

November 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 photo was taken at Geelong during a 10 day Rally through regional Victoria as part of the Victoria's 150th Celebrations.

Can anybody remember being on the rally? Can anyone identify this car? Who owned it? Where is it now? Respond to the Editor.

## White Steam Car



### Where is this White Steam Car Going?

For the details on this White, the owner, where it is from, where it is going, and what is happening to it, refer to the article on Page 7, written by James McInnes.

All will be revealed.



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
- RACV Four & More Rally
- RACV Pre-1905 Pioneer Run



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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

7 - 8 November 2020	<b>Veteran Car Club Annual Rally Weekend</b> See page 25 for information
10 November 2020	<b>November Natter Night</b> 7:30pm Predrinks for 8pm - Zoom Meeting ID: 837 7321 6852
14 November 2020	<b>Raise a glass for veteran motoring</b> Online Virtual Meeting, see page 25 for information

### Major Events

7 - 8 November 2020	<b>Veteran Car Club Annual Rally Weekend</b> See page 25 for information
25 - 28 March 2021 <b>NOTE CHANGE OF DATE</b>	<b>RACV 1&amp;2 Cylinder Rally - RACV Cobram</b> Contact: Callum Walsh
23 - 26 April 2021	<b>RACV Four &amp; More Rally - Geelong, VIC</b> Contact: Ben Alcock
15 - 16 May 2021	<b>RACV Pre 1905 Pioneers Run - Ballarat, VIC</b> Contact: Greg Smith

### National Events

7 - 13 April 2021	<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>
18 - 21 April 2021	<b>National Brush Rally - Cowra NSW</b> Contact Alan Miller: <a href="mailto:mrchevman@bigpond.com">mrchevman@bigpond.com</a>
10 - 16 October 2021	<b>RACV National Veteran Vehicle Rally - Swan Hill, VIC</b> Rally Directors: Michael & Claudia Holding
17 - 22 October 2021	<b>13th National Veteran Motorcycle Rally - Manjimup, WA</b> Contact: Sharon Rudler <a href="mailto:shaz.muzza@westnet.com.au">shaz.muzza@westnet.com.au</a>
22 - 26 November 2021 <b>NOTE CHANGE OF DATE</b>	<b>National Highwheeler Rally - Mount Gambier SA</b> Contact Noel and Sue Holbrook 03 55612954 or <a href="mailto:chugalug@westvic.com.au">chugalug@westvic.com.au</a>

#### Front Cover

The photograph of the Dodge on the front cover is from the State Electricity Commission of Victoria Collection held by the Public Records Office of Victoria. The image was taken on 14th April in either 1916 or 1917, possibly in the Darlingford area near Eildon, and relates to the development of the electric power supply in Victoria. Can anyone shed any further light on the vehicle or its occupants?

# President's Message

By Ben Alcock

With our well attended Presentation Night and Annual General Meeting now behind us, I write this message as your new President and welcome you to the new club year. With the easing of restrictions and some form of normality returning we can begin to look towards the end of 2020 with a positive light.

The role of President is one that I am excited to take on, and I look forward to continuing to grow and build the club alongside the new executive and committee team. I welcome back Claudia Holding as Treasurer, Darren Savory as Secretary and congratulate and welcome Daryl Meek as Vice President, Callum Walsh as Events Director and Michael Holding as committee member. I would like to thank the outgoing members of committee, Brian Hussey and John Prior, for their work and energy in the Club. Brian will continue in his role as Chief Safety Scrutineer while John and Paula are enjoying some well earned travels in their motorhome.

It doesn't take long to make a list of all the contributions and achievements that have been made by our retiring President, Paul Daley. Paul's enthusiasm is unwavering and is instantly recognisable to all members and guests. His drive and vision has lead the Club to great heights. I would like to thank Paul for his all work and support throughout his presidency.

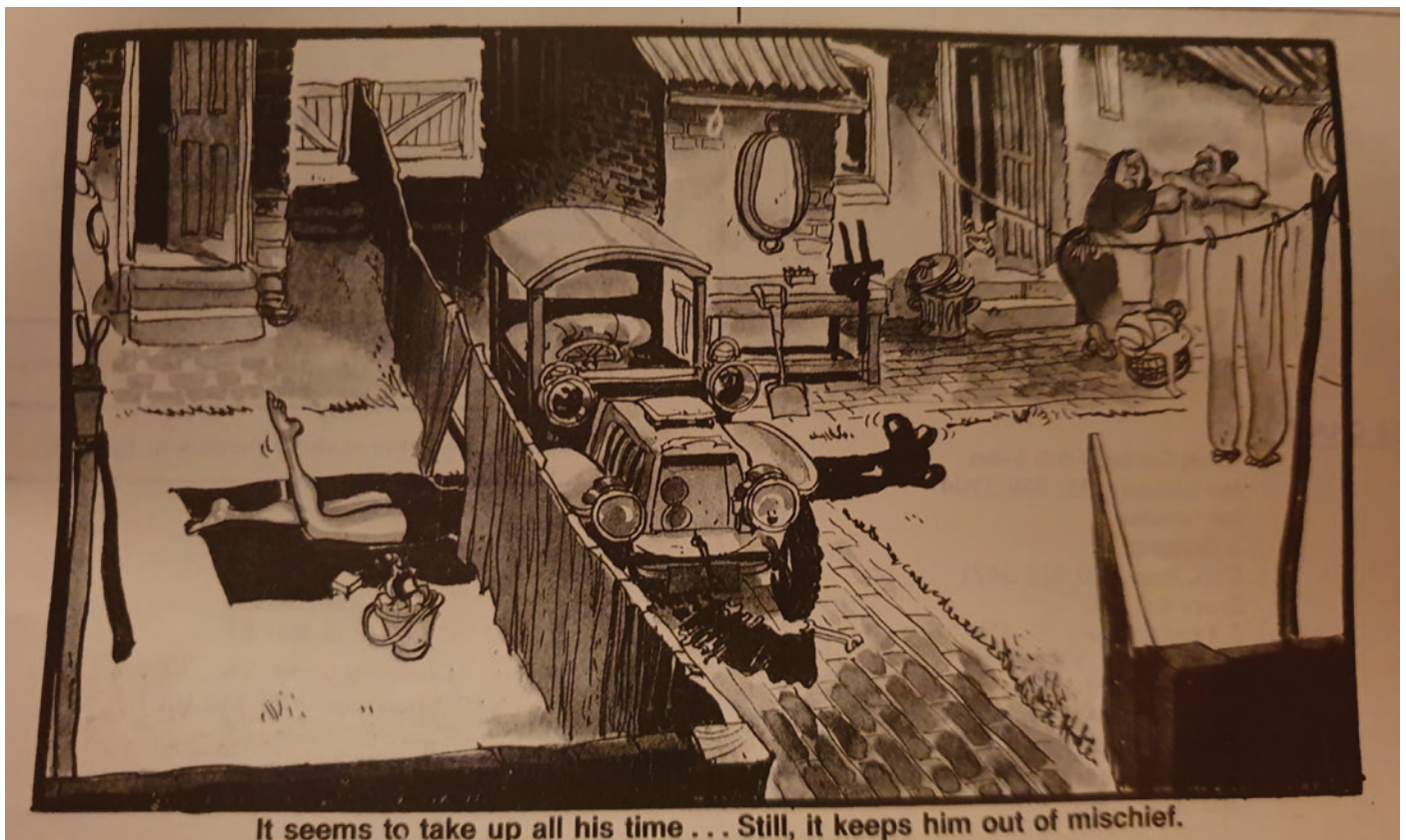
We have an excited executive and committee team that are already looking to 2021 and how we can make the most of the year that will be. What will COVID normal look like? What will future events look like? All questions that we don't have answers to yet, but we are working to ensure we can still get out and enjoy our cars, starting with our Annual Rally Weekend (November 7-8). Make sure you don't miss out; we are putting together an all-inclusive 'entry list' to note participants and cars that attend. More information on Page 25.

Another exciting change is the new editorial team. Led by our new editor, Greg Smith, the team is very keen and will continue to provide the high-quality magazine we know and love. You can read all about the changes in the Editorial on page 5. As always, we encourage contributions from all members.

Our Natter Nights will continue to be online for the foreseeable future and even when we are allowed to have face to face meetings, we will continue to provide the option to join in 'virtually', you just won't get to enjoy the delicious supper provided by our amazing inhouse chefs and bakers.

Stay safe and keep positive, we will see each other on the road again soon,

*Ben Alcock*  
President – VCCA (Vic)





# Editorial

By Greg Smith

They say, be careful what you wish for. I am not sure who "they" are, but "they" could be right. In the July edition, where I filled in as guest editor, I expressed a hope and wish that we would have a July edition from then on. I thought, I could help out each July and put an edition together, while our regular editorial team took a well earned break.

Well my wish to have a July edition is now certain, however, the role has expanded a little more than my initial wish. Our new President, Ben, approached me to take over being the Club's editor, to allow our past editorial team of Ian Berg and Paul Daley the freedom of doing other enjoyable pursuits. Let me be one of the first to congratulate and thank both of these gentlemen on their outstanding contribution in producing a product of unparalleled quality in the Veteran Car Club scene. My wish and hope, is that the new editorial team can replicate the quality and content, and keep the bar, that has been set for us very high.

As I emphasised in the July "fill in" editorial, the Beatles song is one of my inspirations, "I get by with a little help from my friends". We have put together a team of selfless volunteers who have promised to contribute to the team effort of producing a quality magazine for our enjoyment.

We have in our editorial team, Daryl Meek and Fiona Lane. In my mind these two write on the social history of the Veteran era in a way that is detailed, correct, researched, and in a format that is entertaining to the full demographic of our members. A skill that very few are able to manifest.

We also have Graeme Jarrett, an ex-editor of Brass Notes for many years that paved the way to our present format. Graeme has an extraordinary and vast knowledge on almost anything in the period we cover. His huge library of photographs, periodicals, reference materials, experience and understandings will prove to be an invaluable asset to us as a team.

Callum Walsh will be a breath of fresh air. We will get views from the next generation, a vital aspect if we are to have a future club. We will also get first hand, all about our events (yes they will happen again!), with Callum being our Club Captain. An avid photographer and researcher, he too will be an integral cog in our works.

Gordon Berg will, thankfully, continue on to be that voice of experience and knowledge to keep the team steering in the right direction. There is no substitute for wisdom, having served on the editorial team for countless years. This wisdom will be paramount in our quest to deliver a quality product.

Finally, Roger Berg, will be our layout editor and continue to do the outstanding job he is currently doing, to keep our Brass Notes fresh and inviting.

So, that is the editorial team, one, I am very confident will produce a newsletter that will deliver a very interesting and informative product. So from wishing to put together one edition per year, to full time editor will be quite the transition.

Be careful what you wish for!

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## LETTER TO THE PRESIDENT

Hello Paul,

As usual I am enjoying reading the latest Brass Notes. Referring to the Ormond Beach article. My father became a very good friend of Fred Marriot. It came about as follows. Dad travelled to USA in 1919 to secure the New Zealand and Australian agency for Stanley Steam cars. He never pursued the Australian market but sold about 12 Stanleys in NZ until the Stanley company and successors finally failed in 1925. Dad made a total of 5 trips to USA from 1919 to the mid 1930's visiting every manufacturer of Steam Cars and busses. In hindsight it is apparent that he was obsessed with steam as a vehicular propulsion medium. In 1924 he worked as a consultant at Stanley in the development of the last model ever built which became the SV252 under new ownership of the company the following year. (SV for Steam Vehicle Corp. New company name) During this development work he met Fred Marriott who was also consulting to Stanley. They became good friends and corresponded regularly over many years. Amongst the family archives are letters from Fred, many relating to the conditions in US during the 30's depression and what a bad effect it was having on Steam Car business. In one letter there is a photograph of Fred alongside the engine out of the record breaking car with his hand written notes on the back, of all the records it was responsible for. About 4 or 5 as I recall. The engine was presented to Fred by Stanley.

My Dad's history with Stanley cars and Doble Steam Busses and many other Steam Cars has been recorded in a beautifully presented book by a Dr. Donald Hoke of Dallas Texas. The book is of some 600 pages with hundreds of previously unpublished photographs. It won a prestigious award of excellence when published in USA. Donald made two trips to NZ and spent some 4 years on research before going to print. The book weighs about 8kg and as a consequence is very expensive to air freight. So far we have been unable to organise a distributor for the book in NZ but if any of your readers are interested it can be purchased direct from Donald Hoke. The title is HECTOR HALHEAD (STEAM) STEWART. A history of Stanley Steam Cars in New Zealand and more. It is a superb hard cover publication and as well as being a very interesting historical record it will no doubt become a reference document in the future. There is so much stuff in it which has never before been published. If anybody wants to make a purchase direct from the author, Donald Hoke, the contact details for Donald are; Email: 1925stanley@gmail.com

Best regards.

John Stewart (New Zealand)

## LETTER TO THE EDITOR

**John Stewart** from New Zealand responded to Andrew McDougall regarding his article in the September issue of Brass Notes.

I read with interest the article on your ex Don Cameron Sizaire Naudin, a car I knew reasonably well from participating in various rallies. I recall one occasion when he was on the side of the road with no power. It seems the spring keeper for the inlet valve had become dislodged and had disappeared in the dust. At the time my wife and I were on our 1905 single cylinder Cadillac.

However the real reason for writing is that in the late 1940s there was a Sizaire Naudin in the premises of Roy Pippen a brake specialist in Market Road Remuera. As I recall the car was very tidy and was there for a lengthy period, presumably in storage, not for repair. I discussed with my father whether I should investigate if the car could be purchased but he discouraged me as it would not be a very practical means of transport for a young fellow. Whether this was your car I have no idea but, if not, there was another almost identical Sizaire Naudin in Auckland at that time.

Best wishes for enjoyable Sizaire Naudin motoring.



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# Valē Warren Rosevear Hicks

By James McInnes

## Warren Rosevear Hicks, a close friend of Alan and Barbara McInnes

I was sad to see the passing of Warren Hicks but was highly appreciative of the informative article written by Graeme Jarrett and contributor Peter Allen in the October 2020 Brass Notes. Whilst Graeme and Peter have covered Warren's career and motor cycle interests in detail, many will not know that Warren was also an avid steam enthusiast.

Warren actually owned an unrestored 1909 Model O White Steamer, similar to my brother Malcolm's White that our parents drove from our then home in Ballarat to the 1959 Barossa Valley National Veteran Car Rally and back home again.

Warren donated his White Steamer to the Melbourne Steam Traction Engine Club where it is being restored under the supervision of long term steam enthusiast Warwick Bryce. Malcolm, Ken Russell, Mark Dockrill and I are all assisting Warwick where we can.

Warren and his wife Shirley were frequent visitors, (either in the Skoda or with Shirley a pillion behind Warren on various motor bikes), to our parents in Blackburn although Warren spent many additional hours with Dad as he worked on his White Steamers between 1963 and 1973 (when Dad sadly passed away at the very young age of 49).

Warren often mentioned that he would like to find or build a replica of a Prescott Steam Motor Cycle. A L Prescott made Steam Cars and a few Steam Motor Cycles between 1901 and 1907 in New York but had to close the business when an employee stole most of the Company's cash! It is probably just as well for Warren and Shirley that Warren didn't manage to find a steam motor cycle as driving it "hands free", like he drove the Zenith Bicar may have led to an untimely shortening of his remarkable 95 years?

I personally witnessed an event that could have seriously injured both Warren and Dad one evening around 1966, 1967 or 1968 (can someone confirm the dates of the Sorrento annual rally's?), when they were both working on the 1909 White Model O. It followed the Sunday return from one of the Annual Sorrento VCCV Rallies when the White was steaming hard up Oliver's Hill (Frankston), and the main steam line between the boiler and engine gave way with a huge bang. I was only a 10 or 11 year old riding with my older brothers Bill and Malcolm, in the boot of the White runabout when it happened.

Anyway a cast iron fitting, including the important thermostat mechanism succumbed to its age, corrosion and high temperature steam 760 F (405 C) which is a dull red heat at night! A piece about 1.5 inches long blew out. Fortunately we were able to tow the car to Len (VCCV motor cycle enthusiast), and Audrey Lane's home just around the corner. Sadly Len passed away not long after this event. Audrey is now happily married

to Mal Grant and would remember taking in the broken down White and the entire McInnes family too.

After bringing the White back home, Warren came over and Dad and he welded the piece back in. Dad fired up the White and raised 500psi steam pressure and they were each on separate sides of the car bending over closely examining the weld.

(BTW: Warren also had a keen interest in metallurgy). The weld appeared to hold and there were no leaks. I had by that stage been around steam cars all my 10 young years of life and perhaps had already developed an inner sense of survival and stood back slightly apprehensive. Anyway an almighty explosion ensued and the welded piece of cast iron ricocheted off the garage roof and the roar of steam completely filled the garage with a heavy fog. There was deadly silence from within the now thick cloud and I could not see either Warren or Dad. There were no expletives – Warren and Dad were both from that rare old school and then the laughter started! I can't remember if it was Dad or Warren first. They were really very lucky as the piece of cast iron could have hit either one in the face or head. Both were at times examining the weld very closely. The corrugated roof some 11 feet above still has a dent to this day.

Warren not only had a keen interest in engineering but also history and science and also enjoyed long discussions on all sorts of topics with our Mum (Barbara McInnes now nearly 92. Mum studied Chemistry at RMIT where she met Dad).

Warren was also a great source of information on the best fuels and high temperature lubricating oils for the steam cars. As a young child and later in life, Warren always took an interest in my school progress, career and hobbies and I will always remember him.



*c1908 White Steam car being restored by the by Warwick Bryce and helpers at the Melbourne Steam Traction Engine Club.*



# Silver Ghosts - Then and Now, (Part Four)

By Ian Berg

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

*This is the final part of the series about all the Silver Ghosts that have been a part of the Club. See August, September and October issues of Brass Notes for parts One, Two and Three.*

## 1912 model - Chassis 2009

This car was originally ordered by Mrs Eliza Hall, best known as benefactor for The Eliza Hall Institute of Research and Pathology at Melbourne University.

The car was originally fitted with a Barker Landauette body. It was subsequently owned by Otway Falkiner a pastoralist and at one time manager of FS Falkiner and Sons, owners of reputedly the largest merino stud in the world. In 1919 he commissioned a new touring body for the Rolls-Royce by James Flood of Melbourne. The accompanying photo of the car with the later Flood body shows it on an extended tray Reo truck following a broken axle when on a shooting expedition near Deniliquin, around 1929.

In later years it was owned by Fred Miller-Robinson in chassis form, and ultimately was to be restored by Eric Rainsford in South Australia who constructed a Roi-des-Belges style body. Since 2004 it has been owned, used extensively and maintained fastidiously by George Forbes. Most recently it participated in the 2018 VCCA (Vic) Annual Rally to Cape Schanck and various day events in early 2019.



*The kangaroo chase ended in a broken axle for chassis 2009 when owned by Mrs. Otway Falkiner. (D Lang)*



*The big seven litre engine of the Silver Ghost. Nothing beats engine capacity. (Berg)*



*George and Fiona Forbes are pictured in chassis 2009 on the 2018 Annual Rally. (Berg)*



### 1912 Model – Chassis 2320E

A Barker touring body was originally commissioned for chassis 2320E and the first owner was Mrs. Henry Richards of Sydney. It then had a succession of owners but at one time was owned by George Lansell who was a prominent gold miner in Bendigo. The Lansell family home, Fortuna Villa is a well-known Bendigo mansion which for many years was owned by the Defence Department.

Lansell had the car rebodied by Cheetham and Borwick as a sedan around 1929, and it was ultimately to fall into disuse. It was purchased by Fred Miller-Robinson

in poor condition in the late 1950s and he fitted a tourer body from a Vauxhall 23/60. The first veteran car rally it participated in was the 1958 Sorrento annual rally and it shared best restoration of the year with the Markoff Rolls-Royce, chassis 2006. Miller-Robinson sold the car and after a number of subsequent owners it was purchased by Noel Tishler who re-restored the car and built a more appropriate touring body. The car is now owned by Ken Russell who purchased it in 1995.



Noel Tishler owned the car in 1984 and it is seen here at the Exhibition Building start of the annual veteran car rally in that year. At this time, it had a red undercarriage, and had been rebodied by Noel. (VCCA Vic)



The car is now owned by Ken Russell and is photographed on the 1997 VCCA (Vic) Annual Rally. (VCCA Vic)



Wearing the somewhat incorrect vintage Vauxhall body, chassis 2320E is seen here at the 1958 VCCA (Vic) Rally. Alongside can be seen Jim Cooper and 40YB, not yet rebodied. The photograph was taken at the Lord Mayor's Holiday Camp at Sorrento. (VCCA Vic)



### **The Hordern Ghost - 1913 model – Chassis 2617**

Chassis 2617 was ordered by Mrs (Later Lady) Samuel Hordern, of the Hordern retail dynasty of Sydney.

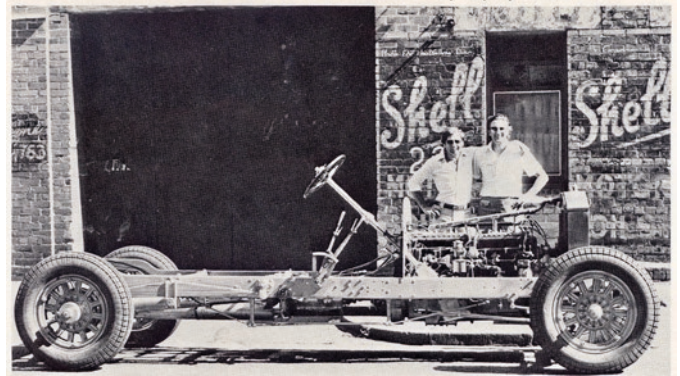
Sir Samuel Hordern had a host of interests and was to become the longest serving President of the Royal Automobile Club of Australia (1910-1912 and 1914-1930).

When new, the car was fitted with a Barker limousine body, and was retained by the family into the 1920s. In 1927 it was purchased by a Sydney firm of undertakers, possibly being used as a hearse. It was later purchased by a collector and stored on a property in Mt. Martha for many years.

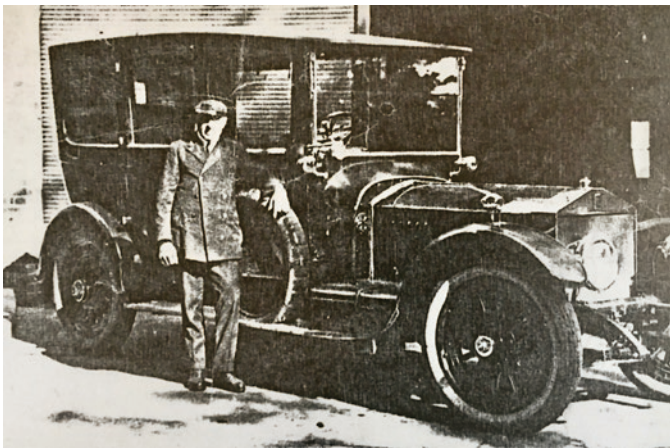
The car, in good complete chassis form was purchased by David Jones and Rob Griffith in 1977. They had the car restored in the UK where it was rebodied by Wilkinson of Derby in the Roi-des-Belges style, including coachwork brush-painted in the traditional manner.

David and Rob participated in the 25th Anniversary VCCA (Vic) annual rally to Ballarat in the car in 1980. A multi award-winning car it won best veteran of the year, VCCA (Vic) in 1981 as well as a number of RROC awards in 1980 and 1981.

The car was sold to the USA in 1985 and has appeared in various collections and auctions since.



*Rob Griffith and David Jones are pictured next to the running chassis prior to shipping it to England for restoration. (R Griffith)*



*When new the car was fitted with a limousine body and is pictured here. (Irwin)*



*In 1984 the original Silver Ghost AX201 was on display at Government House Melbourne. It is pictured alongside chassis 2617. (VCCA Vic)*



*Photographed at the Quail Lodge Auction in Monterey in 2014 the Hordern Ghost was at one time in a collection in the Channel Islands. (Photo courtesy Bonhams)*



### 1914 model- Chassis 40YB

Chassis 40YB was to be driven 'in the raw' on the 1958 Golden Fleece Rally by an enthusiastic Jim Cooper.

Jim had been looking for a Silver Ghost since watching the Sandford-Morgan 1910 model gracefully participate in the hill climb event at Anthony's Cutting just outside Bacchus Marsh, on the 1956 rally. He eventually sourced 40YB languishing in a shed carrying later Packard coachwork and sitting wheel deep in mud. Following purchase Jim quickly recommissioned the chassis for its debut on the 1958 rally.

The car originally was fitted with Landalette body by Flewitt and spent its early years in Melbourne with various owners. In 1930 it was fitted with the Packard sedan body and also Packard disc wheels welded onto the original hubs. It was used as a taxi.



*As found by Jim Cooper with the vintage Packard body fitted.*

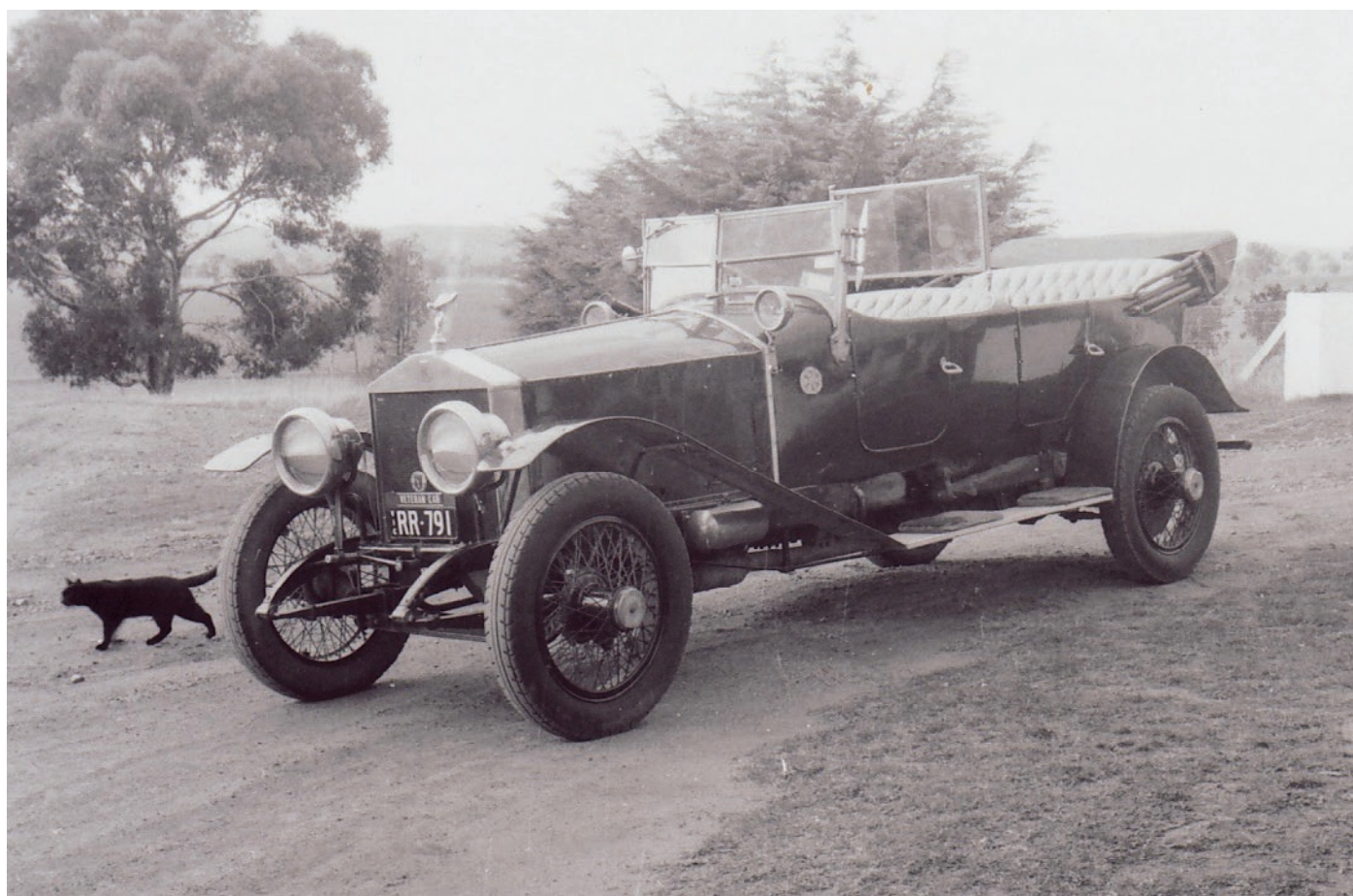
Jim secured a period body from a 1913 Mercedes, coachwork by Waring Bros of Melbourne, from fellow VCCA (Vic) club member Jack Nelson. He fitted this to the restored chassis and in this form he used the car extensively both with the VCCA (Vic) and the RROC.

Together with Fred Miller-Robinson and Chassis 1910E, Jim also undertook the 50th Anniversary Commemoration Run of the top-gear 850-mile London to Edinburgh run. See 1910E description.

Following Jim's ownership, the car went to Sydney and was owned by FL Palmer's Menswear store and used as a promotional vehicle. It was sold to the USA by Rolls-Royce dealer George Sevenoaks to the USA in 1972, re-restored still with the Waring body and used extensively by a California enthusiast for many years. Chassis 40YB was sold at the Goodings and Company Pebble Beach auction in 2009.



*The car shown upon removal of the Packard sedan body. In this form Jim Cooper rallied it on the 1958 VCCA (Vic) rally. (VCCA Vic)*



*Photographed shortly after restoration and incorporating the 1913 Mercedes body. (VCCA Vic)*



### 1914 model – Chassis 6TB

Originally owned by Mr (later Sir) Edward Owen Cox, a Sydney businessman and philanthropist, chassis 6TB was a fully equipped London-Edinburgh chassis and fitted with a Barker torpedo three door touring body. The car was chauffer driven and owned by Sir Owen until around 1927. It subsequently changed hands a number of times and ended its service life in Casterton, Victoria having been fitted with a vintage Delage Weyman style sedan body.

It had thrown a connecting rod through the crank-case and was at the time of recovery in a derelict condition.



*Sir Owen Cox is pictured in the car still retaining its original coachwork in 1923 when the car had completed 30,000 miles. (SHRF)*

The car was purchased by Claude Reilly from Geelong and together with Jim Bickett and Bill Morgan they rebuilt it, in the process fitting a fairly basic London-Edinburgh style body which they painted in British Racing Green. Jim Bickett was responsible for the daunting salvage of the badly damaged engine.

The car won the RROC Victorian Concourse in 1960 and also participated in the 1960 and 1961 veteran car annual rallies as well as other events of the time. It was ultimately to pass through the Palfreyman collection in Ingleside, Queensland and was then owned by George Harris from Sydney.



*The car is shown when fitted with the Delage body. (SHRF)*

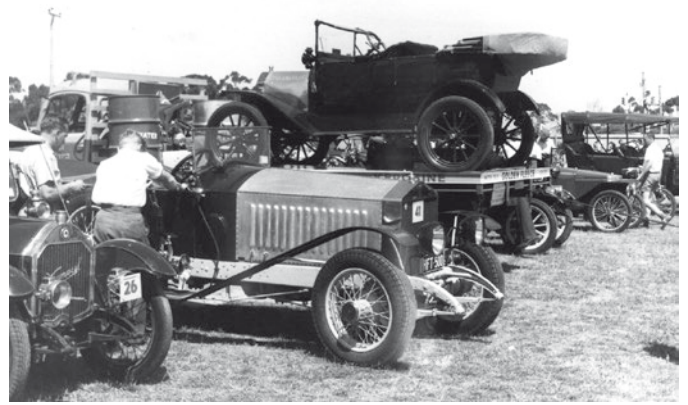


*Photographed in 2016 at P & A Wood, Rolls-Royce dealers in the UK, chassis 6TB still presents very well. (Berg)*



In 1979 George and Jim Redman drove 6TB from Sydney to Perth across the Nullabor for the Federal RROC rally of that year. The drive was done in an extraordinary 46 hours 57 minutes at an average speed of 55.76 mph. Subsequent owner and current Club member, John Milverton had the car rebodied by Vintage Motor Garage in New South Wales in 1992, and used it extensively including in the 80th Anniversary event of the Rolls-Royce success in the 1913 Austrian Alpine rally. The car has been a great performer, and this is testament not only to Rolls-Royce but also to those who have revived its fortunes in more recent times.

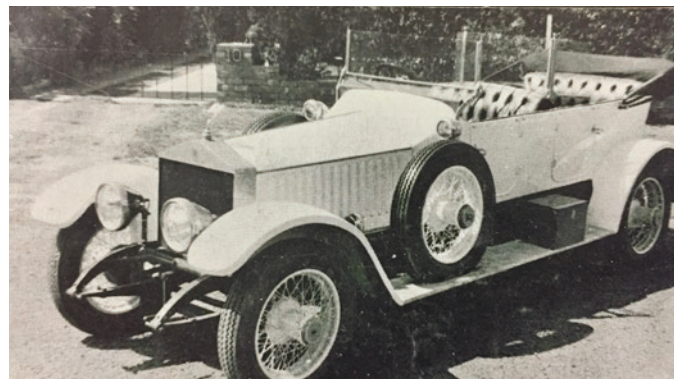
For some years the car has resided in the UK and was very recently sold by Rolls-Royce specialist P&A Wood.



*Chassis 6TB Photographed on the 1961 Golden Fleece Rally when entered by Messrs Reilly Bickett and Morgan. (VCCA Vic)*

### 1915 model – Chassis 3AD

Little is known of this car until it came into the ownership of Harry Markoff in 1959. Harry and Maurice Markoff were motorcar dealers and between them



*The car was advertised in the December 1963 issue of the Flying Lady, the publication of the Rolls-Royce Owners Club of the USA.*

owned a number of Rolls-Royce Silver Ghosts as well as numerous other veteran cars, including De Dion Bouton, Panomobile, Napier, FN and others. Many of these cars participated in veteran car rallies in the early years of the VCCA (Vic).

Some of the cars remain in Australia, and others have been exported. Rolls-Royce chassis 3AD was restored by the Markoff brothers and participated in the 1960 Golden Fleece Rally to Sorrento, and the 1961 Rally also to Sorrento.

The tourer body was a built during its restoration by Alan Wilkinson of Keilor, the original body being a landaulette by Mann Egerton of Norwich in the UK.

The car was sold to a USA buyer by Maurice Markoff in 1964.



*Chassis 3AD is pictured at the Lord Mayor's Holiday Camp at Sorrento which was the stopover for the Golden Fleece Rally in 1960. (VCCA Vic)*



### **The original Silver Ghost, AX201, chassis 60551**

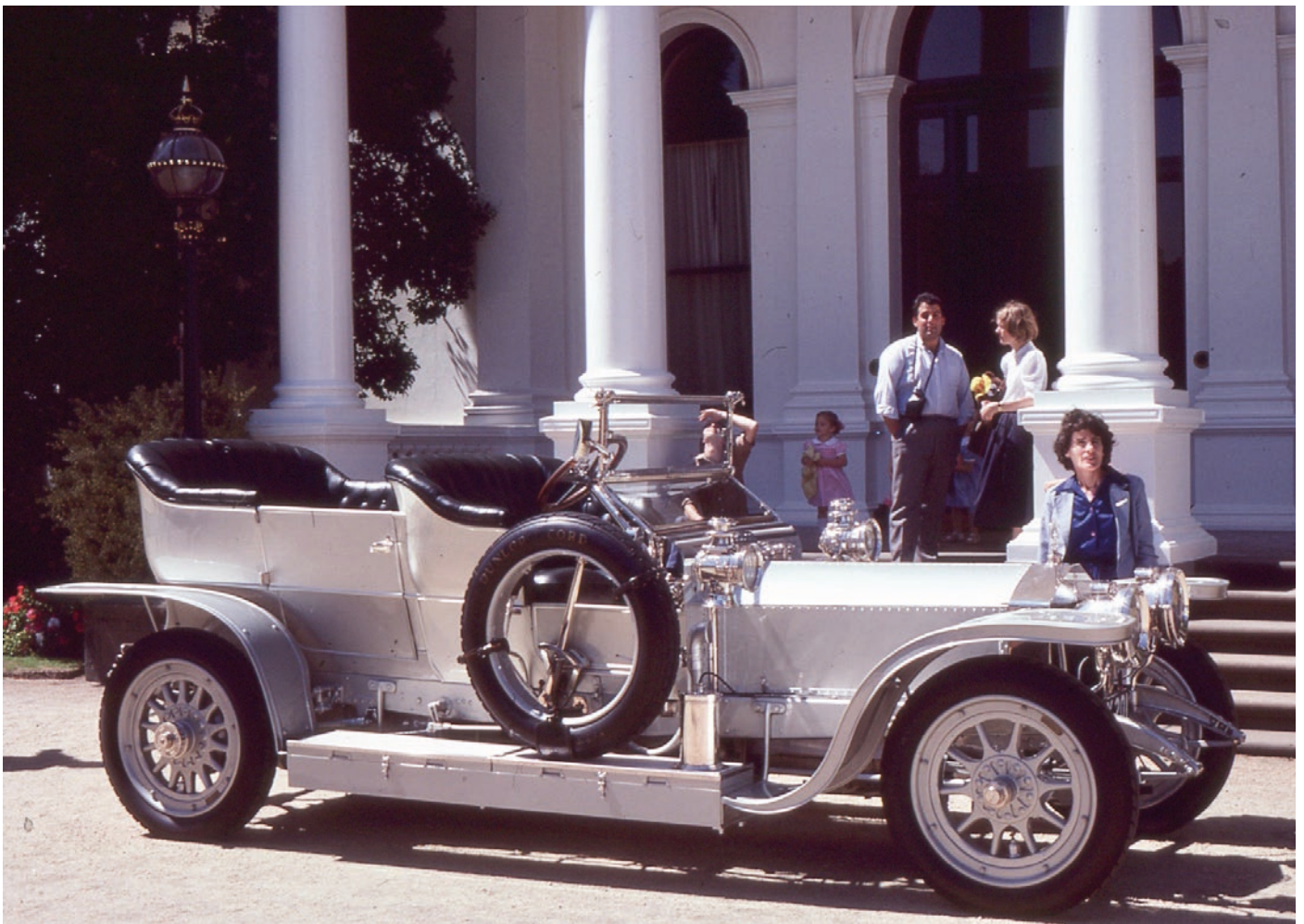
In 1984 Rolls-Royce celebrated the 80th anniversary of the meeting of CS Rolls and FH Royce. In March of that year the original 1907 Silver Ghost, AX201 was brought out to Australia. At this time the car, one of the most famous cars in the world, made an appearance at the Melbourne Motor Show and was also displayed at Government House in Melbourne. It went on to be shown in Brisbane, Sydney, Adelaide and Perth.

Technically this car, the 12th chassis produced and one that was owned for many years by the company as a promotional vehicle, is the only real Silver Ghost. The term arose when Claude Johnson named the car, 'The Silver Ghost' for its colour and 'extraordinary stealthiness'. It was extremely quiet, reliable and powerful. Following the success and fame of this vehicle the term came to be used for all 40/50hp models from 1907 until the Rolls-Royce Phantom was introduced in 1925.

The car had been in the ownership of Volkswagen since 1998. It was used on occasions as a promotional and heritage vehicle, having been bought back by Rolls-Royce in 1948. Recently the car has been sold to Sir Michael Kadoorie, who is a member of the 20-Ghost Club.

AX201 has not been a car of the VCCA (Vic) or RROC, but as the original Silver Ghost is historically very important and having visited Australia certainly rates mention in this article.

Rolls-Royce Silver Ghosts were made between 1906 and 1926, and the cars have a relatively high survival rate. Many were rebodied more than once, the chassis having long survived the original coachwork. Of the 86 veteran Rolls-Royce Silver Ghosts which originally came to Australia it is thought that approximately two thirds still exist. Many of them however have been sold overseas but there are those that do remain. Australia was a good market for Silver Ghosts and in the life of the VCCA (Vic) and the RROC in Australia they have been well represented over the years. Hopefully we will continue to see and enjoy these remarkable cars well into the future.



*AX201 is shown at the steps of Government House in Kings Domain, Melbourne in March 1984. Many members of both the VCCA (Vic) and the RROC were able to view the car on its Australian tour at that time. (VCCA Vic)*



# Austro Daimler

By Alan Meridith

I am at a disadvantage being removed from my motoring library at present, but I believe it is either an Austro-Daimler or a Type 14 Darracq. Both were quite similar with only very minor differences. The ten spoke front wheels and absence of a circular radiator badge are telling me this one is an Austro Daimler. I have several period photos of such a car in NSW back at Mt Martha. Lyndon Benham restored one a few years ago, it then went to Queensland and I think it is now overseas. I will be interested to hear what conclusion to come to.

I sent the back page of your August 2020 Brass Notes to the former secretary of the AD Car Club and provide his response below:

Mike Bellair

Hi Paul,

I was interested to see the photographs on the back page of the above newsletter with the comment that it was thought to be an Austro Daimler. It so happens that I have owned a 1922 4.4 litre Austro Daimler since 1956 and I have been a member of the Austro Daimler Car Club (in Austria) since it was founded about 20 years ago. I don't pretend to be an expert on Austro Daimlers of the veteran period. I was however about 12 years ago involved in helping a lady in Brisbane (Donna O'Brien) find a home for a 1912 AD that she ended up with as part of a divorce settlement. It was a car she and her ex-husband had restored. She had tried to sell it in Australia without success and I arranged for her to advertise it in the AD Car Club newsletter. It sold immediately for her asking price to Ernst Piech, grandson of Ferdinand Porsche. It lives with his collection of about 20 other (mostly AD) cars in Mattsee, a small lakeside town not far from Salzburg. His car collection is open to the public and is as much as anything a memorial to his grandfather.

The attached file is just a pdf version of a Publisher file I have used to store some of the material I have about the ex Donna O'Brien 1912 AD. Donna sent me the period photos of the car and the information about the original owner. This car was a participant in the AD Car Club event held in 2010 to celebrate the centenary of the AD victory in the 1910 Prince Henry Rally and there are a number of photos of cars in that event including Donna's car. I have also included photos of veteran period cars from Ernst Piech's collection including Donna's car and a few other AD photos. The article on the AD Car Club rally to celebrate the opening of the Ernst Piech car collection at Mattsee has been translated from German with Google Translate in case you wonder who wrote it.



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# Melbourne in November – 64 Years Ago

By Gordon Berg

Paul Daley in his President's Message in the October issue of Brass Notes mentioned that 2020 will be a very different festive season in Melbourne due to the impact of Covid-19. He commented on how different the City of Melbourne, with its semi-deserted streetscapes looked this year compared to the run-up to the 1956 Olympic Games which started on 22 November 1956. Paul remarked that in November 1956 our club held the Golden Fleece sponsored Melbourne to Ballarat Rally on the 17 to 18 November just prior to the Olympics.

We thought it would be interesting to see what the streetscapes in Melbourne looked and felt like at the time. Fortunately we had some wonderful photos on hand which captured the ambiance. These were taken by Howard Berg (Gordon and Ian Berg's father). Howard was working in the city at the time and decided to take his trusty Kodak Retina 35mm camera loaded with Kodachrome colour transparency film to photograph some of the Olympic decorations that had been set up around the city.

Whilst these photos don't show any veteran cars they do give a good idea of the range of vehicles on the street in Melbourne during the 1950s, including one 1932 Ford V8 tourer.

Melbourne was certainly 'abuzz' in November 1956.



*Near Russell Street looking north along Bourke Street towards Parliament House in the distance*



*Flinders Street by the Station*





*Melbourne Town Hall in Swanston Street*



*The Myer Store next to the GPO in Bourke Street*



# Rallying in a COVID World

By Peter Fagan (Photos by Troy Pearson, Eyetrix Productions, Orange)

It has been a long time since we have been able to go on a Veteran Rally in Victoria. For most of this year I have been scouring the calendar looking and hoping that something, somewhere, would be allowed to run. Living north of the Covid Shield which is the Murray River finally paid dividends when the VCCA (NSW) 1&2 cylinder rally in Orange got the green light for the weekend of October 16th – 18th .

The jealousy of my Victorian mates and fellow VCCA (Vic) members was not going to stop me on this one. The organisers had to limit the numbers to be Covid compliant, but I was on the list. Hooray!!!

Preparation involved starting the Triumph on the Monday evening prior to the weekend to make sure it still ran, wiping the her over with a rag, tightening the loose drive belt by winding in the engine pulley and putting her on the trailer. Oh the love of a reliable machine.

Leaving Albury in Friday mornings rain it was a pleasant surprise to arrive in Orange in lovely sunshine in time for the shake down run. 5 cars and one bike left the start, with 2 more on trailers waiting for Saturday. A very select boutique rally was underway.

Following route directions on a bike is not my forte, so I elected to follow one of the moderns with a Darracq on the trailer. You would think a modern car, fitted out with a capable passenger for a navigator would be safe to follow..... not quite. A few miles in, Allan Miller in the Brush and I were overtaken and flagged down by Tail End Charlie who informed us we had missed a turn. No harm done, a quick U-turn and we were back on the route. A short while later we passed the Holdens

in the '08 Black stopped on the side of the road with a rear wheel floating off the hub. Sadly the end of the weekend for Russel & Chris.

Travelling over lovely undulating quiet back roads we arrived at Lake Canobolos where the 2 Renaults were cooling down and the Brush and the '02 Rambler arrived a short time later for a Covid safe afternoon cup of coffee before a short drive back to Orange ready for dinner.

Covid rules for the weekend meant that all morning/afternoon teas and lunches had to be self-catered, but stops were planned where this was not a problem if you didn't want carry your own. Dinner restrictions meant 2 separate tables had to be booked under different names and no mixing between tables, but a good night was had by all until the results of the AFL Prelim Final came through.

On Saturday we awoke to sunshine, blue skies with a few white clouds but a forecast for rain late in the day which did not eventuate.

Starting from Cook Park the number of starters had grown by 2 with the addition of the Darracq and Peter & Sue Martin's Reo, but minus the Holden's Black. 6 cars and the Trusty Triumph headed out up the main street of Orange and quickly onto quiet back roads which included some stretches of gravel and a few hills. We were told the hills would be fine as it was the same route the Highwheeler Rally used some years ago.

Hills have never bothered the Triumph, but the loose belt solution of winding in the engine pulley, effectively making it a larger diameter had made it a lot higher



Brush, Renault, Rambler, and Triumph.



geared. Half way up the hill, in bottom gear and pedal assist working overtime (or as Peter Alan puts it, "chicken legs in action") the engine stalled. So it was off the bike and push uphill for the last 100 yards. Was it the gearing or had I accidentally knocked the throttle the wrong way? Either way, it was going to be morning exercise overload.

With feet slipping in the gravel and seriously out of breath an AX Renault went confidently past. Very thankfully Bill stopped at the top of the hill and came back to lend an extra pair of legs to get me to the top of the hill.

After a total 21km from the start we arrived at the morning tea café for a self inflicted, well deserved rest.

The hill took its toll on a couple of others as we didn't see the Rambler until late, being delayed for a tow up the hill, and the Darracq was spotted on a trailer. The Reo made it under its own power but not before changing fouled plugs halfway up the hill.

A short 16km drive along more magnificent quiet scenic roads with a bit of unsealed section but thankfully no major hills, took us into Millthorpe for our lunch stop at one of the many cafés of our choosing and a wander around the historic town.

After a bite to eat everyone set off at their own pace on the road back to Orange. If you followed the directions it was probably over some more quiet roads but if you don't read them, miss the turn off and just follow the signs to Orange it was the highway all the back. Not so bad on a motorbike when you can ride on the sealed shoulder of the road.

Sunday was a slightly later start at 10.00 and under threatening skies we set off on a short run with the rain holding off to Gosling Creek Reserve for morning tea and to bid our farewell to end of the weekend

Many thanks for a fantastic and very relaxing rally run by Dave & Larna Perry, ably assisted by Russel & Chris Holden. Thanks also to George Gillot who drove Tail End Charlie and saved a few of us along the way.

Now if we can only get a rally in Victoria soon!

#### **Editor's Note:**

We are grateful to Troy Pearson Eyetrix Productions Orange for providing these photos which can only be used with permission of Troy. Troy also produced a video of the rally video with drone shots which is available for purchase. See his website:

**<https://www.facebook.com/207615705957448/videos/363336725107774>**

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# Unidentified Engine & Fuel-Oil Tank

By Graeme Jarrett

With your knowledge and input there might be a solution to this. This engine and tank are thought to have been together on a vehicle – perhaps.

The timing chest has a distinctive rectangular shape and expect that should help with identity.

There are no markings on the engine that are helpful. It looks to be approximately five horsepower (5hp). It does have a long output shaft which may indicate it is a stationary power unit.



The engine mounting plates are shaped quite like the hull of a boat – perhaps a clue to its use. The bore and stroke are currently unknown to me.

This tank may have been used with or associated with the engine as described above – unable to confirm this.

There are two separate compartments in the tank which are believed to have help fuel (petrol?) in the larger space and lubricant (oil) in the other.



On the end (side of the tank) that contains oil there is evidence of the previous presence of a hand plunger oil pump – now missing.

Hoping to receive your informed feedback.

Graeme Jarrett  
graemejarrett@gmail.com  
0455 041 994



# How to repair an old speedo - (Part One)

By Trevor Westlake

## How to repair an old speedo - or hold your breath and dive into the deep end! - Part One

Well it's not really that bad. Now folks I am one your newer members. I have no pre-1918 vehicle, just a lot of other old relics, a cramped workshop and forty years of engineering experience. And I am still learning.



I have had contact with a few of our members, over the years, and completed some small projects. It all started with a Twombly needing a radiator cap. And then, from the owner of the Twombly, 'a mate of mine restores old motor bikes, he needs stuff done.' Enter Greg Smith, and have I completed some work for Greg, like lamps and restoring fuel tanks and many parts for veteran bikes.

And I am helping Ian Berg with the ongoing restoration of a 1922 Rolls-Royce, such as internal cabinet work, new body plates, petrol tank repair, lamp rework and a new tool tray. And now, some repair work for his 1910 Cadillac, including cracks in lamps and the gas generator. And the subject of this article, an original Cadillac speedometer. It was made by the Standard Thermometer company.

As most of the readers will know, metal spinning was a common form of producing brass, steel and aluminium housings and components from the latter 1800s to the 1950s. And yes, there are still companies that do metal spinning.

But, at a cost!

Now to the subject of this article, Ian's speedometer. Being made well over a 100 years ago, it was very clearly showing signs of metal fatigue and stress. Check the images. Before I reach the point of no return,



Ian's question was 'can you repair the cracks', and the short answer was 'No'. Well yes, I could have tried to weld up the cracks. However, most times when you have a piece at this stage you only make more problems by adding heat. More cracks! And you have to try and get it concentric again. More cracks!

Yes, I can hear some of you say that I could use soft solder, and you would then see everywhere that I had been. No, I don't work that way, and to get the body concentric again I would only end up cracking what I have soldered up.

So, a new body section was agreed upon.

Now Ian told me that the speedo did not work, and it had a rattle. When I dismantled the unit, I found out why. Many loose parts, and someone has been there before me. No going back now, the rattle was the retaining screw for the counterweight mechanism.



Now I will just go back a little here. When items are metal spun the material used is annealed (softened), but spinning can work-harden the material and create stress. Can you stress relieve the item? Most times no. I learnt very quickly in my early stages of repairing brass that you need to be very observant as you work, things can go very sour very quickly!

Back to the speedo. I decide that a new piece of brass tube would be the best way to go, as I did not have to make a new rear tail, and you would not see the join (I may have just stuck my foot in my mouth here). There will not be a join mark along the body, as there would be if it were made from sheet.

Now these images show the sometimes hidden faults, and the only remedy was to try (note I did state try) and stop cracks from going further.



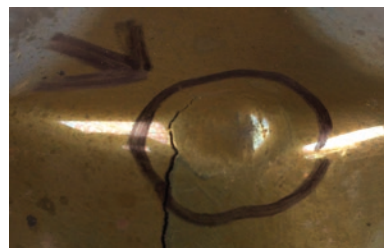
The drilled holes should equalize pressure at the end of the crack.

All these cracks will be filled with silver solder when I attach the new body piece.

*Here you can really see the state of the main body*

The line, around the body, is a machining guide.

Well that's it for this month, you will have to wait to see the outcome of the project in next month's Brass Notes.





# Differential Repair Saga

By Alan Esmore

## 1908 Cadillac differential repair saga

Since our last rally we attended in Hamilton with the Cadillac, she “Caddy” needed surgery on the diff to find the strange noise. Well most of those bolts and nuts had not been off since 1908, so with plenty of WD40, and some heat, I dismantled with curiosity running through my mind.

The diff is made in 2 identical halves and the “old” grease had gone hard and blocked the way for sufficient lubrication to get to the necessary areas, hence an “annulus” gear, like and internal ring gear 8 inch diameter, had worn out. So I knew of a gear cutting business in Ballarat, so photos went off as an introductory.

In the meantime I learnt of an Cadillac internet forum in the USA, so I joined and sent off my introduction and request for the part required. One reply cam from the USA suggesting I contact “Bill”, the man who makes new parts. I am learning fast to email etc, and Bill replied saying he’s just made 5 sets! So I needed to speak to Bill by phone. So Lisa found his phone number

online, and at 11:45 at night here in St Arnaud, and 8:45am the same day there in Minnesota, I rang Bill. The phone was so clear and we got on like wild fire. So we paid the US\$1450 by electronics, and the parts left Bill that day and will be here by the time you read this...I am confident!

2 weeks later:

Well the part has arrived in one week, beautiful chrome molly steel, precisely machined. I’ve also set the diff housings up in the lathe and machined to take 2 taper roller bearings each side, with seals, to take the place of the old Hyatt roller bearings originally used. All this went very well, except the precision required getting reload correct, at the same time the wheel hubs came home on the tapers and keys.

So now we are on the road, ready to rally when “Dan” let’s us go. At least we county bumpkins are not locked down like Melbourne, so we can take off and rally ourselves!

Until next problem....

Alan Esmore





# Comings, Goings and Restoration News

By Greg Smith

In the July issue of Brass Notes we started a section called comings, goings and restoration news. It proved to be quite popular, so we have decided to keep it continuing, as it is nice to know what is occurring within our Club and around our great state.

We mentioned in July that Graeme Clark of Ballarat was working on a 1912 Hurtu. We have been fortunate to have a photo of the Hurtu from Graeme's wife Mitza.



Graeme has finished the steam bending of the some very old maple timber around the top of the body and dash area. It is looking superb, and the restoration quality looks amazing. I remember probably 20 odd years ago when, Ian ( Buninyong) Smith the former owner of this beautiful Hurtu, found a pair of wheels at the Ballarat Swap. Ian was over the moon, and seeing them now on the car I can understand why he was so excited. These detachable wheels are almost 1 metre high, and look superb. The next job which is to occur soon is the upholstery and hood, and this is getting done locally in Ballarat.

We have heard that a potential member, who is young, has just purchased a 1910 Talbot. This young member lives in the Bendigo/Castlemaine region. To make matters even better, he works with another potential young member, so who knows we may have two potential young members soon. More on this matter next month.

The ex-Russell Stapleton/ David Holden 1912 Napier T45 has not yet found a new owner from the estate of the late David Holden. We believe the vehicle will soon be re-advertised by the executor- watch this space.

Great to see that the ex-David Watson Straker Squire, sold recently by Donington's Auction's, has found a new home locally. More information on this, hopefully coming next month.

In last month's Brass Notes we had the Vale of Warren Hicks. Part of Warren's motorcycle collection is being sold at Shannons , on a timed online Auction between November 11th-18th. The motorcycles from our Veteran

era include a C1914 Excelsior 'big X' 1000cc. A C1910 F.N. four cylinder 498cc in original unrestored condition. [shannons.com.au/onlinebidding](http://shannons.com.au/onlinebidding)



There is also a C1907 Zenith Bi- Car, 400cc Fafnir powered. This is in lovely original condition and I hope it stays here in Australia. It is reputedly the sole survivor worldwide of this marque. I can remember this machine being ridden way, way back in South Australia, when I was only a kid. For some reason this is one of my childhood memories. Mick Turner when going through one of his copies of "The Motor" 1905 found an excellent advertisement of the Zenith which we have reproduced on page 24.

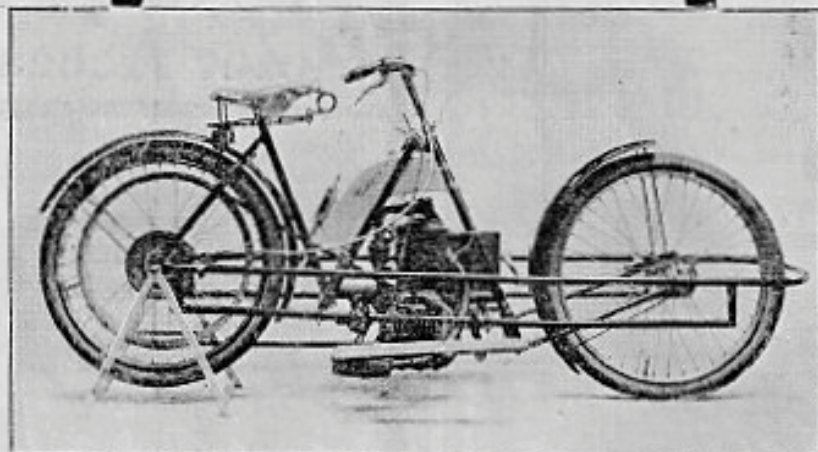


Further on Warren Hicks, James McInnes has informed me, Warren donated his 1909 Model O White Steamer to the Melbourne Steam Traction Engine Club where it is getting restored. (See James McInnes article on page 7 for more details).



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holstery and cream  
coloured body. A marvel  
of value at 105 Guineas,  
net cash.



Once restored we as a club could have a run there, with as many steam cars as possible! Just a thought!

The other Sunday when the Club had a Zoom catch up we were able to find out more restoration and comings and goings. Daryl Meek has been helping out Rick Thege carry out some work on Rick's 1914 Sunbeam 12/16, requiring replacement of rear wheel hubs due to a failure of the right hand side. A participant on the Zoom get together was Richard Shenfield who was the Sunbeam's previous owner, who explained that the hubs were in terrible condition from the word go, and in fact they had to modify Bedford truck brake drums to get it reasonably satisfactory. Apparently now, with some minor attention, it will be ready back on the road.

At this zoom catch up, we also found out that James McInnes has been toiling away on the restoration a very special 1912 Stanley Steamer Mountain Wagon. James has promised to give me an update and some pictures for the Brass Notes in the near future. This will be a fascinating vehicle, and we certainly look forward to its completion. So these Zoom catch up meetings during COVID have been a source of what's happening around the state.

Alan Lethborg's 1916 Dodge has recently returned to the Club. Sold a number of years ago through Rainsford's in South Australia, the vehicle has spent the last number of years laid up in Ballarat. It now has found another home but this time a member, also in Ballarat.



*New owner Neil in the ex-Quarmby Renault.*

One of our members Evan and Jane Quarmby formally of Albury have had a move and are now in Wollongong. It has meant they had to down size, the number of cars they had. The beautiful little 1911 AX Renault that has been on several of our 1&2 cylinder rallies has found a new home in NSW of Neil Heilbrunn. He is keen to bring it down to our 1&2 cylinder rallies in the future, so it will not be lost from us completely.

We understand that some significant restoration progress has been undertaken on a couple of F.Ns within our Club. Keep up the great work you two gents.

There is a lot more happening, but we will report next month. If you have any interesting snippets for inclusion in future editions that you would like to share, please send a few lines or contact any of the editorial team.

## Events

### 2020 ANNUAL RALLY WEEKEND

Ready to get out and enjoy a weekend (or day trip) with a small number of car club friends? So are we! While we can't get out and enjoy a 'normal' Annual Rally, this year's event will be a bit different, but we are excited to get out in the cars again. Join with some local friends in a weekend of car rallying, or day trips in your veteran vehicle. We are encouraging all our members to get their cars out over the weekend.

How it will work:

Contact a friend(s) and make a date over the weekend of the 7- 8 November 2020 or the below contacts.

- Organise a meeting point (and rally route) and enjoy your travels.
- Make sure to take lots of photos and a short story to send through to [events@veterancarclub.org.au](mailto:events@veterancarclub.org.au) so that we can make a special rally report for all members to see what we got up to.
- Please remember to comply with all relevant COVID rules in your local area

**When: 7-8 November 2020**

**Where:** destination of your choice

Metro Melbourne Inner and Eastern Suburbs

- David Provan

Geelong/Bellarine - Callum Walsh and Simon Anderson

Ballarat - Daryl Meek

Bendigo - Greg Orde and Greg Smith

Albury - Peter Fagan

If your area isn't listed and you would like to participate, please get in touch with Ben Alcock or Callum Walsh. If you would like to attend please make contact with the relevant person (we need to adhere to all Government guidelines).

### RAISE THE GLASS

Last month, former President Paul Daley reminded the Club of the upcoming anniversary of the 1896 London-Brighton Emancipation Run, on November 14th. With the easing of restrictions making it possible to socialise, the Club encourages you to gather with your car club friends by having an evening to celebrate this event. For the full experience, Rodney Anderson detailed the menu used for the original event which you can replicate. For more information refer to the October *Brass Notes*.



# Presentation of Trophies and Awards

Tuesday, 20 October 2020 commencing at 8.02 pm of the

**Veteran Car Club of Australia (Victoria) Inc.**

**Via Zoom On-Line Meeting**

**1. Opening and welcome by the President, Paul Daley**

Overview and Explanation of Procedures

**2. New member** – Frank and Kerry Van Ekeren, Rosedale

**3. Apologies (Paul Daley)** – Callum Walsh, Kim Coillet, Jennifer Atherton & Paul Goethel.

**4. Introduction (Darren Savory).** Presentation of awards and trophies by Paul Daley with RACV President & Chairman, Mr Geoff Cosgriff and welcome to special guests and Award recipients.

**5. Members Who Have Passed Away during the Year (Darren Savory)**

Since the last presentation evening, we have lost thirteen members.

Let us take a moment to remember these members, and celebrate their lives with a gesture of respect. Please all remain quiet, for a time of remembrance.

The following members, some of whom were 50 & 60 year members, have passed away since the last presentation evening.

- David Holden
- Former President Barry Forryan - Honorary Life Member
- Hugh Guthrie
- Warren Smith
- Ray Males – ex member
- Cliff Ward – Honorary Life Member
- Val Heyme
- Elaine Bone
- Margaret Van Alkemade
- Ralph Provan
- Peter Crauford
- Athol Kelly
- Warren Hicks

**6. Presentation of Trophies and Awards**

**Paul Daley and Mr Geoff Cosgriff to the trophies table.**

**Paul and Geoff announced the winners and cars.**

Vehicle Award	Virtual Award Recipient
Best Motorcycle	Awarded to the Best Motorcycle on the Annual Rally Peter Fagan 1914 Triumph
Jean and Ern Cobb Trophy	Best vehicle (car or motorcycle) that is in original condition or is a restoration older than 5 years, which has been well maintained and held its appearance Alan Esmore 1911 Berliet Sporting Torpedo
Personal Awards	
Ron Hobbs Trophy	Persistence and tenacity in presenting and running a 1 or 2 cylinder vehicle during the RACV 2020 1 and 2 Cylinder Rally at Hamilton. The Events Director and President, selected the worthy recipient for this award at the rally. Peter Fitzgerald 1911 Maxwell
Bert Lamshed Memorial (Hotchkiss) Trophy	Cold Start Trophy – RACV 2019 Midwinter Rally (Inverloch) James Dunshea 1911 Hotchkiss
Gordon Griffiths Trophy	Hard Luck Trophy for not finishing the RACV 2019 Veteran Car Club Annual Rally (Wangaratta) due to mechanical failure David Couper 1916 Oakland
Norm Strack Trophy	Best Lady Driver Tess Anderson 1909 Hupmobile
City of Frankston Award	Service Award for outstanding service to the Club and its members. Debra Alcock
Apollo Trophy	Most assistance during the year to the Editor of Brass Notes Ian Berg



The McKaige Trophy	Most helpful Club member to the President Stephen Hobbins
First Time-Out Awards	An award for first time-out at a Club event in their veteran vehicle (even if they had been a passenger in the vehicle in a past event). <ul style="list-style-type: none"> <li>• David Couper 1916 Oakland.</li> <li>• Ralph Provan 1916 Dodge</li> <li>• Ron Poyser 1905 Cadillac</li> <li>• Peter Fagan 1916 Triumph</li> <li>• Nick Horn 1915 Ford T Model</li> </ul>
50 Year Membership Award	Consistent membership for 50 years. The following members joined the Club in 1969. <ul style="list-style-type: none"> <li>• Lynne Edwards</li> <li>• Graham Fossey</li> <li>• Brian Hussey</li> </ul>
60 Year Membership Award	<ul style="list-style-type: none"> <li>• Yolanda Vinen</li> <li>• Dot Dallimore HLM</li> <li>• Jim Goble</li> <li>• Mal Grant</li> <li>• Giff Hatfield</li> <li>• Ian Heyme</li> <li>• David Inglis</li> <li>• Philip Ironside LM</li> <li>• Alan Long</li> <li>• Ian Merchant</li> <li>• Keith Neilson</li> <li>• Margot Neilson</li> <li>• Lois Provan</li> <li>• Ivan &amp; June Smith</li> <li>• Graeme Splatt</li> <li>• Kim Van Alkemade</li> <li>• John White LM</li> </ul>

### Honorary Life Membership Awards (Paul Daley)

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.

Paul moved that Geoff Payne receive the HLM award, Seconded by Peter Hammet, and carried.

Paul moved that Brian Hussey receive the HLM award, Seconded by Peter Hammet, and carried.

**A brief message from Geoff Cosgriff & Megan Ballantyne on the latest news from the RACV. Geoff thanked Daryl for his work, and countless kilometres in delivering meals to those in need during the COVID-19 Pandemic. Megan advised that Daryl will be finishing with the RACV at the end of October.**

### THE 2020 ANNUAL GENERAL MEETING

#### AGENDA

1 One Proxy was received from Joan Forryan and a quorum was declared by the Secretary.

2 Darren Savory moved that the 2019 Annual General Meeting minutes as printed in Brass Notes be accepted. Seconded by Brian Hussey, and carried.

3 Paul Daley moved his President's annual report on the activities of the Club during the 2019-2020 year as read in the October 2020 Brass Notes. Seconded by John Stanley, and carried.

4 Claudia Holding moved her Treasurer's report and presentation of financial statements of the Club for the 2019-2020 year. Seconded by Peter Hammet, and carried.

5 Claudia Holding moved that the annual membership subscription & joining fee for the 2020-2021 year remain unchanged. Seconded by John Prior, and carried.

6 Claudia Holding moved the Appointment of an auditor for the 2020-2021 year as Gerry Howell. Seconded by Peter Hammet, and carried.

Paul Daley introduced David Provan and the President vacates his chair

7 Election of the executive and general committee positions for the 2020-2021 year.



## NOMINATIONS FOR EXECUTIVE AND COMMITTEE POSITIONS

The following nominations for executive and general committee positions have been received.

POSITION	NOMINEE	PROPOSER	SECONDER
President	Ben Alcock	Jack Alcock	James Dunshea
Vice-President	Daryl Meek	Fiona Lane	Ben Alcock
Secretary	Darren Savory	Claudia Holding	Michael Holding
Treasurer	Claudia Holding	Michael Holding	Darren Savory
General Committee	Geoff Payne	Joan Forryan	Alan Lethborg
General Committee	Callum Walsh	Daryl Meek	Ben Alcock
General Committee	Michael Holding	Claudia Holding	David Provan

Ben thanked the outgoing Committee and particularly Paul Daley for his enthusiasm, hard work and leadership. Ben welcomed Michael onto the Committee and wished Daryl and Callum well in their new roles.

Ben advised we have a new editorial team for Brass Notes headed by Greg Smith. The assistants are Callum Walsh, Graeme Jarrett, Daryl Meek and Fiona Lane.

**8 Closure 8.42pm**

# Natter Night Meeting Minutes

## NATTER NIGHT MINUTES

**VCCA (Victoria) via Online Zoom Meeting**

**On Tuesday, 20 October 2020 @ 8.43pm**

### 1. Opening

Ben Alcock, as the newly elected President, chaired the natter night meeting. Ben welcomed the newly elected Vice President, Daryl Meek. He welcomed the returning Secretary, Darren Savory, and the returning Treasurer, Claudia Holding.

### 2. Events

#### 2.1 Past Events

1 & 2 Rally in Orange run by VCCA (NSW) attended by Peter Fagan. Peter is completing a rally report for Brass Notes.

#### 2.2 Future Events

Annual Rally to proceed with daily runs to be based around:

Ballarat

Bendigo

Geelong

Albury/Wodonga

Melbourne inner East

### 3. Wanted, For Sale or Swap - nil

### 4. Items of General Business - nil

**5. Next Meeting: 8.00 pm on Tuesday, 10 November 2020**

**6. Meeting Closure 8.46pm**

## Of Interest...

Daryl Meek came across the following link which will be of interest to Ford T owners:.

[https://www.hemmings.com/stories/2020/08/26/the-indisputable-necessity-of-replacing-the-thrust-washers-in-a-model-t-rear-axle?refer=news&utm\\_source=edaily&utm\\_medium=email&utm\\_campaign=2020-08-26](https://www.hemmings.com/stories/2020/08/26/the-indisputable-necessity-of-replacing-the-thrust-washers-in-a-model-t-rear-axle?refer=news&utm_source=edaily&utm_medium=email&utm_campaign=2020-08-26)

David Provan also noted this interesting article on the internet which relates to variable valve timing on engines. IT was experimented with by Cadillac in its early years. See:

<https://jalopnik.com/the-forgotten-story-of-cadillacs-brass-era-vtec-1844463416>



# Private Classifieds

## FOR SALE

T Ford parts

- 1911-1912 - 7 rivet sump VGC complete  
\$650
- 1912 - inlet manifold  
\$350
- "Brown" 19 headlamps, need restoring  
\$700 firm
- Draglink, fine thread  
\$160
- 1910 - buggy rail fittings  
\$260
- 1910 - Headlamp forks  
\$600 firm
- 1910 - "Brown" Carbide Generator not working  
\$3100
- 1912 - brass windscreen hinges (2)  
\$60 pair
- 1912 - fan deep trough VGC  
\$320

**Contact: Bill Formby**

**T: 5625 2344**

**M: 0488 288 164**

## FOR SALE

Dual axle, enclosed car trailer, steel frame aluminium clad

Two wheel electric brake, 2000kg capacity

5 Sunraysia wheels, 5 near new Bridgestone "supercat" LT radials

11 feet internally & 5'6" high, 1800mm drawbar, 50mm ball coupling

Large swivel jockey wheel

3000lb electric winch

Side entrance door, flip up front panel

Multiple tie down points including 4 x E-Track sections

Rear loading panel (no ramps required)

Designed for small to mediumish Veteran Car (we need a bigger one, hence the sale)

\$6,500 ono

**CONTACT: Russell Holden**

**M: 0422 219 911**

## FOR SALE

Three Commemorative Stamped envelopes of the 10th International Rally for the VCCA from 1970. All are in excellent condition and bare the club's logo as well as official release stamp.

**CONTACT: Kon Tsoutouras**

**M: 0413 109 307**

**E: kotcho77@gmail.com**



## FOR SALE

French Ducellier brass acetylene generator. In very good original condition. All complete including internal basket. Price \$800

**CONTACT: Greg Smith 0447 395 233**

**E: schacht09@bigpond.com**





## 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

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

### VICE PRESIDENT

Daryl Meek (Fiona)  
t 0407 881 288  
e vicepresident@veterancarclub.org.au

### SECRETARY

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

### TREASURER

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

### EVENTS DIRECTOR

Callum Walsh (Francesca)  
t 0447 766 724

### COMMITTEE MEMBERS

Andrew McDougall (Frances)  
t (03) 9486 4221

Geoff Payne (Sue)  
t (03) 9560 6837

Greg Smith (Denise)  
t 0447 395 233

Deb Alcock  
t 0412 777 676

Peter Hammet (Joan)  
t 0428 282 631

Michael Holding (Claudia)  
t 0407 008 895

### FIVA REPRESENTATIVE (TAVCCA)

Andrew McDougall

### SUB COMMITTEE CHAIR

### DATING

Andrew McDougall

### LIBRARIAN AND ARCHIVIST

Daryl Meek  
e history@veterancarclub.org.au

### 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 – Callum Walsh

### SUBCOMMITTEE:

#### CLUBROOMS MANAGEMENT

Ben Alcock and Jim McCaffrey

#### SUBCOMMITTEE: SOCIAL MEDIA AND NEXT GENERATION

Ben Alcock, James Dunshea and Callum Walsh

#### REGISTRAR & PERMIT APPLICATIONS & RENEWALS

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

#### SAFETY COMMITTEE / SCRUTINEERS

Brian Hussey  
t 0418 561 910  
Bob Ballinger (Helen)  
t (03) 9746 1345

#### EDITOR

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e editor@veterancarclub.org.au

#### LAYOUT EDITOR

Roger Berg  
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e editor@veterancarclub.org.au

#### WEBMASTER

Ben Alcock  
t 0404 917 366

#### ENVIRONMENT & SUSTAINABILITY

Frances McDougall

#### PUBLICITY & COMMUNICATIONS

Callum Walsh

#### AOMC & FEDERATION DELEGATES

Daryl Meek  
Andrew McDougall

#### TRADITIONAL OWNERS' LIAISON

John Stanley 0409 001 836

#### VETERAN CARS & THE VCCA

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

#### NEW MEMBERSHIP ENQUIRIES

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

Download the application form at  
veterancarclub.org.au.

### BRASS NOTES

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

### 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

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

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

### JP SERVICES AT NATTER NIGHTS

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

### CLUB MEETINGS

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

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



Find us on  
**Facebook**



# 1 and 2 Cylinder rally - Orange, October 2020



*Alan Miller's 1910 Brush at the 1 & 2 cylinder Rally at Orange, NSW in October (Photo by Troy Pearson, Eyetrix Productions Orange)*



*Euan Coutts' 1911 Renault at the 1 & 2 cylinder Rally at Orange, NSW in October (Photo by Troy Pearson, Eyetrix Productions Orange)*





*Peter Fagan's 1914 Triumph at the 1 & 2 cylinder Rally at Orange, NSW in October (Photo by Troy Pearson, Eyetrix Productions Orange)*



*Russell Holden's 1908 Black at the 1 & 2 cylinder Rally at Orange, NSW in October (Photo by Troy Pearson, Eyetrix Productions Orange)*