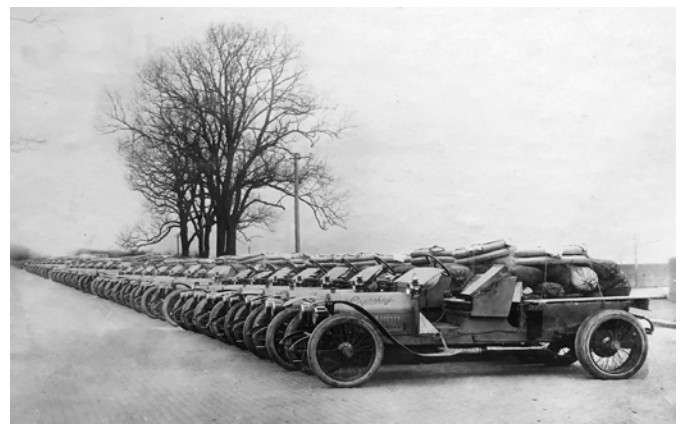
The following text is sourced from <http://www.crossley-motors.org.uk/history/WW1.html>

Photos are from the Australian National Museum and the archives of Jas A Munro and Co.

At the outbreak of hostilities in August 1914 Crossley Motors moved almost totally to war production. The only model made was the 20/25 which was supplied to the forces in huge numbers with production running at up to 45 a week. The first had been supplied to the Royal Flying Corps (RFC) in 1913 and at the outbreak of war they had 56. By the time of the armistice this had risen to over 6000.

The 20/25, known to Crossley as the WO and the War Office as Type J, became with a tourer body, one of the standard staff cars (the others being from Vauxhaul or Sunbeam) but most of the chassis were used to carry ambulances, mobile workshops, light trucks and, most importantly, the RFC Light Tenders. Every squadron in the RFC was supposed to be equipped with nine Tenders and one Staff Touring Car but it seems likely that most never had the full complement. Vehicles went to France, Belgium, Mesopotamia, Salonica, Egypt, Russia, India and several parts of Africa.

The Staff Touring Car had a very similar chassis to the pre war civilian 20/25 except for a lower back axle ratio, and had a 10ft 6 in wheelbase and 4ft 6in track. All of the military 20/25s had twin rear tyres with the rims spoke fastened to a single hub. With the standard RFC specification body the weight was 37 cwts. In 1913 at War Office tests at Brooklands a fully loaded Tender covered the flying half mile at just under 50mph.



Fifty three 20/25 hp Chassis supplied to the British Government during 1913 (a year before the outbreak of war). The Crossley had proved very satisfactory in the heavy testing of vehicles by the military.



20/25 hp touring cars and landaulettes supplied for use of headquarters staff in battle areas.



A consignment of 20/25 hp light tenders for the Royal Flying Corps.

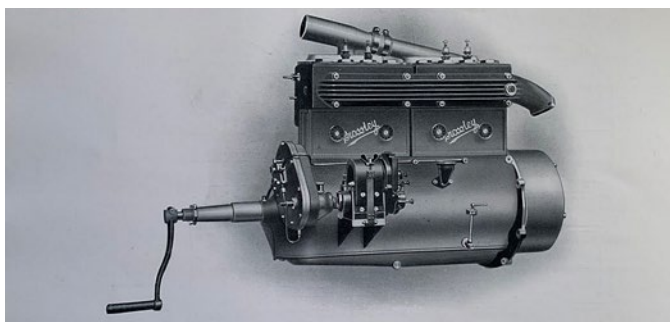
The 34 cwt Tender had room for eleven men, three in front with the remainder facing each other on bench seats down each side of the rear. Weather protection was by two hoods, one for the front and one for the rear.



An Australian Crossley ambulance. The Crossley was supplied by Jas A Munro and Co. The photograph was taken at the AIF camp at the Flemington Showgrounds in 1915. Standing on the right is Alex Munro, a son of Jas Munro. He was assigned to the 10th Field Ambulance Corp of the AIF, and drove ambulances in Australia, England and France during the war.

The ambulance could carry two stretchers down each side one above the other. Unlike the Staff car or Tender the rear of some of these was permanently covered with a fixed wooden roof made of plywood covered in fabric and mahogany sides on an ash frame. Neither Tender or Ambulance was fitted with electrics and had lower axle ratios than the Staff Car.

The mechanical specification remained remarkably static during the war, the only major change being in 1917 when the engine was modified to give more power and improved cooling. 20/25's fitted with this engine were designated "25/30 X type" or just "X" type and some were fitted with the pointed radiator that was to become familiar on cars in the 1920's.



20/25 hp motor

At the war's end all government orders were cancelled. Some 20/25's went straight into store and many others returned from France. Some of these were rebuilt to the new 25/30 specification and stayed with the RAF the remainder were gradually sold off by the War Office. Many of these were bought back by Crossley, refurbished in the newly acquired AVRO factory and sold as AVRO RFC's mainly as bare chassis or with van bodies. Sales continued until 1924.

There was a proposal for the Russian government to build the 20/25 and the 15hp under licence at the BEKOS factory near Moscow and by Lebedev at Yaroslavl. At least one car was made at each factory but then the Revolution intervened. The Yaroslavl plant was completed and is still in existence today producing diesel engines.

The Gorton factory also, in 1918, produced aircraft engines mainly 900 of the Beardmore 160hp and about 80 Bentley Rotary Mk 2's.

Remarkably few of the thousands of 20/25's made have survived which probably reflects on their hard lives in peace time. As well as several examples in private hands there is a tender on display at the RAF museum in Hendon, London and an ambulance in the Australian National Museum.



The 20/25 Crossley at the Australian War Memorial.

After the war the 20/25 continued in use by the RAF for several years and saw service in Iraq, Persia and India. used by London's Metropolitan Many ex military vehicles were reconditioned and supplied for many years in either chassis only form to coach builders or with Crossley's own truck bodies.

As well as road vehicles, Crossley also produced aircraft in a new government factory built on the 15 acre western half of the Crossley Brothers site at Erwood Park in Heaton Chapel, Stockport. This factory known as Government Aircraft Factory Number 2 was managed by Crossley Motors and had an initial order for 500 D.H. 9 bombers. The first one left the works on 16 March 1918 and by the Armistice over 400 of the order had been completed. A few D. H. 10's were also made. The factory and its contents was bought from the government by Crossley Motors in 1919 and later became the home of Willys Overland Crossley.

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As supplied to the **Admiralty** *The* **Crossley** *War Office* As supplied to the

Subject to the following tests:

1. A prolonged road test with a dead load of 30 cwt. of sandbags.
2. Climbing a gradient of 1 in 8 with a load of 20 cwt. and pulling a trailer weighing 15 cwt.
3. Petrol consumption test, 37.8 ton miles per gallon.

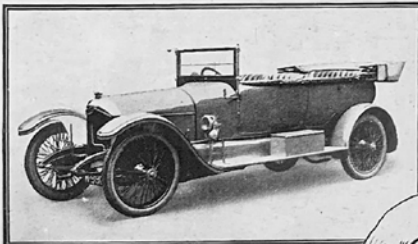
TESTS

To which the Crossley Cars were officially submitted by GOVERNMENT OFFICIALS before acceptance. After passing these severe tests, the crucial test of all EXPERIENCE was so satisfactory as to result in

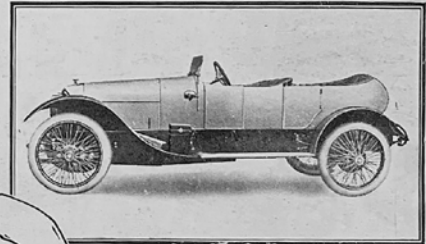
52 Repeat Orders
FOR GOVERNMENT USE

Subject to the following tests:

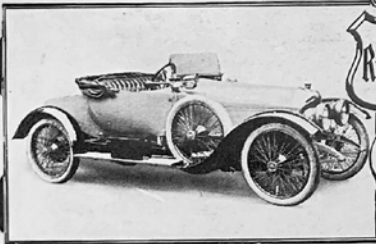
4. Three miles on first speed without overheating, loaded with 20 cwt. and drawing a trailer of 15 cwt.
5. Climbing the test hill at Brooklands, gradient 1 in 4, with a load of 30 cwt.
6. Brake test on the Brooklands test hill, gradient 1 in 4, with load of 30 cwt.



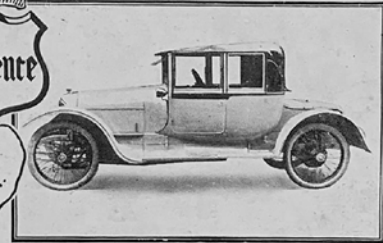
15-h.p. Crossley Touring Car.



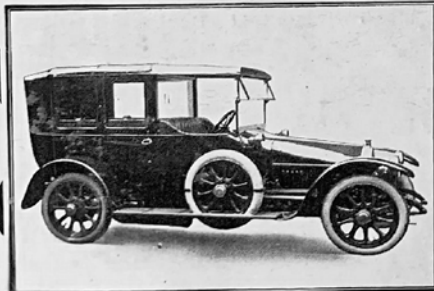
15-h.p. Crossley Shelsley Sporting Model.



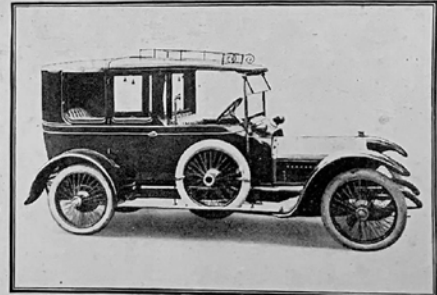
15 h.p. Crossley Two Seater.



Crossley Inside Driving Coupe.



20 25-h.p. Crossley Cabriolet.



Crossley Three-quarter Landauette.

1913.

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The Crossley Car

Reliability **Power** Silence
BRITISH THROUGHOUT.

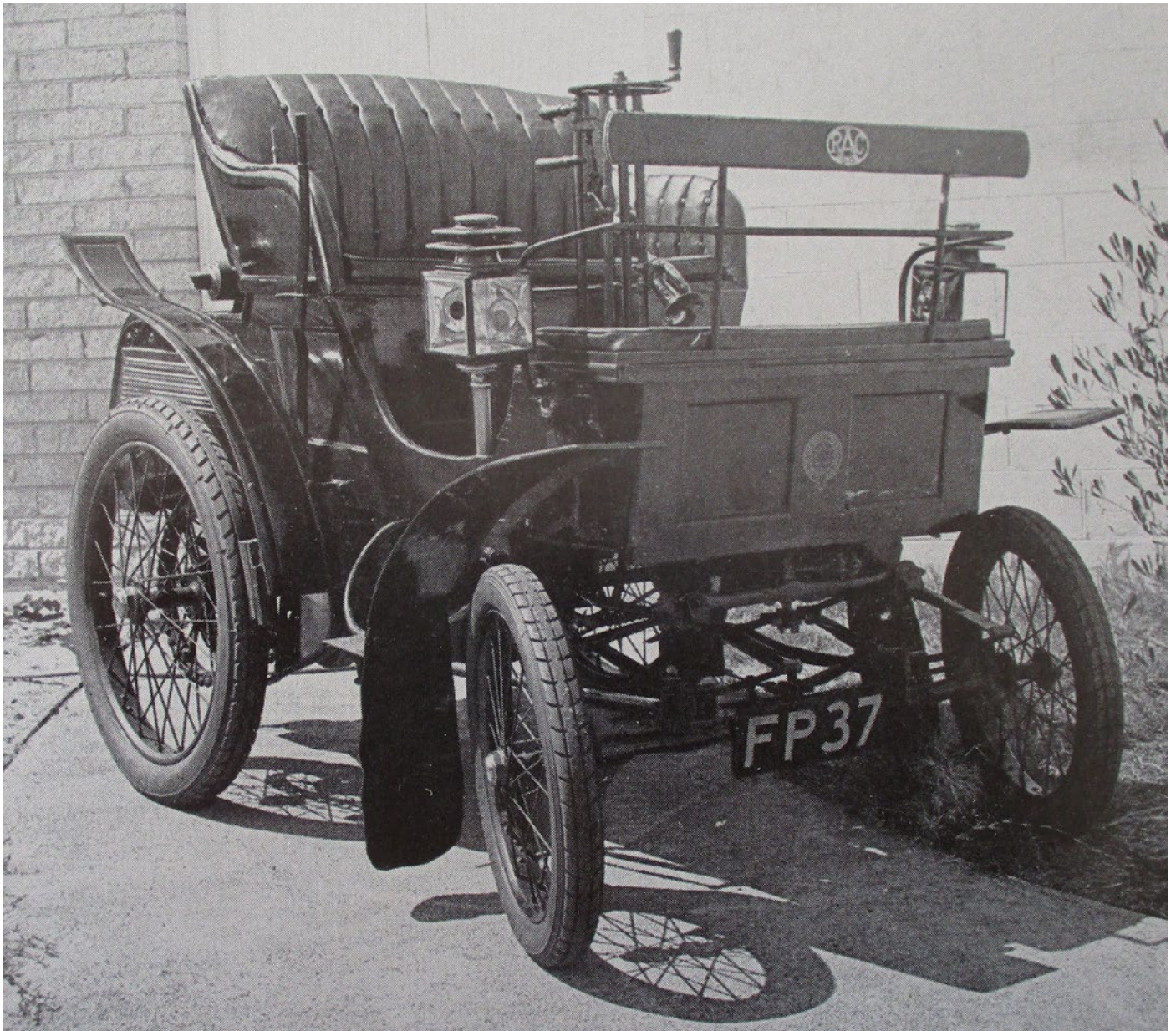
IT is in the HIDDEN details of construction and design that true value lies in the purchase of a motor car. Is it not worth your while to judge the distinctive Crossley qualifications by a trial run, or better still, by a personal inspection of the Cars in course of construction at our factory?

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Crossley Motors Ltd.
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Star Gazing

By Rodney Anderson



1898 Star Antique Auto Museum Wembley, W.A.

This car is identified by the registration FP 37 that was issued some time after the 1st day of January 1904. There is no known record of any other name having been given to identify the car before then.

Writing of the time, a true pioneer motorist expressed his view that 'nobody seemed to take any interest in the early attempts to establish automobilism until 1926 - when an enterprising newspaper organised an event at the motor show.' And it was this event that led the same newspaper to organize a run from London to Brighton in 1927 in commemoration of the run organised by the Motor Car Club on the 14th of November 1896 to celebrate the 'emancipation' of the motor-car.

FP 37 participated in the first 'Old Crocks' run from London to Brighton in 1927. Around the same time, the Advertising Dept. of The Star Engineering Motor

Company Limited wrote to the owner of FP 37 saying, 'we should be very pleased to furnish you with a brass plate to be attached to this car, giving date of manufacture.'

The brass plate measured approximately 9" x 7" and read 'one of the first ten built by the Star Co. in 1898' and was prominently displayed on FP 37.

In a 1929 publication titled Britain's Message to the Empire From The Air it is recorded inter alia that Edward Lisle imported a German Benz car in 1897 that did not satisfy him so he set to work without delay to produce something better and the same year he built his first car! In 1898 it was on the market. There is also a description 'taken from the catalogue of 1898.'

"Three-and-a-half h.p., single cylinder water cooled motor; belt and chain driven; two speeds; electric ignition; Star carburetter effective in any weather; two

independent powerful hand brakes are fitted; petrol tanks have a capacity for about 100 miles run under favourable conditions. The car is fitted with lamps, horn and a complete set of tools, oil cans, etc.”

“Price, coach painted or varnished, fitted with clipper pneumatic tyres, 180 guineas; Dunlop or Grappler tyres, extra 3 guineas; Connolly’s solid rubber tyres, less 5 guineas; reversing gear (not recommended on these cars), extra 12 guineas; best leather hood, extra 15 guineas; water proof apron, extra 2 guineas.”

In a letter written by the widow of Joseph Lisle addressed to the Sec: Cycle & Motor Trades Be. Soc. dated 16th Jan 1941 she writes inter alia

‘The late Mr. Joe Lisle was a pioneer of the motor industry as a manufacturer & racing motorist..... About 1896 or 1897 he learnt to drive in Holland. I first met him on the eve of his return with a Benz car he brought back with him which was copied & was the Star of the Star Co. evolved from the Star Cycle Co.’

FP 37 was still at ‘Dalkeith’ on the London Road at Rainham in Kent when the owner wrote a letter dated 10 June 1947 that stated his father ‘had one of these cars delivered just before my 13th birthday and as I was born in 1885 it makes date of delivery 1898.’

The owner also made a note: ‘DELIVERED TO AGENT 4-10-98’.

The *World’s Automobiles 1880 – 1955* published in 1956 records the Star Engineering Co. and Star Motor Co. as a manufacturer of automobiles 1898 – 1935. The editor of *The Motor* described the Record of 75 Years of Car Building as unique and as a reference work invaluable, and also said that:

‘All honour, therefore, to the author of this astonishing volume who realized that history so dramatically made would, with equal suddenness, be lost unless someone devoted many thousands of hours to research and did so before the early evidence had vanished for ever.’

FP 37 passed through a number of owners in the United Kingdom all of whom described the car as ‘one of the first ten built by the Star Co. in 1898’ until 1965 when it was shipped to Fremantle and soon after put on display in a private museum in Flynn Street Wembley where it continued to be described as ‘one of the first ten built by the Star Co. in 1898’.

On page 41 of *The World’s Motor Museum* by T R Nicholson there is a photograph of FP 37 with the caption ‘Star, 1898, Courtesy Markham’s Antique Auto Museum, Wembley, Western Australia’.

On page 266 of *Automobiles of the World* published in 1968 the author writes that Guy Motors Ltd ‘absorbed the Star Engineering Company which had built the obscure Star cars since 1898’.

In March 1968 the *Star Starling Stuart and Briton Register* in the UK on information from the owner listed FP 37 as an 1898 vis-à-vis Star-Benz ‘in a museum at Wembley’.

The first edition of the *Complete Encyclopaedia of Motorcars 1885 to the Present* published in 1968 shows

the Star Motor Co Ltd 1898-1909 as an offshoot of the Star Cycle Co, and states that it produced its first car in 1898.

In 1969 the owner approached the State Government of Western Australia and in November of that year most of the cars in the museum including FP 37 were sold to The Western Australian Museum which displayed the Star as ‘one of the first ten built by the Star Co. in 1898’.

In 1974 *The Complete Catalogue of British Cars* records the earliest model Star as being 1898 and pictures a contemporary photograph of a Star captioned ‘1900 Star 3½ –hp.’

In his 1979 book titled *The Illustrated Encyclopedia of the World’s Automobiles*, David Burgess Wise records that Edward Lisle’s Wolverhampton-based Star Engineering Company built cycles from 1883 and built its first 3½ hp Benz-based car in 1897.

At the Old Bush Public House on Wednesday 18th February 1981, not far from the Frederick Street Star Works, a talk was given to members of the Black Country Society on Star cars. Quoting from written notes, the speaker told his audience that ‘...it was on business in 1897 that Joseph visited Mr. Gerritzen in NIJMEGEN, who was Star’s agent. At this time Star were selling a lot of bikes abroad, especially to Australia, New Zealand and Europe ...while in Holland, he learnt to drive and when he returned to England, he brought a 3 h.p. Benz car with him. The Benz was stripped down, examined and within a few weeks the Lisles had decided that cars were the way of the future so a licence to manufacture to the Benz pattern was obtained and in 1898 the first car was made.

He also told them that:

‘...the car started easily and ran about 100 yards into Albow Street before it broke down. But by the end of the third day it got to Lloyds Hill, Penn, before breaking down and a few months later it was driven all the way to London.’

Then told them that ‘This is supposedly the very first car made by Star and now in Australia,’

adding:

‘with it is a letter and plaque supplied by the Star Co in 1928 stating that this very car was driven in two days by George Prew and Ernie Wickens to the 1897 Motor Show’.

and finished up by saying:

‘This is peculiar because Star still had the first car at the time at Bushbury, which was left hand drive and the date 1897 is a year too early. A mystery.’

Motor Museums of Europe published in 1983 lists an 1898 Star Benz at the Birmingham Museum of Science.

In the magazine *On Four Wheels* an article headed ‘W’HAMPTON BRIGHT LIGHTS’ reported:

‘Lisle as being a pioneer motorist, and decided to embark on the manufacture of cars in 1897. That year a prototype was built which followed very closely the lines of the contemporary Benz, and this formed



Another Star - 1898 Star in the Birmingham Museum of Science

the pattern for the production models which made their appearance the following year. In 1898, too, Star issued their first catalogue'

that is the same description as appeared in *Britain's Message to the Empire From The Air* 1929.

In May 1986 *The Automobile* an article by John Warburton says again inter alia 'The first Star car took to the road in 1898, the makers being one of many successful bicycle manufacturers to turn to motor vehicle manufacture in the early days. The first models were close copies of the 3 ½ h.p.'

In 1990 the Western Australian Museum resolved to sell a number of cars that it considered had no historical relevance to the State.

Local press and media outlets covered the upcoming sale that included 'one of the first ten cars built by the Star Co. in 1898.'

The Christie's catalogue described the Star as 'one of the first ten built by the Star Motor Company that had been driven in the 1898 Motor Show at Olympia, London' along with other information lifted from The

Star Engineering Co. Ltd letter to the owner in 1927 mentioned earlier.

Prior to the sale, the Christie's South Kensington Ltd. expert confirmed the car as being 'one of the first ten built by the Star Motor Car Company in 1898' and that there was a letter and a copy of the 1898 catalogue on the file that went with the car and also that the car had recently been dated by the Veteran Car Club of Great Britain. The auctioneer offered Lot 10 as described in the catalogue. After spirited bidding between two parties, the car was knocked down to a local consortium.

The July 1992 issue of *On the Move* described FP 37 as 'one of the first ten cars built by the company and was exhibited at the 1898 Motor Show at Olympia'.

Today, FP 37 is at the Western Australian Motor Museum where visitors can see 'one of the first ten cars built by the Star Co. in 1898' and read other information that supports the provenance of FP 37 including a newspaper clipping referring to the 1990 auction.

As the speaker at the Old Bush Public House on the evening of Wednesday 18th February 1981 concluded, 'a mystery!'

TAVCCA - Vehicle Dating Process Review

By Andrew McDougall (VCCA (Vic.) Dating Committee Chairman)

The Association of Veteran Car Clubs Australia (TAVCCA) - Vehicle Dating Process Review

At the National Veteran Vehicle Rally held in Bargara Queensland last year, there was a meeting of the Vehicle Dating Officers from each State or Territory to discuss the processes used by each jurisdiction, with a view to establishing uniformity and consistency of process and dating certificate, for the Veteran movement in Australia.

From this meeting the various dating officers were requested to provide details of the dating application form and certificate to John Burke, of the NSW club, for him to review and provide a report on commonality and differences in the process and any variations on the Dating Certificate.

This was done and John subsequently produced a report on his findings.

Recently with the Covid 19 restrictions, the state and territory dating officers held a meeting, via "Zoom" electronic means, under the chairmanship of Peter Arnold, Queensland to review the report prepared by John Burke and to establish proposals for uniformity, to be presented for ratification at the next TAVCCA annual general meeting.

John Burke had established from the information provided by the various Dating officers, that whilst there were differences in format, the information requested from the dating applicants was basically the same Australia wide, with similarities in detail for the Dating Certificate, but with some detail differences in statements and the basis on which the dating was made.

The participants in the "Zoom" meeting agreed to the following:

The 5/7th rule: All Clubs use the 5/7th rule, whereby as a minimum, the vehicle to be dated must have at least five major components correct for the make, model and year. The seven components to be considered are: Chassis, engine, gearbox, rear axle assembly, front axle assembly, steering system and radiator. Wheels are not included as these may have been changed during the life of the vehicle, due to the non-availability of tyres (however it is encouraged during restoration that the correct wheels be fitted for authenticity and the current availability of original specification tyres). Also, the body is not considered to be a major item as many of these vehicles were supplied in chassis form, with the separate body built by others and not necessarily in the same country in which the vehicle was made. Some of the higher quality vehicles ended up being re-bodied one or more times during their operating life time. However, whilst the body is not formally considered in the dating process, it is encouraged that the restorer, build/fit a body to the vehicle which is in keeping with the styles available for the make at the period of vehicle manufacture.

Some jurisdictions may insist that one of the seven major components be compulsory such as the chassis, however this may not be rigidly enforced as some chassis are made from wood and are likely to have new members and other chassis such as Ford Ts have no identifying marks or numbers. There is a degree of flexibility as to how the jurisdictions adjudicate on this.

Likewise, the 5/7th rule will not apply to motorcycles, steam or electric vehicles which comprise a different relevant number of major components.

For motorcycles, the major components are: frame, forks, engine, hubs and gearbox (if originally fitted). Steam and electric vehicles, generally don't have gearboxes, but do have other items, such as boiler assemblies and associated gear/control systems, or in the case of electric vehicles they have batteries and period control systems.

Application of the 60% rule. Whilst it is desirable for all of the "considered" major components to be as originally made, it is recognised that some major components may have seriously deteriorated due to wear and tear or environmental effects. By way of example an engine could well need the replacement of valves, pistons, rings, bearings and a frozen block either repaired or recast, whilst retaining all the other reusable components. Subjectively the 60% rule allows for up to 60% of components to be replaced whilst still considering the item to be as manufactured for dating purposes. However, the jurisdictional dating officers agreed that this should only apply to a minority of major components, that is at least 4 of the 7 should be fully compliant. The dating applicant must provide as much information as possible when submitting the application form to the Dating Officer. Even when there is no formal provision on the dating application form, additional pages providing details of the repairs/modifications should be attached. Also, as much component serial number information should be provided with the application, preferably supported by photos and with the numbers remaining visible, should a physical inspection of the vehicle be required.

Recording of non-compliant categories. Most clubs note non-compliant categories in the dating documentation held on file and not on the Dating Certificate. Those who record it on the Certificate do so as this is the document that stays with the owner or the vehicle and as such should have some reference to it. It was agreed to recommend to the national conference of TAVCCA, to require that non-compliant categories be recorded on the Dating Certificate as this is the only documentation which can be passed on with the vehicle when sold.

Handling of "in period" modifications. This is a matter which needs careful consideration by the restorer/subsequent owner and the Dating Officer. This should be discussed early in the dating process. This applies if it can be shown that very early in a vehicle's

life it was subject to in period modification and that the modifications have been part of the vehicle's provenance for the majority of its life. It then needs to be decided early on if the vehicle retains the "in period" modification or is returned to factory delivered specification. This will be treated individually on a case by case basis.

Dating Certificate:

There is a need for commonality of the certificate in all jurisdictions. It was agreed that it should be in electronic form (locally printable by each jurisdiction), with standard identifying data, but with provision for recognition of the issuing club through a distinct certificate number and club identifier.

Additionally, the Dating Certificate must include the following two conditional statements:

- 1) "This to certify that the vehicle described hereunder, as a result of the information supplied and available at the date of issue of this Certificate, was in the opinion of the Dating Committee, manufactured in the year -----".
- 2) "Dating Certificates are issued as a service to members of the (Name of Club) for the purposes of establishing eligibility for participation in club events and for no other purposes whatsoever. Neither the Club or its Officers can accept any liability for loss occasioned by members, or any person or organisation should they elect to use a dating certificate as a basis of a commercial transaction, decision or for any other purpose whatsoever".

Whilst vehicles may have the requisite number of correct components to be dated, it is felt that provision needs to be made for identifying a vehicle's authenticity and provenance. It is therefore proposed that the Dating Certificate have provision (maybe written on the reverse side), to identify whether the vehicle is a complete unit, with known history since it was delivered from the manufacturer, or whether the vehicle is a collection of parts to form a newly assembled, but period correct vehicle. This identification should be written in simple words, but in establishing them, reference be taken of the more complex FIVA Identity Card System which has an alpha/numeric categorising system to determine originality/preservation/restoration, in and out of period modifications and the degree.

National Database of dated vehicles within the Association. Currently each state or territory has its own database of dated vehicles as well as a database of issued 100 Year Badges. In the case of the 100 Year Badges, the state-based records are sent through to a national database, where a record is kept of all the badges issued Australia wide. It is now proposed that this national 100 Year Badge database be modified to also accept from the states, the information on all issued Dating Certificates, Australia wide.

100 Year Badges. With it now being the year 2020, which is post the cut off year of 2018 for a vehicle to receive a 100 year badge; it was decided that at the TAVCCA National Conference, the question of the need for the formal dating of a vehicle, prior to the issuing of a 100 year badge, be reviewed.

Information to determine the date of a vehicle. It has always been the case that the applicant for a vehicle dating certificate must do as much research and leg work as possible to establish the proposed date of the vehicle. It is considered that they will have the most interest in the make and model. It is incumbent on the applicant to present to the dating committee as much information as possible about the vehicle with supporting information about the make, model, potential date of manufacture, modifications and any new materials used. It is up to the applicant to convince the dating committee of the veracity of their case. However, if necessary, the dating committee can provide some assistance in sourcing information. It has been recommended that this can be done by referring to previous dating exercises (however historic dating is not always accurate), contact with dating officers in the other national jurisdictions, where more knowledge of a particular make and model may be known, or by reference to overseas archives, such as the Beaulieu Library in the UK and the Horseless Carriage Club in America. Some of the external sources of information could well attract fees, which maybe to the account of the applicant.

I will report back to our members after the TAVCCA National Conference, when the above matters have been discussed.

LETTER TO THE CLUB

7th May 2020
President & Committee
Veteran Car Club of Victoria

Dear Members,
We wish to acknowledge the award of the Jean & Ern Cobb Trophy for my Berliet. It is always our intention to maintain our cars to a standard that we, and others, appreciate. And to prepare the cars for a rally that we expect to come home with clean hands, which normally happens.

At the Hamilton 1 & 2 Rally, our 1908 Cadillac did develop a differential noise, which caused us to trailer the last leg before something broke causing me to get dirty hands!

We are missing Veteran and Classic motoring during this "Corona" time, and look forward to resuming our happy times with the others behind the wheel. We are sure we are not alone!

Regards, Alan Esmore

1915 Dodge Restoration

By Ralph Provan

My father had a 1915 model Dodge and this photo, taken around 1920, is of Bob and Lil with Grandma Esther Provan sitting in the back.

I started my five year apprenticeship in 1948 with my brother Alan who had a small backyard business in Outhwaite Road, West Heidelberg and was fortunate to work on a large variety of makes and models of cars.

I remember he purchased from a farm in Thorpdale Gippsland, a 1923 Dodge 4 utility (buckboard). I was asked to remove the sump, adjust the bearings; you could hear the big end rattle as the engine revved. I learned a hell of a lot on that job and on completion, the car ran well. I loved driving that Dodge around the paddocks (just mud flats) where Latrobe University now stands and not far from the Merri creek.

Down on these flats lived an old couple - Mr and Mrs Smith - who owned a 1922 R model 4cyl Hupmobile utility. They had no power or water supply - no services at all - so they would drive up to my brother to have their radio battery charged every few weeks. On this particular day, the dear old chap walked up to ask my brother for help as he was hopelessly bogged.

My brother yelled "Herb - as he called me - go and tow Mr Smith out of the bog". At fifteen years of age, not only was I well experienced in not only getting cars bogged but in towing others out as well.

Mr Smith climbed beside me into the 1923 Dodge and I navigated my way around the mud holes to where the Hupmobile sat in a hole four feet deep - a hole that Mr Smith had dug on and off for several days - the car sinking lower and lower, so that by the time I arrived, the top of the windscreen frame was level with the ground.

I looked for solid ground, backed the Dodge up to within ten feet of the hole, fixed the cable to the front axle (on both sides) while Mr Smith sat in the Hupmobile. When he asked, "do I start the engine?" I quickly but firmly replied, "No! Just hang on and steer" - having had others run over the tow cable, once they were pulled free.

I slowly took up the slack, let out the clutch, opened the throttle and with a low gear overall ratio of 17.4:1, the car rose from the hole - leaving two grooves where the 500 X 24 inch tyres had bitten into the dirt. The delighted Mr Smith insisted on following me back to my brother and paying Alan him two shillings.

Many years later, I was convinced that with a family of four children I needed a tourer to take them on rallies and wanted a Dodge, not only because it was an advanced and reliable car but my father had spoken well of the same model Dodge that he had owned.

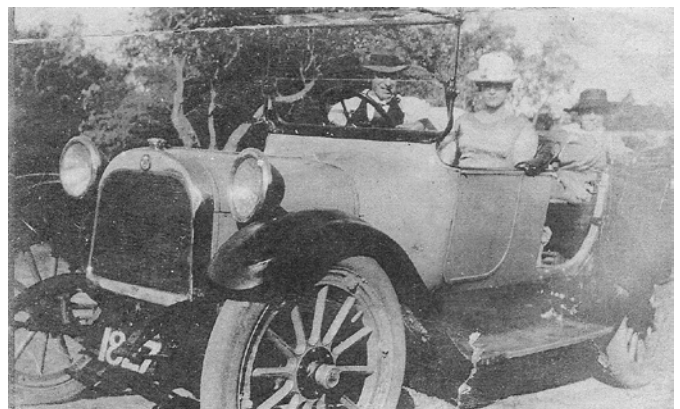
After a long search, in 1964 - a year after my father died - I finally found the same 1915 model Dodge that my father had driven - this one that had been made into a utility with a flat tray body and was a worn out car!



Ralph & Lois in the 1915 Dodge November 2019



Ralph's 1915 Dodge as found originally



Bob & Lil Provan with Esther Belfield as passenger circa 1920

I paid £30 for a car that had been used for years on a soldier settlement fruit block in the Mildura area and over the next twenty years I acquired the correct front and rear axles, carburettor, instruments and starter generator and a friend, Eddie Cook from Bright, found me a correct Budd all steel body at Quambatook that I bought for £3. (It is of interest that from 1916 onwards, most bodiless chassis for Dodge 4 came out as deck cargo from America and were then fitted and manufactured by Holden bodyworks in Adelaide) Over the past fifty five years I scrounged parts and slowly restored the car.

The engine was rebored and the crankshaft ground - a complete overall - as I did with the gearbox and the correct differential.

In the 1980's I went to Richmond Tech and did a twelve months vintage panel beating course after work and made several parts for the car eg. the valence between the body and the running boards, panels on the inner mudguards to the bonnet and other panels.

However, always in the back of my mind was an educational film I had viewed in the second year of my apprenticeship featuring the Ricardo head design - they were a swirl type combustion chamber with a slightly raised compression ratio - and how it increased the brake horse power of the engine considerably. I had always been interested in cylinder head designs since that day.

I looked at the Dodge 4 head of 1915 design and realised that with over one hundred years of increased engine efficiency and higher octane fuel there was great potential to design a more improved cylinder head. I collected over ten cylinder heads, all side valves of various make and sought out knowledge from several intelligent, practical, helpful and enthusiastic long standing friends and have combined all these improvements and manufactured a new head that I have fitted to not only my Dodge but to other cars as well, with considerable improvement to both performance and economy.

I made the cushions and squabs from old original rusting frames - a particularly frustrating job - the upholstery was made from hides I bought second hand

from the Camberwell Market forty years ago - and the buttons on the seats I made myself over three years - one hundred and eighty in total - to finish off the reupholstering done by a local Seymour Upholsterer.

There were no mud guards on the original car but I bought a new set of front mudguards and second hand rear mudguards out of Detroit and Rodney picked them up from Chicago Freight Shed and brought them home. I had the original hood bows as a pattern and forty seven ago I had new bows steamed and bent to shape but I needed to make some new hood irons.

The wheels were a bit of a problem as I only had one 25" wheel to suit a 400.25 tyre. I acquired four more front wheels but they were larger spoke diameter being 500.24" so I colour coded, numbered and then dismantled these wheels, put them under the bed in the campervan and drove to Perth via Darwin where I found an club enthusiast with a homemade spoke lathe who allowed me to use his equipment to reshape the 24 inch wheel spoke to the correct smaller profile for the 1915 Dodge.

Originally the Dodge 4 was completely black - a bare backside shifter - but I chose the colours carefully - the blue being a Dodge Brother's blue that came later and the cream to lift the car- and painted the car myself in acrylic.

The car was finished just in time for the Veteran Car Club November Rally in 2019, I had the hood covered and lined by Grant White in East Rosanna - just one day before the rally start.



Ralph Provan's 1915 Dodge completed

Private Classifieds

FOR SALE

Pair of jump seats circa mid-teens, steel frame wooden based and back - \$200

1916 Cadillac speedster project - \$8,500

1917 Model 90 Overland touring, heaps of spare parts included - \$9,500

CONTACT: Russell Holden

E: www.Oldworldlamps.net

M : 0422 219 911

FOR SALE

4 Cylinder Magneto, NIL MELOIR French magneto. No.35272. Good Condition. \$250



4 Cylinder Lucas Magneto Type G4A. Good Condition \$250



CONTACT: Laurie Garrod

T: 0428 254 029

FOR SALE

2 Cyl Bosch ZU2 Magneto in good working order \$500.



Neverout Tail Lamp \$400 o.n.o.



Pair of unmarked squat side lamps \$550.



Renault body plate \$100



Carburettor: Small French Zenith 20 mm in nice order \$150



CONTACT: Brian Hussey

M: 0418561910

E: brihus@bigpond.com

WANTED

Any information on Elmore vehicle produced by the Elmore Manufacturing Company, Clyde, Ohio, USA 1901 -1913

CONTACT: Russell Holden

E: www.Oldworldlamps.net

M : 0422 219 911

WANTED: MOCCONA 400g COFFEE JARS

Our Swan Hill rally directors are searching for empty 400g Moccona coffee jars (lids not required.) We can't tell you why we need them but it is crucial to the success of the event.



If you can help, please contact:

Claudia Holding

M: 0402 484 036

E: claudia_holding@hotmail.com

1912 Napier 15HP Colonial Model

Tenders are requested for the purchase of the late David Holden's Napier tourer.

The car is well known in VCCA circles having been originally restored by Russell Stapleton in the 1960's to 70's.

The reproduction of the tourer body was undertaken to the best of Russell's significant woodworking skills. In keeping with the pre WWI period the car was carefully brush painted. Some of that Napier Green enamel paint comes with the car. David proved to be a very suitable custodian after Russell, and the car is in very fine fettle, perchance members need reminding of David's engineering skills and thoughtful approach to maintenance.



Tenders are requested by 15th July 2020. In keeping with David's wishes, tenders should include details on why the potential purchaser would be a suitable future custodian of the Napier. Should additional information or an inspection be requested please contact Richard Unkles on 0411 185 779.

Tenders should be addressed to:

**Richard Unkles,
6 Nevada Street,
North Balwyn 3104**

**Submission by email is acceptable to:
richard@unkles.com**

1913 Renault - New to the Club



Peter Crauford's article in the May issue of Brass Notes 'Some Interesting Veteran Cars I have owned' outlined his past adventures and enjoyment with veteran cars. He subsequently forwarded the attached photographs of the 1913 Renault he recently acquired from The National Motor Museum in Birdwood. We look forward to seeing Peter and Elizabeth out and about with the Renault post-Covid.

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

PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY

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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:
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PUBLICITY & COMMUNICATIONS

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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.





David Inglis' 1909 Renault AX on the RACV 1&2 Cylinder Rally at Hamilton (Photo by Callum Walsh)



Top: Peter Caffyn and David Nicholls in Peter's 1911 Swift on the RACV 1&2 Cylinder Rally at Hamilton (Photo by Callum Walsh)



Bottom: William and Robyn Betts' 1908 Renault AX on the RACV 1&2 Cylinder Rally at Hamilton (Photo by Callum Walsh)