

September 2020



# Brass Notes

[www.veterancarclub.org.au](http://www.veterancarclub.org.au)

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



**Dementia Prodest**

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

Patron: Mr Geoff Cosgriff,  
President and Chairman, RACV

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# Flashback



This month's FLASHBACK photo shows a 1914 Wolseley Stellite which was active in the Club's early years.

Does anyone know of its owner or whereabouts now?

## August FLASHBACK responses

Daryl Meek responded and advises the vehicle shown in Flashback in the August edition of Brass Notes is a 1907-1909 S.C.A.T 22-32hp Roi-des-Belges Tourer owned by Mr. Thomas Daley of Sydenham Road, Marrickville bearing NSW registration number 342. The image was originally received by myself (and others) on 13 July. An identification and response was sent to the enquirer that evening with a copy being provided to the Club.

Daryl had conferred with Euan Coutts who advised it could be a S.C.A.T.

Judging by the general shape of the radiator and the size of the car are typical. The giveaway is the two large bolts just ahead of the firewall which hold the rear engine mounts. There is only one crossbrace in the Scat chassis, and the chassis at the front is crossbraced by four large legs on either side of the crankcase. The running board brackets are typical of our car(which are original) and the brake levers which can be seen in the gap behind the tool box are typical. It is always hard to be definitive as contemporary Fiats, which are more numerous, were very similar. The Ceirano brothers were relatives of the Agnellis and the factories were next door.

Daryl also checked with the 1914 NSW regos, and the relations of the enquirer, whose names I have forgotten, were listed as owing a 15HP Scat. I think it is an earlier model which had a bi-block motor, as the script on the rear hubcap is in block letters (its pretty fuzzy). They adopted the more fancy script on the later cars. The hubs for the wooden wheels are completely different to the wire wheels which were a patented addition, as was the air-start, by the English concessionaires Newton and Bennett (who had a lot of money in the firm) so the car could be a direct import.



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

<b>8 September 2020</b>	<b>Online Natter Night - 8pm</b> Online meeting - details to be emailed to members
<b>11 October 2020</b>	<b>Day Drive - More Details to follow</b> Contact: Ben Alcock
<b>20 October 2020</b>	<b>Natter Night and Annual General Meeting - 8pm</b> Location to be advised
<b>16 - 18 October 2020</b>	<b>1&amp;2 Cylinder Rally - Orange NSW</b> Contact: Russel Holden or Dave Perry (EOI on our website)
<b>8 - 12 March 2021</b>	<b>National Highwheeler Rally - Mount Gambier SA</b> Contact Noel and Sue Holbrook 03 55612954 or chugalug@westvic.com.au

### Major Events

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

### National Events

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

#### Front Cover and Right:

The front cover shows a Ford Model T with an unusual body.

The car was owned by the proud young lady who is crank starting it, and can also be seen on the right, out and about with her friends. It is also interesting that she completed her own maintenance and repair work on the car. This would be unusual now - and in 1914.

Read more about it in the article on page 16. Photos from the Jas A Munro archives.



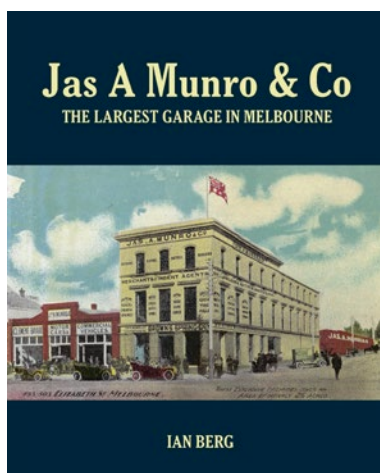
# President's Message

By Paul Daley

## The Relevance of Social History

**'We're a car club – not an historical society'** was the quip that prompted me to submit this item for the August Committee meeting to consider: *The relevance of the social history of the veteran motoring era, to VCCA (Vic)*. Readers of *Brass Notes* enjoy a smorgasbord of articles, and invariably there's a component of social history. The past two editions are excellent examples: **July** – *Dame Nellie Melba – Another car, The Ziegler Car, Lacoste and Battman 'Down Under', Jessie Faulcon – Lady Scorcher, Charles Fiarbain's Motor Car, The Man in the Bowler Hat.* **August** – *A Visit to the Powlett Coal Field, May 1914, The New Governor General Arrives In Australia.*

A more comprehensive contribution is the *'Motor trip to Three States in a Model T Ford 1914'*, a wonderful insight into Australian life in rural Victoria, NSW and South Australia in 1914. This is a feature on our website, and by publishing it electronically in this format the club is able to expand its influence and reach. *Ian Berg* is in the final stages of the book *'Jas A Munro: The Largest Garage in Melbourne'* – which arose out of unique access being provided to all the archives of Jas A Munro, a Melbourne based coach builder in the pioneering era of motoring in Australia. Our Club's involvement with the project means it will acquire enough copies to distribute to all members in 2021 – it's a handsome hard case production of 150 pages and more than 300 photos. Of course, as a Club we are dedicated to our mission statement, the preservation of pre-1919 motor vehicles – and the wonderful human stories and social history are inseparable – vehicles don't drive themselves! Each veteran car club in Australia has their own individual approach to salute the zeitgeist of the veteran era, and for some the 'theatre' of period costume is part of their motoring hobby – our friends in Queensland make this a feature of their events.



The early days of veteran motoring on occasions had a 'Laurel and Hardy', slapstick aura which can be seen in movie footage of some of the 50's and 60's events (sometimes 'boys' showboating, and behaving badly – flour bombs and water pistols). In Victoria, during the 60's and 70's our cars were the lead feature of the annual Moomba Parade in Melbourne, and crowds cheered our cars and members. Evidently, the Moomba organisers began to insist that our members dress up in 'period costume' – which was rejected as it was considered demeaning and puerile. So ended our



Syd and Pauline participated in a 'Mother's Day Cruise – QLD'. Photo courtesy 'Tamborine Bulletin'

Moomba involvement. Today there is a 'happy medium' and costumes are a feature for National Rallies. But at the end of the day – with or without pantomime – the motor vehicle and human endeavour go hand in hand with the development of our vast nation, and this is something we can celebrate and embrace with social history being an integral part of our manifesto; and your Committee also agrees it's relevant!

## Successful August Natter Night by Zoom



The Club resumed its monthly Natter Nights in August utilising Zoom to connect with members online. Over 63 'members' were online – many were couples – so the actual reach of the evening was substantially more. And the verdict of our members? Well, I had nearly twenty messages of enthusiastic thanks and congratulations on our first virtual meeting – in fact, looking ahead, even when we resume face to face contact at our Club rooms, the need to incorporate Zoom as well is obvious. It was wonderful to connect with so many of our interstate and country members – in fact, it seemed that this cohort accounted for almost half the audience. A highlight was the opportunity to welcome the many new members that have joined since March, and there was also a lot of significant member news. The Minutes are on page 27. Putting together the evening was the result of your Executive team working together with two planning sessions,



and Ben Alcock played the integral role of 'technical advisor', and on the night was busy behind the scenes. Your Executive team have since held a 'post-mortem' of the production, and have done extensive planning and 'workshopping' to improve the audience experience. The September Natter will feature *John Stanley* as guest speaker, and he has put together an outstanding presentation incorporating the early days of the Indianapolis Motor Speedway and the Stutz, Marion and Empire vehicles.

### **Passing of Margaret Van Alkemade**

The Club was saddened to learn of the passing of *Margaret Van Alkemade* on August 17, at her home in Bacchus Marsh. Margaret was the loving wife of Theo, who was a founding member of the Club and whose involvement in the early years was an inspiration to many. Margaret was mother of Kim, Jenny, Peter and Anne, and we send our condolences to their families at this time.



The Royal Automobile Club has opened entries for this year's RM Sotheby's London to Brighton Veteran Car Run, scheduled for Sunday 1 November 2020.

To enable this year's event to run safely, some modifications have been made to comply with the latest COVID-19 guidelines, and have been working closely with all the authorities along the route to facilitate their plans.

The Club's priority, as always, is the safety and protection of the participants, organisers and spectators, so a number of modifications will be introduced this year:

There will be a rolling start on The Mall with an allocated time slot for each sector to run past the start flag in order to streamline the event and avoid mass gatherings.

There will be a maximum of 250 entries for cars and 15 entries for both veteran motorcycles and veteran cycles (accepted strictly in order of receipt) – this will allow the Run to operate on the single traditional route out of London, including Westminster Bridge, and minimise congestion.

The customary finish on Madeira Drive will be streamlined to avoid crowding and updates on hospitality will be made nearer the date.

### **Our Patron Keeps Up to Date With Our News**

Our Patron, Mr Geoff Cosgriff, President and Chairman RACV, is vitally interested in our Club's activities, and is an avid reader of *Brass Notes* – his choice is the

printed version, which he looks forward to each month. On Wednesday August 12, I had another opportunity to brief him one-on-one on the past year's activities. Mr Cosgriff was particularly interested in the strong membership renewals the Club has experienced, our experience with virtual Natter Nights using Zoom, our organisational plans for the AGM in October – he will be presenting the Awards – our plans for the RACV 2021 Veteran Vehicle Rally at Swan Hill, and the publishing date of the *Jas A Munro* book by *Ian Berg*.



*Mr Geoffrey Cosgriff*

### **Vintage Sports Car Club**

The Club has continued to foster and maintain links with other kindred clubs in the movement. Typical of the depth of friendship is our relationship with the Vintage Sports Car Club. Their Secretary, Peter Donald writes:

*I think this is wonderful to share our respective clubs' newsletters as we have so much in common these days.*

*I hope we may extend the entente cordiale to include many other areas of overlap between our respective like-minded clubs as we have done so successfully with the Two Wheel Brake Rallies. This year I hope we will be able to run it again but with the ongoing uncertainties who knows what will happen.*

*Members of the Veteran Car Club are always welcome at any of our events from meetings to road runs and by sharing newsletters they can keep an eye on our calendar. It is always super to see them.*

### **Online Club Permit Renewals**

VicRoads is launching new digital functionality that will enable Club Permits to be renewed online from 31 July 2020.

#### How to renew a Club permit online

You can renew a Club Permit online with a myVicRoads account. If you don't have a myVicRoads account, go to [www.vicroads.vic.gov.au](http://www.vicroads.vic.gov.au) to find out more. Simply upload the signed renewal and make the payment. This new online service removes the need for Club Permit holders to visit a Customer Service Centre or to renew via mail.

### **Important information:**

Requirements to renew a Club Permit remains the same

The renewal must be signed by an authorised officer of the club/association to declare that the permit holder

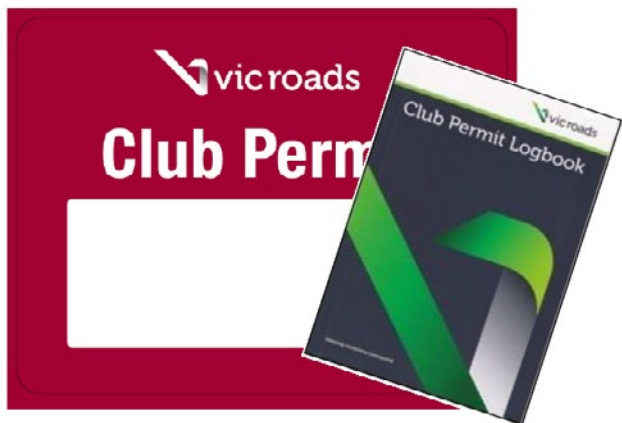
is a current member of that particular club/association. The Club Permit renewal must also be signed by the Club Permit holder.

#### Proof of payment

When a Club Permit is renewed online, the receipt must be printed and kept with the log book they received with renewal. The receipt may need to be produced as proof of payment.

#### Changing period of use

If the Club Permit holder wishes to change the period of use from 45 days to 90 days or 90 days to 45 days, the renewal cannot be processed online.



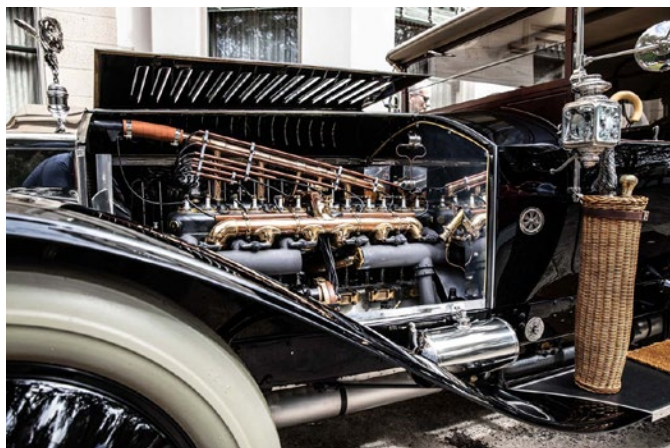
### **Full-Bodied Ghost – 2020 AXA Sydney Harbour Concours D'Elegance**

Last month, *Brass Notes* readers were given a glimpse of the 1913 Rolls-Royce Silver Ghost London-to-Edinburgh Continental which is one of 188 built, of which only six are known to survive today. The model took its name from Rolls-Royce's victory over arch rival Napier in an RAC-observed test from London to Edinburgh in 1911, and was fully restored by owner David Berthon over a 15 year period.



*David Berthon's 1913 Rolls-Royce Silver Ghost*

With engine, transmission and running gear changes made to improve performance, what's notable with these cars is that they were the only Rolls-Royces to officially enter – and win – a grand prix, albeit the 1913 Spanish Grand Prix, which was closer to an observed trial than a grand prix in the accepted sense.



*The 7428cc straight six engine.*

This particular car started its life in London with a Connaught Torpedo body and was requisitioned for use by the British Army in World War I. In 1925, it was imported to Australia by a Sydney doctor fitted with a touring body by Properts' Motor Body Works in Newtown. In subsequent years, it would be rebodied multiple times and serve as a mourning car for a funeral parlour and even a tow truck before it was abandoned. Rediscovered in the 1960's the Rolls was fitted with the touring body, produced by Peel's of Brisbane in the style of a 1013 Sunbeam, that it wears today.

We continue *Ian Berg's* fascinating series on the Rolls-Royce Silver Ghosts that were once part of the Club. See page 18.

### **Latest on Shipping Vehicles to Australia**



*Michael and Claudia Holding's 1912 Model T Ford.*

At our August Natter Night, *Michael Holding* gave an overview of his recent importing of a Model T Ford from the US. The 1912 Model T took 9 weeks to arrive – three ships and eleven ports! Michael has previously imported vehicles, and he gave some excellent tips on some of the steps that can be taken to assist the vehicles' smooth passage through customs. Some other news has come out recently highlighting a biosecurity alert:

*Brown marmorated stink bug (BMSB) is not found in Australia, but pose a high biosecurity risk due to their tendency to hitchhike in sea cargo and their highly mobile nature. It is not a human health risk but poses a risk to agricultural crops, and is a nuisance pest, seeking shelter in homes and vehicles in large numbers.*



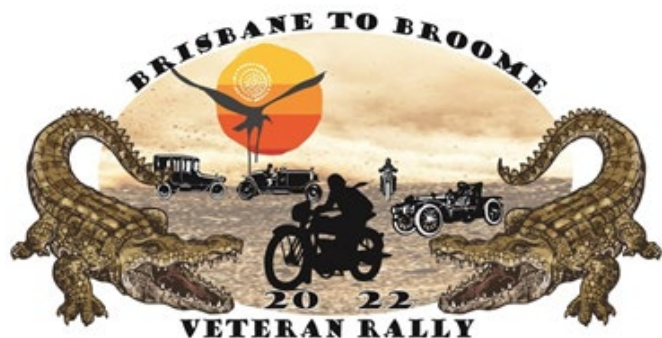
The department is working to prevent a BMSB incursion, but needs the help of anyone working around and in receipt of imported goods, agricultural industries, businesses and the public to report suspect BMSB.



Nasty little devils – brown marmorated stink bugs

BMSB are highly mobile and during the colder months in the northern hemisphere (between September and April) it is common for BMSB to take shelter in cargo, as well as vehicles and machinery, that are bound for Australia. In recent years there has been an [increase in BMSB detections](#) around the country, due to their spread throughout the United States and Europe. Stronger [import measures](#) have been put in place to help reduce the threat.

### Brisbane to Broome Veteran Rally 2022

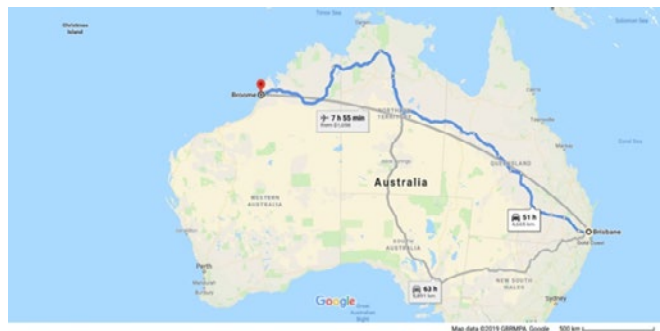


The Heritage Motorcycle Club of Western Australia partnering with the Veteran Car Club of Queensland, is delighted to announce that it will be facilitating a veteran rally for cars and motorcycles, to be held along the following route.

### Leave Brisbane 18 July 2022

18 July Toowoomba (QLD)	(128)
30 July Barkly Homestead (NT)	(260)
19 July Miles (QLD)	(209)
31 July Renner Springs (NT)	(323)
20 July Mitchell (QLD)	(227)
1 Aug Daly Waters (NT)	(243)
21 July Augathilla (QLD)	(180)
2/3 Aug Katherine (NT)	(269)
22 July Blackall (QLD)	(216)
4 Aug Timber Creek (NT)	(283)
23/24 July Longreach (QLD)	(215)
5/6 Aug Kununnura (WA)	(278)
25 July Winton (QLD)	(180)
7 Aug Warmun (WA)	(217)
26 July McKinlay (QLD)	(238)
8 Aug Halls Creek (WA)	(160)
27/28 July Mount Isa (QLD)	(223)
9 Aug Fitzroy Crossing (WA)	(289)
29 July Camooweal (QLD)	(188)
10 Aug Willare	(240)
	plus (179) to Broome

### ARRIVE BROOME 11 August 2022



Entry fee \$200. Contact: John Wightman, 47 Seabrooke Avenue, Rockingham WA 6168 +61406112916, [jonathan44wightman@gmail.com](mailto:jonathan44wightman@gmail.com)

### The Last Word...

As we enter the sixth month of COVID related restrictions in Melbourne, the general mood of many would best be described as 'fatigued' – in fact, with our freedoms curtailed, many have become despondent and emotionally fragile as their jobs disappear, businesses go broke and bank balances head towards zero. I've always been a 'glass half full' type of person, who was brought up as a child to 'count your blessings, not your problems'. It was the legendary Greek fabulist and storyteller Aesop (620 – 560BC) who nailed it with the maxim: 'There is always someone worse off than yourself'. And, it is not difficult to find an example who inspirationally distracts us from a COVID malaise, and underscores how human endeavour can overcome adversity – Judge Quentin D. Corley 1884 – 1980, certainly fits the bill.

Corley was born in Mexar, Texas on January 21, 1884. After graduating high school in 1901, he spent four years working as a bookkeeper and stenographer while preparing for a career in civil engineering. Tragedy struck on September 18, 1905 in Utica, New York when Corley fell from a train. The accident caused the loss of his right arm and shoulder along with most of his left forearm.

After recovering, Corley stopped pursuing a career in civil engineering and eventually devoted himself to the study of law. Within two years, he passed the examination to become a member of the Dallas County bar in 1907. The following year he was elected Justice of the Peace. In 1912, Corley successfully campaigned for the seat of county judge, and he held that position for the rest of his legal career.



Judge Corley – adaptive steering wheel for Model T Ford

As an inventor, Corley worked hard to create and promote adaptive technology to aid disabled persons with everyday activities. He patented two prosthetic hands, a prosthetic arm elbow joint, and a device to assist people with prosthetic hands when buttoning their shirts and tying neckties.

An avid motorist and tinkerer, Corley developed several modifications for his Ford Model T so he could drive with his one residual limb. His adaptive steering wheel consisted of a steel hoop about four inches in diameter attached to a rotating axis that clamped onto the steering wheel. The device allowed varied positioning of his residual limb. Corley's most notable modification was the spring-loaded accelerator pedal that he used to manipulate his Model T's hand throttle.

The planetary transmission did not require continuous shifting of gears, and it lacked a clutch pedal. This arrangement offered Corley the advantage of devoting his one limb to steering, and the original three pedals plus his fourth pedal enabled complete operation of the car using his feet. He was capable of starting his Model T with the hand crank using two leather straps for leverage, which made the car much easier to crank start with one arm.

In 1980, after a lifetime devoted to advancing public welfare, Judge Quentin Corley died at age 94.



*Corley created adaptive technology to aid disabled persons*

**PAUL R DALEY JP**

*President*

### Note From The Editorial Team

We inadvertently attributed the article on 'A visit to the Powlett River Coal Field' in the August issue of Brass Notes to Noel Holbrook.

Sue Holbrook reminded us that it was she who provided it and who had spent half a day typing it out - not Noel!

Apologies to all.

# NATTER NIGHT

## TUESDAY SEPTEMBER 8

**ONLINE MEETING  
JOIN US (VIA ZOOM)**



**7:45pm - Pre-meeting drinks  
8:00pm - Meeting starts**

**Guest speaker: John Stanley -  
The Marion Motor Car Company,  
Stutz, Empire Cars &  
the Indianapolis Speedway**



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# John Beswicke, Victorian Pioneering Motorist

By Ian Berg

John Beswicke was a pioneering motorist and foundation member of the Automobile Club of Victoria (ACV). He participated in the Club's inaugural run on Saturday February 20, 1904 in a 4hp Locomobile steamer. Beswicke was an active participant in many ACV activities in its formative years. He went on to be a committee member of the club between 1905 and 1917.

Following the Locomobile he acquired a De Dion Bouton. *Punch* (Melbourne) magazine included a photograph of the car in November 11, 1909 when he had decorated it extensively for a charity event at the Exhibition Oval. Beswicke displayed the car with masses of scarlet poppies, silver festoons and white

lace decoration. Two large wings came out from the centre of the spare wheels and the front of the car had a motor wheel framed by more wings. It must have been memorable and Beswicke was awarded first prize in the event for his considerable efforts. Beswicke later also owned an Oldsmobile and a Maxwell.

Beswicke had many other interests such as painting and sketching. He was also a keen sports shooter and hunter. It is however his architecture that Beswicke is best known for. He was prolific in the Victorian era and responsible for a wide range of outstanding buildings including shops, houses and factories. He designed his own family home in Harcourt Street, Hawthorn and it remains. Some 15 of his houses were built in the area



The Town Hall in Lonsdale Street Dandenong was a Beswicke design, completed in 1890. This photo was taken in 1963 when the Veteran Car Club of Australia (Victoria) participated in a run to Tooradin commemorating the 60th anniversary of the formation of the Automobile Club. The leading De Dion Bouton is a 1903 model being driven by Gordon Taylor, his passenger is his son Ron Taylor. The larger De Dion is following is Val Stocks' 1904 model and that is followed by Ralph and Lois Provan in their 1911 Renault. Gordon Taylor himself was a pioneering motoring and drove a De Dion Bouton in the 1906 Dunlop Reliability Trial between Sydney and Melbourne (Photo source RACV).



in and around Harcourt Street and 14 of them remain. Of all the buildings he designed the most prominent were the 'Town Halls'. The civic buildings of Hawthorn, Malvern, Brighton, Essendon and Dandenong are outstanding legacies to his architectural designs and skill.

Beswicke died in 1925. His home 'Rotha' in Harcourt Street is heritage protected and in recent years was on the market for \$10 million. Beswicke's biography *John Beswicke, Heritage Architect* was published in 2011 by his grandson Ken Bethell who is also an architect. I gratefully acknowledge the information sourced from the book for this article.

Source: <http://www.johnbeswicke.com/John-Beswicke>



Beswicke is picture in his highly decorated De Dion Bouton at the Charity Tattoo held at the Exhibition Oval in November 1909. *Punch* (Melbourne)



The Automobile Club held a children's motor car trio to Aspendale and Beswicke participated in his Oldsmobile (pictured on the far right). *John Beswicke, Heritage Architect*



*John Beswicke and his wife Mary in the Maxwell in front of the family home 'Rotha', 29 Harcourt Street, Hawthorn. John Beswicke, Heritage Architect*



# McDougall's 1909 Single Cylinder Sizaire Naudin

By Andrew McDougall



Andrew MCDougall with his Sizaire Naudin.



Sizaire photo by W.B.Beattie.

There has been at least one silver lining to the Covid – 19 Pandemic. Recently I received an email from Alan Meredith, who is currently hunkered down in his holiday home in Queenstown New Zealand. As he can't return at present to Australia and the Mornington Peninsula, due to the virus and as it is so cold in Queenstown, he has spent his time indoors researching on the internet matters to do with early vehicles. One of the items he found was an article about the Motor Gymkhana held at Western Springs Stadium, Auckland, in March 1936. We are most thankful to Alan for his research and for passing on the information.

Alan sent me, via email, a copy of the article and a photo of Galloping Girtie, a single cylinder Sizaire Naudin, which was a participant in the Gymkhana. This was of particular interest to me as this is the same car that I imported from Auckland some years ago. I had been aware that the car had participated in an event in 1936, however I had no details and had not seen a photo. It is great to now receive an account of the event and photo and to add to our knowledge about the car.

You will see from the photo that in 1936, the car was somewhat down at heel and although its body work was somewhat changed by the time I got the car, its condition was still poor, especially mechanically. At the time of the Gymkhana the car was owned by Mr. H V Johnston. Subsequently it was sold to Joe Tidswell and

then finally to Don Cameron, who rallied the car in New Zealand for many years, from the 1950s through to the early 2000s. I purchased the car from the estate of Don Cameron.

In the 1936 photo, it is interesting to note that the Sizaire was still running on its original wheels, but with tyres that appeared to be on their last legs. By the time I got the car it had been fitted with detachable rim Ford T wheels, no doubt as tyres for these were more readily available. Fortunately I was able to purchase a set of genuine Sizaire Naudin wheels from Alan Meredith and restore some originality.

When I purchased the car it came with two engines, only a few engine numbers apart. Whilst rubbing down the chassis I found a chassis number on the front mounting bracket for the right hand rear spring. From this I was able to determine that the fitted engine was not the original, but that the spare engine was original to the car. So, the spare engine was reconditioned and returned to the car. At present the car has had extensive mechanical repairs done on almost every component (it is amazing that it was such a long time, successful performer on New Zealand rallies), as it was worn out. Since then it has been used on some rallies in its semi finished state of restoration. It has not been used of late as there are still a few mechanical gremlins. These have not been attended to as yet, due to another restoration project taking priority. The Sizaire's time will come and it will again be seen on rallies.

I have been in contact with the Auckland Library, who have kindly given me permission to reproduce the article and photos with appropriate acknowledgement of their source. So below for your interest is a transcription of the original New Zealand Herald article, together with photos of "Galloping Girtie" and other participating vehicles mentioned in the article.

The formal approval acknowledgements are: for the article, we thank the National Library of New Zealand for copyright approval. For the photos, specific acknowledgement will be given for each photo and the photographer, but more generally thanks go to the New Zealand Herald Glass Plate Collection, Auckland Libraries. As the photos are from glass slides the clarity is excellent.

## Motor Gymkhana Auckland

### Old Relics Displayed

### An Amusing Parade

### Successful Meeting

### New Zealand Herald, 6th April 1936

A fleet of a dozen relics of the motor-car industry, dating from 1895 to 1914, was a feature of the motor gymkhana organised by the Automobile Association and held at Western Springs Stadium on Saturday afternoon. Beautiful sunny weather favoured the meeting and there was a fair attendance.



The proceeds are to be devoted to the Mayor of Auckland's Fund for Crippled Children. The exact amount to which the fund will benefit is not yet known.

Dense clouds of grey smoke, a few sharp reports and then a series of delayed but fierce detonations heralded the arrival in the arena of "Galloping Girtie," one of the first of the "old crocks" to be cheered by the crowd. Appropriately enough, the last arrival was a Schacht Motor Buggy, whose actual date of origin was declared to be a mystery. It was, however, among the first six automobiles in the Dominion. Probably designed for road conditions of the time this vehicle had no less than three feet clearance from the ground and its two occupants, dressed in typical motoring costume of the period, surveyed the proceedings from an unchallenged elevation.

### A Smoke Screen

Everyone of the "old crocks" proudly circled the track under its own power. "Galloping Girtie," a firmly established favourite, demanded a tow for half a lap and then with dignity not possessed by a single modern motor-car, caused a general hold up in the parade by laying a smoke screen which would have done credit to any naval destroyer. When the fog lifted a little, another vehicle, which was celebrating its 28th birthday, refused to proceed until it had received its quota from a wooden keg, complete with

spigots, which was part of the ornate bodywork.

The oldest vehicle on the parade was a Benz Motor Buggy, built in Germany in 1895 and owned by Auto Parts, Ltd. With one mighty cylinder the vehicle was sold with a guarantee speed of 15 mph, under favourable wind conditions. It was actually purchased at the Paris Exhibition in 1898 and brought to New Zealand some little time later. The prize for the best preserved of the "old crocks" was awarded to an American International Buggy imported to the Dominion in 1905 and owned by Mr. J. A. Messenger, of Auckland. This car had two cylinders and a rated horse-power of 14.

Not content with merely parading, the "old crocks" were finally engaged in an acceleration test. No rules were observed in the contest, this provision allowing some of the competitors to push their vehicles from a standing start. A Zedal Pontle of 1914 was the victor, while the Schacht Motor Buggy, which was still panting at the start, when the winner finished.

Competitions for all classes of modern motor-cars proved a striking contrast. In addition to acceleration tests there were several novelty events, some of which catered for lady drivers and a slow race. Mr. George Smith, the well known racing driver, gave an exhibition of speeding in a super-charged Austin. The whole programme was successfully completed without the slightest delay.



1895 Benz photo by W.B.Beattie.



IHC Leather Dash Buggy photo by W.B.Beattie



Benz, IHC, Schacht photo by A.N. Breckon.

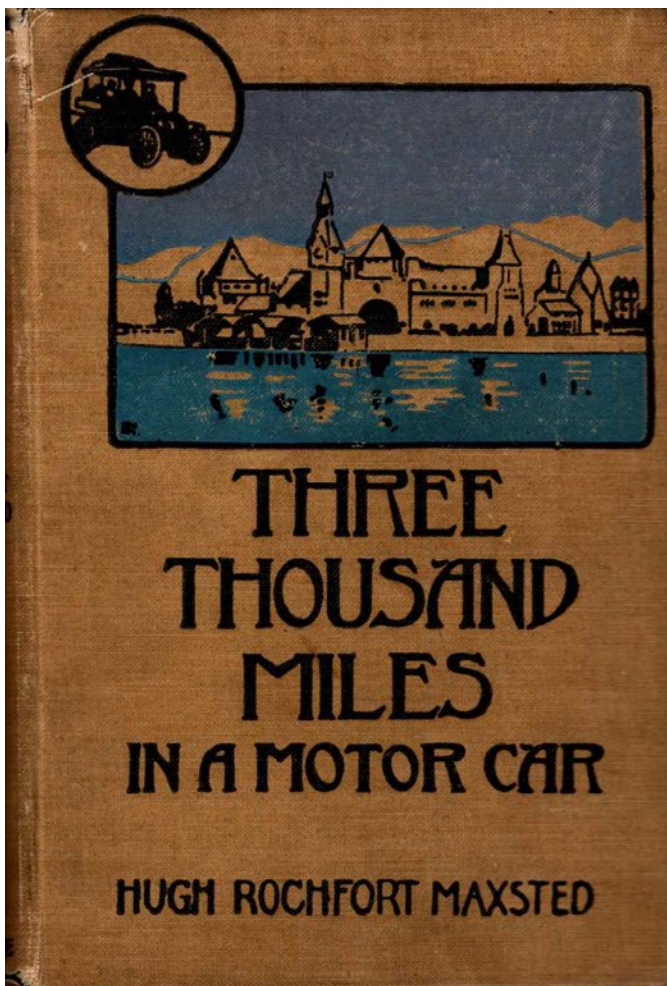


Schacht leading the procession photo by W.B.Beattie.



# Book Review

By Peter Latreille



*Bollee. Arrival at Monastery.*



*Bollee. Italian 'send off'*

## THREE THOUSAND MILES IN A MOTOR CAR

A brief book review by Peter Latreille of where motoring was a pleasant way for some to bide their time to travel and socialise the Europe of the belle époque. Numerous books of the time were published on these adventures, be they to fulfil idle pastimes, be educational, or just for excitement. Here is a meticulously documented example from 1905 that revolves around the adventure of an especially coach-built Léon Bollée.

For their 1905 continental tour of France and Italy, the author Hugh Rockfort Maxsted has once more been engaged by 'the Baron', to be his guide and mentor for yet another Grand Tour - firstly where the need was to 'arrange' for a new car, and a 'suitable' chauffeur for the 5636 km to be travelled. The entire tour is chronicled in this book with historical detail of all places visited and with observations that describe the challenges of motoring in 1905, be it road conditions, four-legged traffic, and tyre changes. Arrival and departure times, and distances travelled for each day between February 6 to April 20, are recorded on a chart in this book against the cost and quantities of 'essence' consumed.

Planning commences in November 1904 with a visit to the Automobile Salon in the Champs-Élysées to select a motor car. They settle for a Léon Bollée and its

preparation is entrusted to M. Emile Stern, the Bollée representative in Paris, at 17 Rue Montaigne. M. Stern organises the 'carrosserie' from Verdine's works to be delivered in late January, including registration, insurance, maps, accessories, and the appointment of a 'suitable' chauffeur. However, the coachwork is completed two weeks late, despite M. Verdine's workmen being on strike.

The author and the 'Baron', with the new Léon Bollée are now equipped with Leon the chauffeur, and Russell, 'our servant'. Forward planning of the Tour has been exacting, not just the route but selection of hotels, garaging, and details to suit the wishes, interests, and eccentricities of the 'Baron'.

West from Paris, they encounter a huge 40hp Léon Bollée before travelling a loop through Brittany, then south to Lyon, and to Marseilles for two days. Even on the initial section of the tour challenges occur when Russell suffers 'sea sickness', only to be revived by 'raw whisky'. Descriptions there are plenty, such as: 'Poor inhabitants crowd around the car ...', and that hill climbing 'consumes double the amount of essence.' The four days in Cannes, then to Nice, and 12 days in Monte Carlo, included socialising and some mountaineering 'loops' that were a good test for the Léon Bollée and the Baron's team.

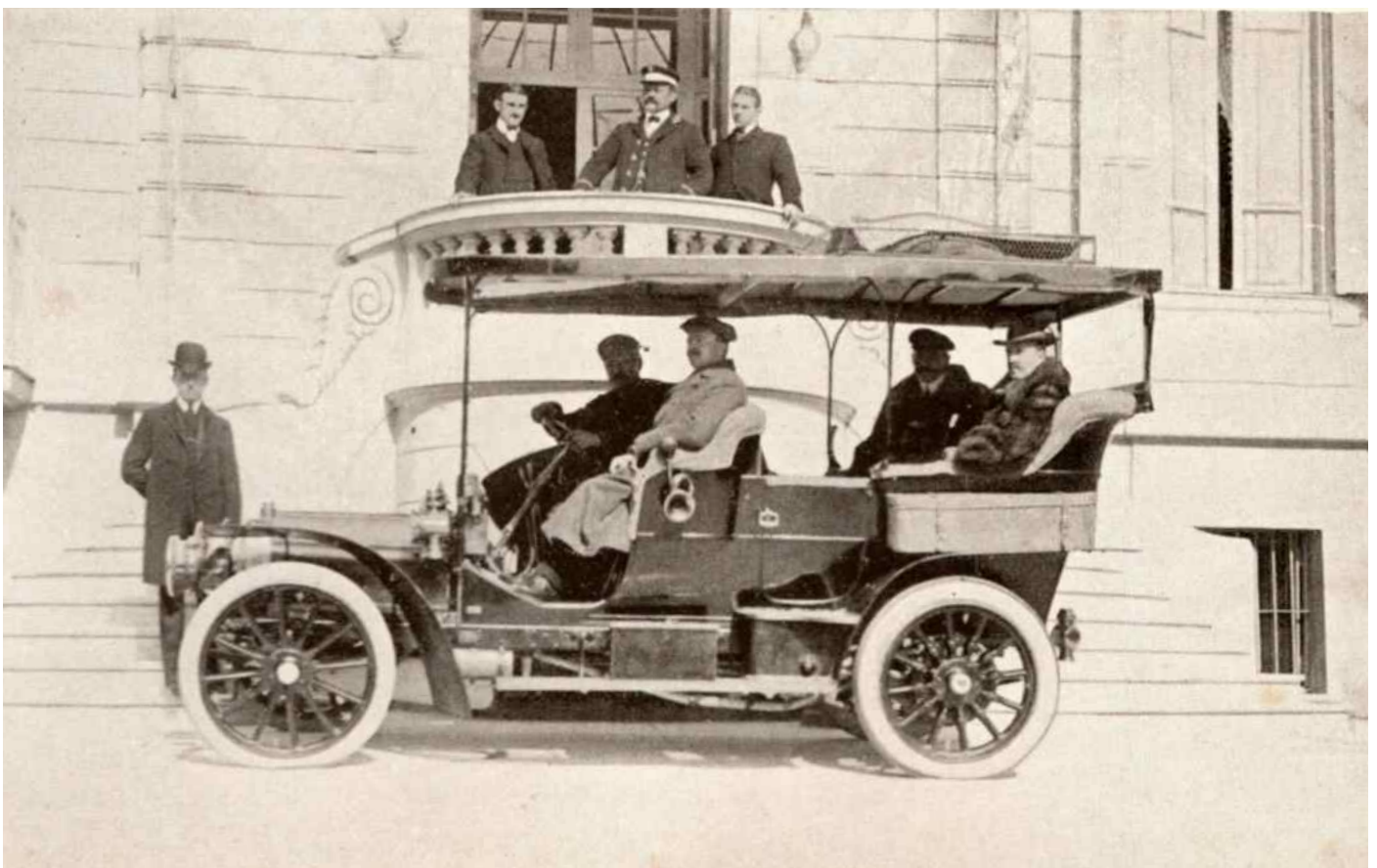


Of punctures, one was on the way to the Hotel 'Prince de Galles' at Cannes. 'While we were pumping up a new one, a peasant woman came and asked us why we were pumping like that, so we told her that it was one of the pleasures of automobiling, that it was good for the muscles of the arm, and that we did it for exercise. She seemed satisfied . . . We were mighty pleased with ourselves when our pumping came to an end.' On the way south to Rome is was 'at Ronciglione we halted to light our lamps, drink whisky and eat cakes, for the cold was very keen.' At times it seems that the trip is more like the North Pole, rather than the sunny south of Italy. This was also a challenging section driving into flocks of sheep as they approached Rome in the dark, running low on 'essence', and a concern for their safety from attacks by 'brigands'. Finally: 'It was nine o'clock when suddenly as we entered the great Roman city's gates, and then suddenly: "Tut! Tut!" – no essence' was the cry before 54 litres of essence was thankfully procured.

Their run along the Italian coast from Monte Carlo to Genoa, Portofino, Lucca, Pisa, Sienna, had now brought the car to Rome for nine days, where 'we found many of our friends among the visitors and residents of Rome, and very soon invitations to dinner, lunch, tea, and bridge parties began to arrive, turning Rome into a little Paris for the time being.' Then, at some

stage of proceedings in Rome, there seem to be both a 'Joseph No. I' and a 'Joseph No. II' in the entourage. Of the principal persona, there is no identification of who our Baron actually is, although 'when in Rome' – as they say – we find that 'The Count's sister was one of the first to meet us, and how we felt that the poor, sick Count was not with us. The sister had come to Rome in the hope that, finding him well enough to travel, we had brought him to Rome with us. The author, as was his duty, adds for their last day in Rome: 'I spent the morning going out in the car paying bills, and I should mention, for the benefit of automobilists, a place in Rome where one can purchase a tin of petrol (20 litres) for 13 lira 50 centimes, thus saving...'

Finally it was early April when the 20hp Léon Bollée takes the Count and its crew to Perugia, Rimini, Ravenna, Bologna, Mantova, Brescia, Bellagio, Lugano, Lucerne, Bale, and a return to Paris via Belfort, Langres, and Troyes where the roads are mostly entered as "Very good", a good note to complete their 46 day motoring tour for 1905. Entirely First Class, 'as you do', for sure. Nothing else to do but play!



*Bollée. Monte Carlo*

# A Snappy Looking Single Seater Ford

By Ian Berg

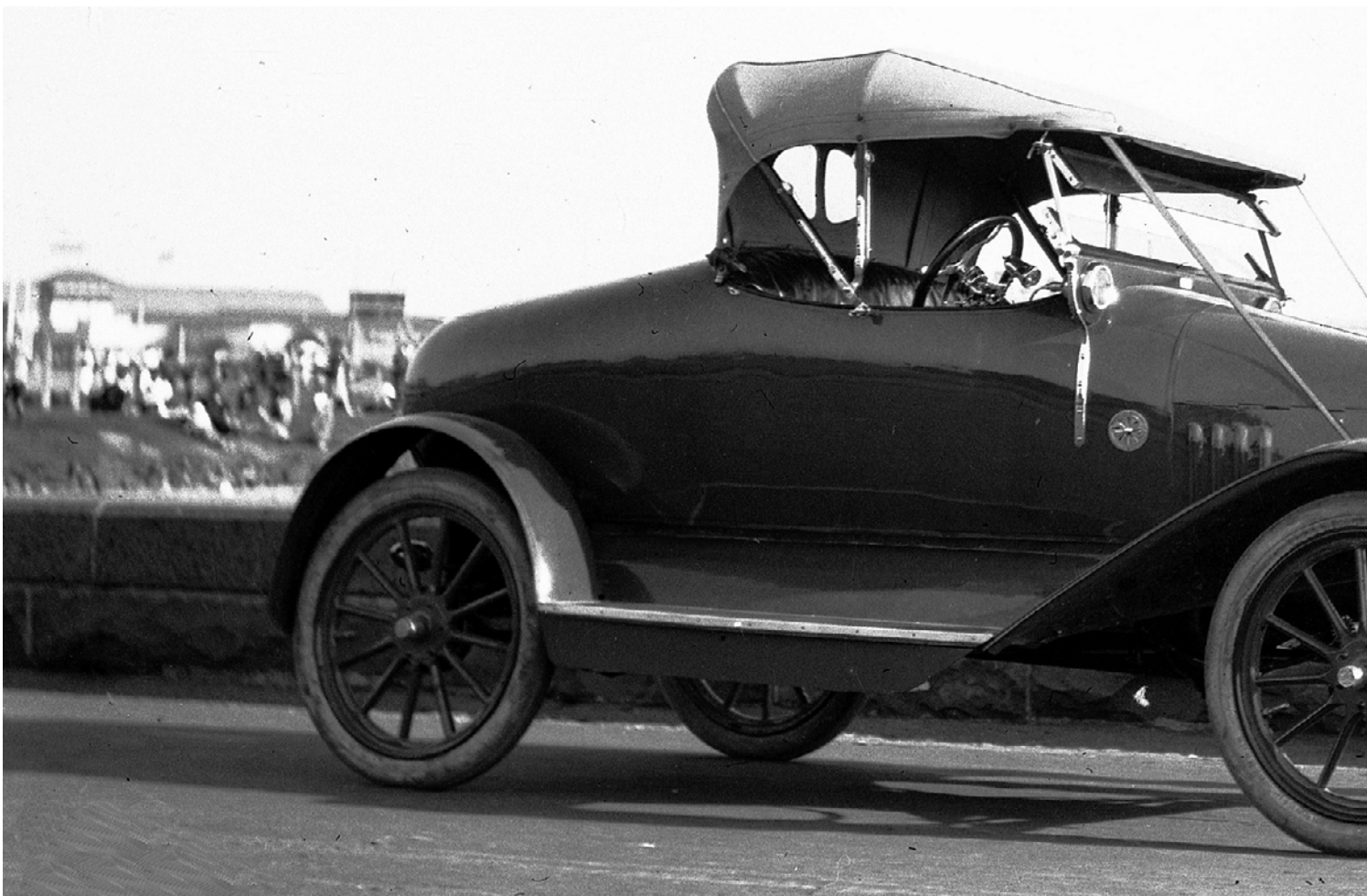
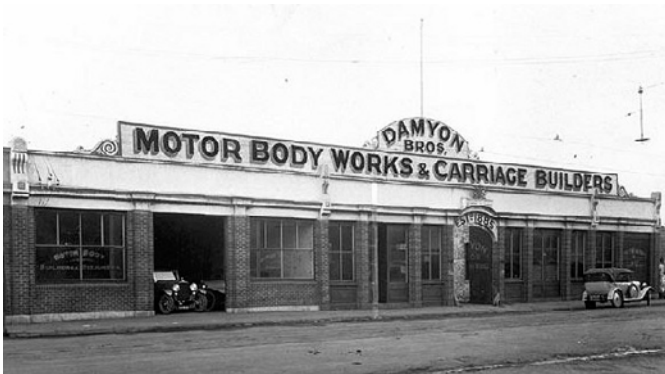
Here we have some evocative images of a single seater Ford model T. The car was owned by a lady who was prepared to roll up her sleeves and work on it herself. We do not know her identity but do know the photos were taken in 1914. The panoramic view was taken on Beaconsfield Parade. All these wonderful photos have come from the archives of the coachbuilder Jas A Munro.

The coachwork on this Ford however is not by Jas A Munro & Co. It was built by Damyon Bros of Carlisle Street St Kilda. It is very unusual, with headlamps sunk into the firewall and a distinctive and commodious rear body section. This housed a dickie seat as can be seen in the picture on page three. There are many

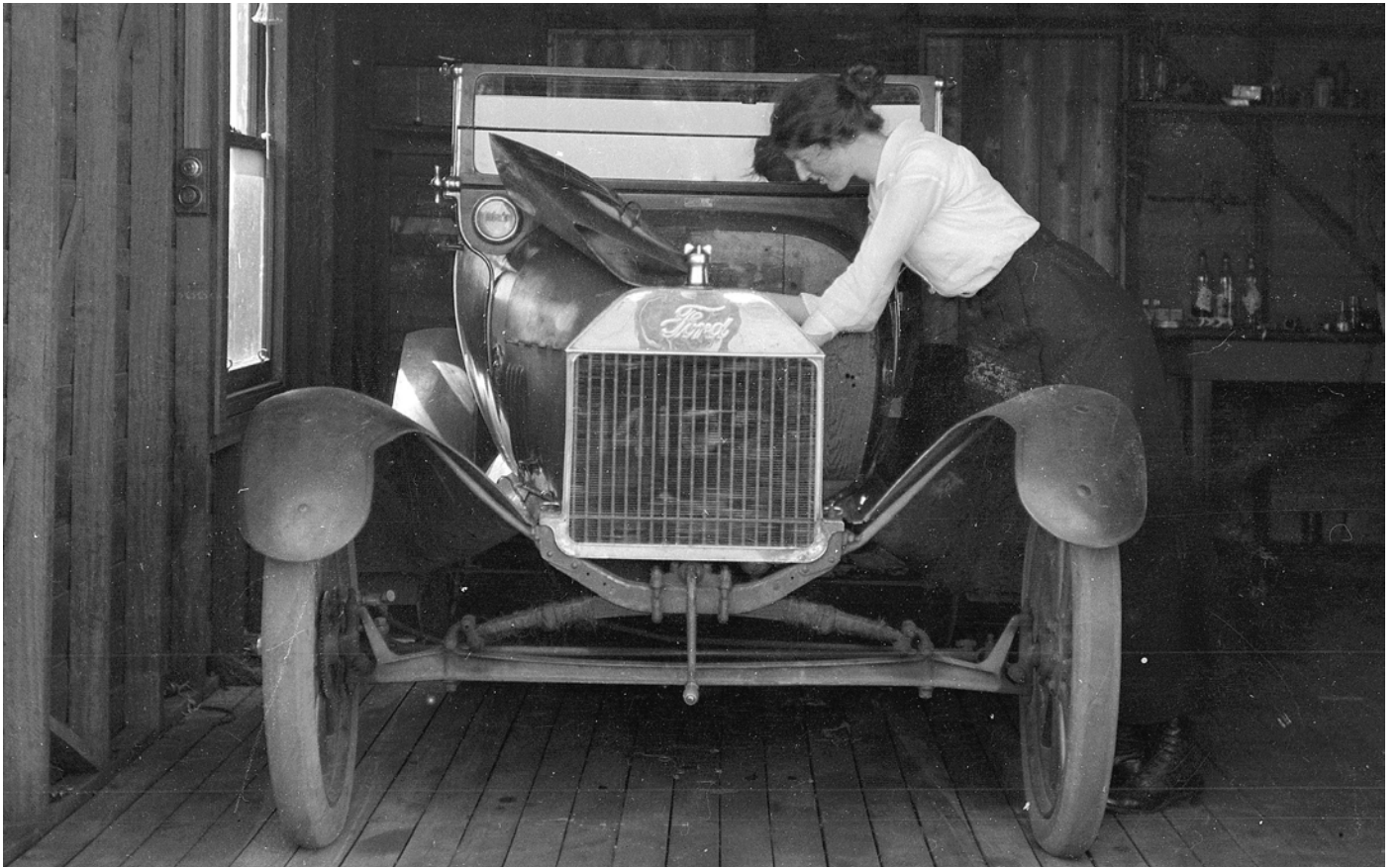
quality fittings evident on the car including the top and windscreen frames, cowl vents and linoleum covered running boards. This would have been a snappy driver for the fortunate young lady owner.

Damyon Bros Carriage Works was founded in 1885 in Carlisle Street, St Kilda, opposite the town hall. They moved into motor body production and made bodies to order for a large variety of cars including Hillman, Rolls-Royce, Bentley, Fiat and of course Ford. The company continued coachbuilding until 1937, after which they became motor body repairers through to the 1950s.

With thanks to Mark Herdman for identifying the coachbuilder, after some sleuthing by Paul Daley, Alan Flude and Andrew Brand.









# Silver Ghosts - Then and Now, Part Two

By Ian Berg



Chassis 1332 was found in a damaged and abandoned state on a property in NSW. (Sir Henry Royce Foundation - SHRF)

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

### Part 2

*A continuation of the five part story of the Rolls-Royce Silver Ghosts that have been a part of the life of the Veteran Car Club of Australia, Victoria (VCCA Vic). At one time there was a large number of Silver Ghosts in the Club, reflecting their relatively high survival rate and popularity as a rally car.*

*This series covers what we know of these fascinating cars. See the August issue of Brass Notes for part One.*

### 1910 model – Chassis 1332

This car was originally an elaborate and imposing limousine and sold to an Australian who then exported it to Melbourne. A photo of it with original coachwork fortunately survives. After various owners it was rebodied in 1934 by Supreme Motor Body Builders as a sedan. Supreme was a Melbourne based coachbuilder that is thought to be have been connected to the Sydney coachbuilder Smith & Waddington.

Over many years 1332 had a number of modifications undertaken and indignities imposed in order to modernise the car. It was eventually recovered as a wreck in Jindabyne, NSW in 1955. After a series of owners, it is now owned by Garry Dubois who purchased the car, still in unrestored condition in 1987. It is yet to be seen on a rally however Garry is fitting the chassis with a period correct Roi-des-Belges body from a veteran Talbot, and he is well advanced with a very high-quality restoration.



*When new chassis 1332 was a chauffeur driven limousine in Melbourne. The car had hand-painted vertical stripe-work on the elaborate coachwork. (Irwin)*



*The rear view shows the delightful Roi-des-Belges coachwork currently being fitted. (Berg)*





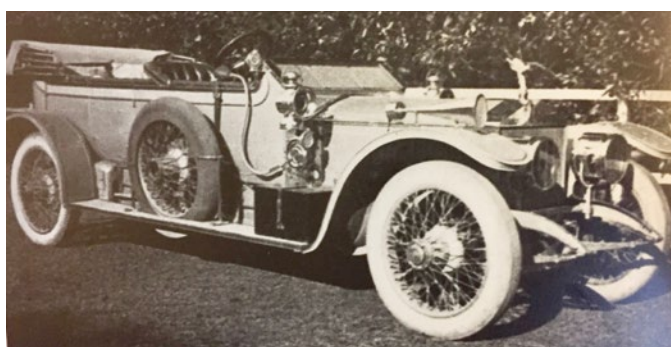
A 2018 photo of chassis 1332 while undergoing restoration in the workshop of Garry Dubois. (Berg)

### 1910 model – Chassis 1334

Sold new via Kellow Motor Company in Melbourne to a pastoralist in NSW, chassis 1334 was originally fitted with a high sided Barker touring body. The car was subsequently rebodied as a more modern tourer and passed through a series of owners before falling into disuse.

In 1952, well before the formation of either the VCCA (Vic) or the RROC, and before 'old crocks' came into vogue, Maurice Markoff tendered for the car when

it was a derelict chassis. He purchased it from the Housing Commission who had found it on a sawmill they owned near Beaufort. Maurice paid £25 for the car and had a rather basic replica touring body built during restoration. The car participated in the 1957 Golden Fleece rally to Ballarat and was shortly after sold to a US buyer. For many years it was part of the William Harrah collection, one of 16 Rolls-Royce cars Harrah owned through the 1960s, 1970s and 1980s. The car was rebodied in the USA, this time in the style of a Mulliner two-seater. When most of the Harrah collection was dispersed in 1988 the car was sold, and it has had a number of owners since. It is also believed to have been rebodied yet again.



This photo shows chassis 1334 when new and bodied by Barker. It was owned by a pastoralist in New South Wales. (Irwin)



The Rolls-Royce Silver Ghost is shown on the 1957 rally during a break at Bacchus Marsh. (VCCA Vic)



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

By Ian Berg



Another view of the car, chassis 1334 on the Golden Fleece rally. Alongside is a FN (Fabrique Nationale) which was also owned by the Markoff brothers. (VCCA Vic)



The Harrah collection featured chassis 1334 in their catalogue in the 1970s and 1980s.

## 1910 model - Chassis 1363

Originally purchased new by J Herbert Syme (of the Melbourne Age) this Rolls-Royce was fitted with a full sided Barker touring body but with no windscreen. It was rebodied as a more modern tourer in the 1920s by Angus and somewhere around 1930 the car was again rebodied as a sedan by Cheetham and Borwick, coach builders in Melbourne.

This was a frequent practice on many early Rolls-Royce cars by a number of coachbuilders. It was most commonly done however by Martin and King, who were



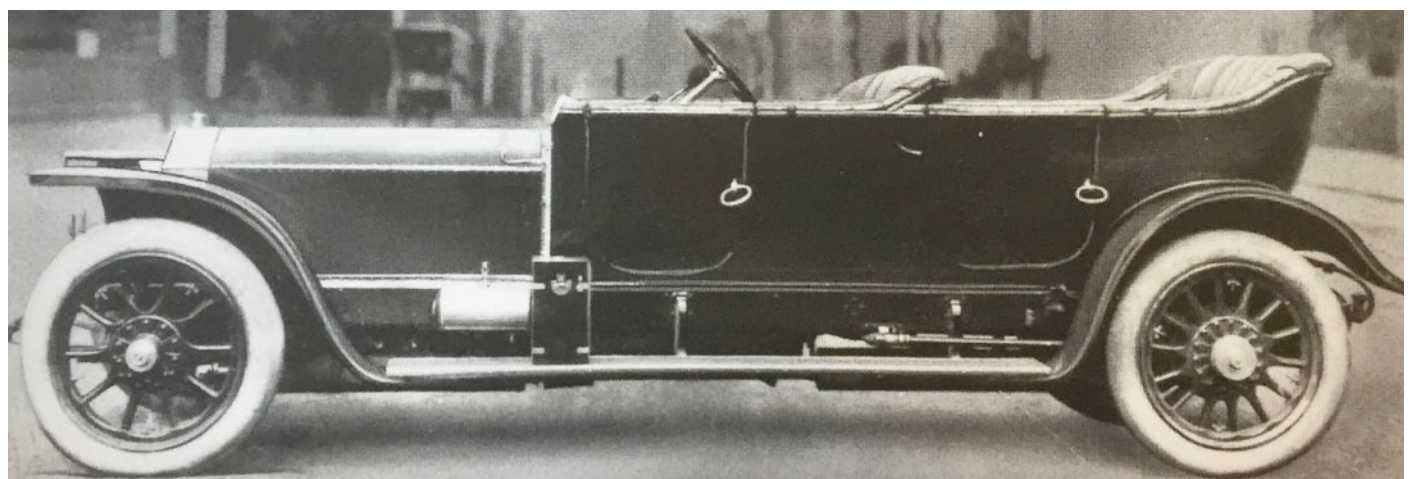
Photographed in 2016 in the workshop that was used for many years by John Griffiths, it still retained the Cheetham and Borwick body from c1930. (Berg)

also in Melbourne. Quite a number of Rolls-Royce cars were imported as second hand chassis to be rebodied by Martin and King in the early 1930s.

The car is one of the last remaining unrestored pre-war Silver Ghosts in Australia. It was owned and driven for many years by John Griffiths but rarely if ever participated in a veteran car rally. John had purchased the car in 1958 and with the help of Giff Hatfield towed it to his home in Hawthorn behind John's Rolls-Royce Phantom I. Following John's passing, the car was sold in 2017 and it has been recently purchased by Robert Stunden. I understand that Robert is to commence a full restoration including the reproduction of a period body faithful to the original style.



A family photograph of the car when owned by JH Syme. (SHRF)



Chassis 1363 when new as photographed by Algernon Darge



## 1910 – Chassis 1425

This car was originally fitted with a Barker landaulet body for a South Australian buyer. It was found in around 1954 by Gavin Sandford-Morgan in largely original condition, except that the original body had long been removed and the car was being used as a farm hack. Gavin negotiated its purchase, drove it the 60 miles to his home and then undertook restoration to a high standard using a period correct Roi-des-Belges body. Gavin was determined to complete the car in time for the first Golden Fleece Rally to Ballarat in 1956. It performed on that rally with distinction in the hill climb and a speed event, and impressed many with its effortless power and grace.

Reg Hunt acquired the car in 1958 and was to own it for over 30 years, participating for many years on veteran car rallies, as well as the 1970 International Veteran

and Vintage Rally and other interstate rallies. In 1959 Fred Miller-Robinson and Reg Hunt drove 3000 miles in 1425 to Brisbane and back in order to participate in the Centenary of Queensland rally which was run between Brisbane and Surfer's Paradise. The trip was not without incident and the challenges included a sheared drive dog on the rear hub. Fortunately (incredibly), they were carrying a spare and were able to proceed after some challenging repairs.

For a period of time chassis 1425 was also on display in Reg Hunt Motor's car showroom on Nepean Highway Elsternwick. The car for many years was then under the stewardship of Ian Irwin in Canberra and used as a reference vehicle while Ian was restoring his own Silver Ghost (chassis 1404). Chassis 1425 now resides in Melbourne, the owner being a resident of the UK.



*The 1959 VCCA (Vic) rally overnighted at the Lord Mayor's Holiday Camp at Sorrento as it did for a number of years at this time. Chassis 1425 was at this time owned by Reg Hunt and pictured is Mavis Hunt. (VCCA Vic)*



*The elegant proportions of the period body fitted at the time of the restoration are clear in this photo. The rear part of the body was found when it was being used as a garden seat next to a suburban tennis court. (Irwin)*

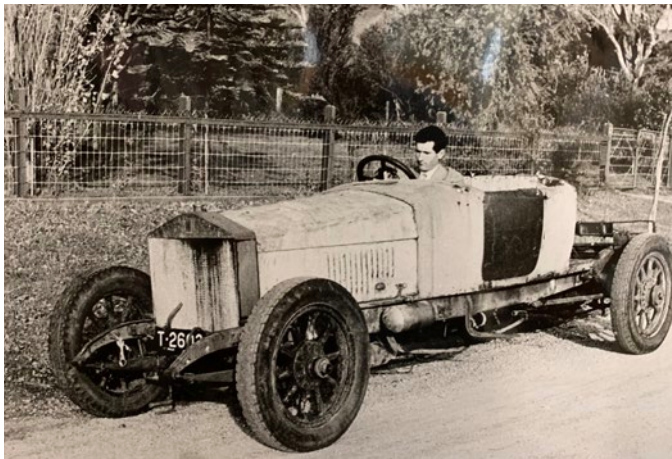


*Chassis 1425, entrant number 32 on the Golden Fleece rally of 1959. Alongside is Jim Cooper's 1914 chassis 40YB. (VCCA Vic)*



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

By Ian Berg



Gavin Sandford-Morgan is shown the day he acquired chassis 1425 from a property where it had been undertaking general farm duties. (Irwin)

## 1911 model – Chassis 1520

Originally built as a Hooper bodied Landaulet the car came to Australia in 1914 and was owned by Sir William Charles Cooper of Sydney. It was thought to have been rebodied sometime around 1916 as a tourer. Chassis 1520 subsequently came to Victoria in the 1920s, and in 1965 it became part of the Faris Palfreyman collection in Ingleside, Queensland. Palfreyman had assembled a large collection of veteran and vintage cars including an extraordinary 18 Rolls-Royce Silver Ghosts. Eleven

of the Silver Ghosts were auctioned off in 1969 while a number of the veteran Ghosts remained with the Palfreyman family for some time.

The car has been owned by Robert McDermott since 1991. Driving chassis 1520, Robert entered the 1995 Targa Tasmania as competitor number one and it featured in much of the publicity around the event. It won its class and the Denny Hume award. Robert also participated in the ambitious Wholly Ghost tour of central Australia in 1996 along with 40 other Silver Ghosts and their enthusiastic owners from all over the world. Robert has been seen with the car, which displays a delightfully patinated finish at numerous events in and around Melbourne in recent times.



Robert McDermott is shown on the 1996 Wholly Ghost Outback tour shortly after he recommissioned the car. (Praeclarum)

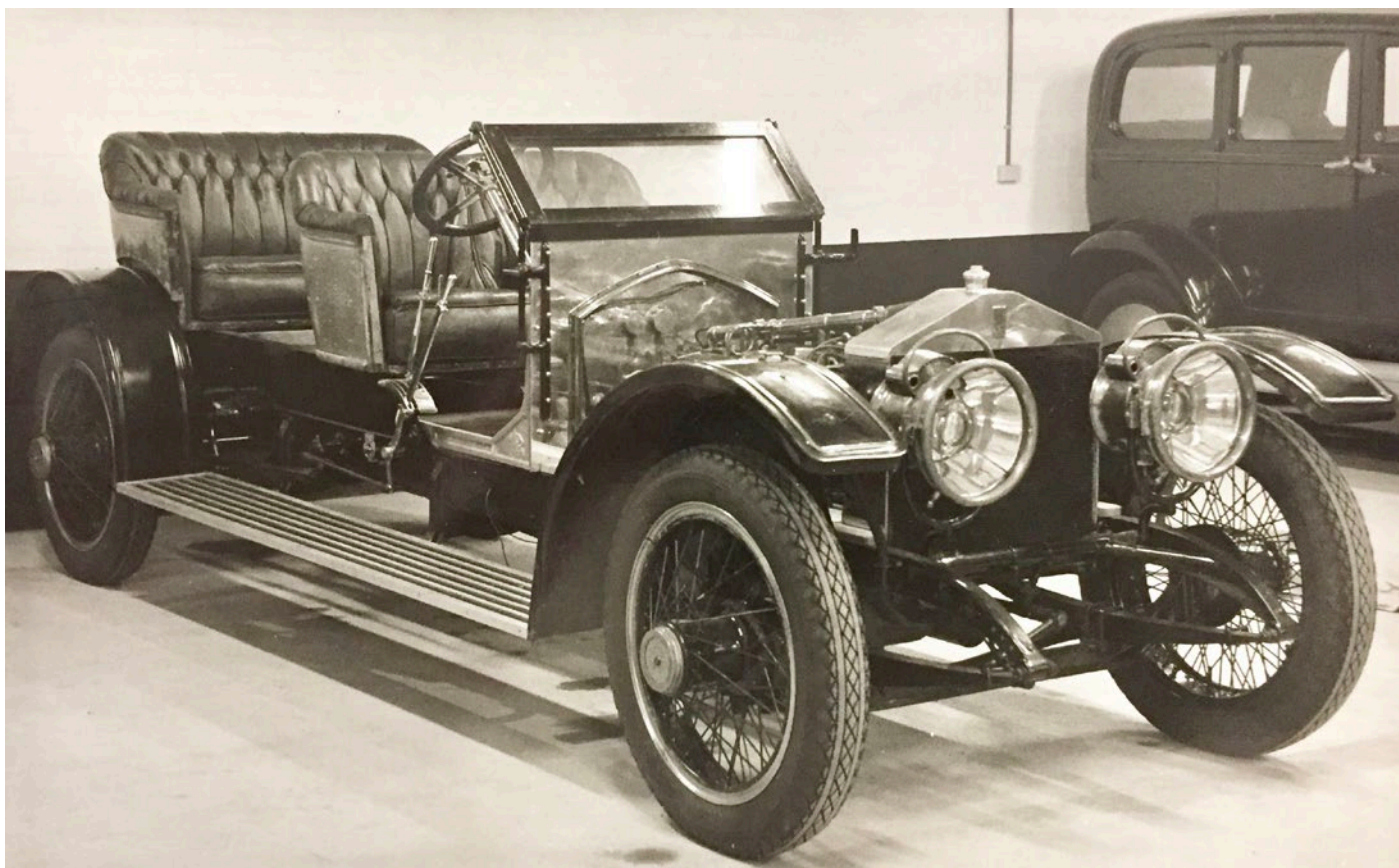


Robert has used the car on many events and shows including the Mornington Great Australia Rally where it was pictured in 2017 (VCCA Vic)





*This photograph is from the 1969 Auction catalogue. Chassis 1520 can be seen centre front row.*



*Chassis 1520 for some years was a part of the Palfreyman collection and is shown here amongst the other Rolls-Royce cars and chassis he owned in the 1960s. (SHRF)*



# Further Information on the Ziegler article

By Greg Smith

## Further Information on the Ziegler article featured in the July Brass Notes

Firstly, thank you very much Murray Murfett for an extremely interesting and fascinating article in last month's Brass Notes on the Ziegler Car. With space constraints in the last newsletter we were unable to show some more detail of the vehicle. The engine and boiler still survive and was first donated to the State Museum, but now they have been able to initiate a long term loan from Scienceworks and you can view the remains at the museum at Cheeseworld of the steam engine and the boiler at the vehicle's home at Allansford.

It was truly a wonderfully presented car and the details looked much more like a production vehicle rather than one persons "home-made vehicle". Where it is described as handsome in appearance and capable of seating 6 people, is understated in my opinion. I have seen



*The badge of the Warrnambool Car Club.*



the Warrnambool and District Historical Vehicle Club badge many times but never properly associated it with an actual car. I am of course much wiser now thanks to Murray.

As to trying to help Murray out with the identification of the four vehicles pictured at the start of the Ziegler article, I am of little help. This is my thoughts though.

The three wheeled vehicle on the left is in my opinion and C1905/6 Rexette. The distinctive radiator you can see beside the driver helps with the identification. Rexettes also went to a steering wheel rather than handlebars in 1905, and the forecarriage was available as a two seater in 1906. The motorcycle is very hard to identify. The motor is of a clip on variety, and Minerva was the biggest supplier of this type of motor fitting on the down tube. I can't categorically state it is Minerva, but most probably is. The tank seems to be of the Minerva style, so that then tends to support the motor also being Minerva. The front forks look to be BSA fittings, with no extra supports, tend to date it quite early (C1903), so it all pretty much indicates it is an Australian built motorcycle using proprietary components, of Minerva tank and motor, and BSA fittings for the frame. I love how they carry a spare belt on the front light bracket. I can't think of any Australian manufacturers in the Warrnambool area, although it is amazing how many were assembling motorcycles in country towns. My possibility is a Leitch who had a cycle branch in Warrnambool. In 1902 they offered the Leitch motorcycle using Minerva and FN engines. The centre vehicle is obviously the magnificent Ziegler. The vehicle on the right has me completely stumped. Hopefully one of our resident experts will have a valid suggestion for Murray.



*The steam engine and boiler of the Ziegler*



# Home Built Motor Car - Additional Information

By Graeme Jarrett

Further to my brief article last month on this Ballarat vehicle. Daryl Meek has provided more information and added a few corrections – for the purpose of historical accuracy. Thank you, Daryl.

Image is of the Franklin Quad, built by the Leckie brothers, Arthur, Rob and Harold. Called the 'FRANKLIN' as Arthur worked with Mortimer Franklin at the Franklin Davis Cycle Company in Ballarat. Family history suggests it was built in 1899 and with an 'Antoine' motor. A more likely scenario is that it was built in 1901. I have contact with the great grandson through my involvement with the Ballarat Mechanics Institute.

Regards, Daryl



## EVENTS

### 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

## RACV 2021 National Veteran Vehicle Rally - Swan Hill

You may be thinking there has been almost no new information about the rally since April. And you would be correct.

Organising for the event has been put on hold until we know the new rules of the game. Each of the venues, attractions and caterers we originally booked are eager to work with us to confirm the 2021 event itinerary. At this stage, we are hoping that might be by early next year.

In the meantime, Claudia and I have locked ourselves away, like everyone else, and will report back in a few months.

All the information you need is on the rally pages. Click on the National Rally link on the club website [www.veterancarclub.org.au](http://www.veterancarclub.org.au)

The rally starts with a Mayoral Welcome, Sunday afternoon, October 10th 2021 and finishes with breakfast on Saturday morning October 16th.

**When:** 10 October – 16 October 2021

**Where:** Swan Hill, Victoria

**Contacts:** Rally Directors Michael & Claudia Holding  
0407 008 895

[nationalrally@veterancarclub.org.au](http://nationalrally@veterancarclub.org.au)

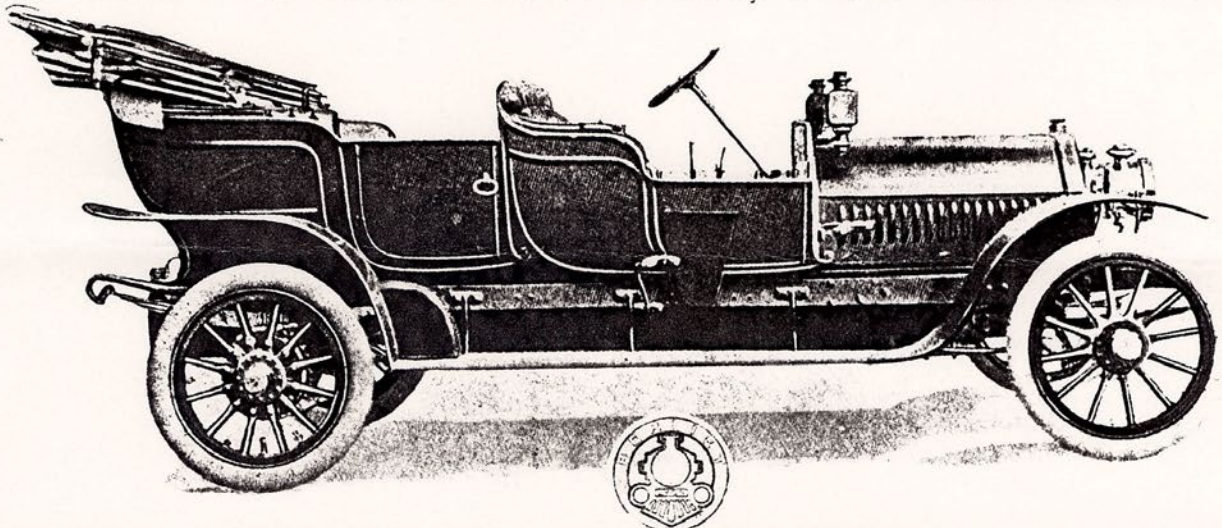
## REGARDING THE CHOICE OF A CAR

Don't be unduly influenced by the **Body** of the Car; comparatively speaking, a few pounds will give you all the luxury and comfort you can possibly desire.

The real Car is **NOT THE BODY** but **THE ENGINE**.

You will derive small satisfaction from knowing your car "**looks well**" and "**feels comfortable**" if you cannot command the necessary power when you need it, or the controlling gear fails to respond to your touch at a critical moment.

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SOLE AGENTS.

Mention of the "Australian Motorist" when writing to Advertisers will ensure Prompt Attention.



# Natter Night Meeting Minutes

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Tuesday, 11 August March 2020

commencing at 8.03 pm

Veteran Car Club of Australia (Victoria)

Via Online Zoom meeting

## 1. Opening

The Club's President, Paul Daley, opened the meeting at 8.03pm and welcomed all in the attendance.

## 2. Attendance

There were 63 members who attended our first ever Zoom meeting! Some from interstate!

## 3. Apologies

Nil

## 4. New Members & Members News

Darren shared new members since our last Natter night:

Rob and Jerri-Lee Miller of Dalyston with the ex Brian Hussey 1909 De Dion

Norman Clark and Cheryl Humphries of Beechworth

Lyndon and Angela James of Wodonga

Chris White of Box Hill North has his father's 1914 Humberette

Rodney Provan of Hong Kong

Trevor Westlake of Castlemaine

Paul shared member news:

June Smith recently turned 90

Val Dunshea recently turned 85

Peter Fagan recently had a motorcycle accident and is on the mend

Mick Turner has bought a 'basket case' to restore

Peter Fitzgerald is recovering from surgery

We received a lovely thank you Card from the Provans after Ralph's passing

Wonderful news of Jessica Alcock & Chris's new baby boy Cooper Jeffrey

Wally Nye is recovering

Peter Hammet is recovering from an accident

Jennifer Atherton and Rodney Anderson are stranded in Melbourne

## 5. Finance Report

The finances show with a Bank balance of \$125,193.22.

The loss for 2019-20 was \$1062.

Online software is progressing well

## 6. Events Report (Ben Alcock)

### 6.1 Past Events missed due to Covid 19

Charleville 1 & 2

Hot Cross Bun Run

Kalorama

4 & More

RACV Pre-1905

Around the Garages

RACV mid Winter

Ford Flathead Festival

## 6.2 Future Events

October Day Run possibly

RACV Veteran Car Club Annual Rally undecided

Ben called for any suggestions for Victorian country areas not previously visited before.

## 7. Library and Archives Report

2 weeks work was done between lock downs

## 8. Wanted, For Sale or Swap

Request for items to feature in September

## 9. General Business

Holding T Model – Michael shared the story of his second purchase from a friend in the USA. This time a 1912 T Model Ford. It took 9 weeks by ship, 3 ships and 11 ports prior to arriving

Deane Hill is restoring a High Wheeler

Murray Murfett has a project on.

We are looking for more Brass Note contributions

The Jas A Munro production is expecting a Proof Print in 2 weeks. Printing in Hong Kong. 150 pages with 300 illustrations

## 10. Next Meeting:

Meeting commencing at 8.00 pm on Tuesday, 8 September 2020 with guest speaker John Stanley

John will talk about Harry Stutz, Indianapolis Speedway, the Marion and Empire Car Companies.

## 11. Meeting Closure

The President closed the meeting at 9.01pm.

# Private Classifieds

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## FOR SALE

1 x 1908-12 gas headlamp reflector, 1/2" thick, 7" diameter ex condition \$120.

1 x E&J Gas headlamp (large) Model 677, Missing front rim & hinge, Diam. 9" front, 6 3/4" body, 7 1/4" back area, 7" depth. Has mount fork brackets (2) and an E&J bade on the chimney. Good restorer \$290.

**CONTACT: Bill Formby**

**T: 5625 2344**

**M: 0488 288 164**

## WANTED

1914/15 T Ford steering rod and tyre rod/pitman arm.

**CONTACT: Nick Horn**

**0413 926 857**

# Annual General Meeting

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All members are notified that the 2020 Annual General Meeting will be held by Zoom Conference on Tuesday, 20 October commencing at 8.00 pm.

## AGENDA

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

## APPOINTMENT OF PROXY

In accordance with the Club's Constitution (Rule 34), each member is entitled to appoint another member as their proxy if they cannot attend the meeting, by notice given to the Secretary in writing (by hand, post or email no later than 24 hours before the meeting) or the form may be given to the Chairperson before or at the commencement of the meeting. An opportunity to request a Proxy Form will also be given by the Secretary at the September Natter Night being convened via Zoom. Alternatively, please contact me and I will post or email the form to you.

## MORE INFORMATION

If you would like further information, please feel free to contact me on 0438 873 053 or email [secretary@veterancarclub.org.au](mailto:secretary@veterancarclub.org.au).

*Darren Savory*

*Secretary*

## CALL FOR NOMINATIONS FOR EXECUTIVE AND COMMITTEE POSITIONS

### WHEN

The 2020 Annual General Meeting will be held by Zoom Conference on Tuesday, 20 October commencing at 8.00pm.

### POSITIONS

If you would like to be involved in the management of the affairs and business of the Club, please consider nominating for a position on the committee. The executive positions of President, Vice-President, Secretary and Treasurer (for a 12-month term of appointment) need to be filled and there will be three general committee positions available (for a three-year term of appointment).

### NOMINATION FORM

A nomination form will be available by contacting me on 0438 873 053 or [secretary@veterancarclub.org.au](mailto:secretary@veterancarclub.org.au) and I will post or email the form to you.

### CLOSING DATE FOR NOMINATIONS

Pursuant to the requirement of the Club's Constitution (Rule 54), nominations must be given to the Secretary (by hand, post or email) on or before Tuesday, 22 September 2020. Please scan and email the completed form to [secretary@veterancarclub.org.au](mailto:secretary@veterancarclub.org.au). Alternatively, mail the completed form to the Secretary, Veteran Car Club of Australia (Victoria), P.O. Box 2300, Mount Waverley Vic 3149 and please allow at least 5 days for delivery.

### MORE INFORMATION

If you would like further information, please feel free to contact me on 0438 873 053 or email [secretary@veterancarclub.org.au](mailto:secretary@veterancarclub.org.au).

Darren Savory

Secretary



# Financial Reports

## STATEMENT OF FINANCIAL POSITION AS AT 30 JUNE 2020

	Jun 30, 20	Jun 30, 19
<b>ASSETS</b>		
<b>Current Assets</b>		
Cash and cash equivalents	123,771	137,263
Inventories	854	854
Other assets	1,327	1,142
<b>Total Current Assets</b>	<b>125,952</b>	<b>139,258</b>
<b>Non Current assets Assets</b>		
Property Plant & Equipment	42,776	41,288
<b>TOTAL ASSETS</b>	<b>168,728</b>	<b>180,546</b>
<b>LIABILITIES</b>		
<b>Current Liabilities</b>		
Accounts Payable	0	813
Income in Advance	0	12,210
Mem'b'ship Subs rec'd in advance	11,880	5,440
Total Provisions (See Note 1)	20,827	0
<b>Total Current Liabilities</b>	<b>32,707</b>	<b>18,463</b>
<b>TOTAL LIABILITIES</b>	<b>32,707</b>	<b>18,463</b>
<b>NET ASSETS</b>	<b>136,020</b>	<b>162,083</b>
<b>EQUITY</b>		
Retained Earnings	162,083	150,999
Reduction in Equity due to Provision for book publishing projects. (See Note 1)	(25,000)	
<b>Net Income</b>	<b>(1,063)</b>	<b>11,084</b>
<b>TOTAL EQUITY</b>	<b>136,020</b>	<b>162,083</b>

## SUMMARY OF MAJOR EVENTS DURING THE YEAR

EVENT	INCOME \$	EXPENSES \$	SURPLUS - DEFICIT
MIDWINTER RALLY (2019)	10,455	10,153	302
ANNUAL RALLY (2019)	14,505	14,681	(176)
NATIONAL HIGHWHEELER RALLY (2019)	15,098	15,098	0
1&2 RALLY (2020)	13,910	13,849	61
NATIONAL RALLY - Swan Hill (2021)	2,625	2,740	(115)
<b>TOTAL</b>	<b>56,593</b>	<b>56,521</b>	<b>72</b>

## STATEMENT OF CHANGES IN EQUITY FOR THE YEAR ENDED 30 JUNE 2020

	Retained Earnings
Opening Balance at 1 July 2018	150,999
Profit/ Surplus attributable to the entity	11,084
Closing Balance as at 30 June 2019	162,083
Reduction in Equity due to Provision for book publishing projects	(25,000)
Deficit attributable to the entity	(1,063)
Other comprehensive Income for the year	0
<b>TOTAL</b>	<b>136,020</b>

## STATEMENT OF COMPREHENSIVE INCOME FOR THE YEAR ENDED 30 JUNE 2020

	Jul 19 - Jun 20	Jul 18 - Jun 19
<b>Income</b>		
Club Event Entry fees	42,623	52,910
Sponsorship received	0	1,200
Donations received - general	1,630	2,224
Donations received - library	1,115	280
Interest received	1,214	2,943
Miscellaneous Income	0	329
Natter Night Proceeds	370	793
Newsletter Advertising received	650	830
RACV Spons'p applied to events	15,000	12,000
Sale of Club Stock	190	335
Sale of Club History Books		
History Book - Members	243	9,705
History Book - non members	540	2,823
<b>Total Sale of Club History Books</b>	<b>783</b>	<b>12,528</b>
Membership Subs & Joining fees		
Membership Subs Rec'd - Print	15,380	15,810
Membership Subs Rec'd - Email	6,793	6,933
Joining Fees Rec'd	130	180
<b>Total Membership Subs &amp; Joining fees</b>	<b>22,303</b>	<b>22,923</b>
History Book Postage Received	126	3,510
<b>Total Income</b>	<b>86,003</b>	<b>112,805</b>
<b>Expense</b>		
Annual Return Expense	59	58
Bank charges	0	48
Club Event expenses	56,725	64,125
Cost of Stock sold	117	396
Depreciation expenses	1,887	2,640
Donations paid	500	1,162
History Project expenses		
History Project costs	0	(613)
<b>Total History Project expenses</b>	<b>0</b>	<b>(613)</b>
Insurance	2,339	2,321
Low Cost Asset write off	118	885
Maintenance & Repairs	1,209	588
Miscellaneous expenses	169	375
Natter Night expenses	1,170	1,486
Newsletter printing and distrib		
Newsletter printing	10,344	13,881
Newsletter postage	4,436	6,228
<b>Total Newsletter printing and distrib</b>	<b>14,780</b>	<b>20,109</b>
On-line Communication	798	1,069
Postage and telephone	1,287	708
Postage - History Book	151	2,532
PayPal Expenses	3	0
Printing and Stationery	117	1,145
Rent of clubrooms	343	337
Subscriptions to other Organ'ns	690	480
Swap Meet expenses	165	165
Trophies and Awards	1,245	1,041
Website expenses	3,194	663
<b>Total Expense</b>	<b>87,066</b>	<b>101,720</b>
<b>Net Ordinary Income</b>	<b>(1,063)</b>	<b>11,084</b>

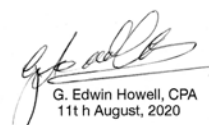
Note 1: \$4,172.60 was expended on the Jas A. Munro book project in the 2020 financial year. This was debited to the \$25,000 Provision for the book projects.

G. EDWIN HOWELL, CPA  
6 KIPPAX COURT,  
MOUNT WAVERLEY  
VIC. 3149

T: 03 9807 3957  
F: 03 9888 3363  
ghowell@bigpond.net.au

AUDITORS REPORT TO MEMBERS OF  
THE VETERAN CAR CLUB OF AUSTRALIA (VICTORIA) INC.  
No. A0097964Y

In my opinion the accompanying accounts being Profit and Loss Account for the year ended 30th June 2020 and Balance Sheet as at 30th June 2020 have been drawn up so as to give a true and fair view of the transactions of the Club for the period and of the assets and liabilities as at the close of the period.

  
G. Edwin Howell, CPA  
11th August, 2020

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

**ABN:** 61 276 214 581

**PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY**

**CLUB MAILING ADDRESS**  
PO Box 2300,  
Mt Waverley, VIC 3149

**PRESIDENT**

Paul Daley (Lena)  
t 0417 583 064  
e president@veterancarclub.org.au

**VICE PRESIDENT/CLUB CAPTAIN**

Ben Alcock  
t 0404 917 366  
e vicepresident@veterancarclub.org.au

**SECRETARY**

Darren Savory  
t 0438 873 053  
e secretary@veterancarclub.org.au

**TREASURER**

Claudia Holding  
t 0402 484 036  
e treasurer@veterancarclub.org.au

**COMMITTEE MEMBERS**

Andrew McDougall (Frances)  
t (03) 9486 4221

Geoff Payne (Sue)  
t (03) 9560 6837

Daryl Meek (Fiona)  
t 0407 881 288

Greg Smith (Denise)  
t 0447 395 233

Brian Hussey  
t 0418 561 910

John Prior (Paula)  
t 0418 548 184

Deb Alcock  
t 0412 777 676

Callum Walsh (Francesca)  
t 0447 766 724

Peter Hammet (Joan)  
t 0428 282 631

**FIVA REPRESENTATIVE (TAVCCA)**

Andrew McDougall

**SUB COMMITTEE CHAIR**

**DATING**

Andrew McDougall

**LIBRARIAN AND ARCHIVIST**

Daryl Meek

**SUBCOMMITTEE: MEMBERSHIP**

Geoff Payne and Darren Savory

**EVENTS SUBCOMMITTEE**

The Events Subcommittee meets in February, May and October to plan the Club's forthcoming events, which are published annually in the Club Calendar with regular updates in *Brass Notes*.  
Chair – Ben Alcock, Participants - Paul Daley, David Provan, David Wright, Daryl Meek, James Dunshea, Ben Alcock, Chris Dillon, Robert Couper, Brendan Pierce, John Prior, Michael Holding.

**SUBCOMMITTEE:**

**CLUBROOMS MANAGEMENT**

John Prior and Jim McCaffrey

**SUBCOMMITTEE: SOCIAL MEDIA AND NEXT GENERATION**

Ben Alcock, James Dunshea and Callum Walsh

**CLUBROOMS COORDINATOR**

John Prior (Sign-in book, Scott Staples)

**REGISTRAR & PERMIT**

**APPLICATIONS & RENEWALS**

Geoff Payne  
e registrar@veterancarclub.org.au  
Postal:  
26 Windella Cres, Glen Waverley, 3150

**CLUB STOCK**

John Prior (Paula)

**SAFETY COMMITTEE / SCRUTINEERS**

Brian Hussey  
t 0418 561 910

Bob Ballinger (Helen)  
t (03) 9746 1345

**EDITORIAL COMMITTEE**

Paul Daley, Ian Berg

**LAYOUT EDITOR**

Roger Berg  
t 0403 727 228  
e editor@veterancarclub.org.au

**MEMBER eCOMMUNICATIONS**

Ian Berg

**WEBMASTER**

Ben Alcock  
t 0404 917 366

**ENVIRONMENT & SUSTAINABILITY**

Frances McDougall

**PUBLICITY & COMMUNICATIONS**

Callum Walsh

**AOMC & FEDERATION DELEGATES**

Daryl Meek  
Andrew McDougall

**TRADITIONAL OWNERS' LIAISON**

John Stanley 0409 001 836

**VETERAN CARS & THE VCCA**

A veteran vehicle is any mechanically propelled vehicle built on or before December 31, 1918. The Veteran Car Club of Australia (Vic.) is open to all persons interested in the preservation and restoration of these vehicles, and ownership of such a vehicle is not a condition of membership. Please refer to our web-site for a membership application form and additional information.

**NEW MEMBERSHIP ENQUIRIES**

New membership application enquiries to Darren Savory, mobile 0438 873 053, email secretary@veterancarclub.org.au.

Download the application form at [veterancarclub.org.au](http://veterancarclub.org.au).

**BRASS NOTES**

*Brass Notes* is the Journal of the Veteran Car Club of Australia (Victoria). Contributions for *Brass Notes* are welcome, and should be forwarded to the editor by the 20th of the prior month preferably via email, or posted to the Club's address. When submitting digital photos, please send as JPG files attached to an email at the highest resolution available.

**EDITORIAL POLICY**

Opinions expressed in *Brass Notes* are not necessarily those of the editor, the VCCA (Victoria) or its officers. Technical articles are published in good faith and no responsibility for their accuracy will be accepted. All advertisements are published without endorsement by the VCCA (Victoria) or its officers.

Unless specified otherwise, articles may be copied with acknowledgement to *Brass Notes* of the VCCA (Victoria) as the source.

The editorial team reserves the right to edit or omit any material submitted for inclusion in *Brass Notes*. The decision to publish a letter in *Brass Notes* is the decision of the editorial team.

**PRINT POST APPROVED**

PP 100018084

**VICROADS PERMITS AND SAFETY CHECKS FOR MEMBERS VETERAN CARS AND MOTORCYCLES**

If you require your vehicle safety inspected, and verified for Vicroads eligibility, please review the Vicroads permit requirements on their web-site, and contact Brian Hussey or Bob Ballinger. They will assist with the process for obtaining a permit, and advise of a club Scrutineer who can inspect the vehicle at a mutually convenient time.

**JP SERVICES AT NATTER NIGHTS**

As a service to Club members Paul Daley J.P. and David Provan J.P., in their capacity as Honorary Justices of the Peace for the State of Victoria, are available at Natter Nights or by appointment to provide document witnessing and certification services.

**CLUB MEETINGS**

Monthly meetings (Natter Nights) are held at 8:00pm on the 2nd Tuesday of the month (excl. January) in the Club Rooms:

Lynden Park Club Room, Wakefields Grove, Camberwell, off Through Rd.





# From the State Library

Here we have two cars photographed parked outside the Motor Mart/Melbourne School of Motoring building in 1904.

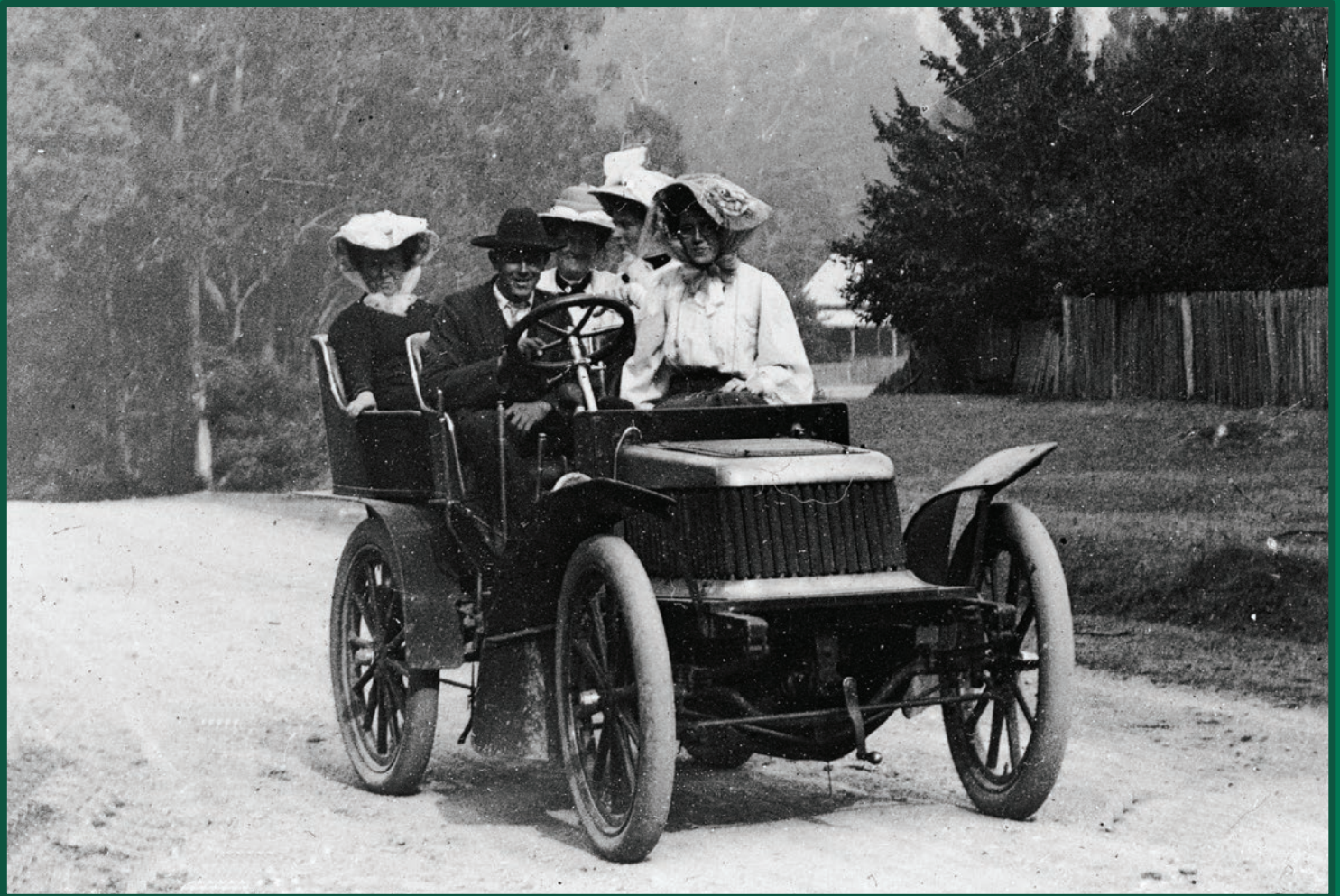
These were taken by the well known photographer Algernon Darge and come to us via the Harold Paynting Collection, now in the State Library of Victoria.

The top car we believe is a Tarrant and the bottom car an 1900 MMC (Motor Manufacturing Company).

Does anyone have any information on the Motor Mart/Melbourne School of Motoring?







*These two photos continue our series of contemporary veteran motoring.*

*The top car shows the good times and the bottom the mishaps such as tyre troubles which were a frequent event often occurring miles from nowhere. No RACV to call on your mobile phone in those days so it was a case of fix it yourself!*

*We do not know the make of the cars however the lower photo was apparently taken in the Horsham area. If readers can identify them please let the Editor know. All photos on page 31 and 32 are courtesy of the State Library of Victoria.*