

August 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 photo came as a request to identify a vehicle from Steve Smith.

I'm not sure if you are able to help or not, or maybe point me in the right direction. Our family came across the attached photo, and we are keen to identify/confirm make, year and model.

We have been told that it is a Sunbeam and the photo was taken around 1910. The little fellow at the front is my Grandfather, and it would be great to know about the car.

Respond to the Editor.

Murray Murfett suggested the following captions for the photo in last month's FLASHBACK:

- Early field trials of lambs wool seat covers.
- Out on a date in rural NZ !

Greg Smith noted that it was remiss of me to not recognise the source of this photograph. The photograph was supplied by Alan Meredith our New Zealand/ Australian member. Alan was of the opinion it was taken somewhere in Australia, not New Zealand. The sheep of course are a staple of both countries.

I loved the photograph and as to the details for the Hotchkiss, I am certainly not an expert in models, so I will leave that for the likes of Alan Long, Russell Beach, or James Dunshea. My guess is it is around 1913 and possibly a AG model of 2.6 litres. I am sure all will be revealed.

As to my caption my response is: Hey ewes in the back, be careful not to get fleeced by those unscrupulous farmers.

Front Cover:

Our front and back cover photos this month have the theme travelling in the countryside. The front cover photo shows two cars in their element on a sunny day. We don't have any details but suspect the front car is an Argyll and the back car is an Overland. (Photo from 'Images From Yesteryear') Can you tell us more?

The back cover shows an outing in rather damper weather.



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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EVENTS UPDATE

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

Coming Events

11 August 2020	Online Natter Night/Catchup Trial - 8pm Online meeting - details to be emailed to members
8 September 2020	Online Natter Night - 8pm Online meeting - details to be emailed to members
11 October 2020	Day Drive - More Details to follow Contact: Ben Alcock
20 October 2020	Natter Night and Annual General Meeting - 8pm Location to be advised
16 - 18 October 2020	1&2 Cylinder Rally - Orange NSW Contact: Russel Holden or Dave Perry (EOI on our website)

Major Events

7 - 8 November 2020	RACV Veteran Car Club Annual Rally - SAVE THE DATE Details to follow - Contact: Ben Alcock
18 - 21 March 2021	RACV 1&2 Cylinder Rally RACV Cobram

National Events

7 - 13 April 2021	TAVCCA 1&2 Cylinder National Rally - Charleville, QLD www.vccaq.com/2020-1-2-national
18 - 21 April 2021	National Brush Rally - Cowra NSW Contact Alan Miller: mrchevman@bigpond.com
10 - 16 October 2021	2021 RACV National Veteran Vehicle Rally, Swan Hill Rally Directors: Michael & Claudia Holding

1&2 Cylinder Rally

October 16-18th Orange NSW 2020

Spend the weekend touring the Orange region starting with a Friday lunch and afternoon drive. Saturday we will tour the local area and a lunch stop and afternoon drive. Saturday Evening Dinner and Farewell Sunday.

Contact:

Dave & Larna Perry

"Willawong Homestead Cottage B&B"
1043 Mitchell Hwy Orange NSW 2800
patchnpanels@hotmail.com
Ph: 02 63 650 657 M: 0421 985 162

Or

Russell Holden

PO Box 786, Mudgee, NSW, 2850
Ph : 0422 219 911 russell@oldworldlamps.net

The HQ Motel will be the Oriana Motel
178-184 Woodward St Orange NSW 2800
026362 3066

Please ring & book a room, be sure to let them know that you are part of the

Veteran Car Club 1&2 Cylinder Rally

President's Message

By Paul Daley

Planning for the future of our Club

The Veteran Car Club of Australia (Victoria) has been a source of considerable enjoyment for members and their families over the years, and has played an important role in the lives of many people. The Club is highly regarded not only by members but also by the broader old car movement. For this reason the Committee believes that members and possibly non-members will donate or bequeath either funds or assets to the Club in the future. This has happened in recent times with the 1916 Dodge that was left to the Club following the passing of *Cedric Christie*, also the generous donation made by the late *David Holden* for the history book project. Both of these were substantial. There have also been numerous other smaller donations received over the years. The Committee is interested in the views of members as to whether or not to actively encourage further donations and bequests, and is also seeking ideas as to how to use them when they are made. For example funds could target specific objectives such as a building fund or enhanced archive storage arrangements. There would no doubt be a wide range of possible ideas for the use of additional funds, and such initiatives may also broaden the appeal of membership. *David Provan* has prepared a summary and we invite your feedback and recommendations. The Club thanks David for his professionalism in producing this document, which gives members a comprehensive overview of the range of issues that can be considered by members of our club. There is also an invitation for members to participate in this process and give input to a number of questions. See page 10.

Thank You Peter Hammet

At the November 2019 Committee meeting, *Peter Hammet* accepted the responsibility to: *Undertake a feasibility study for the establishment of a VCCA (Vic) foundation for future bequests/donations.* As convenor of the sub-committee, Peter was joined by *Paul Daley*, *David Provan*, *Ian Berg* and *Brian Hussey* and the recommendation of this sub-committee was considered at the July Committee meeting. All the sub-committee members have had extensive and varied business and professional careers. The Club is grateful for the detailed background analysis and professional advice that Peter has brought to this important issue, and the paper that Peter presented for discussion enabled the sub-committee to progress to their final recommendations.



Peter Hammet – 1914 De Dion-Bouton

TAVCCA Bestowed Patronage By The Governor-General of Australia

The Executive and Delegates of the Association of Veteran Car Clubs in Australia (TAVCCA) are honoured and delighted to share with member clubs, and the wider Australian veteran vehicle community, that the Governor-General of Australia - His Excellency, the Honourable David Hurley AC DSC (Retd) - has agreed to bestowed his patronage on our Association as our national Patron. Following an invitation from TAVCCA to assume this role, His Excellency's letter of acceptance states that he "is delighted to accept the honorary role as Patron of our Association." The appointment of His Excellency, the Governor-General of Australia as our Patron is a significant milestone that typifies the national status of our movement specific to veteran vehicles, but also affirms and strengthens the continued work of TAVCCA in advocating, coordinating and delivering positive outcomes to all historic vehicle users



*His Excellency, the Honourable David Hurley
AC, DSC (Retd)*

Focus on 2021 – TAVCCA to Have National Discussion

As the calendar of historic motoring events scheduled for 2021 continues to grow in every State, so do the concerns of the organisers who wonder, **'just what does 2021 look like in a COVID-19 world?'** With every State responding with their own 'set of rules' for living in a COVID society, Rally Directors are 'scratching their heads' to put in place events that comply with State guidelines, many of which would restrict the running of car rallies in the format that we are used to. Features that were always a 'given' – think morning tea, luncheons, the final 'rally dinner', have to now be reconfigured to fit the social distancing and food handling constraints of today. The available floor area of a venue determines the capacity of patrons – how will the traditional farewell rally dinner work with these constraints? Although each State has its own twist on COVID-19 safety, these questions will be discussed at a National hook-up scheduled for August/September by The Association of Veteran Car Clubs of Australia. As the National Chair, I have arranged for our Victorian Rally Operations manual, compiled and written by *Michael* and *Claudia Holding*, to be distributed to every State – a great start for events in the past. In addition, we have invited the Model A Ford Club Rally Directors *Brian Churchill* and *Rob Turner* (Brian is a keen member of our Club). They are holding a National Rally in

Ballarat in March 2021. Every State is cautiously watching the second wave of COVID that Victoria is experiencing, and with the nation on edge the Deputy Chief Medical Officer, Nick Coatsworth has said that Australians should learn to live in a world impacted by COVID-19, as a vaccine could be up to two years away. And, it's obvious – veteran motoring will not return to what we considered 'normal' before March 20, 2020, for quite a few years to come.

Changes to the Club Permit Scheme

AOMC President, Iain Ross, has advised us that the Association was recently advised by the Victorian Department of Transport of the proposal to make interim changes to the Club Permit Scheme. The scheme carries the requirement for a ten year review cycle, due in 2020, but owing to restrictions caused by the COVID pandemic it has been decided to delay the full review for twelve months and introduce some interim proposed changes to the scheme that would come into effect in October of 2020.

The proposals seek to add controls to the clubs in the manner of how they operate the scheme for their members, making sure that only safe vehicles are admitted and providing the ability to regulate clubs that are not complying with the permit requirements. It seeks to ensure that vehicles requested to be inspected by Vic Roads are presented for inspection, and VicRoads may disallow certain club individuals to be scrutineers (i.e. those persons that perform vehicle inspections) because it is found that they are not performing the function adequately and unsafe vehicles are on the road..

For vehicles entering the scheme it would be a requirement that an appointment is made with Vic Roads for the application to be processed. A fee of \$19.00 would be payable, this would ensure that an operator with appropriate knowledge, would process the application and should save time for the applicant. It is proposed to levy a fee for the supply of club permit plates. The costs for either 45- or 90-day permits are to be pro rata of a standard registration fees for a light vehicle. Slimline plates will be made available at the same cost as full registration slimline plates. An offence entitled "failure to complete logbook" would be introduced at a lesser financial cost than the current driving an unregistered vehicle infringement notice. Finally, it will see the definition of commercial use clearly defined as this is seen as a serious issue. For the management of the scheme, and the ability to transfer permitted vehicles upon the death of the permit holder will be allowed under the proposed changes.

The Association of Motoring Clubs is requested to seek the opinion on these proposals from its member clubs and forward such information to the Department. In conclusion the much of the proposed change appears to be directed to ensuring that vehicles on the scheme are safe to operate on the roads, while the

definitions relating to the operation are long overdue. Additional fees are unfortunate, but probably in line with community expectations. We have the best club permit scheme in Australia so let us ensure that any planned modifications enhance the existing arrangements.

Your AOMC delegates, **Andrew McDougall** and **Daryl Meek** have carefully reviewed these proposals and Andrew has prepared the Club's response which is on page 22. Our Chief Scrutineer **Brian Hussey** has also reviewed the proposals and has advised our Scrutineer team: *In future when you perform a roadworthy / safety check for the first time applicant, it will be you, the Scrutineer, lodge the documentation at a VicRoads office on the applicants behalf. An appointment must be made with your chosen VicRoads branch for this and a fee of \$19-00 will be applied. The Eligibility Document and Club Safety Document must accompany the application as before, and endorsed by the Club registrar Geoff Payne also as before.*

Motor Trip to Three States in a Model T Ford 1914

Our website now features a wonderful written adventure that documents of the early days of motoring in Australia. Three Tasmanian residents – P Oakley Fysh, J. Sydney Richie and W. Stewart Johnstone heard that the road from Mildura to Adelaide 'was a road good enough for motors', and they decided to spend their holiday and drive as far as possible from Melbourne in about three weeks. They decided to buy a new car and sell it again on their return – a Model T Ford was chosen. Join them from their arrival in Melbourne on the steamer 'Loongana' and their departure on July 1, 1914 for nearly three weeks of touring. Their adventure takes them via Castlemaine, Bendigo, Balranald and then back blocks of NSW, onto Swan Hill, Mildura, into SA via Renmark, onto Port Pirie, Adelaide, Meningie, Mt Gambier, back into Victoria through Camperdown and Colac, arriving back in Melbourne on July 19. It's a rollicking account of the social fabric of the era – and a pleasant few hours reading. The manuscript is courtesy of *Andrew and Frances McDougall*. We are having discussions on the possibility of a veteran vehicle tour to recreate the trip in a few years time. Now, that would be a lot of fun also!



1914 Motor Trip – a fascinating look at our early days

Bendigo Swap Cancelled



The Bendigo Swap – was always popular

The Federation Swap Committee has resolved to cancel the Swap for this year and move all site bookings onto the 13th and 14th November 2021. They regret that this decision had to be made but in these uncertain times with COVID here in Victoria and so many requirements by the Government on Social Distancing, Sanitisation, Toilet Cleaning and health requirements etc it was felt that we had no alternative but to cancel the event. VCCA (Vic) has consistently called for the toilet facilities to be upgraded and expanded. Federation have had a lot of forward planning to do for this event and are unsure what the requirements will be in November. Since cancelling the Swap, the Bendigo Show Society has cancelled the show which was to be held 2 weeks prior to the Swap.

Marong Picnic: The Federation Committee advises that again due to COVID-19 requirements we will have to cancel the Marong Picnic for 2020 as well.

Federation is unable to say when they will be able to meet as the Federation again but as soon as they are provided with permission by the Government they will be making arrangements to get all Delegates together. Of course, many other organisations have now chosen to meet using Zoom or Skype, and are functioning smoothly without having to travel at all.

Australian National Euroa Show & Shine



Chris and Fiona Dillon – 1909 Minerva Type R together with Paul and Lena Daley 1911 Model T Torpedo on display at Euroa Show and Shine

The organising committee of the National Show & Shine, Euroa, have been forced to cancel this year's event scheduled for Sunday October 4 2020. The event is now scheduled for Sunday October 3, 2021

(This is the weekend prior to the RACV 2021 National Veteran Vehicle Rally at Swan Hill). Organised by Event Director, *John Mason*, the Euroa event evolved out of the vision for a show and shine that did not have to compete with the multitude of small car shows that spring up every weekend. Says John, 'My outlook for the Australian National Show and Shine: is that to have a successful show you have to emphasise that the atmosphere of the show is just as important as having the right balance of exhibits. It must be attractive to not only car buffs but also to their partners and children so that when the decision to attend is made it is not the car buff that makes the decision but the wives and children. The show must change each year if only for the sake of change, but you also have to be very flexible so that if the change is not working you can change back or try something else.' We wish him the best for next year's event.

Meritocracy – A Good Description of Our Scrutineering Team

The Victorian Police highway patrol unit has contacted VACC to raise awareness among the automotive repair industry relating to an increase of illegally modified vehicles on Victorian roads. Repairers may potentially be caught up in a police investigation for breaches of the Road Safety (Vehicles) Regulations 2009; *it is an offence to substitute equipment on a tested vehicle*. If a current certificate or roadworthiness exists for a vehicle, a person must not detract from its roadworthiness by adding, altering, removing or substituting equipment or fittings on the vehicle (Penalty 5 points). I have referred this matter to our Head Scrutineer, **Brian Hussey** who makes the following comments to assist Club members:

Drawing a distinction between maintenance and modification is important; generally we do not sanction modification and treat each case on its particular merit. The Scrutineering team is there to help and advise. Diplomacy is important in dealing with the difficult vehicles particularly those late Veterans that could, but for the War, be vintage. Our team is made up of experienced restorers whom I feel can handle any of it, and they are all in touch with me if there is a problem. Also, any member is welcome to call Bob Ballinger or myself and we will offer them a personal visit, or at least put them in touch with their nearest Scrutineer. The primary message is to not hesitate to call Bob or myself; we have a very conscientious team keen to help. There are some very complicated guidelines to be observed, in order to comply with VicRoads requirement when it comes to modification.

Shannons Club 2020 Online Show and Shine

Shannons Club Online Show and Shine, now in its fifth year, has proven to be very popular with 2,244 entries and 15,343 photos submitted, demonstrating again just how passionate and proud motoring enthusiasts are for their cars and bikes. There was \$37,500 worth of cash prizes distributed to the winners with six categories: American, Asian, Australian, British, European and Bike, the overall winner – 'Best in Show' – was the 1953 Jaguar XK120 Le Mans Coupe. The car was purchased and redesigned by Justin Hills, and has won

awards at events around the world and has received written endorsement from Jaguar designer Ian Callum. There were no pre-WW2 vehicles in the winning line-up, and with the high standard of many of our veteran vehicles, Club members should consider entering next year, mindful of the importance of utilising quality photography.



1953 Jaguar XK 120 Le Mans Coupe – where were the veterans?

Caribbean Gardens Closes

Caribbean Gardens in Melbourne's east will close its doors to the public after 55 years in operation, with management citing the dire financial circumstances wrought by the pandemic for the closure of the much-loved attraction. A favourite destination for many car club events, the 100 acre market and garden area located in Scoresby, in the foothills of the Dandenongs, closed due to public health restrictions at the onset of the pandemic.



In a Facebook post – which attracted more than 5000 comments, many of them expressing deep sadness – the business announced the closure would be permanent. 'COVID-19 forced the suspension of the market for the very first time in its history and has now been confirmed closed for the foreseeable future. As a privately run market in these current circumstances it is simply unviable (sic) to reopen' the post said. The market, which opened in 1965 and is owned by the wealthy Spooner family, has been visited by 40 million visitors since its establishment, according to its owners.

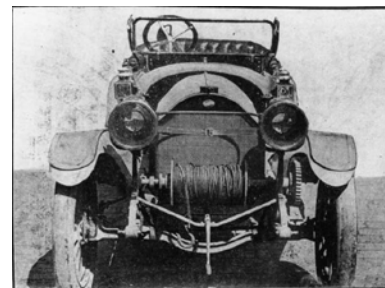
Adventure Before Dementia

Our hobby is blessed with some wonderfully diverse characters who are passionate in the love of veteran vehicles. *Les Johnson* helps keep the early 'Overland' community in Australia together with his almost weekly posts which contain the latest local and international news on the marquee, as well as photographs from the era and general gossip. I first met Les back in 2014 on the Adelaide to Darwin run – Les campaigned a 1913 Willys Overland Speedster. It was at that event when Les had the vision of a pre-1919 Willys Overland Rally, and so the 2018 Overland Rally took place at Orange NSW, which was an outstanding success with international participation.



Les Johnson – a passion for Overlands

Les has recently put out a call for information on the A.J Cotton Winches which were fitted by Eagers in Queensland, often for Overland cars. Les always signs off his posts with 'Adventure before Dementia' – contact Les – frogshollow1@bigpond.com.au



HVA – Documentary on Fifteen Millionth Ford Model T

The Historic Vehicle Association of America, with over 495,000 members is the world's largest historic vehicle owners' organisation. They have just released a twenty-three minute documentary saluting the 'Fifteen Millionth Ford Model T'.

In 2018, the Fifteen millionth Ford Model T became the 23rd vehicle added to the National Historic Vehicle Register (NHVR), a program in which the Historic Vehicle Association (HVA) works in conjunction with the Library of Congress to document automobiles that have impacted the history of the United States of America. This process includes extensive documenting efforts such as photography, laser scanning, research of history, and of course, making the vehicle's story available to the public. All vehicles that are added to the National Historic Vehicle Register are added into the Library of Congress to have their records kept for a minimum of 499 years so that future generations can learn and study about these artefacts that helped shape American history.

To learn more about the Fifteen Millionth Model T's history, see studio photography, and more regarding its induction into the national Historic Vehicle Register, you may visit the vehicle's NHVR page on our website:

Historic Vehicle Association (HVA):

<https://www.historicvehicle.org/>

HVA Facebook:

<https://www.facebook.com/HistoricVehi...>

HVA Instagram:

<https://www.instagram.com/historicveh...>

The documentary was produced in partnership with The Henry Ford Museum, and The Ford Piquette Avenue Plant. The HVA website also feature links to documentaries 'This Car Matters Series'. The 1901 Packard Model C, 1903 Curved Dash Oldsmobile, 1903 Knox Model C Stanhope, 1906 Model M 'Double Tulip' Cadillac, 1907 Thomas Flyer 1909 Rambler Model 44, 1911 Franklin Model D, 1912 EMF Touring Car, 1913 American Underslung Touring, 1913 Mercer Model 35-J Raceabout, 1915 Chalmers Model 32B, 1918 Cadillac US 1257X, Marmon Wasp winner of the First Indianapolis, 1915 Model T Ford.



1915 Rolls Royce – an object of great beauty?

The Last Word – The Stendhal Syndrome

Italian scientists are to try to establish whether there really is such a phenomenon as 'Stendhal Syndrome' – the giddiness and confusion supposedly caused when one looks at great works of art, so reports *The Telegraph UK*. The condition is named after the 19th century French author Stendhal, who wrote of feeling utterly overwhelmed by the Renaissance masterpieces he saw during a trip to Florence in 1817. 'As I emerged from the porch of Santa Croce, I was seized with a fierce palpitation of the heart; the wellspring of life was dried up within me, and I walked in constant fear of falling to the ground,' Stendhal, whose real name was Marie-Henrie Beyle, recorded in his book *Naples and Florence: A Journey from Milan to Reggio*. Nearly two centuries on, researchers will use hi-tech recording instruments to measure visitors' reactions as they survey the treasures contained inside the Palazzo Medici Riccardi in Florence, Italy. The scientists will monitor heart beat, blood pressure and rate of breathing as visitors take in the exquisite frescoes which adorn the palace. Also known as Florence Syndrome, Stendhal Syndrome has been described as a psychosomatic illness that causes rapid heartbeat, fainting, confusion and even hallucinations in people who are exposed to extraordinary artistic achievement, whether it is paintings or sculptures.



The Petersen Museum, Los Angeles – anyone for hallucinations?

To the historic motoring enthusiast, the old adage '**beauty is in the eye of the beholder**', is particularly apt – in fact they are more likely to succumb to a debilitating attack of the Stendhal Syndrome when visiting the likes of The Petersen Museum in Los Angeles, or swooning over Bugattis's Type 37 / Type 35 at the Musée National de l'Automobile, France, to name just a few. And for the pre-1919 veteran enthusiast my pick of the most spectacular automobile of our era is the 1915 Rolls-Royce Silver Ghost – enough to cause rapid heartbeat.' In the course of its 20 year production life there would be countless other improvements to the car, one of the most important being the adoption of servo-assisted four-wheel brakes towards the end of 1923. The Silver Ghost remained in production in England until 1925, 6,173 being completed at the Manchester and Derby factories, and until 1926 at Rolls-Royce's Springfield plant in the USA where a further 1,703 were made, the longest production run of any model from this celebrated company.

Visit the Petersen Museum website, and enjoy '**Rolls-Royce – Car History in under six minutes**' it's a great way to spend some lockdown time, and is an excellent introduction to the series of articles that Ian Berg has written: "Silver Ghosts - Then and Now, Part One", which tracks the stories of Rolls-Royce Silver Ghosts that participated in VCCA (Vic) events over the years, see Page 17.

Paul R Daley, JP
President

EDITOR'S NOTE:

We have received a number of responses to articles in the July issue of Brass Notes. Due to space constraints this issue we will carry these over to the September issue - so watch this space!

MEMBERSHIP

WELCOME TO NEW MEMBERS

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

- Chris White of Box Hill North
1914 Humberette
- Rodney Provan of Hong Kong
- Trevor Westlake of Castlemaine



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Remember when we toured? It will happen again!

Planning for the Future of Our Club

By David Provan

PREAMBLE

I congratulate our President, Paul Daley on his strategic and forward thinking by raising the question, a year or so ago, about whether the VCCA (Victoria) should establish a foundation.

Many car clubs are experiencing financial challenges due to ever increasing expenses such as postage, printing, insurance cover and rises in running costs, as well as declining memberships. The VCCA (Victoria) is no exception.

The Club has had for many years a sponsorship arrangement with the RACV. The sponsorship funds are used to subsidise key premier annual events. Contractually, the annual sponsorship funding must be used to encourage members to attend rallies by reducing the cost of meals and accommodation. The sponsorship funds cannot be used for the day-to-day running costs of the Club.

DONATIONS AND THE ARTS COMMUNITY

The arts community relies heavily on donations for its survival and prosperity. I have for a long-time held the view that car clubs should encourage their members to donate to help them remain financially viable in the same way that the arts community does so successfully.

AN ALTERNATIVE APPROACH WITHOUT THE NEED TO SET-UP A FOUNDATION

This discussion paper details a strategy to provide the members with the opportunity to donate, bequest or gift to the Club without the need to set-up a foundation.

As we all know, the Club often struggles to attract members to put themselves forward for appointment to the committee. Establishing a foundation, which requires another management committee and/or board to manage its affairs and legal reporting obligations, is in my view unnecessary and could be a model that is unsustainable. My thoughts are 'keep it as simple as possible'.

A FOUNDATION

The attraction of establishing a foundation is that it could mean that donations are tax deductible for Club members. To be able to accept deductible donations the foundation would need to meet the requirements of a DGR (Deductible Gift Recipient). This would require a thorough legal investigation and application.

The foundation would be a separate entity from the Club and its establishment and running would require work and cost to establish. As previously stated, it would also require a management committee and/or board and have its own associated reporting requirements.

The Club would need to be confident of having people on an on-going basis who have the required skills and

who are willing to take this voluntarily. If a foundation was established and accumulated tax-deductible assets, it would not be straight forward to close it down should a future committee wish to do so.

WHY PROMOTE A CULTURE OF GIVING

Providing the mechanisms to donate will provide members with the opportunity to be involved in creating a sound financial legacy for the future of the Club.

Members who choose to donate will:

1. Help ensure that the Club is always able to withstand downturns in its finances or membership.
2. Enable the Club to maintain its current annual membership fees for an extended period.
3. Give the Club greater ability to consider projects and initiatives that may not be within the scope of the annual cash flow or budget of the Club.

PROVIDING MEMBERS WITH AN ALTERNATIVE TO VOLUNTEERING

Since 1955, the Club has been backed by countless hours of volunteer work by committed people who have worked hard to make the Club what it is today.

It should be noted that not all Club members are physically able, because of factors such as location, age, health and time restraints, to be deeply involved in the many and varied activities that call for volunteers such as standing for the Committee, organising a rally, being a scrutineer or writing an article for *Brass Notes*. There are many members, however, who are just as passionate about the Club and willing to contribute in return for all that the Club provides. The opportunity to donate will be an alternative they will be able to choose.

Like all Club activities, donating must be entirely voluntary and will be embraced as an idea by some but not others.

LEAVING A BEQUEST

Leaving a bequest is one of the most personal ways that a member can support the Club and for some it will be an opportunity to make a gift that they may not otherwise be able to make during their lifetime.

A bequest is an instruction within a will that reserves part of an estate for a beneficiary. A will ensures that, after death, a person's wishes are protected and efficiently implemented.

A member may choose to leave a particular asset such as their veteran vehicle or a specified sum of money or they can leave a percentage of the estate, or a percentage of the residue of the estate, which means that the member can ensure family and friends are provided for as well as benefiting the Club.

A member may choose to leave the bequest freely – "no strings attached" – so that the Club through its Committee can allocate the money to the area(s) of most need.

WORDING FOR A WILL

I bequeath to the Veteran Car Club of Australia (Victoria), Post Office Box 2300, Mount Waverley, Vic 3149 for the sole purpose of supporting the Veteran Car Club of Australia (Victoria), (the whole) or (a specific amount) or (a percentage) or (the residue) of my estate free of all duties, and I declare that the receipt of the Treasurer of the Veteran Car Club of Australia (Victoria) or other authorised officer shall be sufficient discharge to my executor.

OPTIONS

I suggest that members should have several ways in which donations of all types and sizes can be made. These include:

A single donation (at the time of joining or renewing their membership.

Donations “in kind” such as a car(s), cash, shares or collections.

Bequests as part of the member’s estate.

MANAGEMENT OF ANY DONATIONS

Any donations, gifts or bequests should be managed by the Club’s committee and therefore there is no need for setting up a complicated management structure such as a foundation for the reasons stated above.

RECOGNITION

Financial considerations to the Club should be gratefully received, regardless of size. It goes without saying that the size of the donation, bequest or gift is not as important as the gesture of generosity by the donor. All contributions should be recognised appropriately (with the consent of each donor) for the spirit in which they are given.

RECOMMENDATIONS

1. Seek the views, thoughts and ideas of Club members.

2. If the committee endorse the recommendations made in this discussion paper, set-up a sub-committee to implement the processes listed below.

3. Publish an article for *Brass Notes*.

4. Amend the 2021-2022 Application for Membership form to provide members with the opportunity to donate to the Club.

5. Produce an information sheet/brochure to attach to the Application for Membership form about how members can make donations, give a gift or leave a bequest to the Club.

6. Publish a list of donors (who have provided their consent) in the Club’s Annual Report that is published in the October edition of *Brass Notes*.

7. Consult the Club’s Honorary Legal Advisor, Michael Tippet LTB, about all aspects of the above suggested strategy.

David Provan

E david.provan@optusnet.com.au



The Club is severely handicapped not having storage facilities for its growing Archive and Library. We are challenged by lack of space and a modern storage facility for the future could be considered

YOUR INPUT IS VITAL TO OUR FUTURE

We request the input of our members as we look towards our future. Please take time to consider and reply to these questions:

Question One

The Committee is considering providing mechanisms for members to make voluntary donations to the Club. Is this something that you would support?

Question Two

Donations made could be used for projects and initiatives that may not be within the scope of the Club’s annual budget. One such initiative could be to purchase a storage facility to house the Club’s assets. What ideas do you have for any donations made?

Question Three

Do you have any other comments or suggestions?

Send to:

The Secretary, VCCA (Vic)

E: secretary@veterancarclub.org.au

M: VCCA, PO Box 2330, Mt Waverley VIC 3149

1970 International Rally Responses

By Greg Smith

In the June newsletter I made a request for the readers of the article I penned about the 1970 International Rally to supply information of anything they wished to share about the rally, and their experiences about the event. The second request was to study the Victorian list of entries and tell us where the vehicles are now, fifty years on.

Well believe it or not, I did have a reply from a number of people, and for that we thank you very much for your contribution.

One of the first to reply was Scott Emmerson. Now Scott of course is too young to have been on the event, but his Grandfather, Henry Formby was entrant No.4 driving the 1912 Cadillac, and his uncle Bill Formby driving the 1923 Cadillac. Nothing has been thrown out in this household and all details on the rally have been retained and the account presented by Scott is a must read article. Thank you Scott for your valued contribution. (see page 16 for the article)

Simon Anderson rang and gave details on entrant 99. 1912 Adams driven by his father, Tom Anderson. The car is now with Simon's brother, Graeme Anderson. Entrant 101. The GCS motorcycle and sidecar entered by Tom & Graeme Anderson. First thing to note, was the GCS has never ever had a sidecar, so that was interesting, and secondly, it is still owned by Graeme Anderson. Thanks Simon.

John Kennett rang about entrant 574. 1915 Hupmobile entered by Albert Blashki. John now has this lovely original Hupmobile. This of course was a well campaigned car usually driven by Albert's wife, Pat.

I also received an email, and phone call from Larry Clarke. Larry is not on our Victorian list of entries, as he is from South Australia. Larry is well known to us in Victoria, as he always comes across to ride his 1903 F.N. motorcycle on our Pre 1905 Pioneers event. He has also been across to the two Hamilton 1&2 cylinder events, most recently as a passenger in Peter Allan's Humberette. Entrant No.1 in the International Rally was Mr and Mrs. Len Clarke (Larry's mum and dad) in a 1913 Ford T Van. Entrant No.2 was a fresh young 20 year old Larry Clarke riding a 1903 F.N. motorcycle. This was pretty much Larry's first event and the F.N. was specifically restored for this run. As I stated in the June edition, to ride such a motorcycle for 1600 km over the duration of the rally is an achievement not to be underestimated. It was great to chat to Larry on his first hand experiences, and he still has all the details given to him from the organisers about each days runs and the expectations of competing in the event. I asked him how he coped with the boredom of travelling at 20 mph for mile after mile. He stated he never really became bored, as riding such a machine, does not allow for complacency, as you are always doing something or hanging on as this machine has no springing or suspension, as well as hand pumping oil into the engine on a regular basis. He said when he

was a bit relaxed he would sing songs out loud, much to the amazement of other entrants passing him. He had a bit of a reputation by the end of the rally. He also stated he rode a lot with Barry Forryan on the 1904 Minerva, which kept him amused for long periods as well. I also asked how he coped with the hilly terrain, as this motorcycle is underpowered and has no clutch or gearbox. He replied he was a pretty fit young man, but it did require a fair amount of L.P.A (light pedal assistance) and even long periods of heavy pedal assistance. The NMRA and RACV used to get a bit worried when they would see an abandoned F.N sitting up on its stand next to the road with no person to be seen. Larry was to be found laying in the grass having a well- earned rest. I also asked Larry how he coped with the traffic lights in Melbourne, as traffic lights are the bane of fixed wheel motorcycles. He said it was one of the best parts of the rally, as the Police manned every intersection and waved through the veteran cars and motorcycles, so he never had to stop the total length of Sydney road to the Exhibition Buildings. He had very little mechanical problems except when he broke the mudguard stays which in turn broke the drive belt.



Larry after Yass with no mudguards after the stays broke. Also note the Australia shaped name badge.

John Fryirs, our member from NSW rang on his recollections also. John was going to enter his vintage Bullnose Morris in the rally, but the timing of being called into army duties put this out of calculations. John served at both Bendigo and Albury. He remembers vividly the cars coming past the barracks on the way to the racetrack. John was supposed to be sweeping paths and raking grass, but that was put to one side while he viewed the parade of vehicles driving to the Hume Weir. He also tried to get into the showgrounds where the cars were parked overnight. He and some army mates were refused entry as it was after hours. They then wandered down the street where they met up with one of John's friends, Keith Collis (No. 322) who was driving around in his 30/98 Vauxhall, so were able to hitch a ride into the showgrounds with him. Another interesting fact John mentioned, was in 1969 prior to

the 1970 rally, hundreds of cars were assembled at the Campbelltown racetrack as a dress rehearsal for marshalling, to what was to happen at the Randwick racetrack for the start of the 1970 International rally.

Brian Hussey emailed me about entrant 89. He stated, this car was entered by dear friend George Morgan (incorrectly dated 1914). It was not long after this that George and I were to share the car. Shortly after this rally, I owned the car outright, and have done so now for 43 years. Importantly, carrying that same registration number, the car has been rallied consistently ever since. So almost fifty years of rallying so far with "106" as it is known.

I also recall, Rob Griffith (entrant 66, 1913 Hurtu) who at the time owned several reception centres around Melbourne including "Rob's Drive In Restaurant" on Albert Park Lake did much to organise the catering for the event.

Gordon Berg contacted me to tell me entrant 163. 1911 Renault entered by L. G. Owen is now owned and cared for by Gordon, himself.

I also received a lovely hand written letter from Russell Beach.

Dear Greg,

Graeme Splatt tells me you are going to do a story on the International Rally of 1970. I was going to participate however we ran out of time. Don Biggar had been riding my 1911 Triumph motorcycle in many rallies earlier so he completed the rally on the Triumph.

I met the rally at Echuca and was very taken with the Thomas Flyer. Talking to the driver I asked if I could have a ride and he agreed and I came south from Echuca. I have never forgotten the ride, where we travelled at 80kph with a 70 horse power 6 cylinder motor revving at about 600 rpm and the chain drive roaring.

The only other car with chain drive I have ridden in was the Gobron Brillie in South Australia. Much quieter but chains hissing or roaring was also there. Russell Beach



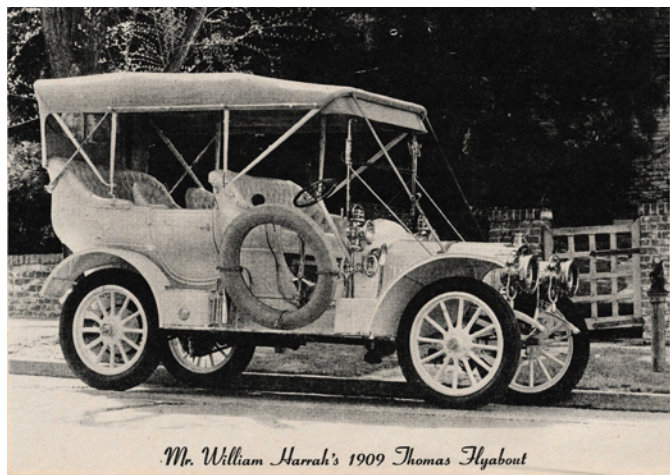
1913 Pierce Arrow USA Harrah Collection.

Thank you Russell for your experience. Being able to ride in the Thomas Flyer from the Harrah Collection from the USA is something nobody would forget, as too the Gobron Brillie of 70 horse power.

Graeme Splatt sent through some black and white photos which were the norm for the day. Graeme had two vehicles entered, entry No. 571. 1914 Wolseley and entry 418, 1914 EWB motorcycle, ridden by brother Brian Splatt. The original plan was to alternate vehicles, but Brian was enjoying the EWB so much, he didn't want to change vehicles. The great thing is that 50 years later, Graeme still owns both vehicles, and with the EWB, Graeme is only the second owner. – Remarkable.



A young Graeme Splatt beside his 1914 Wolseley.



Mr. William Harrah's 1909 Thomas Flyabout

1907 Thomas Flyer 70 Hp



1907 Thomas USA Harrah Collection.

The following table with the list of Victorian entries is my attempt to say where these vehicles now reside fifty years later. I still have a number of gaps as I really don't know of the whereabouts of the vehicles now. I am also very happy for the list to be disputed, as I could be

completely wrong, in some cases. The whole exercise was very interesting, but what I found quite incredible is that the number of vehicles still owned by the same owner for fifty years or at least in the same family. These old cars really become part of the family.



1909 Gobron Brillie 70 Hp

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

April 4 – 18, 1970

Victorian Entries

Entry Number	Car/motorcycle	Owner	2020
4	1912 Cadillac	H. Formby	Emmerson brothers
5	1910 Clement - Talbot	T.C. McManamny	Ballarat area??
8	1913 Vinot et Deguignand	J.W. & L.G. Harris	Forryan Collection
10	1914 Clement - Talbot	Mr and Mrs J. McMillan	Peter Cooper then QLD?
11	1916 Ford	M.C. Grant	Same owner?
12	1918 Dodge	R.A.B. Monahan	
13	1909 Aries	B. Gomm	Same owner
16	1916 Dodge	W.J. Shaw	
18	1913 Overland	Mr and Mrs B.W. Bone	Museum Mornington Peninsula??
19	1914 Talbot	N.R. Smith	UK
20	1911 Mors	K. Buchholz	Peter Cooper
21	1904 De Dion Bouton	R.G. Hobbs	Ken Russell
27	1913 Hotchkiss	N.J. Gibbs	Same owner
28	1912 Napier	L.J. Callaway	Howard Filtness S.A
35	1912 Overland	A. Reid	Stephen Dynes then SA??
40	1915 Maxwell	I.W. Heyme	Terry Wills Cooke
46	1914 Overland	R. Smith	Graeme Edward
51	1916 Buick	R.G. Standerwick	
52	1913 Mercedes	M. Luckie	Germany??
57	1913 Ford	W.S. Martin	Fire Destroyed
59	1913 Fafnir	Dr P.G. McMahon	Daryl Meek
61	1914 Hupmobile	E.D. Warne	
62	1909 NAG	Mrs J.L. Forryan	Same owner
63	1904 Minerva M/C	B.K. Forryan	Max Cowie
65	1903 Griffon Zedel M/C	P. Hosking	Same owner

Entry Number	Car/motorcycle	Owner	2020
66	1913 Hurlu	R.G. Griffiths	Same owner
79	1911 Hotchkiss	E.E. & G.E. Dunshea	Val Dunshea
81	1912 Coey Bear	G. Hosking	Same owner
86	1916 Buick	C.W. Anderson & J.H. Wilkinson	Max McLean
88	1915 Talbot	J.C. Walsh	
89	1914 Ford	G.E. Morgan & H. Wheeler	Brian Hussey
96	1908 Talbot	L.G. Viney	
99	1912 Adams	T.W. Anderson	Graeme Anderson
100	1914 La Buire	E.J. Cobb	Ken Russell
101	GCS M/C and sidecar	T.W. & G.C. Anderson	Same owner
102	1917 Studebaker	N.J. Hutton	Ken Russell
103	1916 Studebaker	T.G. Bailey	
104	1915 BSA	C.J. Cross owner N. Hutton	Cliff Ward now Kim Coillet
108	1914 FIAT	J. Brittain	Same owner
109	1910 Austin	C.W. Ward	Wally Nye
111	1914 Buick	R. Murphy	Same family
112	1915 Ford	B.F. Lyon	Same family
115	1917 Harley Davidson M/C	S.P.J. Sheffield	
117	1915 Ford	J.P. Hyland	
118	1913 Ford	N.M. Nankervis	Same owner
121	1916 Dodge	C.B. Christie	
122	1910 Arrol Johnson	E.M. Stone	Same owner
123	1913 Wolseley	H.F. Smith	Ernie Heslop??
127	1909 Renault	G.A. Harder	
128	1913 Wolseley	M.R. Markoff	
132	1910 FN	P. Amor	Same Family
137	1916 Ford	F.A. Dallimore	Brian Churchill
140	1918 Mercer	I.E. Saxton	Same owner
151	1912 Hispano Suiza	S. Middlehurst	Bill Burrows NSW then Russia??
158	1912 Talbot	N. Kirk	Forryan Collection
159	1912 Talbot	J.R. Jordon	
160	1913 Hotchkiss	R.W. Long	Alan Long
161	1909 Renault	R. Provan	Same family
163	1911 Renault	L.G. Owen	Gordon Berg
172	1913 Aquila Italiana	R.F. Shield	Same Family
174	1914 De Dion Bouton	R.C. Davis	Peter Hammet
175	1903 Oldsmobile	G.W. Ashmore	
281	1913 Ford	N.J. McCubbin	Same Family
284	1914 Hotchkiss	N.I. Burns	Rick Thege
414	1913 Hotchkiss	VCCA of Vic, driver A. Long	David Turner then Overseas?
415	1912 Scott M/C	R.F. Walter	
416	1905/06 White	A.B. McInnes	James McInnes
418	1914 EWB M/C	B.R. Splatt	Same owner
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	Same owner
572	1912 La Buire	E. Lamshed	Alan Pitchers S.A
574	1915 Hupmobile	A. Blashki	John Kennett
575	1909 Itala	W. Orde	Greg Orde
578	1911 SCAT	C.D. Heard	Colin Daniels then Overseas?
580	1909 Daimler	N. Ferguson	Rick Thege
602	1912 Straker Squire	N.P. George	Graeme Edwards then another Edwards in UK
603	1913 Hillman	A. Bathurst	Peter Ford Tas.
604	1912 Vauxhall	N. Tishler	UK
606	1915 SCAT	V.G. Stocks	Margot Neilson

More on the 1970 International Rally

By Scott Emmerson

As a follow up on the 1970 international rally I can add a "Formby" story to the Event, all be it a bit of a tragedy.

My grandfather – Henry Formby was lightning fast as an entrant for the 1970 international rally first entering his 1912 Cadillac, to become entrant number 4 and then later entering his 1923 Cadillac, with the idea that friends from England would drive this car, but plans changed and the driver for the vintage Cadillac was a young 21 year old Bill Formby.

Leaving on Monday 30th March from Drouin, Henry and Bill headed for the rally start in Sydney, the 1923 Cadillac being used as the tow vehicle for the 1912 Cadillac. The journey went well on all accounts until late afternoon on Tuesday 31st March, being about 15 miles south of Gundagai, they had stopped by the roadside and had a quick cup of tea, as well check the lights and the such, returning back out on the road and not having travelled more than a few miles closer to Gundagai, Bill Formby, who was driving the 1923 Cadillac, recalls hearing the sound of locked wheels screeching and then seeing the near new Holden slide past the Cadillac's and barrel roll a number of times, all in front of the Cadillac's, to later finish down an embankment off the road. As this event was still in action a second sound of wheels locked was heard, this was a second Holden that was racing the other, which slammed into the back of the 1912 Cadillac. Both Henry and Bill hurried to check on the Holden car passengers which were all found to be alive but badly banged up, but both Holden cars were a write off.

Damage to the 1912 Cadillac rear body and chassis was bad, but both cars made it into Gundagai that evening and the following day both Cadillac's made it to Sydney, where locals such as Ken Moss (Mabelene owner) and many others helped straighten panels and the chassis. Both Cadillac's were at the rally start a few days later and each completed the tour without fault.

The court case at Gundagai was held a year later and Bill recalls that Henry was so nervous of the ruling, that he didn't go into the court house to hear the verdict. As it went, the judge was so animated with anger that he spoke for ten minutes to the prosecutor for wasting his time on such trivial road use rules, the judge commenting that even a horse and cart have the legal right to be on the road, all costs and the final ruling to go to Henry Formby.

There is a slide which I have only seen once but it's fantastic - The US group that had the Thomas and the Peirce Arrow visited the Formby property after the finish in Melbourne, they spent a full day looking at the old cars and parts, there was a photo taken of the Thomas next to the 1912 Cadillac in our yard. Bill Formby regrets not catching a ride in the Thomas as it left Drouin heading to Lakes Entrance, but he recalls the wonderful note of the Thomas as it drove from the Formby property.



This photo was taken that afternoon of the accident. Tuesday 31st March. The rear tub is pushed in and the number plate all banged up.



This photo was dated 31st March 1970. The chassis was bent and the springs took a real hard hit. I still have that veteran car sign at home.



At the start of the rally.

Silver Ghosts - Then and Now, Part One

By Ian Berg

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

November 1956 was a period of great excitement in Melbourne. The Olympic games were being held from November 22 to December 8, and the city was abuzz. There was also an exciting event for veteran car enthusiasts planned to be held on the weekend of November 17 and 18. This was the first of Golden Fleece rallies of the Veteran Car Club of Australia, Victoria (VCCA Vic). It was to take place just a year after that club's establishment. The rally, starting at the South Melbourne Town Hall and overnighting at Ballarat, established the tradition of the two-day annual veteran car rally. It has been held every November since, with sponsorship moving to the RACV in 1962. It was the 1956 rally that also encouraged a lot of interest in veteran Rolls-Royce Silver Ghosts, that were to become a feature of the VCCA (Vic), and the Rolls-Royce Owners Club (RROC) in the early years of these clubs

The 1956 rally attracted 32 interstate entrants amongst the 89 cars, including Gavin Sandford-Morgan, who in his freshly restored 1910 Rolls-Royce Silver Ghost drove across from Adelaide for the event. The Rolls-Royce, chassis 1425 so impressed Fred Miller-Robinson and Jim Cooper who witnessed it at the event, that they were determined to seek out a Silver Ghost for themselves. And they did, hence becoming active participants in both veteran car rallies and those of the RROC, the Victorian branch of which was to be established in 1957.



The Silver Ghost chassis 1425 at the 1956 Veteran Car Club rally.

In the veteran car rally held in 1957, also destined for Ballarat two Silver Ghosts entered being Adrian Garrett's 1907 and Maurice Markoff's 1910 (chassis 1334). Fred Miller-Robinson was to first enter a Golden Fleece rally in his Silver Ghost in 1958 as was Jim Cooper in the 1914 model, chassis 40YB albeit in

chassis form only. Through the late fifties and early sixties, the Markoff brothers had four Silver Ghosts entered in VCCA (Vic) rallies, Miller-Robinson was to have two, Jim Cooper one and chassis 1425, the Gavin Sandford-Morgan car was subsequently acquired by Reg Hunt who became an active participant. Others too were attracted by the presence, power and reliability of these half century old Silver Ghosts and in 1959 the group was joined by Claude Reilly. For the 1959 rally a 1911 Silver Ghost was even declined entry, as was reported by Herald Sun motoring journalist Keith Dunstan who accompanied the rally. Although the car was described as 'beautiful' it was not considered an appropriate entry by the then VCCA (Vic) President. It was a hearse. Dunstan went on to describe Reg Hunt's Silver Ghost in great detail and commented that the rally was 'thick with Roll-Royces'. He was right, in this period Rolls-Royce Silver Ghosts were very prominent. The 1960 veteran rally to Sorrento was to have a record seven Silver Ghosts entered.

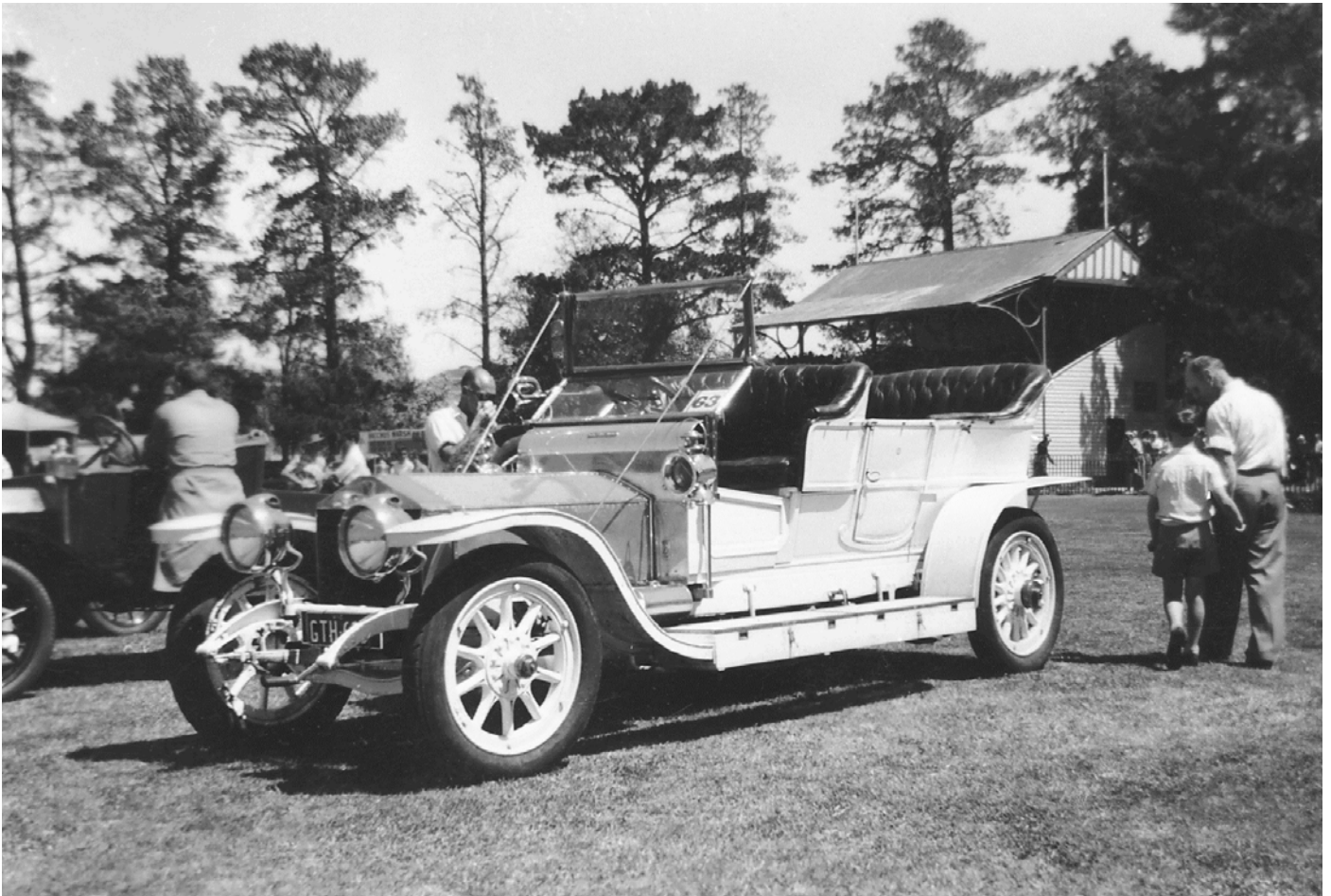
Over the years there have been some 17 veteran Silver Ghosts that have been a part of the VCCA (Vic) that I am aware of. Most owners have also been members of the RROC of Australia. While many of these cars no longer reside in Australia, they all have a story to tell. This article, a five-part series is about these veteran Rolls-Royce Silver Ghosts. Vehicle information is presented in order of the date of chassis manufacture, and by reference to the Rolls-Royce chassis number. Silver Ghosts, or model 40/50's as they were originally designated were manufactured from 1906 through 1926, all having a unique chassis number and factory records (chassis cards) still exist from when they were new.

Information for the article has been compiled from the VCCA (Vic) archives including early Newsletters and *Brass Notes*, and also the extensive Sir Henry Royce Foundation of Australia archives. *Praeclarum*, the journal of the RROC has also been a source of information. Important data has been sourced from the authoritative volumes *Rolls-Royce and Bentley in the Sunburnt Country* by Tom Clark and David Neely, and *Silver Ghosts of Australia and New Zealand* by Ian Irwin. These books provide meticulous records of not only the subject vehicles of this article but numerous other Rolls-Royce cars that have been in Australia. The VCCA (Vic) history *Dementia Prodest*, also provides additional information.

And now for the disclaimer! The article is based on a compilation of information from a host of sources. Considerable effort has been undertaken however no guarantee can be provided as to its completeness or accuracy. If readers can add anything more to these stories, or have additional information, I would love to hear from you. I do also thank Robert McDermott for his review of this article.

Silver Ghosts – Then and Now, Part One (Cont.)

By Ian Berg



Adrian's 1907 Rolls-Royce, the White Ghost, shown at the lunch-stop on the 1957 Golden Fleece Rally held at Ballarat. (VCCA Vic)

The White Ghost – 1907 model – Chassis 60588

While not strictly a VCCA (Vic) car, Adrian Garrett did participate in the 1957 Golden Fleece Veteran Car Rally to Ballarat in his very early Silver Ghost.

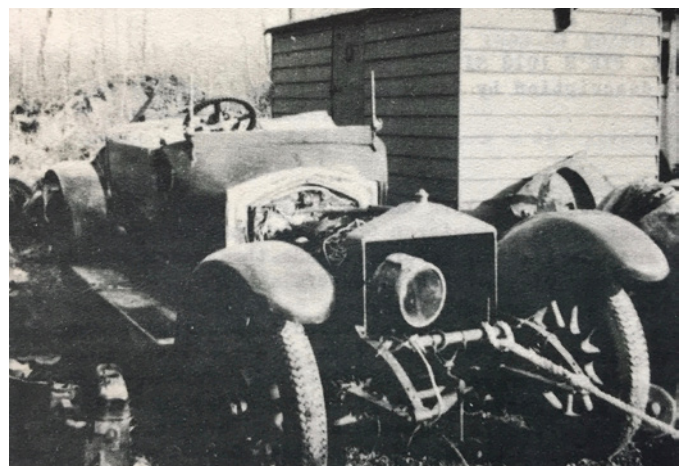
Adrian purchased chassis 60588 from an English wrecking yard in 1952, for £35. He then restored it using coachwork from a veteran Gladiator, this body having been purchased for £6 from another yard.

The car arrived in Australia as a result of a work transfer and while Adrian was in here he used it extensively. This included the 1957 veteran rally to Ballarat. Famously on that rally (at least within veteran car circles!) Adrian raced Hugh Guthrie in his 1916 Stutz Bearcat while on Ballarat Road. The Stutz won by a minute margin, and the success was reported by the Sun News Pictorial the following day by a journalist who had been following the encounter. The Silver Ghost however excelled on the same rally by winning both the Cold Start Competition and the Hill Climb event.

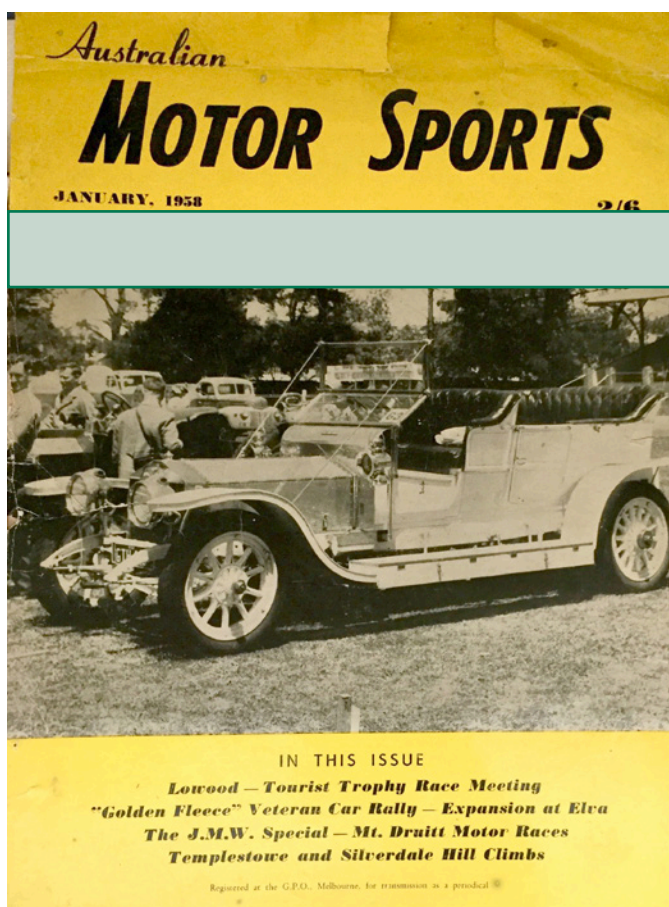
Earlier in 1957 Adrian had participated in a 50-year celebration of the Silver Ghost, an event held in Buxton in the UK. Along with the original Silver Ghost (AX201) which was owned by Rolls-Royce, he is pictured with the car in front of the *Cat and the Fiddle* hotel, the exact location that in 1907 the original Silver Ghost and

three other model 40/50's as they were known, rested during the 1500-mile RAC Trial. The same cars also can be seen in another photo at the exact same location in 2007 for the centenary event!

The actual chassis number 60588 is now thought to have been misidentified. However, Adrian's car, often referred to as the 'White Ghost' is clearly one of the oldest Silver Ghosts remaining. It now resides with him in New Zealand.



The car, as found in a breakers yard in 1952. Adrian was also looking at an Austin 7 but at 50 pounds considered it too expensive, purchasing the Rolls-Royce for 35 pounds. (Garrett)



Australian Motor Sports of January 1958 ran an article on the Golden Fleece Rally and the front cover featured the Silver Ghost.



The 1916 Stutz of Hugh Guthrie which challenged the Silver Ghost of Adrian Garrett in the 1957 rally. (VCCA Vic)



In June of 1957 Adrian's car re-enacted the original trial and is pictured at the 'Cat and Fiddle Inn' alongside AX201. (Garrett)



In 2007 a centenary re-enactment was held and once again Adrian attended in his car. (Garrett)



The original Silver Ghost, AX201 is pictured at the 'Cat and Fiddle Inn' Buxton in Derbyshire in 1907 on the RAC trial. (VCCA Vic)

Silver Ghosts - Then and Now, Part One (Cont.)

By Ian Berg

1909 Model - Chassis 60922

This is the oldest complete Silver Ghost to have been unearthed in Australia and was purchased by Fred Miller-Robinson and Harry Markoff in 1963 from a Camberwell backyard.

The original owner of 60922 was Charles Howard Angas a pastoralist from Augusta, South Australia. He purchased and used the car in Great Britain before shipping it to Australia. The Angas family owned a number of other notable cars of the veteran era as well as a number of Rolls-Royces. An interesting side to the story is that Charles Angas was the great grandfather of VCCA (Vic) member and 20-Ghost Club Chairman, Peter Crauford's wife Elizabeth, and a photograph of the car when new exists, parked in front of the original coachbuilder's premises.

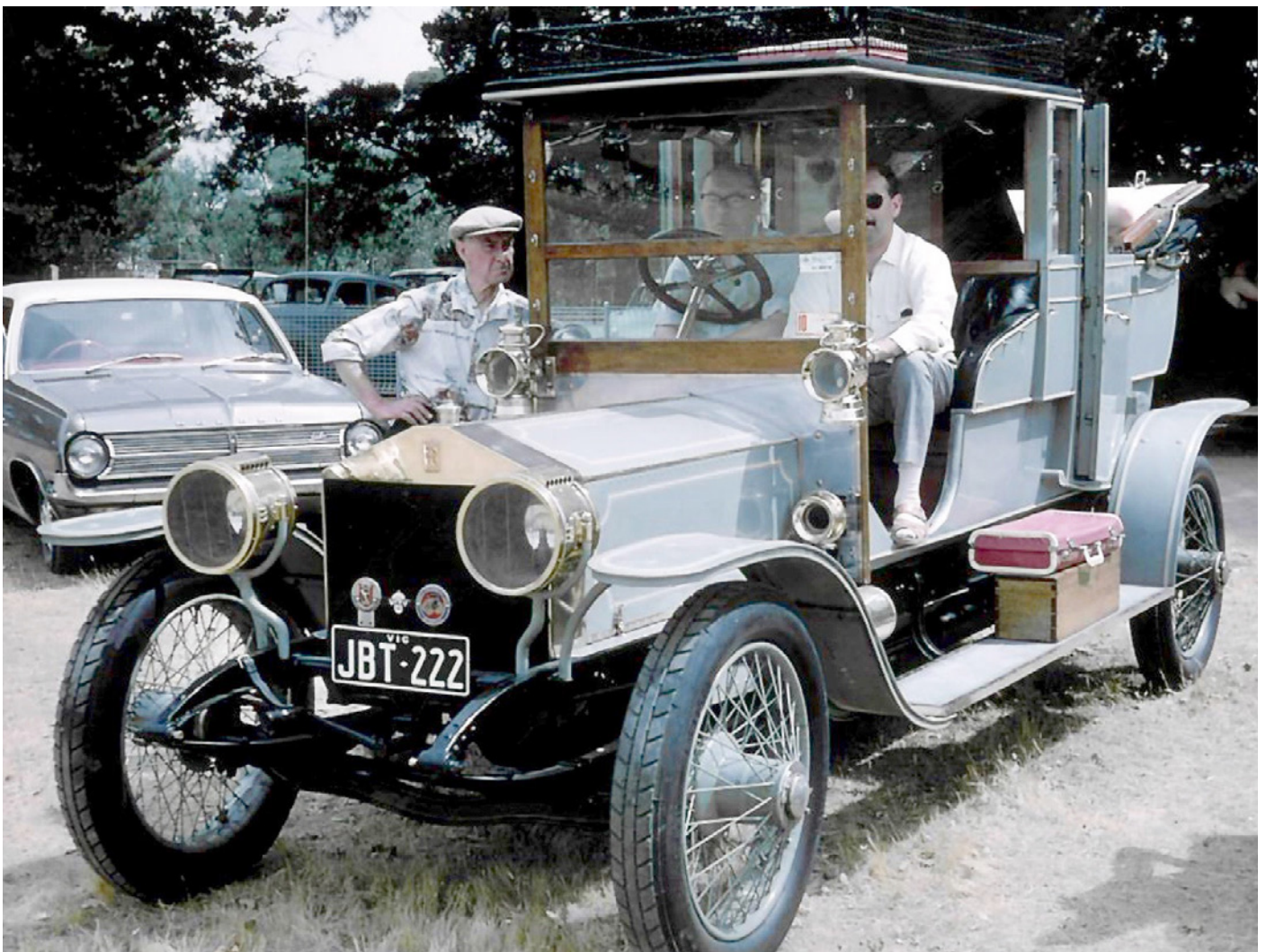
Harry Markoff quickly restored the Silver Ghost and it was rebodied in Melbourne as a landaulet. It toured on the annual veteran car rally held in Bendigo, as well as the National rally both held in 1965. The car was sold to a US buyer in 1968 and since leaving Australia has

had a number of owners. In recent years it has been re-restored to a spectacular standard by Rolls-Royce specialists P & A Wood of the UK. They were able to use a period correct Barker Roi-des-Belges body in this restoration with the car being shown at Pebble Beach in 2014.

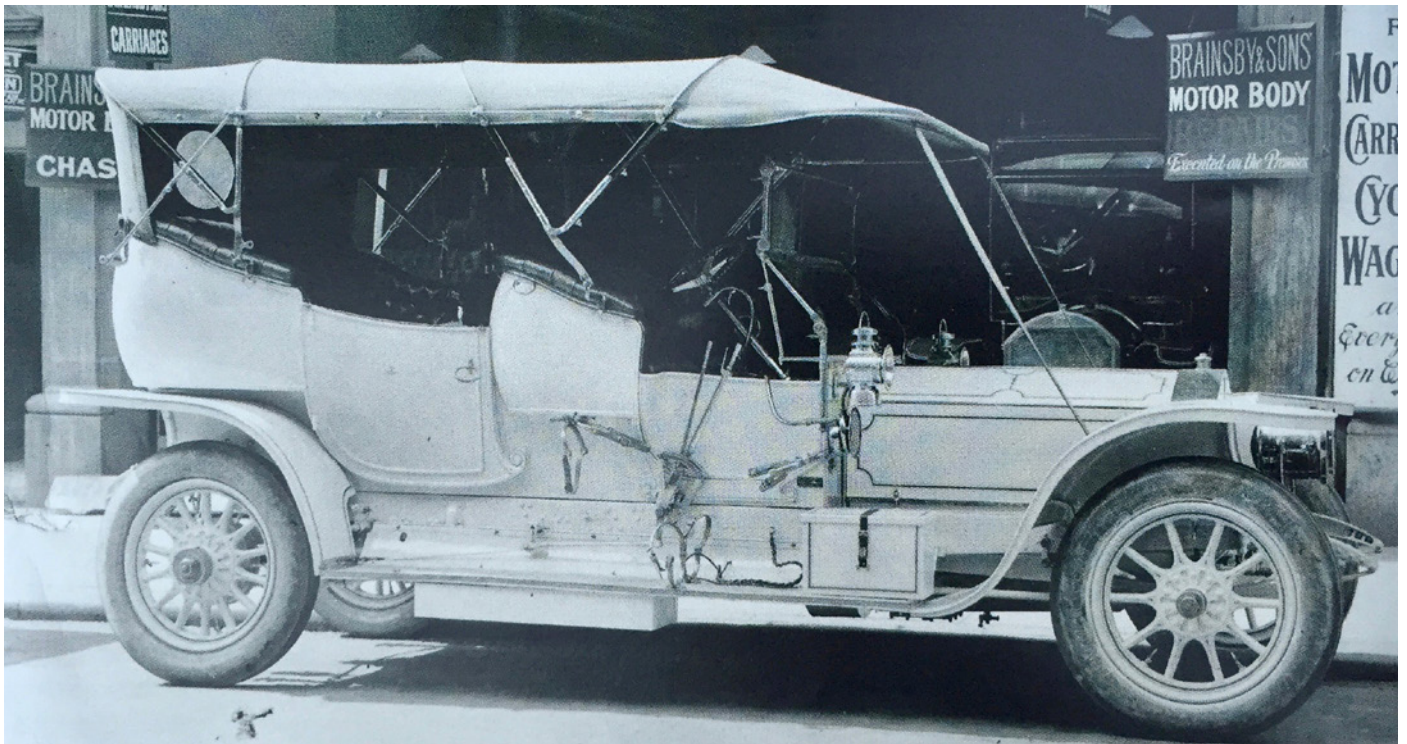
To be continued...



The Rolls-Royce is pictured on the 1965 National tour held between Sydney and Adelaide via Melbourne. (VCCA Vic)



The Markoff brothers are shown with the car on the 1965 Annual Rally held at Bendigo. (VCCA Vic)



Chassis 60922 is shown fitted with original coachwork by Brainsby and Sons of London, pictured when new in front of their premises. (Praeclarum)



In 2014 the car was a participant in the Pebble Beach tour and concours, after a fresh restoration and the fitting of Barker coachwork of the period.

Club Permit Scheme – Proposed Changes by DoT

By Andrew McDougall

The Victorian Department of Transport is in the process of making interim regulations for commencement in October 2020.

Background

Interim regulations are being made for 12 months from October 2020 due to Covid-19 and an inability to conduct a full and formal consultation process including the release of a regulatory impact statement. These regulations will be remade in 2021.

On this basis, an exemption has been received from the Premier to delay the remaking of the 2009 regulations for a further 12 months

It is re-iterated that these are proposed regulatory changes only and no decision has been made on their final form.

Changes are proposed that would increase accessibility and clarity of the regulations

Consistency of terminology

Consistency for references to time periods to provide certainty as to due dates

Clarification to be explicit about when a fee is Payable

Examples include:

Time period descriptions: All references to time periods have been aligned for consistency. Time periods have also been updated where appropriate to allow tangible date for requirements (e.g. 28 days from the date of the notice as opposed to 28 days from the date the person receives the notice).

Terminology: Introduction of new terminology to ensure that information required about registered operators and vehicles is consistent across all relevant regulations.

Club membership requirements

In order to be issued with a club permit, a person will only be required to be a member of an approved car club

Conditions for approved clubs

VicRoads now has the ability to apply individual requirements or conditions on an approved club.

VicRoads appointments for the issue of a club permit

Pre-booked paid appointments will be required for all new club permit applications

Club permit general conditions

A vehicle issued with a club permit can only be used for social, domestic or pleasure purposes (not commercial purposes)

• Membership requirements

Regulations currently state that persons must be a “financial” member of a club.

The proposed regulations stipulate persons only need to be a member of a club to be issued with a club permit (clubs can define what this means e.g. Financial or not).

• Conditions for approved clubs

The current regulations do not permit the application of specific conditions to individual clubs. The proposed regulations will permit conditions to be imposed on individual clubs.

Conditions may be imposed where clubs are found not to be operating in line with the certain club individuals to

be scrutineers (i.e. those persons that perform vehicle inspections) because it is intention of the club permit scheme.

VicRoads may disallow certain club individuals to be scrutineers (i.e. those persons that perform vehicle inspections) because it is found that they are not performing the function adequately and unsafe vehicles are on the road.

• Appointments for the issue of a club permit

There is currently no option to make an appointment for this specific transaction. Persons are required to attend a customer service centre and wait in a queue. Under the proposed regulations persons are required to make an appointment, with a fee payable of (\$19) as it is a specialised transaction. This provides efficiency for both the customer and VicRoads.

• Club permit general conditions

The current regulations do not specifically define use. The proposed regulations define their use as for social, domestic and pleasure purposes and will not permit the use of permitted vehicles for commercial purposes.

Club Permits

Permanent and temporary operating conditions

Club permits may be issued with permanent and temporary operating conditions when the vehicle does not comply with standards. Requirement to advise of change of details

Permit holders must advise of any change of details within 14 days

Offence for not completing logbook

A new offence has been introduced for when a permit holder has not completed a logbook entry for each journey

• Permanent and temporary operating conditions

Currently if a vehicle that does not meet the Standards the vehicle is not permitted on the club permit scheme. It is proposed that vehicles that do not meet the standards can have operating conditions imposed on their permit. For example, a vehicle with non-compliant headlights may not be allowed to be driven at night. This proposed amendment increases the flexibility of the scheme and the number of vehicles that can participate

• Requirement to advise of change of details

Currently there is no requirement to advise VicRoads of changes. The proposed regulations require VicRoads to be advised of changes to understand and record vehicle details such as engine number.

• Offence for not completing logbook

It is not currently an offence to not complete the logbook however Victoria Police has the power to issue an unregistered vehicle infringement fine (\$900). The proposed regulations introduce a specific offence for not completing the logbook (at the start of a journey) and offenders will be issued with a “Failed to complete logbook” fine (approx. \$165).

Rationale for introduction is that club permit holders must use the permit within its conditions, but it is not as serious offence as driving an unregistered vehicle.

Suspension of Club Permit

A club permit can also be suspended if the permit holder fails to present the vehicle for a required inspection

Club permit number plates

The issue of a standard club permit number plate will now incur a fee.

Introduction of a slimline club permit number plate.

Reassignment of club permit for deceased estate

Reassignment of a club plate

A club permit can be reassigned to the spouse/ domestic partner when the permit holder is deceased

Rationale

- Suspension of club permits

Currently VicRoads cannot suspend a permit for the reason of not presenting their vehicle. The proposed regulations permit suspension for this reason.

In this instance, suspension occurs as the car may be illegally modified and it is now a safety risk e.g. Inserted an inappropriate engine (size), lights are not adequate, vehicle is outside standards

- Club permit plates

Introduction of a fee for supply of club plates.

Standard Permit Plates: Proposed change to the regulations aligns with the issue of standard number plates for registration and the principle of cost recovery. These plates have been free to date. Applies to new plates only (\$38). This is based on cost recovery and aligns with the cost of standard number plates for registration.

The fees for permits are proposed to change to be aligned with a pro rata of standard registration fees for a light vehicle. A 45 day permit is proposed to be \$38.70, and a 90 day permit proposed to be \$77.40.

Slimline: Proposed change to the regulations provides for the introduction of a new product that has been requested by the club permit holders for some time. Cost for these plates aligns with the cost of a slimline black number plate. (\$150)

- Reassignment of permit: This is not possible under the current regulations. The benefit of the proposed amendment is that a spouse/domestic partner can now be reassigned the permit but will need to meet criteria such as being a member of a club.

Note; These proposed changes remain subject of Ministerial approval.

The final Interim regulations will come into effect in October 2020.

In early 2021 a full and formal consultation process will be conducted including the release of a Regulatory impact Statement.

DoT Club Permit – Interim regulations Changes

Following an email received from AOMC regarding proposed Department of Transport (DoT) interim changes to Club Permit Regulations, the following comments are made on behalf of the Veteran Car Club of Australia (Vic.) (VCCA Vic.)

A general comment is that in respect to the operation of the Club Permit Scheme (CPS) under the revised interim regulations, that for both clubs and their members, it will basically be business as usual.

Specifically:

Whilst disappointing that a specific appointment has to be made and a fee is to be charged for the processing of a new permit, it is difficult to argue against this and it would appear to be in line with the policy for other forms of vehicle registration.

The charge for plates is noted and for some clubs and owners, the option for slim line plates at an extra one-off cost is welcome and understandable. Slim line plates are not an issue for VCCA (Vic). However, for veteran and vintage vehicles they are only issued with one plate, so in their case the standard charge should be half price and not \$38.00.

The ability for VicRoads to have the provision to apply specific controls over clubs and their vehicle inspection officers is welcome, in order to prevent heavily modified vehicles operating on and abusing the CPS. We don't anticipate that these specific controls will be applied to VCCA (Vic.) as we appreciate the CPS and have no wish to abuse it. In the case of VCCA (Vic.) we have been granted permission to use our own safety inspectors, due to the specific nature of the vehicles being inspected. This permission is very much appreciated and valued and there is no intention for this privilege to be abused.

The tightening of defined legitimate uses of vehicles on the CPS, specifically excluding commercial use is welcomed. Again, this is seen as a way to prevent abuse of the CPS.

Removal of the requirement for club members to be specifically financial addresses the issue of clubs having life members and family members. This has not presented an issue for our Clubs, however it is good to have this requirement clarified.

Easy transfer of a vehicle's CPS permit to a spouse or domestic partner of a deceased member is welcome.

The notification of a change of status of a vehicle, such as engine change, has been a requirement for fully registered vehicles and so it is not unexpected or unreasonable to have this apply to CPS vehicles.

The reference to permanent and temporary operating conditions appears to be restating what has applied in the past to some forms of vehicle. This should not be an issue, if reasonably applied and provides for flexibility in obtaining a permit for use on the road.

Giving VicRoads the power to suspend a specific CPS permit for non-compliance of lawful requirements is reasonable and will restrict abuse of the scheme. Clubs and members need to be mindful that the CPS is a privilege and if abused will result in consequences.

The introduction of a specific offence for not having completed a log book entry and removing the fine for driving an unregistered vehicle is welcome.

Andrew McDougall

AOMC Delegate

VCCA (Vic.)

11th July 2020

A Visit to the Powlett Coal Field

By Noel Holbrook

Reading the report of the 2019 midwinter rally at Inverloch which visited the Wonthaggi state (Powlett River) coal mine on the Sunday, I was reminded of an article from the Australian Motorist January 1910 which mentioned a trip in a Schacht to the mine 6 weeks after it opened in late 1909 which I put in our highwheeler newsletter using 'snips' of the actual print and photos. I sent this to *Brass Notes* but was told the format was not suitable, so I have finally typed out the text while in lockdown. First a little history of the need for black coal in Victoria.

Black coal has a low moisture content so burns with little ash and was needed for steam driven industry especially railways. With a growth in steam engines in the gold rush the Victorian government searched for Black coal in the state but only found some around the Wonthaggi area in 1858 which was considered too poor to mine. Further surveys in south Gippsland in the 1890s found the few deposits mined by private companies including Outtrim and Korumburra not viable and black coal was continued to be sourced from NSW. Then in early 1909 the NSW miners went on strike and the Victorian private mines could not supply enough black coal for the trains resulting in a reduced passenger service so the Victorian Government decided to get some security and opened the Powlett River mine near Wonthaggi in late 1909 with the first coal going by boat from Inverloch to Melbourne until the train line to Wonthaggi was finished in record time in February 1910 putting an end to the planned development of the Inverloch area mentioned in the following article in the Jan 1910 Australian Motorist.

A Visit to the Powlett Coal Field

On the 13th December an 18-20 HP Schacht motor buggy, with Mr. G. J. H. Moore of Dalgety and Co., at the wheel, and Mr. Robbins, of the Nobels Explosive Company, Glasgow, beside him, essayed the task of negotiating the rough bush track that leads to that modern Mecca of a coal miner and land speculator – Powlett River.

Up to the present time Gippsland, and especially South Gippsland, has been comparatively free from the invasion of the motor, chiefly owing to the bad condition of the local roads; and often travelling over them, I can thoroughly endorse any condemnatory statements made.

After leaving Cranbourne the road runs through a light sandy soil, copiously fringed on either side with flowering gum trees, until Tooradin is reached, where the first glimpse of Western Port Bay is seen through the coastal scrub.

On leaving Tooradin the South Gippsland road runs through a marshy flat that was once the famous Koo-wee-rup swamp, but, by Government enterprise, this land has been drained, and is now occupied by prosperous and well-to-do farmers. The road here is good, and continues so until Lang Lang is reached.



On leaving Lang Lang we are directed by the "back road" to Nyora, and this is certainly one of the worse pieces of road on the journey. The track runs in and out of thick eucalyptus scrub, and is extremely sandy, heavy drift sand over two feet in depth being encountered every few miles. There was no opportunity of seeing the surrounding country, as the buggy was running between two walls of scrub, which at turns came so close to the track that it was difficult for the machine to get through without touching it. We reached Nyora at dark, and at once started on the road to Loch. From Nyora to Korumburra (where the night was spent) is one succession of switch back hills, the road surface of which is at times extremely bad. The road about here is extremely steep, and one in four is no uncommon grade to experience.

Korumburra was reached by nightfall, and here we were rather surprised to find the hotel at which we stayed fitted with all the modern conveniences, hot water being laid on throughout the house, and a sewerage system installed. Korumburra district is essentially a coal mining centre, and the neighbouring mine of the Coal Creek Proprietary Company has done a great deal to build up this town.

Leaving Korumburra, typical South Gippsland country is gone through – steep hills everywhere, covered with gaunt white gum trees – until the mining township of Outtrim comes in view. A stop is made here for lunch, and the local coal mine inspected. Outtrim is the terminus of the railway line for Powlett River, and everybody in the town is talking Coal. The township itself stands on a high hill, and from the end of the main street a splendid view is obtained of the surrounding country. A start is made from Outtrim on a dusty, sandy road – in fact, the dust was everywhere, and though the surface was at time comparatively good, the extra traffic, owing to the advent of the Powlett River coalfield, has cut the road to pieces.

The journey from Outtrim to Iverloch is anything but pleasant, and a man wants the digestive functions of an ostrich to fully appreciate the copious mouthfuls of dust that he is compelled to swallow. Inverloch is reached about midday, and presents a very busy appearance; all



day long heavily-loaded teams of bullocks come in from Powlett River, and after depositing their loads on the wharf are urged along to one of the local pubs, where the driver has an opportunity of washing a little of the dust out of his throat. Inverloch is in quite a bustle of excitement, the burning question being whether the Government will make it the shipping port for Powlett River, and arguments, for and against, go on all day.

On leaving Inverloch, the road to the Powlett River is taken. The track runs through light and, in places, sandy soil. Never at any time a good road, the bullock teams have cut it to pieces, and it is no uncommon experience to go into ruts right up to the axle. The distance is only twelve miles, but it would try the capabilities of the strongest motor car to safely negotiate it.

Just before reaching Dalyston, we turn off on a rough bridle track to the left, and after going about a mile and a half a regular canvas town comes into view. Nearly 300 men are living here in tents, and the main body of tents are laid out in three sides of a hollow square. Mr Mackenzie meets us on arrival, and the place certainly presented a very hive of activity. There is a canvas store, canvas post office, canvas barber's shop, and everywhere bullock and horse teams loading coal and returning empty from Iverloch. Outside the miner's tents some of the men who have just come from work are washing in the open air, and their brawny arms and chests gives one a good idea of young Australian manhood. The mine itself is a very simple affair – three legs, like a tripod, are erected over a hole in the ground. From the black depth of this hole a puffy little oil engine is busy pulling bucket loads of a black, shiny substance – the Powlett River coal.

Mr. Mackenzie kindly invited us to have afternoon tea in his tent, where I was introduced to his wife and daughter, the only ladies on the field, and we partook of flipjacks and tea, which were none the less appreciated by reason of the rough conditions under which they were served. I went down below to see the main shaft, and, when one realises that this portion of Victoria was virgin country 6 weeks ago, it made one

marvel at the indomitable energy of man and the power of modern machinery which makes a flourishing coal mine possible in six weeks. Down below there is a long galley-way, along the centre of which runs a line of rails. This galley-way is cut through solid, black coal, and at the end has shafts radiating in various directions. At the end of these shafts stalwart miners are busily engaged, by the light of flickering oil lamps, in picking out and blasting solid masses of coal, which are immediately transferred to a small, four-wheeled truck, run along the rails of the galley-way and hauled to the surface in baskets, to be dumped into a bullock dray or horse team for transference to Inverloch.

Leaving Powlett River behind us, the night was spent at Dalyston, the nearest hotel, which, at the present time, has all the appearances of becoming one day a large industrial centre. Here we were besieged by land speculators, building contractors and others, who are busy in arranging the details of what may some day be Victoria's chief industrial centre. The place is crowded, not a single bed being available, and the figures a local publican's wife mentioned to me as their weekly takings would make the salary of many a managing director seem small in comparison. On leaving Dalyston, the road is rough and, in places, sandy, until San Remo is reached, after that the track is comparatively good to Grantville, but between Grantville and Lang Lang, deep patches of sand have to be negotiated, and as portion of this road is at the present only being made, it is comparatively difficult to negotiate. It is worth mentioning that a section of the road between San Remo and Lang Lang is made of what is called burnt clay – that is, huge lumps of clay burnt until they resemble ordinary firebricks, and then scattered over the road in much the same way as blue metal. This material beats down to a very solid surface, and makes an excellent road.

The result of the trip was a clear insight into the resources of Southern Gippsland, and if the Powlett River Colony goes on as it has begun we feel sure it has a great future before it.



Léon Bollée and his 'Voiturettes'

By Peter Latreille

To introduce this possibly disparate topic, and where the Léon Bollée motor car had little exposure in Australia, I thought that a few words that background my interest in this Famous French marque may be of interest to some readers. Further connects to another allied interest, that being. I may also explain how explain how Léon Bollée connects to the great era of Voiturette motor racing of the earliest times. To begin this there has been for me a 5 decades long fascination with Léon Bollée himself, his Voiturettes of 1895, and the other fine automobiles he manufactured during the Belle Epoque, beside those of his brother Amédée Bollée (Fils).

From the earlier steam powered vehicles that came from their father Amédée Bollée (Pere), we find that his two sons emerged with significant contributions to early development the automobile in France. The Bollée name is attached to many great achievements, for they were a family dynasty of 19th century inventors and industrialists, centred around Le Mans. The foundries of Amédée Bollée commenced in 1842, successfully making church bells for France and the world.

Soon a marvellous industrial engineering device was created by Ernest Sylvain Bollée with his Éolienne Bollée, a wind turbine, created in 1868 for pumping water. The silhouette of an Éolienne Bollée on the rural landscape would evoke the senses as does the Eiffel Tower in urban Paris. Soon to come were the incredible series of steam carriages from father and son Amédée Bollée, all pioneers of inter-city motorised road transport beginning around 1875. All were given names, such as La Mancelle (1878), La Rapide, L'Obeissante, Le Torpilleurs and 1881 La Nouvelle (1881).

Most of these travelling devices have been viewed - all wonderfully preserved - in established French museums, the most extraordinary being the vast Musée des Arts et Métiers in Paris that honour the engineering achievements of France. The central gallery is inside a converted 18th century church that is part of the vast complex.



L'Obeissante

The photo on the bottom left shows the 12-passenger steam powered omnibus L'Obeissante (The Obedient One) designed and built by Amédée Bollée Fils in 1873. Whenever again, although there is within Google and Wikepeda all that is Bollée?

Before entering the business of motorcar manufacturing, Léon Bollée invented three calculating machines, one highly successful at the 1899 Paris Exposition. His first petrol driven motorcar, patented in 1895 was a three-wheeled tandem seated car with a single-cylinder hot-tube ignition engine. It was to these primitive but most effective cars that Léon registered the name Voiturette.

They were popular for their time, and were manufactured in Le Mans from 1896, and by others under license, whilst also engaging in aggressive motoring competition. For the most evocative description of motor competition in those times one should read Charles Jarrott (1906) Ten Years of Motors and Motor Racing, for his motoring exploits. One in particular was a race against the Australian S.F.Edge driving a Léon Bollée tri-car voiturette, and Jarrott chasing him in a retired intercity race Panhard. Great stuff indeed where these two great names were literally 'running non-stop' London to Brighton and return. Edge was in fact pushing beside and driving his Léon Bollée on the inclines.



The above photo shows Nick Jonkheere and his daughter in an enthusiastic Léon Bollée tri-car from Belgium who has been corresponding with Peter Latreille for some time. Nick, from Belgium often rides upon this car owned by another tragic Dave Pittuck. In this case his daughter is picturesque, temporarily only for the front seat is also known as 'The mother-in-law killer'. Nick has been commissioned to write special

article on the Bollées for a forthcoming issue of the English 'The AUTOMOBILE magazine.

Tri-Car images from Nick Jonkheere in Belgium to Peter Latreille, July 2020.

High quality motorcars were then manufactured by Automobiles Léon Bollée from 1903 until the Great War where with finance from the Vanderbilt family was aimed at the American market. High quality four-cylinder motorcars, of various sizes up to the 8.3 litre 45/50 hp, then 11.9 litre six-cylinders, became highly competitive in the luxury market. Where this was the belle époque, for it ended when Léon died in 1913 from an injury occasioned from a flying accident, and management went to his wife.

Here are some Léon Bollée drivers enjoying motoring in France



I might mention that Léon Bollée invited and assisted the Wright brothers to Le Mans in 1908 where they gave their first ever public displays of controlled and powered flight to a public audience. France – yes – and where not previously in America, a complex story can be examined in itself. With this connection to the Wrights, he was soon to develop his 'Wright-Bollée' aircraft engine, two examples of which have unexpectedly been examined.

The many achievements of Léon Bollée and his cars from Belle Epoque, are central to recorded history in France. There is a spectacular display of cars that also honours the many achievements of Léon Bollée and his brother Amédée the in the Sarthe Automobile Museum at Le Mans, relating also to the 24 hours of Le Mans race. My first visit in 1972, same day as we were fortunate to interview an elderly nephew of Léon Bollée at the piston ring factory founded by Amédée Bollée.

The significance Léon Bollée's exclusive title for his 'voiturettes' soon forgotten when it was applied to the exciting era of the Voiturette races from the mid 1900s. This was an era that not only took the fancy of the race hungry public, but 'spurred on' many manufacturers to achieve extraordinary heights of engine development in particular. This is where the race regulations and promotion from the Automobile Club of France – the A.C.F – encouraged innovation where the voiturette racing cars ran in either the one or two-cylinder class. Primarily, the regulations limited the cylinder bore, without capacity through choice of stroke dimension. For 1908 the bore for the singles was limited to 100mm, where a popular stroke for these racers was often 160mm. An extreme was set for this race when the Sizaire-Naudin engines that ran with a massive 250mm stroke taking the regulations to a successful limit of the time where their cars ran second, 9th, and 18th in their class. Here also to understand that the singles and doubles bore little resemblance to production cars of the time, although some were based on the proven singles from De Dion Bouton. 1908 was also the year that the A.C.F. introduced for the first time a four-cylinder class for the Grand Prix des Voiturette race held a day before the French Grand Prix itself on the Dieppe road circuit. Here was a new opportunity for worthwhile development where the 1200cc (62mmx100mm) Isotta Fraschini Tipo FE - made a remarkably successful debut winning this new class.

Dieppe July 1908: FELICE BUZIO at the 'Pesge' before he finished 1st in the 4-cylinder class 8TH O/A. This is one if 3 original images in Peter Latreille's collection. It waqs taken by the famous French photographer Maurice-Louis Branger (1874-1950). Seriously, soon to be included in a book being compiled with the owners of all the five extant FENC cars - thus not to be electronically transmitted other than VCC Bras Notes and VSCC Newsletter. Thankyou.



Above are two photos I have of a couple of later veteran Léon Bollées.

Complex as they were for 1908 - they had also been so carefully designed that 100 of the still diminutive 1300cc Tipo FENC fours were able to be placed into series production a month after the race, thus being a first ever for an overhead camshaft engine automobile. Here was a sophisticated car being 'four and small', sold with detailed instructions for the owner-driver to come to terms with some of the achievable complexities that a few can also delight in today.

Where the little Isotta was then far ahead of its time it was soon in the background when the likes of Peugeot came up with some extraordinary experiments with their singles. Nevertheless the Isotta Fraschini voiturette had heralded a new era of developing the four cylinder high performance automobile, soon to be eclipsed by the massive technologies gained by Mercedes, Peugeot, Sunbeam and Hispano Suiza - to name a few originators - all of which were well and truly airborne for a different purpose by early 1915.

Where it was 1909 to 1911 that the A.C.F. cancelled the French Grand Prix races, the Voiturette race car was re-defined, it seems by bore limit again, to re-emergence - in 1910 - with the exceptional Mark Birgit designed Hispano Suiza voiturette, to win the Coupe de l'Auto race in France, the famous Alphonso four cylinder T-head engine soon to be available as a 80mm bore

3.6 litre engine with generous 180mm long stroke. With many variations to the voiturette regulations fitting to the times, this international motor-racing class for small and lightweight cars that went on for many decades into the 1950s, perhaps without little reference to where Léon Bollée had first registered the name 'Voiturette' in 1895 for his new motor tricycle.

Now to explain my dual interests in Léon Bollée and the 'Voiturettes' where you may have seen my secondary interest with a shared ownership one of the five extant the FENC Isotta Fraschini Voiturettes, two of which have been in Melbourne and Victoria since new, with their 1908 engines numbered 3 and 4.

I can now come clean on the Bollée front for I just happen to own a vintage period Léon Bollée that I discovered from the window of the school bus in 1960. It is a 1924 12/35hp Léon Bollée that was introduced in 1923. It was then that many other marques from the pre 1914-1918 period in France and elsewhere were struggling to regain their status of the past. Nevertheless, Léon Bollée were produced 133 of this model in 1923 before a further 163 cars concluded the run in 1924.

My example, one of two known survivors and the fourth last car manufactured before William Morris bought Automobiles Léon Bollée 'lock stock and barrel' in late 1924. It is from here that obscurity followed this circumstance and the final era of Automobiles Léon Bollée escaped any worthwhile research in the pages of the excellent motoring books and journals of modern times.

Beyond that, the five decades restoration of my car exemplifies high engineering standards of the time, set by the likes of Delage and the similarities with their sporting DIS of the twenties. Exacting and factual research, far outside of the web, also fills a space for Automobiles Léon Bollée on one side of the vintage and veteran-vintage boundary of 1919 to conclude my linked interest of being involved with two very different cars.

No one will ever know if Léon Bollée himself may have been aware of the true Italian four cylinder 'Voiturette' coming from Milan to the Grand Prix des Voiturettes at nearby Dieppe in 1908 when he was at the height of his game with the Wright brothers in Le Mans. No longer a racing man was he.

Perhaps this brief piece of hidden mystery or history may also say that from Victoria it is worthwhile for our premier old car clubs - the VCC and VSCC - to connect either side the Veteran and Vintage dividing line of 31 December 1918 where war and epidemic also altered the automobile industries, both failure and success in times ahead.

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CONTACT: Keith Elliott

M: 0412 839 020

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

ABN: 61 276 214 581

PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY

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Andrew McDougall

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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

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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.

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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.



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May 1914, The New Governor General Arrives In Australia

By Ian Berg



The arrival of Munro Ferguson at St Kilda Pier was greeted by thousands of onlookers. The official party have just arrived and are within the decorated marquee while their carriages await on the pier. Many officials travelled by motorcar and some of these can be seen in the foreground. If anyone can recognise what makes these are please let the Editor know.

(Photo from archives of Jas A Munro. Source information: The Argus newspaper, May 1914)

Ronald Munro Ferguson, a British politician arrived in Australia May 18, 1914 to take up his role as the sixth Governor General. Having departed London on April 10 aboard HMS *Otway*, the entourage transferred to HMAS *Melbourne*. They were met by the Prime Minister Joseph Cook, the opposition leader Andrew Fisher and members of the Government.

A small vessel the *Plover* then ferried the party to St Kilda Pier and just before the official landing two new military aeroplanes circled round Hobson's Bay as part of the welcome. St Kilda Pier was decorated with Union Jacks, and the Australian Flag, along with red carpets being laid down at the landing point as well as a marquee. A guard of honour of the Royal Naval Reserve was formed, and the band of that force played. Upon arrival his Excellency and Lady Munro Ferguson were greeted by the Mayor and council members of St Kilda, as well as some 4,000 school children. They then proceeded in a horse drawn carriage, together with an extensive entourage of officials and vehicles to Government House for the swearing-in ceremony.

For 20 years following Federation governors-general were selected by the British Government. It was Munro Ferguson who in August of the same year had the official duty of advising that as a result of Britain declaring war on Germany, and as part of the Empire, Australia too was at war. Munro-Ferguson was a popular appointment and remained in the role until 1919.



*These photos show Mrs. Myra Twist (nee Reade) 'driving motor car with passengers' in a flooded area.
Photos are courtesy of the State Library of Victoria.*

The car is thought to be an Austro Daimler as identified by Alan Meredith.