

December 2020



Brass Notes

www.veterancarclub.org.au

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



Dementia Prodest

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

Patron: Mr Geoff Cosgriff,
President and Chairman, RACV

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Flashback



This month's FLASHBACK photo was provided by Secretary, Darren Savory. Surprise, surprise it features a Model T Ford, and shows the late Frank Dallimore pictured in front of Tarrant Motors.

Can anybody remember this building? When was it demolished? What was the Tarrant Motors history?

Respond to the Editor.

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

a different surviving Stellite that used to rally here in Victoria in the early years of the club, with a recent Flashback photo and article.

The rally itself was quite unique, and others will explain why. At the time I did not have a going vehicle, but followed the rally for two days, or I should say I followed the 1904 De Dion Bouton of Ron Hobbs for two days. Ron was always my hero. Enjoy the varied responses of Andrew, Daryl, Graeme and the period advertisement from Mick Turner from the 1913 Light car and Cyclecar Magazine. (From the ed.)

See page 11 of this issue for more responses regarding this flashback photo.



The RACV is the principal sponsor of the Veteran Car Club of Australia (Victoria) Inc.

Last month's Flashback Photo

What a marvellous response we have had to the flashback photo. When I posted it I imagined we may have had a response from Simon Anderson, as the car behind the Day Leeds is the 1912 Adams owned by Simon's father, and behind that again was the imposing site of another of Tom Anderson's vehicles with the Commercar double decker bus.

Why I posted the photo was two- fold. The first reason was, because the Day Leeds car is a pretty obscure vehicle. I have never seen another car or in fact even a photo of another Day Leeds anywhere in my travels. Maybe someone can enlighten me to another still in existence, but to have one here in Australia and on one of our rallies really was something fairly unique. To identify the car, you probably needed to be on the rally, or having seen it at another event. Secondly, the Day Leeds used to always travel in tandem with the Stellite also from Tasmania, belonging to the Floods. If we could expand the photo you would see the Flood's Stellite parked directly behind the Day Leeds. We have been privileged to have learnt a bit more about

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

13 December, 2020	Vintage Sports Car Club Two Wheel Brake Rally Contact: Callum Walsh
08 December, 2020	December Natter Night 7:30pm Predrinks for 8pm Zoom Meeting Link: https://us02web.zoom.us/j/86566112542

Major Events

25 - 28 March 2021 NOTE CHANGE OF DATE	RACV 1&2 Cylinder Rally - RACV Cobram Contact: Callum Walsh
23 - 25 April 2021	RACV Four & More Rally - Geelong, VIC Contact: Callum Walsh
15 - 16 May 2021	RACV Pre 1905 Pioneers Run - Ballarat, VIC Contact: Greg Smith
17 - 18 July 2021	RACV Midwinter Rally - Rosebud Contact: David Jones

National Events

7 - 13 April 2021	TAVCCA 1&2 Cylinder National Rally - Charleville, QLD www.vccaq.com/2020-1-2-national
18 - 21 April 2021	National Brush Rally - Cowra NSW Contact Alan Miller: mrchevman@bigpond.com
10 - 16 October 2021	RACV National Veteran Vehicle Rally - Swan Hill, VIC Rally Directors: Michael & Claudia Holding
17 - 22 October 2021	13th National Veteran Motorcycle Rally - Manjimup, WA Contact: Sharon Rudler shaz.muzza@westnet.com.au
22 - 26 November 2021 NOTE CHANGE OF DATE	National Highwheeler Rally - Mount Gambier SA Contact Noel and Sue Holbrook 03 55612954 or chugalug@westvic.com.au
8 - 14 May 2022	National 1 & 2 Cylinder Rally - South West NSW (location to be announced at Charleville) Contact: Robert Fordham rfo292535@bigpond.com

Front Cover

This month's cover shows one of the original Daimler buses acquired by the Melbourne Motor Omnibus Company in 1912/13.

Watch out for further information about this fleet of buses in the next edition of Brass Notes.

Can anyone else shed further light on this vehicle or the Melbourne Motor Omnibus Company?

President's Message

By Ben Alcock

It's that time of year, Christmas carols are playing and Christmas puddings are soaking. It's definitely been an interesting year, one that we won't forget, and while we haven't been able to enjoy many club events, we have been busy behind the scenes working on projects that will help our club in the future. Having said that, it was great to see members out again on the Annual Rally Weekend, in both Metro and Regional Victoria. I have heard lots of reports of a good time being had, a rally report is on page 14.

Early on this year the Association of Veteran Car Clubs of Australia met and made the decision to put the National calendar of events on hold for 12 months in order to avoid anyone missing out. We have done the same thing with our calendar and we now have a full calendar of events for 2021 lined up including the RACV National Veteran Vehicle Rally in Swan Hill. It's going to be a busy year of veteran motoring.

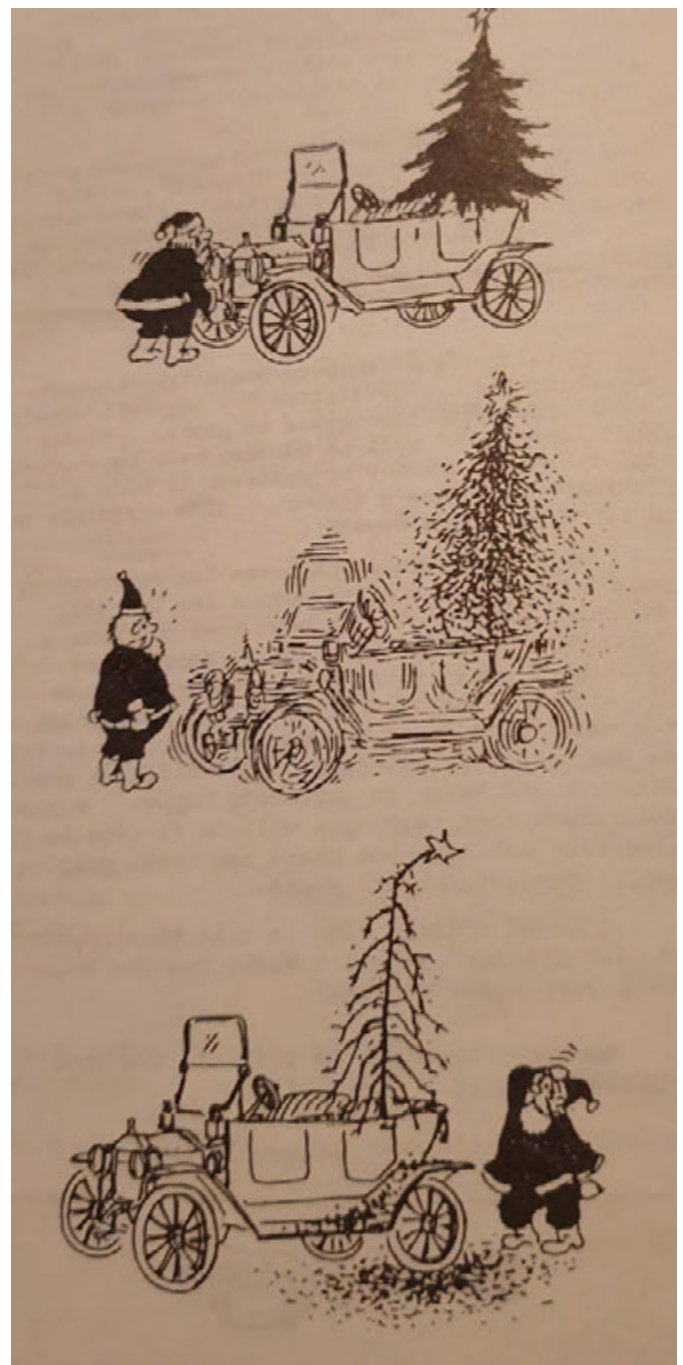
I have been in contact with our major sponsor, the RACV, who have confirmed that they are committed to the historic vehicle movement and sponsoring our club, now and into the future, seeing our relationship continue to grow.

There isn't a whole lot more I can write about, and I'm sure you're more interested in reading the content that follows these pages. I wish you all well in the festive season and a prosperous new year. I look forward to welcoming you all back to our (Covid) normal activities and meetings in 2021. May 2021 be better than 2020!

Seasons Greeting,

Ben Alcock

President – VCCA (Vic)



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 VVC INSTRUMENTS

Editorial

By Greg Smith

Many thanks for the words of encouragement and congratulations received after last month's Brass Notes. Remember it is not just me, but all of the team involved that deserve the praise.

There have been comments to the contrary (hopefully tongue in cheek) expressing that the newsletter will now be dominated with just news on high wheelers. Well I have a great affinity with motor-buggies, so I hope we will have something on these.

Comments about being overrun with motorcycle news were also bantered about. It is true, nothing gives me much more delight than riding my 1904 Maldon, so again I hope we do have motorcycle news.

Then there is the obvious obsession of pre-1905 vehicles. Yes, this is one of my passions and I dearly hope we will provide pictures and articles from this fascinating era.

There are calls also that I may be biased towards the vehicles that are considered slow, gutless and most unique and unusual. I have been nick-named by Andrew McDougal as the patron saint of the "weak and feeble". I can live with this, and I am sure we will cover this type of vehicle along with many that could be termed the opposite.

It is also correct that I enjoy cyclecars, cars that are electric powered and even have an interest in steam cars (although I never want to own one) so I believe we will cater for information of all of these types as well.

There is always the pride and prejudice of certain makes that you drive. Most of us fall into this category and think a certain make is superior to others. I am no different, as I have makes that I prefer such as Argyll, Swift, even Model T Fords, so again these will get featured from time to time.

What I can say is apart from our modern cars, we have six veteran vehicles, no vintage, no classic just veterans. This is my passion so I can guarantee all types of veterans will be the only topic I endorse in the magazine. Any bias and interests will also be kept in line by the rest of the editorial team.

Lastly, if you believe the Brass Notes magazine is favouring certain groups or characteristics, then write in an article yourself. That way you control the agenda of what is published, presented and talked about. It is that easy.

The editorial team wish all a very happy and safe Christmas and New year



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Valē Walter Joseph Nye Known To All And Sundry As Wally

By Damian O'Doherty

Wally was the middle child of five and grew up on a small apple orchard in Pakenham. He went to school at the Pakenham Primary and followed this up at Ferntree Gully Tech. His formative years were spent in the scouts, playing junior football and cricket for Gembrook, and subsequently as a senior, a cricketer with Upper Pakenham, and a footballer with the Gembrook "Brookers". His father was a carpenter and taught Wally the basics so that Wally later built his own house at Cockatoo and was a whizz at framing and skinning vintage car bodies which he did on several of his restorations.

Wally, upon finishing school, was apprenticed to the State Electricity Commission and eventually qualified as an electrical engineer and draughtsman. He met Denise in 1971 whilst on holidays in New Zealand and they were married in 1973, and subsequently had three children, Deborah, Sharon and Deanne. Much of his working life was spent designing and managing the installation of electrical systems and components for inclusion in the initial construction of very large material handling machines e.g. coal and iron ore ship loaders in Queensland and West Australia.

Wally as a young man was a keen sailor and raced catamarans with his brother Barry on the Bay and they became quite good and moved onto a Boomaroo, a trailer sailer, wining a few trophies over the years. Denise was not keen on sailing and convinced Wally to find another hobby, and so Wally's life with vintage cars began.

His first restoration was his father's Pontiac which was fished out of the scrub on the family farm where it had lain for many years and over time rebuilt it into a very nice tourer after Wally covered the country looking for bits. Wally, Denise and family toured on many Vintage Driver's Club events in this car on week long camping trips in Victoria, South Australia, New South Wales and Tasmania.

His second restoration was a vintage Austin 16/6 saloon and this was followed by an Austin 20 boat-tail based on a Brooklands racer which he effectively made out spare parts lying around. Wally and Denise covered all the major "Austin over Australia" rallies with one or another of his vintage Austins, and latterly with the veteran 15hp Austin.

He restored cars for and with each of his daughters and was in the process of restoring a veteran 15hp Austin as well as a vintage 6 cylinder Austin limousine at the time of his passing. He sped up his arrival into veteran motoring by buying Cliff and Betty Ward's Austin 15 hp roadster and his first major rally in the car would have been the Shepparton National Rally in 2013.

Wally was also passionate about history and just recently, he assisted Patrick Ferry in researching material for two books on the lives of local Pakenham people and their families who served in either the first

or the second world war. Patrick and Wally have been recognised with a literary award for the World War 2 book, only recently published, "Blood, Toil, Sweat and Tears."

Wally was widely known throughout the global Austin world in vintage and veteran circles. He was a skilled craftsman, a kind and considerate man, and an inspiration to all. The love of his life was his wife Denise of 47 years and his three children and two grand-children.



Valē Kim Coillet

By Jim McCaffrey

Kim Coillet passed away on 25th November 2020 at the age of 74. He was an enthusiastic member of the Club. He served as secretary and keenly contributed to the organization of many rallies.

I first met Kim in the early seventies. Kim's wife, Lea, and my wife were school friends back in Adelaide and remained in touch with one another even after Lea's family moved to Melbourne. In Melbourne Kim met Lea and they married in 1971.

My friendship with Kim grew when my family and I moved from Adelaide to Melbourne in 1993. We were apprehensive about our move to Melbourne and leaving our friends and relatives in Adelaide - but we got off to a great start - when we got off the plane at Tullamarine who was there to welcome us but Kim and Lea with big smiles and a bouquet of flowers.

Since moving to Melbourne we have been fortunate to spend many happy times with the Coillests and many of their friends have become our friends.

It was Kim who introduced me to veteran cars and for many years we shared the ownership of a 1911 Maxwell. I cannot remember how many rallies we went on but they were all memorable - some for the wrong reasons - but we enjoyed them all.

Kim was full of the joy of life. Everything he did was done with enthusiasm. If you asked Kim was the glass half full or half empty he would reply it was full to the brim.

In his professional life Kim was a dentist, practicing for many years in Heidelberg. I know he was both liked and respected by his patients and his staff, many of whom kept in touch with him after he retired.

Kim lead a full life - he was involved not only in veteran cars and motor bikes but also playing golf, playing drums in a pipe and drum band, flying model aircraft, camping, off-road four wheel driving and so on. Even with all these activities he still found time to enjoy his property up near the Strathbogie Ranges.

Above all his many interests and activities, Kim was a devoted family man. He was a loving and caring husband, father and grandfather.

I am sure everyone in the Club who knew Kim will join me in sending our condolences to Lea and the family.



To Be Or Not To Be

By Murray Murfett

To fully restore, or to keep substantially original, that is the question that vexes us! Well, maybe some of us.

The rising interest in the retention of original, unrestored vehicles has legitimatised specific classes of collector vehicles. Coming under classifications of 'Special Interest', 'Original' or 'Preservation Class', the dilemma of whether or not to restore a vehicle that is in good or original condition continues to perplex and divide us.

A couple of years ago I sat in on a forum at Motorclassica, in Melbourne's Exhibition Building where the merits of Preservation vs Restoration were debated, with one speaker stating that whenever he hears the words 'patina' or 'original condition' in relation to vehicles, it just means that to him, that it needs a full restoration! He was a professional restorer.

In laconic Australia, a sub-group of the preservation category, a 'Feral Class' is creating interest with their original condition, unwashed yet dressed up vehicles, with the obligatory rabbit traps, tools, camping equipment and water bottles hanging from the sides!

Around 40 years ago, friend Alan Esmore's father Tom returned to St Arnaud from a Tasmanian trip with a tandem trailer laden with a haul of veteran bits and pieces. Included was a campaign weary American, 1915 Excelsior motorbike- a 1,000cc 'Big X' twin, (a Harley Davidson look-alike, definitely not the 150cc, 2-stroke, English bike bearing the same name). My father was fortunate to acquire the Big X from Tom in the early 1980's and it remained in an unrestored condition in his Terang garage for another 20 years, while a 1914, 4 CBX Talbot and a 1908 front-radiated Clement Bayard got all the attention. On the shelf behind the 'in waiting' Big X sat a can of unopened enamel paint and a full set of new transfers for its complete restoration. Eventually, gathering dust, it was offered to me to restore. After a polite declining (I prefer 4-wheeled travel), it was passed to my cousin Barry Murfett, a lifelong 'biker' and member of the Antique Motorcycle Club of Australia. Barry is a proponent of the preservation style of thinking and it remained unrestored, apart from a careful cleaning, and massaging with Johnson & Johnson Baby Oil, which revealed the original dark green paint, transfers and line marking. To admire this 'preserved' example, the Big X was moved into the lounge room.

In more recent months, the Big X has undergone major repairs to the engine, and finally, just a few weeks ago, after 40 years 'in-waiting', it was fired up and ridden. Barry also takes his 'rough and ready' Model A Ford on runs with the Feral Car Club.

More recently, following a chance meeting and fruitful discussion at the 2018 Ballarat Swap with Jack Brittain, (a 50+ year member of this Club), Barry is now the new owner of an original, complete, and unrestored 1923 Peugeot Quadrilette, which Jack had owned for several decades. Barry has already begun work on it, with

the same philosophy of preserving this vehicle, with minimal restoration.

Meanwhile, the fully restored Talbot and Clement Bayard that my father Jack Murfett owned were sold by him to new owners in Australia, who then pretty soon afterwards capitalised, with their respective export to collectors in England and Portugal !



On arrival from Tasmania, early 1980's



(L to R) Murray Murfett, brother Evan & Cousin Barry with Barry's 1,000cc, 1915 American Excelsior, and his English 150cc, 1923 Excelsior.



That Quick Job...

By Chris Duncan

Wednesdays at Maxon Machinery is a hive of activity as old blokes arrive to work on the Adams family car collection. Sometimes referred to as "The Men's Shed" with all sorts of things happening, body work, panel work, painting, machining, mechanical work. Some people even call it restoration.

I had a little time to wait for the FIAT fuel tank epoxy lining to go off, so was looking for a quick job to fill in the rest of the day. As the Metz is on the list of cars to make functional, I'd have a look at its flooding carburetor. After we had retrieved the car from the Don Moffat collection, we had tried, successfully, to make the engine run. The only problem was the carburetor. Constant flooding meant that the mixture was controlled by turning the fuel tap on and off. Not great.

My time as a mechanic started in the late 70's, when carburetors were getting complex. The Metz has a single throat, side draught Holley carburetor, gravity fed from a rear fuel tank. How hard could it be? A needle and seat is just a simple device, right?



So, I take the carby off the car, remove the float bowl, then inspect the needle and seat. I make sure the float is a float, and not a sink. I put the float in some fuel, push it down, and watch it come back up. I shake the float near my ear to listen for liquid inside. This is all fine. Then I use toothpaste and a battery drill to lap the

seat to the needle, check it by mouth vacuum, lovely. Toothpaste tastes much nicer than petrol! Refit the carby, put fuel in the tank, turn the fuel on, watch the fuel run all over the floor. Hmmm..

I get under the car, remove the float bowl, get an assistant to turn the fuel on and off while I manually operate the float, of course a little bit of fuel makes it down to the armpit, but the fuel shuts off with the float lifted, and flows freely with the float dropped. hmmm.. that's what it's supposed to do.

Next, I remove the carby, again. I dismantle and inspect it. It's time to go home, so I put the carby in a container full of parts cleaner and let it soak for a week. See you next Wednesday fellas!

Thinking is a valuable pastime.

I know! The gasket under the seat is leaking. So on the following Wednesday, I checked the gasket, made a new one, assembled and refitted the carby. It's still no good. This is getting frustrating, time consuming and serious now. There has to be a better way.

I repair the test fuel tank that we have so I don't have to keep taking the carby on and off the car, and hook up the carby using some clear plastic hose. Clear plastic hose is great stuff for all sorts of testing, holds a few pounds of pressure, easy to size up or down, the visual knowledge is invaluable. So bench testing is now possible. Just lift the tank up further to give more head pressure, lovely!



Dave the machinist volunteers to machine the needle and seat back to good health, which he does on a great big Colchester lathe!

I assemble the carby and bench test, but fuel makes its way up the main discharge tube and then runs out both ends of the carby. So much fuel in fact that I had to check that the needle was not left lying on the bench! I can actually hear the fuel gurgling through the carby!

I remove the float bowl, turn the carby upside down, turn the fuel on, and the needle and seat operates correctly under the weight of the float, which is not much.

More thinking required.

Next I get a big mop bucket and fill it with water. I remove the float bowl, lower the carby into the bucket watching the float and blowing on the plastic hose. I am looking for bubbles. Most of us can blow between 1 and 2 psi. The system works perfectly.

Aha! The float must be fouling on the steel float bowl somehow. This is not easy to check without my x-ray glasses which I must have misplaced somewhere.

I grease the inside of the float bowl, carefully refit it, gently turn the carby upside down and then upright, carefully remove the float bowl, and sure enough the grease has left a mark on the float where it touches. I machine up a nylon spacer that goes on the inside of the circular float so that it can't drop as far as it would without the spacer. In theory, this stops the float touching on the outside of the float bowl. I assemble and test. You guessed it, fuel everywhere!



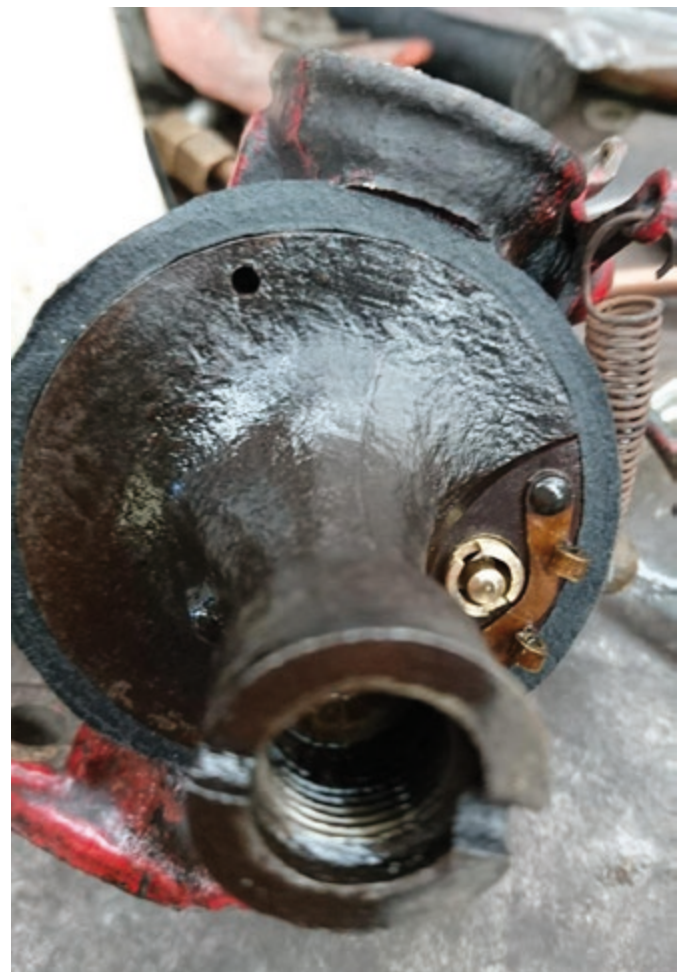
Then I proceed to make a glass float bowl out of an old bottle. Youtube is great! I reckon I will be able to see what is going on. It actually fits quite well, held on by rubber bands made from an old 30X3 1/2 tube. The ID of the float bowl is 70mm, the glass bowl is 72mm. Good news! The carby works perfectly now. The float must be fouling on the inside.

I raid the Metz spares box and find a spare carby that has a float bowl, but someone has already taken the float, needle and seat. Of course by now I am thinking that this is not a new problem. The spare float bowl is 70mm, exactly the same size as the other one. So, how to make a slightly larger bowl that doesn't foul the float? Hmmmm.

Surely not all of these mass produced carbys had this problem! I mean Holley is still manufacturing carbys. They must have been a successful company?

More thinking means that during the night I wake up wondering where the float bowl vent hole is.

I go back to the spare carby, have a look for a vent hole, and there it is, in the casting. So why doesn't the other identical carby doesn't have one? Hang on, it does! It is so blocked up and been blocked for so long it looks like cast iron. And feels like it too, because I need a drill bit to clear it!



Now of course, the carby works perfectly! Hooray! That didn't take long did it?

Further inspection of my dodgy glass float bowl shows up imperfections in my cutting technique, which lets the bowl breathe around the cut line.

After all of this I still have something I don't understand.

I can submerge a tennis ball and it still wants to float.

I understand that the float moves up and down (slightly) in service, and needs the vent hole to let it displace air so as to move up and down.

So why doesn't the float try to float when the vent is blocked?

Any help appreciated.

chrisduncan2400@gmail.com



LETTER TO THE EDITOR

Regarding Silver Ghost 2320E

I must congratulate Ian Berg on the superb articles he wrote on the Rolls Royce's, a car I have always wanted, but unfortunately such a car was and still is beyond my means. I would like to comment on the car now owned by Ken Russell when it was owned by the Lansell family. Fred Grant a very close friend of my wife Rosemary's family worked for the Lansell's of Bendigo before and during WW2. I am not really sure of his duties but on occasions he certainly did chauffeur the family around in the Rolls and a late 30's Buick. Back in the early 70's he told us that he loved driving the Buick but thought the Rolls was the worst car he had ever driven. Remembering that by that stage it was a thirty year old car, no front brakes and still had no electric starter. He vividly remembered trying to crank start it on a cold Bendigo morning. How conceptions have changed.

David Smallacombe

Flashback

Last month's Flashback Photo

Andrew McDougall recognised the car in the photo as a Day Leeds. I only knew of it and observed it being rallied when owned in Tasmania. It appears to have been purchased from Victoria, in the late 70s, by Ron Curwen of Launceston. He subsequently sold it to Les Flood also of Launceston. Both the Day Leeds, driven by son Andrew Flood and Les, who drove his Stellite, were regular rally participants and used to go in tandem in their small 4 cylinder light veteran cars. Upon the passing of Les, the Day Leeds was inherited by Andrew. Unfortunately Andrew found the small car to be uncomfortable and a bit tight for room, so the Day Leeds was placed on the market and is believed to have gone back to the UK.

As a matter of interest the 1914 Stellite was purchased from the original owners, the Denney family, of Lilydale in the North East of Tasmania. The Denneys started the lavender farm at Nabowla (near to Lilydale), which is now known as the Bristowe Lavender farm. It is understood that the current owners of the farm have purchased the Stellite, so that this car has basically returned home. The car could do with some extensive fettling in order for it to return to the road.

Graeme Jarrett also responded with more information on the Day Leeds and tells us he was a participant on the Federation event that the Day Leeds was present. My 1912 Little Midlands (LM) Cyclecar carried around Victoria on the same route. The 1914 Day Leeds was driven by a youthful Andrew Flood, its owner. His father Les was also on the event in a Stellite.

This vehicle is essentially a light car and it was best remembered by me on that event as a very good performer. It literally buzzed along and kept pace well on the road in an event largely dominated by vintage cars. There were a handful of veterans participating, however these were in the minority.

It would appear these little cars were made in the UK for a period of approximately ten years by a company who made tea packing machinery. It does not get much more eccentric as that!

By the way, not one to blow my own trumpet, however, I did win an award on the event, for "Most Courteous Driver".

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What is it? – November Brass Notes

By Daryl Meek



Greg,

The vehicle shown in November's Flashback is the 1913 Day Leeds that, at the time, belonged to Andrew Flood from Tasmania. Does anyone know where this vehicle is now?

You correctly mentioned that the image was taken in Geelong as part of the Victoria 150 Celebrations. You are spot on with this. The event was, confusingly, referred to as the Federation Tour. The actual title of the event was possibly one of the longest ever used for a historic vehicle event. Officially it was the Victorian Federation Road Transport Authority 150th Year Provincial Tour 1985.

The Tour was held over 10 days between 15-24 April 1985. Starting point was Flemington racecourse and circuitous route of around 1,100 miles was then travelled via Geelong, Ballarat, Bendigo, Shepparton, Wodonga, Beechworth, Wangaratta and Bright before heading back to Melbourne for a Presentation Dinner Dance at Moonee Valley racecourse.

A total of 214 vehicles entered including 25 veterans, 3 of which were from interstate.

The veteran entrants were:

Bill Sides	1914 Minerva
Graeme Jarrett	1912 Little Midland
Barry Johnston	1908 De Dion Bouton
Bruce Bone	1913 Overland
Ken Chenhall	1912 Talbot
Norm McCubbin	1913 Ford
Fred Rumsey	1917 Ford
Jim Harris	1913 Vinot Deguingand
John Jordan	1914 Talbot
Harold Paynting	1913 Sunbeam
Alan Lethborg	1917 Dodge

Bob Hobson	1912 Ford
Steve Lloyd	1912 Rover
Alex Reid	1903 De Dion Bouton
Les Flood	1914 Stellite
Andrew Flood	1913 Day Leeds
Tom Anderson	1912 Adams
Mary Coad	1914 Precision MC
Ewan Kenner	1913 Hupmobile
John White	1914 Humberette
Harry Souter	1914 Austin
Len Sheen	1914 Humber
Ron Hobbs	1904 De Dion Bouton
Peter Amor	1910 FN
Graham Stokes	1912 Ford

At the Presentation Dinner a number of club members received Tour awards:

Graeme Jarret	Safe Driver Award
Ron Hobbs	Ironman Award
Graham Stokes	Observation Award (3rd)

Veteran Car Section

Graham Stokes	First
Jim & Len Harris	Second
Graeme Jarret	Third
Ken Chenhall	People's Choice



Tour Badge (Daryl Meek collection)

Excellent reports on the event from Graeme Jarret, Bill Sides and Alex Reid can be found in the May/June 1985 editions of Brass Notes.

Austro-Daimler Follow-up – November & August Brass Notes

Greg,

A quick follow up on Alan Merideth's interesting comments last month regarding the Austro-Daimler images published on the rear of the August edition.

By coincidence, I just happen to have an Austro-Daimler radiator in my garage. It was acquired in Albury a few years ago from a gentleman who approached me whilst I was on a rally up that way. It is fully intact and, I believe, from a 20hp model of the immediate pre-war period.

Note that the similarities in the two images below are many. In particular, the rounded bottom corners, the size and placement of the badge and the shape and size of the filler neck.



Daryl's radiator
Austro Daimler 20hp

1911



It is interesting to note that the plate attached to the rear of my radiator indicates a Sydney connection. On close inspection, the plate shown reads F. MULLER L97D SYDNEY.

Frederick Muller (1881-1962) arrived in Sydney in June 1885. Known as Fritz he started work for the sheet metal firm, Wunderlich Patent Ceiling and Roofing Co. Ltd. at the age of 13. In 1905, Muller opened his own sheet metal workshop in a small loft in George Street.

THE AUSTRO-DAIMLER CAR.

Winner of the International Alpine Tour from a field of 10 teams. Do you want further proof of its perfect reliability? Then ask for a Catalogue, or come and inspect.

The finish is beautiful, but it does not disguise a single imperfection of construction. The hidden parts—the vital spots—are as perfect as the parts that are in full view.

As for speed, there is not another car on the road that can keep it in sight.

B. & R. MOTOR CO., LTD.,

MOTOR ENGINEERS AND SPECIALISTS.

276-8 CASTLEREAGH-STREET (AND AT NEWCASTLE).

After successfully repairing a car radiator for Mark Foy and a mudguard for politician John Norton, he went on to specialise in the repair and manufacture of both. By 1911 he had moved to larger premises in Crown Street, eventually building a three-storey factory on Parramatta Road, Camperdown.

In Australia Austro-Daimler didn't seem to have made much of an impact until c1912, when the NSW agents, B. & R. Motor Company, Motor Engineers of Castlereagh Street, Sydney, undertook a regular marketing campaign in the Sydney Morning Herald of that year.

In Melbourne, the agency was held by the Tarrant Motors of Russell Street, one of many agencies they held.

Now if only I could find the rest of the remains from which the radiator was removed!

Daryl Meek

VCCA (Victoria) Librarian & Archivist

Afternoon Greg.

In the interest of history, may I comment on the Austro Daimler article, and correct a few facts.

The car was restored in Newcastle and bought to Brisbane by Lyn Benham in the early eighties?? He rallied it regularly and maintained it superbly, but when moving on to a 20 hp Talbot, offered it for sale at the Gilltrap's Dreamworld auction.

It was bought by ALAN & DONNA TELFER, who also rallied it regularly. I drove it on a few occasions, and it was a complete disappointment!!

When they divorced, I did maintenance work on the car until it was sold overseas.

Kind regards.

Joe Wilson (Brisbane)

Annual Rally Weekend Reports

Geelong, Sunday 8th November

Words by Simon and Tess Anderson, photos by Callum Walsh

With great excitement 5 cars and 2 motorcycles arrived at the starting point along the Barwon river, all eager to see their fellow club members. It was great to see all the cars and bikes shining in the morning sun. Departing at 9am we headed for the Barrabool hills and onto our first morning stop at Teesdale. There we meet up with more members and the Smallman's Stanley. The roads were nice and quiet, and very enjoyable. From Teesdale it was off too Meredith for lunch, where the Ballarat members happened to arrive at a similar time. After lunch it was time to fill up the Stanley and head back home via Steiglitz. Faced with some steep inclines, all veterans needed to work on the gear levers. We were so lucky with the weather gods on our side for a change. It was a very pleasant day aboard our cars and bikes. Thank you to all involved in the planning of this 'COVID Annual Rally'.



Geelong start (C Walsh)

Ballarat, Sunday 8th November –

words and photos by Daryl Meek

The planned Ballarat celebration of the VCCA (Vic) Annual Rally weekend was celebrated with two runs held over the weekend. On Saturday, Peter & Judy Fitzgerald had organized an initial run for a select few to the south west of Ballarat. This was followed on the Sunday by the main event which saw a near perfect day with a fantastic 28 people participating.

Starting in the centre of Ballarat, a short run to morning tea at Lal Lal Falls was first on the agenda. This was followed by a 40km run, via the backroads, to the Royal Hotel in Meredith where we joined forces with the Geelong contingent for lunch. Once the last of us were fed and watered (about 3pm) it was back to Ballarat via a quick stop at the Elaine Farm Store for a total of 105km for the day. Interestingly, general conversation during the day suggested that perhaps we should consider local runs on a more regular basis. Special mention has to be made of the spectacular effort by the extended Sargent clan, who brought along 4 vehicles and 12 people.



Ballarat Start (D Meek)

Bendigo, Sunday 8th November

words by Mick Turner, photos by Brendan Walsh

We figured that it had been about five years since the Twombly had attended a rally. A recent drive into work and a couple of test runs to the supermarket. It had done well on those short outings and we were very keen to try the run organised for Sunday the 8th November. We left early, just in case, to get to the starting point – Crusoe Res in Kangaroo Flat. Made it up the first hill, feeling confident. Arrived at Crusoe Res, a lovely run. Tony Duvoisin and Brendan Walsh were there to greet us on arrival. Soon after Greg and Denise Smith arrived, with Greg on the 1908 Sovereign motorcycle. Next, Brenton Smith and Trevor in/on the 1913 T Ford speedster. Brian and Maria Love in their VW van, and soon to be new member Brandon Price. Greg and Kate Orde in the 1909 Itala arrived soon after. A lovely start to the day with Ivan and June Smith, with Glen and Sue Goldie were meeting us at Maldon – our morning tea stop. We again headed first, aware of a couple of rises heading to Maldon. A lovely drive, excellent weather, and the Twombly motoring nicely. Gabi lounging in the back, relaxing in the gentle breeze. Market day in Maldon, about 45 minutes to wander around the town, grab a cuppa, check out the market and enjoy the atmosphere. Ivan and June's 1913 T Ford tourer is sporting a new hood and it looked splendid. Super relaxing stop and loved the break. Gabi had made a new cushion for the back seat and I had added the old cushion to the front. Sitting a little higher, what a difference this has made – very comfortable driving and no longer cramping in the hip after a bit of time. Headed off for a regroup at the Walmer fire station, passed the T model on the way – still going well. The stop at Walmer gave up our final instructions to our lunch stop – a magnificent private collection of vintage cars, many and varied trucks, sports cars and motorcycles – including the 1901 Otten motorcycle made by the collection owner's grandfather. A tour of the vehicles, accompanied by a detailed description of when and how they were purchased and also

the competition history of a number of the cars and bikes, and the history of the Otten motorcycle with some wonderful period photos – including a ladies motorcycle from 1901. We settled in for lunch on the veranda of Hein and Veronica, and joined by two of their children – Chip and Stephanie. We were lucky enough to meet Chip's Dexter cattle, a small rare breed of cattle, originating in Ireland. We cannot thank Hein and Veronica and their family enough for their generosity in opening their collection and home and garden for us. The work they had put into organising their collection for viewing was amazing and made the day easy and easy to move around safely. The day was warming up, and heading off was difficult, we could have sat around and chatted for hours – the bane of every rally director! And, we did know the extent of the undulations on the way home. Leaving Hein and Veronica's place it was all uphill to the top of Fogarty's Gap and then a steep downhill in second gear. A beautiful drive beside the freeway and into Harcourt for a final regroup. Heading home through North Harcourt and the North Harcourt hills. The Twombly cresting the two major hills in second gear, and Greg pedalling hard on the Sovereign for the last little bit. A grand effort. A fantastic day and thanks to the two Gregs, Denise and the hospitality of Hein and Veronica. Looking forward to the next opportunity.



Bendigo group at Hein's shed (B Walsh)

Albury, Sunday 8th November

by Peter Fagan

On Sunday Nov 8th a small group from the North East region of Victoria, and over the river from Albury, gathered in Yackandandah to celebrate the annual Veteran Rally. After enjoying a pie from Gum Tree Pies at the rotunda we set off along the quiet back roads toward Kiewa and Tangambalanga. 3 of the roads had Flat in their names but that turned out to be misnomer as they all had some small rises, but nothing that worried any of the cars although the Wolseley was spotted in second gear at one stage. It was along here that the Empire showed its Stutz lineage, powering up the hills with ease. During a short stop in the

main street to regroup we were set upon by the local constabulary but after a nervous opening conversation it turned out she was just curious as to why all the old cars were in her town.

From here we proceeded out of town, turning right into Gundowring Rd following the Kiewa Valley on the east side of the river up to Keegans Lane, across Keegans Bridge and back down the Kiewa Valley Highway to the Dederang Pub. A photo op in front of the pub was followed by a cleansing ale before making our way home.

A very pleasant day was had by all and the common theme seemed to be how blessed we are living in this part of the country with magnificent touring roads at our doorsteps. It seems there could be more local events on the cards for the NE Vic region



Albury Group

Melbourne, Saturday 14th & Sunday 15th November

words by Ben Alcock, photos Ben Alcock, James Dunshea and Frances McDougall

This year's metro annual rally weekend was held over two days with different drives. Saturday was a scenic drive from Station pier to Frankston pier following the bay for lunch. Along the journey participants undertook the photo scavenger hunt, stopping to take 5 photos. Scott and Craig Emmerson were crowned the winners for today with their pre planning and creativity shining through.

Sunday was a shorter but steeper drive (11/10) from Ruffey Lake Park to Warrandyte for lunch, allowing plenty of time for members to catch up along the river before venturing up to Kangaroo Ground Memorial tower for afternoon tea supplied by Maggie Bone. The winners of Sundays photo scavenger hunt were the Savory family, 5 well thought through and original photos captured the mind of the judges.

A great weekend of veteran motoring!

On the following pages we have a medley of photos taken on the runs.



Metro Staurday start at Station Pier (B Alcock)



Metro Sunday (J Dunshea)



Ballarat group arriving in Meredith (C Walsh)



Greg and Hein with the Sovereign and Otten Motorcycles (B Walsh)



Albury Group - Wolseley, Triumph m/c and Empire



Tess Anderson and Amelia Kirakosian in the Hupmobile (C Walsh)



Scott, Craig and Mabelene enjoying a cheese platter (F McDougall)



Touring the Barrabool hills (C Walsh)



Smallman Stanley drawing a crowd (C Walsh)



The 1912 Adams of Graeme and Veronica Anderson (C Walsh)

Entrants	Location	Vehicle
Callum Walsh	Geelong	modern
Simon Anderson	Geelong	1916 Indian m/c
Tess Anderson, James Park and Amelia Kirakosian	Geelong	1909 Hupmobile
Graeme and Veronica Anderson	Geelong	1912 Adams
Martin and Tina Smallman	Geelong	1911 Stanley
Terry Wills Cooke and Fred Dingley	Geelong	1915 Maxwell
Jack and Dorothy Thomas	Geelong	1914 Ford Model T
Paul and Royce Fullard	Geelong	1914 Precision m/c
Jeff Alcock	Geelong	modern
Graeme and Sandra Splatt	Geelong	modern
Russell Beach	Geelong	modern
Daryl and Julia Meek	Ballarat	1916 Ford Model T
Rick Thege and Heather Gingell	Ballarat	modern

Entrants	Location	Vehicle
Michael, John and Janet Pass	Ballarat	1918 Ford Model T
Neil Walker, Rhys and Leo Mckimmie	Ballarat	vintage (1920 Rolls Royce)
Ian Wells and Deb Gould	Ballarat	vintage (1925 Austin)
Peter and Judy Fitzgerald	Ballarat	1912 Rover
Damien O'Doherty and Ruth Wood	Ballarat	1912 Flanders
Catrina Sargent	Ballarat	1916 Morgan
Ian Sargent	Ballarat	1915 G.C.S m/c
Colin and Merralyn Sargent	Ballarat	1913 Overland
Jeremy Sargent	Ballarat	1914 Rudge m/c
Jenny, Jess, Scarlett, Larni and Hazel, Madison and Mitchell Clarke	Ballarat	'The Sargent Back-up team'
Greg and Denise Smith	Bendigo	1908 Sovereign m/c
Greg and Kate Orde	Bendigo	1909 Itala
Ivan and June Smith	Bendigo	1913 Ford Model T
Brenton Smith and Trevor Fawcett	Bendigo	1913 Ford Model T
Mick Turner	Bendigo	1914 Twombly
Brian and Maria Love	Bendigo	modern
Brendan Walsh	Bendigo	modern
Tony Duvoisin	Bendigo	modern
Brandon Price	Bendigo	modern
David Provan, Stephen Hobbins and Robert Tenney	Melbourne	1907 Cadillac
Robert, Peter, Archer and Ella Caffyn, David Nicholls	Melbourne	1912 Talbot
Jeff Alcock, Jessica, Chris and Cooper Holt	Melbourne	1914 Overland
Andrew and Frances McDougall	Melbourne	1915 Ford Model T
Paul Daley and Bob Watts	Melbourne	1913 Ford Model T
Scott and Craig Emmerson	Melbourne	1912 Cadillac
Peter Jordan Hill and Mark Hersbert	Melbourne	1913 Ford Model T
Ben and Jack Alcock, Anna Young	Melbourne	1914 Overland
James, Sean and Sherryn Dunshea	Melbourne	1911 Hotchkiss
Michael and Claudia Holding	Melbourne	1913 Ford Model T
Darren, Jennifer and Mikaela Savory, Alvin Rego	Melbourne	1915 Ford Model T
David Inglis and Robyn Blackwell	Melbourne	1914 Overland
Roger and Margaret Stewart	Melbourne	1917 Overland
Maggie Bone and Tony Berry	Melbourne	modern
Stuart and John McCorkelle	Melbourne	modern
Deborah Alcock and Demetri Kourouzides	Melbourne	passengers
Peter Fagan	Albury	1914 Triumph m/c
John Stanley	Albury	1910 Empire
Paul and Kim Williams	Albury	1911 Wolseley
Robert Jeffcott	Albury	1915 Ford Model T
David and Gail Boyd	Albury	vintage (1926 Ford Model T)
Steve and Chrissie Edwards	Albury	classic
Max Cowie	Albury	modern
Norm Clark and Cheryl Humphries	Albury	modern

Comings Goings and Restoration News

By Greg Smith

Well with the club starting to get back to some sort of normal, I can report that activity in the sheds of people are ramping up, in the hope that vehicles will again grace the road on organised events.

David "T" Lang has reported that his Ford T is heading down to Ray Smith in Rochester to have an engine "re-fresh", and the sump replaced as an old wound (weld) has opened up and oil is exuding from the afore mentioned scar. While the sump is off, bearings will be checked and David will be right to motor for many more years with his beloved Model T.



Some of you may have seen this article in the "Herald Sun" newspaper of a 1915 Dodge to be auctioned. Funny thing is it is located here in Bendigo, my home town. I never knew it lived here, but I did recognise the bloke as I had seen him at swap meets. I then decided to contact "all things Dodge", Deane and Pam Hill who gave me the story of the Dodge. It was of course, one of their projects that they sold off to the present owner. Pam said, "if you look in the background of the photo, you will see another 1915 Dodge, but it is LHD. He apparently bought it sight unseen on eBay and shipped it out from the U.S. It has an earlier chassis number than ours, but of course, is not RHD. The yellow car in the photo came from a museum outside of Echuca and is a little later than ours". Thank you Pam and Deane for this background information. The Dodge was put on eBay and not sold. It was again relisted with a "buy it now" option of \$11,000 and was removed prior to the ending time. Hopefully it has been sold, and a new member may happen. Perhaps Pam and Deane may do a follow up to give us the outcome.

While visiting my daughter, son in law and grandchildren in Yackandandah, I took the opportunity to take up the Bleriot side lights I had restored for Paul Williams for his 1906 De Dion Bouton. I had a wonderful visit to Paul and Kim's gorgeous property in Staghorn Flat and saw how the restoration is coming along. The motor has been successfully fired up, and most of the painting has been completed, in a rich deep green that



suits the car perfectly. Upholstery has been completed and now the gearbox is the next task to be undertaken by Paul. The De Dion was originally an Australian car, but ended up crossing the Tasman where apparently three De Dion's were being restored simultaneously. Plans changed and Paul was able to bring the Australian car back to our shores and commence the restoration. He is to be commended on the great job he is doing on this single cylinder De Dion, and we eagerly await its completion to see it on one of our events

Spoke with David Couper just the other day, and the FN restoration is really taking shape. Most of a rolling chassis is completed including diff, gearbox, front axle, steering, and wheels. The timber work for the body is almost done and the sheeting of the body has commenced, and is expected to be completed very soon. David said to me it will definitely be ready for the Annual Rally next year. This is really fine work for man well into his eighties.



Sales? I am only guessing here). The c1907 Zenith Bi-car in lovely original condition had spirited bidding. There were three bidding up to \$50,000, then down to two in a slug fest. It finished up selling for \$100,500 plus premium, a little out of my league. The great news from my point of view is that it was purchased by an Australia buyer.

Further to our story on the White Steam car. It was donated to the Melbourne Steam traction Engine Club back in 2016 where Warwick Bryce commenced the restoration of the car. Warwick is the editor of the club magazine Steam Supreme, and as such has given me permission to paraphrase an article he did on the White. He said, when we first saw the White it was hiding in a building jam packed with vintage bikes, parts and spares and took some time to exhumate.



The Shannon's Timed Auction has now finished and the results of the three motorcycles we reported on last month were quite staggering. The unrestored c1910 F.N four cylinder motorcycle sold for \$54,800 plus premium. This F.N was purchased by an Australian buyer. The c1914 Excelsior "big X" 1000cc sold for \$40,700 plus premium (which would you prefer, this one or the original paint condition one of Barry Murfett on page 8). The Excelsior was purchased by someone from the Netherlands (Perhaps Yesterdays Motorcycle

Warren Hicks didn't remember much about its background except he had got it around 1964. He had done little to it but had collected all the key steam components to make it relatively complete, but there was no body work at all. He acquired it through an associate from Boorhaman East, (which would have been Arthur Lang) and a deal was done with a broker for 75 Pound. Warren was under the impression it had come from a place called Toora which is apparently near Bega.



The White had been butchered to a certain degree with the fuel tank and boiler had been removed by hacksawing through the brackets. The fuel tank has been put back in by sleaving the brackets but the boiler we have has no brackets suggesting it is not the original one. The wheels were converted to steel Sankey type and the hand levers for gears and brakes have been lowered by cutting and welding. It seems it was altered to make it a paddock bomb in a more racing type configuration. Lots of work for Warwick and his helpers to get the White back to its normal

configuration. We hope to stay in touch to keep abreast of its restoration.

Barry Smith has just had Bruce Walker down to pin stripe the De Dion Bouton after the new paint job. I was not allowed to put a photo into this newsletter as it is still on blocks and Barry wants to show it off properly. What I can say is that this car has been transformed and looks absolutely magnificent. Barry and Ros have promised a photo for next newsletter, so we will see it before it has the first big run at the Cobram 1&2 cylinder rally.

In last month's column I reflected on the late Ian Smith finding the wheels to the Hurtu at the Ballarat Swap meet. Sandra and Graeme Splatt rang me to give a more detailed account. The story goes something like this. Sandra was wandering around the Swap and ran into Ian Smith. Ian wanted to see Graeme, so asked Sandra to take him to Graeme. Instead of going around the long way by following the rows, they went as the crow flies, crossing through peoples sites where apparently Ian tripped on some wheels. You guessed it, the wheels were the correct wheels for the Hurtu, so Sandra is claiming without her help Ian would never have found the wheels. Do we believe her? Anyway they are beautiful wheels and adorn the Hurtu now belonging to Graeme Clarke.

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LETTER TO THE EDITOR

Bob Lamond's challenge to all Veteran Vehicle Clubs, owners and dreamers.

Whilst we are all dedicated to the preservation of our Veteran Vehicles through acquiring, restoring and maintenance, as well as participating in local, state & national rallies, we are not effectively communicating our passion for these heritage assets and activities to all Australians.

We enjoy special rights and privileges but are failing in publicising our events in advance to enable the wider community the opportunity to participate as an audience would do at a sporting event.

The older NSW Golden Fleece Blue Mountains events were excellent examples of events that brought crowds along to cheer the entrants as they drove or rode past. The Bay to Birdwood is a current example of how the public positively interacts with the historic vehicle movement.

City traffic is a challenge - one that has seen our events being started or held outside the city boundaries. In Sydney, the great Australia Day and other Historic vehicle events have moved from around the Harbour Bridge and Macquarie Street out to Parramatta.

With good planning city starts can still be organised. An example of this was the start from Government House, Perth and the subsequent finish in Martin Place, Sydney as part of the 2012 Across Australia event, and all with no police assistance. Inner city traffic generally maintains speeds our cars and bikes can handle.

Three recent major "Across Australia" events have highlighted the effect of both good and bad communication with the public.

In 2001, at the request of the Centenary of Australia's Federation Committee and with the help of a few friends, I drove my 1910 Brush "Around Australia" as an event that linked in with local celebrations at small communities, towns and cities. It involved 14,700 kilometres and 30 days of exhibitions, including all our capital cities. The pre-publicity done by the Committee was excellent and resulted in achieving the aim of linking our population.

In 2012 I organised the Centenary Expedition "Across Australia" celebrating the centenary of the 1912 First Motor Crossing of Australia. 21 veteran cars and 22 veteran bikes made their way from Perth to Sydney. At each overnight stop we had pre-arranged the local Mayor to flag off the entrants on the next day and sent press info to all local media, as well as the tourist information centres. With the assistance of a volunteer media director, pre-arrival TV and press coverage was arranged for both arrival and departure, and good crowds were able to attend the starts and view the event enroute

The 2014 Adelaide to Darwin Veteran Rally was also great event. Entrants started and finished at their own time each day, which is great for the participants, however the lack of publicity earned comments from locals along the lines of "If only I had known".

Yes, it does require the organisers and entrants to play their part on arrival and at starts, but it gives the locals a chance to see these magnificent veteran vehicles - a small pay back.

At the wise (?) old age of 85, I believe that our clubs must do more for our Veteran movement and our objectives by pre-publicise our events. Today, we receive many

legislative and regulatory exceptions from other vehicle standards. We must do more to earn and maintain this situation.

Failure to do so could very easily result in our veterans being seen only in museums. Europe experienced this potential some time ago so all the clubs pitched together to fight the proposed changes that would have effectively removed historic vehicles from the roads. And they won! largely after effectively demonstrating the negative economic and social impact such laws could have - they won!. Could we do this in Australia? We must act now to seek to avoid such a disaster ever arising.

The Challenge Now.

This month I received an email from the Committee of the Brisbane to Broome event asking me to spread the word of this great veteran event around our movement. I had entered some months ago and was surprised to find that my 1910 Brush and I were entrant No. 1 and that there were only 3 cars and 17 motorcycles entered !

Brisbane to Broome will be an excellent "Across Upper Australia" event. 4,701 kilometres over 26 days, including 4 layover days. Most days' runs are in the low 200km range with only three 280km days and one 323km section. In all of my runs I have averaged between 40-45 km/h, so 4 hours in the morning and 3 in the afternoon fits easily in one day. If you have 4 or 6 cylinders, each day will be a breeze.

These long distance runs across our "sunburnt country" are most enjoyable and provide great friendship, particularly at night around a campfire or at dinner. Yes, there will be many large trucks, but it is my experience that the truckies can be a great asset. Leaving good space between entrants and running the backup vehicles and trailers behind the veteran field works very well. With UHF communications between entrants and their backup vehicles advising trucks of the veterans ahead and you results in hearing the trucks spreading the word to their fellow drivers on UHF. The truckies are the best judges of passing opportunities and are much better than the ubiquitous grey nomads.

So how about it!

To register for Brisbane to Broome (18 July to 11 August 2021) contact either:

*Graham Donges on 0417 718 617 or at
graham.donges@me.com*

*John Wightman at
johnathan44wightman@gmail.com*

On the road again, just can't wait to get on the road again - Willie Nelson

*I love a sunburnt country- The wide brown land for me -
Dorothea Mackellar, aged 19*

Be there or be square!

Bob Lamond

M: 0409 712 101

Home: 8 Unwin Street

Mail: PO Box 21

Millthorpe NSW 2798

Argyll's In Brass Notes

By Greg Smith

The August and September issues of Brass Notes have been absolutely wonderful. I may be saying this from a selfish point of view, as both editions have contained photos of Argyll's. Ian Berg has offered up some superb period photos, and for us the readers, we are the benefactors. We really do appreciate these wonderful offerings. I personally love the Argyll marque, but I maybe slightly biased in that I have grown up with two Argyll's that belong to Mum and Dad. The Scottish make have always produced vehicles that were quite advanced technically, for the period, and also have wonderful lines, that are completely aesthetically pleasing to the eye (but, perhaps I am biased?).



c1912 Argyll



c1905 Argyll

The August front cover of Brass Notes features an Overland, and a gorgeous Argyll. The Argyll is a 1912 model, and to emphasis Argyll being technically advanced, you will note the front brakes, which was introduced in the 1911/12 period. I am currently researching this photo, and hope to be able to share an article on this Argyll in a future edition of Brass Notes, so watch this space.

We then move to the September issue. The inside back cover shows a superb photo of a c1905 Argyll 16/20 hp (not a Tarrant as captioned) or maybe a 14/16 hp. It is certainly an Argyll. Spot the twin gear levers to operate the infamous Govan designed gearbox, and the push on handbrake further to the rear. It has the lovely offset spokes on the wheels, and the flashy brass louvres on the sides of the bonnet. The photo just exudes Argyll's class, as a car you would love to own. To me it just epitomises the upmarket finish Argyll's were known for. If this doesn't get "your juices flowing" then I am not sure what will (I think my bias is coming to the fore again!).



c1902 Argyll

The back cover of the September issue shows a period photo of great quality once more. This is a beautiful 1902 Argyll. It appears if you drive and own an Argyll in this period, it tends to foster friendships! This is a car that I would love to grace my shed, as they don't come much better than this one.

I have attached a couple of photos of 1902 Argyll's, both contemporary and from the era.

Thanks again to the editors for providing us with some Scottish Class (there goes that bias again!). Just going to get my kilt on and perform a highland fling – now, that would be taking things, too far!



Courtesy of www.alamy.com



Courtesy of Glasgow Transport Museum

10th NOVEMBER, 1913. The Light Car and Cyclecar 7

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TO THE READER By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

Taken from The Light Car and Cyclecar
November 1913 Edition.

Article supplied by Mick Turner

Although probably not considered exotic,
it is a pity the Day-Leeds has left our
shores.

The Dodge

By Daryl Meek



Last month's cover image featured an early Dodge and is one of many images from the archives of the State Electricity Commission of Victoria Collection held by the Public Record Office of Victoria.

Pam & Deane Hill were quick off the mark with the following response.

Deane and I have examined the Dodge Brothers car on the front cover of November Brass Notes. It is clearly a 1915, or a very early 1916 model. Note the narrow side edge of the radiator surround and the headlights set behind the front edge of the radiator. The registration number seems to be 13110. If this is so, my records show this number issued to W. H. Swinburne of Whitfield, which is a small town located in the King Valley in NE Victoria. I have no idea whether Mr Swinburne had any connection to the SEC.

William Swinburne did not have any connection with the SEC, he was the proprietor of the Mountain View Hotel in Whitfield. The image of the Dodge bearing 13110 was recorded as one of many photographs relating to the development of the electric power supply industry in Victoria. In fact, a second image was also recorded showing the well-muddied Dodge in front of a farmhouse that is possibly shown in the first photo. Certainly, the driver and one of the rear occupants are the same people. It's even the same dog!



William Havelock Swinburne was born in Oxley in 1865, the sixth of ten children born to William and Margaret Swinburne. He married Elizabeth Tyrrell in 1895 and they settled into life in Whitfield. They had four children,

two dying in infancy. It was Elizabeth's father who built the Mountain View Hotel and, after running it himself for some time, William took over as the licensee.

In October 1913, William first registered a vehicle with number 13110, although it wasn't the Dodge pictured (this is not surprising as the first Dodge didn't roll off the production line until November 1914).

That vehicle was a Hupmobile. In February 1914, the Wangaratta Chronicle reported that the Chief Constructing Engineer on the Whitfield-Tolmie railway had made a visit to the area, stopping at the Mountain View Hotel, following which William drove the party to Wangaratta in his Hupmobile to catch the afternoon train back to Melbourne. William used this vehicle regularly to assist locals in need of timely transport from the Whitfield area to Wangaratta for medical attention.

Some time prior to April 1916, William acquired his Dodge and registration 13110 was transferred to the new vehicle. At this time the Motor Car Act 1909 Regulations allowed a registration number to be re-assigned to another vehicle provided that it had been officially cancelled from the previous vehicle.

In November 1916, the Mountain View Hotel burnt to the ground. William, his family and all residents managed to flee the premises unharmed. He continued to hold the license until 1918 when it reverted to H. Tyrell, his father-in-law. William and Margaret continued with their farming interests in the Whitfield area.

Other veteran era motoring images exist in the SEC Collection. Following are just a few.



Swift

First registered to Mr. G. Hurry of Collins Street, Melbourne in late 1914.

The small dog in the back seat appears to suggest a connection with the images of the Dodge. Whether the gentleman standing beside the car is Mr G Hurry or not remains a mystery.



Ford Model T

The 5 digit registration number starting 192xx indicates that this photograph cannot have been taken prior to early 1915.



Baker Electric Lorry

Converted from a Baker electric car at the SEC workshops. This image was discussed in Flashback in the October & November 2019 editions of Brass Notes.

Book Review - "Cyclecars - An Annotated Index"

By Graeme Jarrett

Paragon

K. Portway, Brantham, Manningtree, Essex. 1912-1914

Powered by an air cooled 1077 cc JAP or water cooled Chater-Lea driving the countershaft by chain; the clutchless expanding pulley transmission, "giving ratios between 4.7 and 9.5 to 1" though having no reverse, drove to the back wheels via long 13' belts. The hand brake worked shoes on the pulleys, the footbrake operated on the countershaft, the car ran on detachable wires and weighed 5 cwt. Listed at £110, or at £115 with screen and hood, lamps and horn.

Parnacott

Parnacott & Co., Penge, Kent. 1914, 1919

Prototypes were produced and publicised, but it possible that neither the pre-war nor post-war cars got into production. Cars featured sliding pillar front suspension, with an air cooled FN single and belt drive in 1914, a flat-twin and shaft drive afterwards.

P&C see Eric

PDA

Pickering, Darley & Allday Belgrave Garage, Pilot St., Bristol St., Birmingham. 1913



With shaft drive from a two speed gearbox, this maker seems to have used three different makes of engine in a production total of fifteen cars; the V-twins being by Blackburne, Blumfield and JAP, despite which variety of proprietary power PDA claimed a

motor that was 'a genuine cyclecar engine and not a makeshift motor cycle type.' The engine, gearbox and shaft were rigidly joined, pivoted at the front of the engine, thus swinging to allow 3" of play at the back axle, which was claimed to represent 1/64" movement at the rear of the gearbox. Front springs were semi-elliptic, the clutch lever also operated expanding brakes when fully depressed. Prices of £110 for air cooled and £127 for water cooled cars were quoted.

Pennine

Pennine Car Co., Halifax. 1914

Listed at £110 and having an 8 hp JAP V-twin.

Stephan Kay published in 2009 this A5 sized book of 128 pages. It is a really handy pocket-sized ready reckoner that all devotee followers of the Cyclecar idiom should have in their libraries. – Or in the glove-box. Take it on a rally to become the complete expert.

This largely covers those Cyclecars offered in the British Isles; there are a few French and German orphans in the mix but very few from elsewhere, America is particularly not well represented.

Approximately 450 marques are listed and some detail for each is included. Some brands receive long and very descriptive entries, such as GWK & Buckingham while others such as Morgan & GN receive very little.

Pictorial deficiencies are obvious and that is a pity for it does let the reader down – really a picture truly is worth a thousand words. In the closing pages there are some interesting indexes and bibliography that includes Cyclecar controls, Homebuilt cars (no photos), cross references (engine types in Cyclecars), personalities and hotspots of Cyclecar manufacture!

It may not be currently available but there may be copies on eBay or Amazon. I bought mine all those years ago at The Technical Bookshop for \$50.

Published by 325 Press, Apple Tree Cottage, Govilon, NP7 9RH, England.

Left: A typical page inside the book.

Private Classifieds

FOR SALE



1915 BELSIZE ROADSTER
 4 CYLINDER 12 H.P.
 CRUISING SPEED 35 MPH
 MAXIMUM SPEED 40 MPH
 FORWARD GEARS 4
 MADE IN MANCHESTER ENGLAND

1915 Belsize Roadster - \$70,000

Car is in very good condition and runs well. Believed to be the only one of this model left in the world.



1909 BELSIZE TOURER
 4 CYLINDER 14-16 H.P.
 CRUISING SPEED 30 MPH.
 MAXIMUM SPEED 35 MPH.
 FORWARD GEARS 3

1909 Belsize Tourer - \$45,000

This car is in fair condition and still runs well. Both Belsize vehicles are very rare.

Contact: John Hollis

T: 03 5449 6905

FOR SALE

1914 Star engine, g'box, diff, pedals and some guards suitable only for use as patterns. With this engine is a Fellows magneto and a very nice Claudel Hobson carburettor. Asking price of \$500 is negotiable. They are in Wodonga. The owner lost her husband about 3 years ago and is due to move

into aged care so need to clear the shed. Also in this shed is a collection of very complete cylinder type phonograph/gramophones! Suggest that you call Carol Drage on 0411 664 265. If I can help during Covid with a temporary move to my shed, then call me.

**John Stanley,
 T: 0409 001 836.**



FOR SALE

1910 Renault AX

A "barn find" car in the 1950s. Restored by Cliff Cooper for the Gosse family then rallied in South Australia. Spent a number of years in the National Motor Museum in Birdwood. Purchased in the mid 2000s. Older restoration in well maintained condition. Comes with a second engine and magneto.

Offers around \$70,000.

Contact: Geoff on 0491 033 652 or at gkbrown44@hotmail.com



Natter Night Meeting Minutes

NATTER NIGHT MINUTES

VCCA (Victoria) via Online Zoom Meeting

On Tuesday, 10 November 2020 @ 8.00pm

1. Opening

Ben Alcock welcomed all to our November Natter Night. May you be enjoying the new freedom in Melbourne/Victoria now.

2. Apologies: Robyn Blackwell, Geoff Payne, Daryl Meek & Jennifer Atherton

3. Member News:

3.1 The passing of Wally Nye

3.2 Kim Coillet is in rehabilitation after suffering a stroke

3.3 Callum Walsh celebrated his Birthday and announced that he and wife, Francesca are expecting baby number 2 in April next year.

3.4 Mikaela Savory has been learning to drive the T Ford.

4. New Members: Ken Hall has re-joined our club

5. Membership: Treasurer, Claudia Holding, advises all is on track presently with minimal events and expenses the club is tracking as budgeted.

6. Events

6.1 Past Events

London to Brighton has been run virtually - in small groups on their own.

The Annual Rally in country Victoria has been run in Geelong, Ballarat, Bendigo and Albury with around 5-6 entries in each location.

6.2 Future Events

Annual Rally in Melbourne:

Saturday – Vermont to Station Pier to Frankston Pier

Sunday – Doncaster East to Kangaroo Ground

2 Wheel Brake Rally 13/12/2020

RACV 1 & 2 Cylinder Rally next March in Cobram

TAVCCA 1 & 2 National Rally next April in Charleville

Brush Rally next April in Cowra

RACV Four & More in April 2021, Geelong

Stuart McCorkelle B40 rally 30/4 – 2/5 on Phillip Island

Pre-1905 Ballarat in May 2021

RACV Mid Winter Rally - Rosebud in July 2021

RACV Veteran Vehicle National Rally - Swan Hill in October 2021

National Veteran Motorcycle Rally in October 2021

Callum advised the Events Committee Meeting is this Thursday at 8pm.

7. Library & Archives Report – Daryl advised we are buying the latest Michael Edwards De Dion book.

8. Wanted, For Sale or Swap –

8.1 James McInnes has a Buick Model 10 Engine for sale and Buick Chain Drive hubs.

8.2 Ben Alcock is looking for AX Renault hub caps (of any style).

8.3 David Boyd is after a T Model Sump Cap.

9. Items of General Business – Robert Couper recommended Fuel Doctor from Supercheap for saving fuel in cars that have been sitting for a while.

10. Next Meeting: 8.00 pm on Tuesday, 8 December 2020

11. Meeting Closure 8.44pm

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

ABN: 61 276 214 581

PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY

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Andrew McDougall

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

Geoff Payne and Jim McCaffrey

SUBCOMMITTEE: SOCIAL MEDIA AND NEXT GENERATION

Ben Alcock, James Dunshea and Callum Walsh

REGISTRAR & PERMIT

APPLICATIONS & RENEWALS

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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

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.



Find us on
Facebook

2020 RM Sotheby's London to Brighton Veteran Car Run

Like so many other events this year, the London to Brighton was a victim of Covid-19 restrictions and thus ended the Run's continuous annual occurrence since 1947. Instead, the rally organisers encouraged the participants to perform their own runs within the allowable restrictions of wherever they reside around the world and to document their trip in both photos and videos to share virtually on the Run's online platforms. This included a short video of Chris and Jenny Sorenson's 1903 Grout steam car from Queensland, which won "People's Choice" at the 2011 event.

The photos below show the three Vauxhalls that were entered for the London to Brighton run. It was to be the first time all three surviving Vauxhalls in the UK had entered together. They instead had a virtual run of about 45 miles around the Hitchin area.

You can see all the photos and videos shared on the Run's Facebook and YouTube pages at the following links:

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

<https://www.youtube.com/user/veterancarruntv/videos>





Mick Turner's 1914 Twombly at the Bendigo group's annual rally (Photo by Brendan Walsh)



Simon Anderson's 1916 Indian at the Geelong group's annual rally (Photo by Callum Walsh)