

February 2021



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

CONTENTS

President's Message.....	4
Editorial.....	5
January Breakfast Run.....	6
Valē – Russell White.....	7
Righting a Wrong – a 1915 Model K BSA.....	8
Letter To The Editor.....	9
Cyclecar Corner.....	10
“T” Ford Time.....	11
1912 Daimler CC Bus.....	12
Trip Report: The Homecoming (Part 1).....	14
VCCA (Vic.) 100 Year Badge – Revised Provisions.....	20
Responses to Chris Duncan article.....	20
How to repair an old speedo (Part 2).....	21
Private Classifieds.....	22
Comings Goings and Restoration News.....	26
My Personal Thoughts About Russ White - A Sad Going.....	27
Learnings From A Mis-Spent Youth.....	26
Events.....	29

Flashback



The photo was taken on an Annual Rally. I don't know which year, can anybody help out? It is a big four cylinder Renault, with plenty of brass.

Can anyone identify the car and year? Who owned it? and where is it now? 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

10-12hp smaller car, the latter in chassis form. Clearly this is the same in appearance of the MFB car. The text accompanying that article is as follows (in part). “..... Two fine Tarrant cars were also shown...The 10-12hp three cylinder Tarrant is the firm's latest model.....”

Refer photo below; the 10-12 hp model, three cylinder car is shown on the right in chassis form.



We are keen to discover more on this matter and invite and welcome input from anyone.

Graeme Jarrett



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

Front Cover

This is a 10-12hp Tarrant motor car owned and run by the Metropolitan Fire Brigades Board, Melbourne. The MFB Museum describes this car as a “Clement Talbert” (sic) – which it clearly is not. It carries Victorian registration number 1613 (issued in 1910 to the MFB). Unfortunately the Victorian registration records do not identify the make of car. This photo was taken outside the MFB No 1 Fire Station, Eastern Hill, (Victoria Parade) East Melbourne. This building, still standing, is the current site of the MFB Museum display.

The identity of the vehicle has eluded me for many years, and I expect others too have been unaware of its true DNA. I had an idea it might be an early Swift but abandoned that when told by a well-read non-member, who wishes to remain anonymous, told me that it truly is a Tarrant. The radiator is not typical of any seen previously on the known Tarrant cars.

In a September (1907) issue of “PUNCH” magazine there is an article on the vehicle exhibits at the Royal Melbourne Show. In particular, Tarrant Motors had a display of cars on offer, these included De Dion Bouton, Mercedes and Argyll. Two Tarrant motor cars were also shown, and one was Harley Tarrant's own competition vehicle and the other one a three cylinder

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

9 February 2021	February Natter Night (Note: Show & Tell has been postponed to a date TBA) 6:30pm BBQ Welcome Dinner [if restrictions allow] 8pm Start - ZOOM Meeting ID: 815 4743 5467
17 February 2021	Library Day - Clubrooms Contact: Daryl Meek 0407 881288
20 February 2021	Breakfast Run Contact: James Dunshea 0457 609 999

Major Events

25-28 March 2021 NOTE CHANGE OF DATE	RACV 1&2 Cylinder Rally - Cobram Contact: Callum Walsh
23 - 25 April 2021	RACV Four & More Rally - Geelong Contact: Callum Walsh
15 - 16 May 2021	RACV Pre-1905 Pioneers Run - Ballarat 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	National Highwheeler Rally - Mount Gambier SA Contact: Noel and Sue Holbrook (03) 5561 2954 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

President's Message

By Ben Alcock

We have started 2021 in the right direction. We had a very successful January Café breakfast run (report on page 6), a fantastic event, with great interest from the local shoppers. We will continue to do a mix of cafes and parks for breakfast runs going forward and we look forward to having Frank Pound back on board to assist in the running of them. The February run is to Jells Park, Wheelers Hill, and you have the option of dine in, takeaway or BBQ picnic breakfast.

We are also working on bringing the Natter Nights online as we transition back to the club rooms (in a COVID Safe way). We will be resuming Natter Nights in the club rooms from February with indoor and outdoor seating. The planned Show & Tell has been postponed to allow members time to mix and catch-up with each other.

For those with 1&2 cylinder cars, the events are only just starting for you, with our own RACV 1&2 Cylinder rally in Cobram followed closely by the National 1&2 Cylinder rally in Charleville in April beginning a busy year of veteran motoring.

We've been talking about it for a while now, and after lots of hard work our new on-line event entry system is ready to go. The 2021 RACV 1&2 Cylinder Rally (Cobram) will be the first event utilising the new system.

To assist members:

- There will be a "How to" instruction page on the website.
- We will present a live demonstration at the February Natter Night which will also be available on Zoom.
- A 24 hour Help Line, in Australia, will be available.

How the system will work:

Access to the entry form will be via the club website (veterancarclub.org.au). Simply click on Events, select the event you want to enter and read the details. You will then be taken to the order form for that event.

This form is basically a shopping list of items/options and prices for the event. You will select an item, (example Saturday Lunch), adjust the quantity and "Send to Cart". You will repeat for each item required and then click "View Cart" to review and modify/delete items. Payment options will be VISA/ Mastercard, Direct Debit or Cheque.

The system then asks for entrant/driver/rider contact details, vehicle and passenger details including any dietary requirements etc. You will receive an email detailing your selections for your records.

The event Director and Club Treasurer then receive various reports for event admin.

If you have any questions, comments, concerns, or don't have access to the internet please contact Michael Holding, as we are more than happy to help.

Stay well and enjoy this month's reading,

Ben Alcock

President – VCCA (Vic)



Curry Printing is a long established Mornington business who can assist you with all your printing, photocopying and laminating requirements.

We can also print large format plans and posters and can enlarge or reduce ranging from A4 - AO.

We also offer a complete design service.

FOR ALL YOUR
printing requirements

Factory 3, 1 Newington Ave Rosebud West VIC 3940
TELEPHONE **03 5981 1654**
FACSIMILE **03 8678 3253**
EMAIL **info@curryprinting.com.au**
WEB **www.curryprinting.com.au**

BREAKFAST RUN



20 FEBRUARY, 2021

Madeline's at Jells

Jells Park, Waverley Rd, Wheelers Hill, VIC 3150

Arriving from 8:30am

Indoor and outdoor dining with BBQs available

Contact: James Dunshea 0457 609 999



Editorial

By Greg Smith

Welcome to 2021 from the editorial team. Like everyone else we are ever hopeful for a successful and safe year of motoring in our wonderful veteran vehicles.

We trust you enjoyed your 8 page edition of Brass Notes in January, a bit of a change from what has been the norm of past years.

One of the major changes we have made to Brass Notes since we have taken over the reins is the front cover. For a number of years the front cover has featured our own member's vehicles, beautifully presented on our events. We decided to change from this practice for several reasons. Firstly, events were severely limited thus the photo pool was almost non-existent. Secondly, there was a doubling up of vehicles that had previously been shown before, and thirdly, we did not want to appear to be favouring certain members by featuring their vehicles on the coveted front page.

Our new approach is to use a period photo (hopefully with good variety) that features a vehicle with a background story to follow in the subsequent edition. We are attempting to make Brass Notes conducive to as much interactivity as possible. Club members are invited to respond with their knowledge and resources to help tell a much more complete history to illustrate more about the period photo of the vehicle. This could include details on its specifications, the area it used to

travel around, titbits on the owners or passengers, or just information about surviving examples. Really, the list is almost endless.

So far this has been extremely successful, with some excellent input from a number of our members, and this has led to some fascinating articles that have been entertaining and enlightening.

We are looking for feedback on this concept. Do you like the process we are endeavouring to provide, or do you wish for another approach? If you favour the "period photo" there are a couple of issues that need addressing. There could be occasions where a photo from 100 years ago may not be of the quality or standards of today. Is this a major concern, or is it a case of more the content overshadowing any photo imperfections, such as clarity or blemishes? Another issue is the amount of resources we currently have available. We do possess a number of decent photos whereby we can give an accompanying background article, but the number is finite, so we will be asking you, our members for material, if we are to continue down this path.

Please let us know your opinions on this topic and also have a look what you can provide to contribute to one of the Club's best assets, Brass Notes.



VICTORIAN VINTAGE

Custom made wooden spoke wheels

Wooden spoke wheels for all types of makes and models 19"-25 " to suit your steel felloe's and hubs. Sand blasting and painting of felloe's and hubs available.

Restoration, panel and paintwork also available.

Contact Matt on mobile 0409 402 772
or email mattweeks@icloud.com



Brown's
Whitemetal & Mechanical
Service

Andrew Brown
0466 061 002



- White Metal bearings
- Model T Ford
- Mechanical repairs to all Veteran, Vintage & Classic cars



MODEL T & A PARTS

HENRY'S

EARLY V8 ~ HOT ROD



*Supplying Veteran Model T Parts, and other
restoration supplies to early vehicles.*

Our service is only a call away!

Keith and Glenys Eastwood

Web: www.henryspares.com.au

Email: kg@henryspares.com.au

129 Ballanee Rd, Ballan Vic 3342

T: (03) 5368 1088 F: (03) 5368 1007 M: 0402 194 723

January Breakfast Run

By James Dunshea

The first breakfast for 2021 was run at 23 café in Ringwood North, in a group of local shops. We had 11 veteran cars parked on the main road carpark, visible for all passing by to see which caused a lot of interest. 30 members caught up for the first time this year and enjoyed breakfast and coffee in our own section of the cafe. It was great to see so many people out and about and we look forward to seeing you all at Jells Park in February.



Having a good natter while waiting for everyone to arrive



Crowds gathering around the cars - passersby enjoyed the view as they shopped



Provan Cadillac



McDougall T-Model



From the rear, Savory T-Model, Brown T-Model and Stewart Overland



Pearce Hotchkiss (Driven by Alan Long) joined the cars at the Cafe

Valē – Russell White

By Warwick Bayley

Sadly, with the passing of Russ, we have lost someone not only who was a great contributor to the community in so many ways, but who was also a prolific producer and participant in the historic car movement.

Russ was born in Perth, Western Australia, in 1932 and served an apprenticeship in fitting and turning after leaving school. He worked on maintaining commercial equipment until he became a mechanic on a very large merino stud, north of Perth. Here he learnt the no-nonsense fix all approach, often in difficult situations, which established skills and a very strong work ethic, both of which he carried for the rest of his life.

In 1955 a new career path opened up, with his appointment as a maintenance fitter at BP refinery Kwinana, Western Australian. Russ excelled in the role and expanded it to Fire Master and Safety Officer.

In 1963 BP built a new refinery at Crib Point, Victoria and Russ was appointed as the Fire and Safety Officer. He and the family then moved to Somerville, Victoria, to take up the new role. He became a very active member of the volunteer fire movement and was Captain of the Somerville Brigade for many years. During these years he was sent by BP to Canada to help establish work practices. He also received a bravery award at Victorian Parliament House after saving a life during a ship mishap, which had occurred at Crib Point.

Russ always had a passion for machinery and when the refinery closed, when he was aged 53, he effectively retired to his now well established and equipped workshop at home. He then started producing an endless output of products, and as time passed, the emphasis shifted onto motor cars. Russ had an inexhaustible supply of energy and skill, and so the cars just kept rolling out.

In later years Russ concentrated more on the veteran era cars, before his love affair with the high wheeler began. After acquiring the McIntyre high wheeler and rebuilding it, he participated in many rallies, including the Esperance rally in Western Australia, where he proudly displayed his car to his relatives who had remained out West. Russ continued participating in rallies until well into his eighties, receiving awards for both the vehicle and his stoic perseverance. Fortunately his son Trevor has taken over the vehicle and is keen to continue his Father's legacy. Russ's wife, Val, was the wonderful provider of many morning and afternoon teas, nearly always featuring her trade-mark slices. Val now resides in Mornington and recalls with great pleasure Russ's many achievements.

Russ's shed meetings, particularly on Friday nights, were not to be missed, and many of the world's problems were solved during robust discussions.

Russ can be well satisfied with his life achievements, particularly his family and many friends, and knowing that his contribution to the motor car world has achieved legendary status.



Righting a Wrong – a 1915 Model K BSA

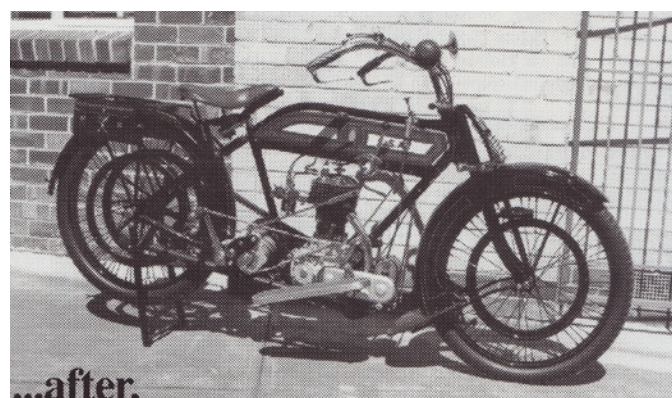
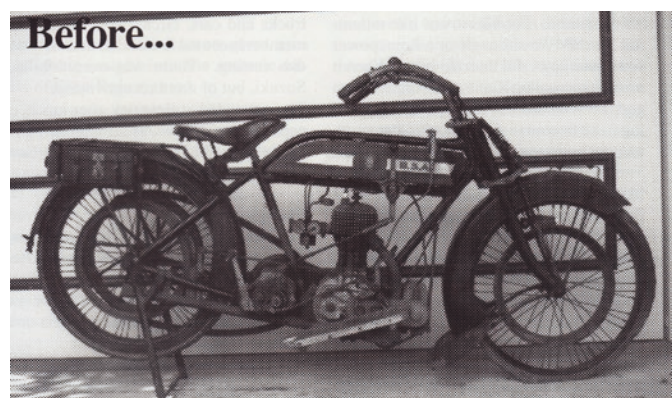
By Daryl Meek & Fiona Lane

Dedicated to the memory of Kim Coillet and Cliff Ward

In December 1995, an article appeared in the national magazine of the Ulysses Club "Riding On". It was titled "The 1915, 557cc BSA". The article detailed the early history of this motorcycle, its subsequent discovery and consequent restoration. Its owner at the time was Veteran Car Club member Cliff Ward, who was then living in Sydney, and it was Cliff who had carried out the meticulous restoration, being described as "the right man for the job".

The Story

The article, by Graham Clifford, included a before and after photograph of the bike and described how the bike's original owner, a coal miner by the name of Harold Lavange (sic), had purchased the machine in 1915 to ride to work.



Shortly thereafter, Harold signed up to serve his country and after being posted to France, like so many others, did not return. It was Harold's brother who saved the BSA, collecting it from his deceased brother's estate and taking it back to keep in storage in Newcastle.

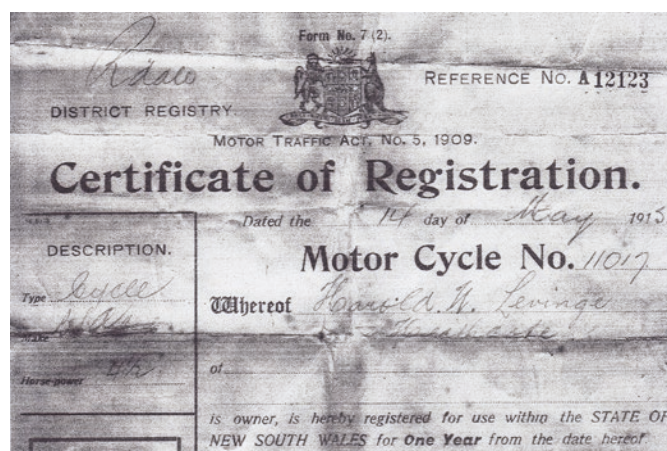
Well, that's the story! While the bike's recovery, restoration and subsequent ownership are not in dispute, little of the story of Harold turns out to be true, and so it is time to right a wrong (or two).

When ownership of the BSA passed from Cliff to Kim Coillet in 2017, it was Kim's curiosity and interest, and a desire to establish the provenance of the BSA, that led to the truth being discovered. Kim's reaction was typical Kim - "Holy Moley!".

The Facts

Walter Harold Levinge (not Lavange) was born in NSW in 1886 in the district of Argyle, near Goulburn, and was the eldest of seven children. He was always known as Lal by his family. His father, Walter, worked on the NSW Railways as a Stationmaster. This work required the large family to relocate quite often, moving throughout the state, from Dapto to Oatley to Beecroft and finally to Heathcote by 1906.

In 1906, Lal was twenty years old and followed in his father's footsteps, commencing his life-long employment with NSW Railways, first working as a cleaner at Eveleigh Station. In 1908 Lal transferred to



Hamilton to take up a position as a Fireman before moving to Waterfall Station. By 1913, Lal had returned to Heathcote and was living with one of his sisters, about a 7km bicycle ride from Waterfall.



In 1915, Lal was promoted to Driver, still based out of Waterfall. This promotion enabled him to purchase the BSA. The Certificate of Registration for Lal's bike is dated May 14, 1915 and shows the bike as NSW registration number 11017. The same day he obtained his Rider's Licence, number 14179. His licence describes him as being 28 years old, 5' 7¼" in height with brown hair, brown eyes and a dark complexion.

Lal never actually enlisted during the Great War. In fact, he would have had difficulty doing so due to his protected occupation as an engine driver. His younger brother Clinton, however, did enlist joining the AIF in 1916. Clinton served in France and returned from the war in 1919.

In 1918, Lal married Isabella Bryant (Dollie) at the Presbyterian Church in Newcastle, eventually setting up home in the Newcastle suburb of Mayfield where they remained for the rest of their married lives. They cared for Dollie's father until his death in the mid-1920s, celebrated their Silver Wedding Anniversary in 1943 and in 1945, after almost forty years of service with NSW Railways, Lal Levinge, one-time BSA motorcycle rider, retired.

Lal died in August 1958 and did not leave a will. Following his death Dollie moved in with her only brother, Samuel, and died fourteen months after Lal. As Lal and Dollie did not have children, the entire estate was left to Samuel, including the brick cottage they had lived in. The inventory attached to Dollie's will states NIL "Motor Cars, Vehicles etc".

Which begs the question – where on earth did the original story come from? Another enthusiast, Ray Corlett, had recovered the bike previously and sold it to Cliff in the mid-80s. It is likely that the story had already gained some momentum but lacked any confirmation. Perhaps Lal would have been somewhat amused as to his premature death in France. Mark Twain's quote "the report of my death was an exaggeration" springs to mind.

As Kim went on to say "It is a bit disappointing that the 'story of France' is not true. On the other hand, it is good to know that Lal was not a casualty of the war after all and neither was his brother". Now there is a good story.



Editor's note: In the August of Brass Notes, this BSA was erroneously noted as being entry 104 in the 1970 Australian Bicentenary Rally. The bike concerned was, in fact, a similar motorcycle owned by Neville Hutton and ridden on the event by C. J. Cross. Is anyone able to advise the current whereabouts of that bike?



INSTRUMENT REPAIRS

Veteran Vintage Classic

Speedo, Tacho, Clock,
Temp, Oil, Amps, Fuel

Brendan Walsh 0418-103739

114 Hayes St, Shepparton 3630

vvcinstruments@gmail.com



VVC INSTRUMENTS



CLOCK'IT

PRECISION MADE, SUPERIOR QUALITY CABINETS

Scott Staples

T 03 9720 6580

F 03 9720 9152

M 0419 710 039

E scott@clockit.com.au

Please visit our web site

Makers of Custom Cabinets
Domestic, Commercial, Industrial

All Cabinets Designed and made
to your Specifications

www.clockit.com.au

LETTER TO THE EDITOR

Hi Greg and team,

Congratulations on another great edition of Brass Notes – the editorial was a highlight.

I'm an editor in my day job, so may I please politely suggest a slight improvement to the journal to align it with modern practice as we move to a more online format.

Two columns work well for printed copies, because the line length is short, and it's easy to jump to the start of the next line while reading. However, for online copies, which are read through the 'small opening' of a computer screen, readers have to scroll up and down to read every page (down to the bottom of the first column then up the top of the second column then down the second column). This fatigues readers and sometimes causes confusion as they catch glimpses of the text in the second column and take them out of context because they haven't seen what the bottom of the first has said yet. In short, online printed media is best when readers can scroll down in one continuous flow.

Something to consider perhaps – I enjoy reading Brass Notes each month either way.

*Cheers,
Steve Campbell-Wright*

Cyclecar Corner

By Graeme Jarrett

INTRODUCTION

In the 1970's my late father-in-law, Bob Gardiner, owned a Marlborough Cyclecar (Light car, really) and ran a series of pieces on them in the newsletter on Cyclecars called "Cyclecar Corner". I plan to continue that tradition on a regular basis.

The Cyclecar and Light Car have almost become the new best friends amongst early car enthusiasts. I wish to provide snippets of this transport, on a regular basis, in Brass Notes – editorial approval dependant.

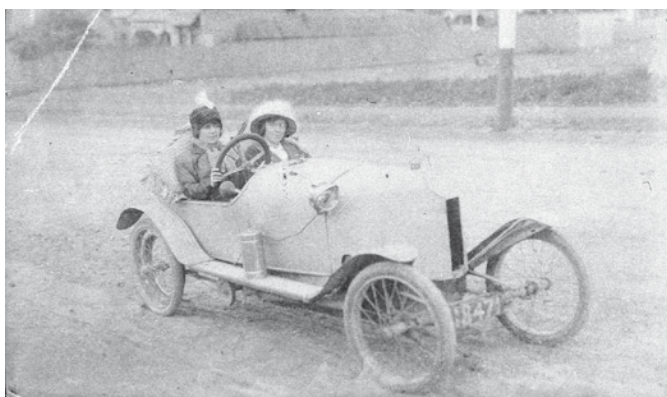
The true era of the Cyclecar was, historically, a mere bump on the motoring landscape. In reality this was in the 1910-1915 period. The Great War (WW1), 1914-1918 drew a close to this unique motoring phenomenon. Certainly the minimalist motoring footprint continued into the vintage era but with much less excitement than prior to WW1.

Australia is fortunate to have a very wide number of motoring marques and the Cyclecar is well represented here. A few of the surviving Cyclecars here are lone examples in the world – shown here.

SOME CYCLECARS THAT CAME TO AUSTRALIA IN THE EARLY YEARS



This is a Victor Cyclecar that was present in Victoria in the veteran era. These were UK made and were powered by the indestructible JAP engine. Nothing further is known of this particular car, at present.



To my surprise more than a few pre-war GN Cyclecars came to Australia; this particular car is circa 1912 (with modified bonnet and air intake). This one was thought to be from Sydney.



This a Morgan of 1912 and was registered in Melbourne by its owner Mr. England of Malvern. A survivor.



This Merlin Cyclecar is a survivor and came to Geelong in the early years. It is powered by a Vee-twin Precision engine – a three speed and one reverse gear (final drive by chain). The canvas body is inexpensive and utilitarian but perhaps not long lasting. A survivor – now with wicker body.



The Humberette is the universal Cyclecar; unfortunately this one, in Warragul, failed on the road and required help to proceed. This car may or may not be one of the survivors extant here in Victoria.



This is a home-made Cyclecar from Melbourne, the Beach. The owner embarked upon a trip to Sydney and reached the destination successfully – after trials and tribulations along the way, as one would expect over such a distance.



My 1912 Little Midlands (LM) Cyclecar has lived all of its life here in Melbourne. A survivor.

“T” Ford Time

By Graeme Jarrett

The Ford model T was, and still is, the universal car. It certainly was the vehicle that bought so many to motoring for the first time.

There are very many shots of the T Ford in the early days, we thought to bring some of them to these pages on a regular basis.

So many of these come from archives and particularly the State Library of Victoria (SLV) and so many others. We thank them for their generosity in making these available in good quality high resolution digital files - on line. Thank you.

THE SINGLE SEATER

The single seater was a popular choice for those with no extended family – or business use. This car has a rather unusual body style not often seen on a Ford model T – at least new to me. The scuttle is very distinct in shape and expect it is a local body – perhaps 1913 model. The location and owner here is unknown.

Another single seater with a more standard conventional body. This one appears to be a 1915 model. The side lamps are quite unusual; they are an early design by Herm Riemann – acetylene self-generating type. The details of ownership and location are currently unknown to me.



1912 Daimler CC Bus

By Daryl Meek



The cover of December Brass Notes featured an image of a Daimler Model CC Bus from the Melbourne Motor Omnibus Company taken from an original photographic print from my collection. A number of responses were received and these have been incorporated in the following short article. Many thanks to Steve Campbell-Wright, Steve Edwards and, in particular, Malcolm Nixon, whose restoration of one of these buses is a credit to his enthusiasm and persistence.

The Melbourne Motor Omnibus Co. Ltd.

Prior to the Great War, the limitations of Melbourne's fixed public transport system of rail and tram was becoming more apparent with the expansion of the suburban city.

In early 1912, a company registered as the Melbourne Motor Omnibus Co. was created for the purpose of introducing motor buses into Melbourne. The business was originally established as a private company in order to prove its viability prior to issuing public shares, the driving force being Mr. H. W. Harrison.

Initially vehicles were to be imported for exhaustive local testing. The expectation was that these vehicles would be available for £1250 each and be capable of an average speed of up to 18 miles per hour under full load.

Melbourne Motor Omnibus Co. Ltd.

CAPITAL: £100,000 of 200,000 Shares of 10s., to be fully paid up.

OFFICES—Ludstone Chambers, 352 Collins Street, Melbourne.
GARAGE AND WORKSHOPS—Ablion Street, East Brunswick.

The Melbourne Motor Omnibus Company Limited is the only Registered Company in Melbourne, devoting itself to Motor Bus Passenger Traffic exclusively, which has a number of Buses actually running, and earning revenue, increasing as more Buses are put on to the roads. The Buses are of the latest London type, silent, fast, comfortable and convenient. The Buses are built locally. The Melbourne Motor Omnibus Company Limited is a vigorous going concern. Its Buses are actually running, and further, there are coming forward. The Company has been in operation for a number of months. Every week the returns increase, and will do so, as no other Company can hope to cope successfully with the advancing summer trade as this Company can do. The Company is now keeping pace with the growth of business. Evidence is abundant that increased travelling facilities mean increased passenger receipts. The Manager of the Company is Mr. Massey Burnside, M.I.A.E., A.M.I.M.E., the leading expert in Motor Omnibus work.

The above information is given for the information of Shareholders and the public generally.

A limited number of Shares are still available, and will be allotted according to priority of application, on the following terms and conditions:—2/- on application, 1/- on allotment, balance in calls not exceeding 1/- per month until 10/- is paid, when Shares will be fully paid up.

The Directors of the Company are—
J. W. C. DOWNS, J.P. (Chairman). H. W. HARRISON.
R. W. KENNEDY. H. J. CARTER.
Councillor F. T. HICKFORD, M.A., LL.B.
Auditor—E. G. C. TEELE, F.I.A.V., F.C.P.A.

Applications for Shares on the approved form may be made to any Registered Broker, or to the Secretary of the Melbourne Motor Omnibus Company Limited.

F. LESLIE BRUFORD,
Ludstone Chambers, 352 Collins Street, Melbourne.

By the end of July 1912, the Melbourne Motor Omnibus Co. Pty. Ltd. had ordered a Daimler CC Bus which arrived in Melbourne in November that year. It was to be imported as a complete vehicle, with the idea being that future buses would be imported in cab-chassis configuration and fitted with bodies from local coach builders.

The Daimler was powered by a 40 h.p. Daimler-Knight sleeve valve engine coupled to a "silent chain" driving a worm type differential.

The experiment was a success. On Christmas Eve 1912, the Argus reported that the Daimler double decker bus that was plying its trade between East Brunswick and Swanston Streets "glided swiftly and silently along the city streets". By early 1913 patronage was good and the board of directors had expressed their satisfaction with both the Daimler bus and the financial position of the company. Consequently, a second Daimler CC Bus was ordered.

By mid-1913 the success of the venture prompted the decision to float the Melbourne Motor Omnibus Co. Pty. Ltd. as a public company. New routes had been opened and Mr. F. Massey Burnside was appointed as General Manager after previously representing the Daimler Company in Melbourne. An application for shares appeared in the "Age" on Monday, 13 October 1913.



In November that year it was documented that the company employed more than 100 people and that 18 bus bodies had been completed by local contractors, one of which was Jas. Flood and Co.

By July 1914, there were 20 buses in service with 5 more to become available shortly. The fleet included Daimler, Tilling Stevens, Ford and Siddeley Deasy. As far as Daimlers were concerned, there were five Model CC - numbers CC-271, CC-275, CC-400, CC-521 and CC-585 plus 2 Daimler Char-A-Banc.

On 5 November 1914, it was reported that the Sunshine Motor Company, who were the national distributors of

Daimler commercial vehicles, had 22 Daimler bus and truck chassis sold. However, even before some could be sent to Australia from England, war was declared. Production from the Daimler factory were subsequently commandeered by the British Government for the duration of the Great War.

Despite this meaning that the Melbourne Motor Omnibus Company could not increase its fleet to adequately meet the increased demand for services, the number of passengers carried for the year ended 30 June 1914 was 3,141,000 over a total of 459,345 miles.

In December 1914 the Melbourne Motor Omnibus Co. Ltd. merged with Motor Bus Services to become the Melbourne General Motor Omnibus Company.

1912 Daimler CC Bus



There are some restorers with a different set of proportions to those of us who tend focus on the rejuvenation of veteran motor cars and motorcycles.

What else can you say about a person who decides to restore a 1912 Daimler double-decker bus that was acquired in a somewhat dilapidated condition and suffering from catastrophic engine failure? Enter Malcolm Nixon.

Malcolm is the Managing Director of Nixon's Engineering based in Wagga Wagga who, in 2011, took on a project of mammoth proportions after purchasing the remains of the abovementioned vehicle. What followed was a six year project that has resulted in the refurbishment of a unique piece of Australia motoring history.

The following is a short summary of the experience as explained by Malcolm in point form. Technical details are also included at the end of the summary.

- Model CC-271 Daimler, Chassis CC-9, was built in July 1912 and shipped to Australia as an acquisition of the newly formed Melbourne Motor Omnibus Company.
- Power is from a 4-cylinder Daimler-Knight sleeve valve motor of 40 h.p. with a 110mm bore.
- Chassis is fitch plate with two steel plates riveted each side of the main timber.

- It is understood the unit was shipped to Australia in chassis form, with the body manufactured in Australia late 1912.

- The Melbourne Motor Omnibus Company CC model Daimlers remained in service until the 1920s, after which they were sold off.

- At some point, CC-271 was purchased by Vickers Frost, a Wangaratta farmer. Vickers removed the bus body and fitted a flat tray to transport bee hives.

- The Daimler gave good service for many years until catastrophe struck when a conrod snapped, creating a hole through the motor's aluminium crankcase.

- The Daimler was pushed to a shed and left in a significant state of disrepair for many years.

- Over the years, enthusiasts inspected the remains, all deciding the task was too imposing, until Malcolm Nixon purchased the Daimler in late 2011.

- Malcolm's company, Nixon's Engineering, of Wagga Wagga, NSW, have rebuilt and restored the majority of the vehicle's components.

- One of the largest challenges was been the remanufacture of the radiator. 400 brass tubes of 5/16" diameter were purchased from the US, with Nixon's apprentices undertaking the extensive soldering required as well as manufacturing a new bottom tank.

- The hole in the aluminium crankcase was rewelded, crankshaft reground and four new conrods and pistons remanufactured. Nixon's Engineering manufactured the new engine sleeves.

- The 1912 Daimler CC was registered and on the road by the end of 2016.

- This is one of two Daimler CC Buses to survive. The other is in the UK and incomplete.

Specifications

Year of Build	1912
Model	Daimler CC-271 Double Decker Bus
Chassis Number	CC-9
Chassis	Timber with hot-riveted steel fitch plates
Motor	Daimler-Knight 4 cylinder sleeve valve 30hp (Daimler claim 40hp) 110mm bore x 150mm stroke
Ignition	Bosch D4 magneto
Clutch	Cone type
Fuel Consumption	9 miles to gallon
Gearbox	Daimler 3-speed silent chain drive

The chain runs through an oil bath enclosed in an aluminium case

Differential	Daimler worm drive with axles splined to wheel hub flanges
Brakes	Internal expanding on the rear wheels
Tyres	Solid rubber, Single 34" x 4" on front and Dual 36" x 9" on rear
Body	London "B" type double decker

Other Notes: Daimler CC-271, chassis CC-9, was the 9th chassis to be built by Daimler 582 CC Daimlers were manufactured 1912-1914 (CC-1 to CC-582)

They were superseded by CD models (CD-583 to CD-799)

Please refer to pages 31 and 32 for images of Malcolm Nixon's Daimler Bus.

Trip Report: The Homecoming (Part 1)

By Catherine Strutt

Catherine Strutt & Chris Duncan, 1911 FN2400

As new members to the Victorian Veteran Car Club, it's likely to be not that well known that my husband Chris and I do a fair amount of solo adventuring in our 1911 FN (Fabrique Nationale) type 2400. We are fortunate in the fact that we are in a unique position to be able to do this. Chris is a retired mechanic of forty years with plenty of experience in successfully fixing veteran cars and due to his skills and capabilities, we are able to confidently travel around solo in our veteran car to, at times, quite remote places out in the bush or the outback. It's because of the remoteness of our travels that I deliberately learnt to start and drive the FN years ago because when there is just the two of us in the remote scrub and something happens to either of us, we both need to have the skills to be able to get us to help. It's an issue of safety. Aside from this, I just love driving veteran cars and I was never going to be purely sitting in the passenger seat powdering my nose when we first acquired our FNs.

Usually our adventure coincides with the annual Veteran Vehicle Rally as we always drive our car to the event taking three weeks to travel to the rally, participate in the rally and then the final week to drive home. We consistently choose the long route, travelling back roads and gravel roads through the bush instead of dangerous main roads and highways. We get along at about 60kph, cover about 300km per day, and at around four o'clock each day we pull into a quiet campsite, flick off the engine, set up camp and enjoy a drink and some chips and dinner before the night creeps in and we retire for the day.

Well thanks to COVID, we all missed out on the fun of this year's National Rally adventure so instead, Chris and I decided we would go on our own solo rally in the same week we should've been driving around Swan Hill.

We set ourselves a mission of discovery and we had a week to accomplish it.



When our car, chassis #99 left the FN factory in Liège, Belgium in June 1911, it came via London where it was bodied, to the NSW stock and station agents, Dalgety and Co. The car was then delivered to the new owner, Mr Edwin S. Davison, the manager of a wheat station on a large property of 6000 acres named "Eubindal". We knew of the property only by name and by a painting that had been created showing the old house and the FN parked proudly alongside it. In reality, the car had never returned to the property in its restored life and the painting (by Christine Mifsud) was a very clever merging of two images, one of the car and one of the house.



So where was this mysterious property? It had been a question we'd asked since acquiring the car. We decided to take a week away in the car and set out to find it...and take the FN back to its home for the first time in nearly 100 years.

We knew that the property was somewhere down near Yass, NSW, and further research revealed that it was "via Binalong", 35kms NW of Yass. That's about five hours travel on the highway in a modern car. As we live in Newcastle NSW, this was a location that we could get to and back from in a week so with the FN packed to the back seat, tent and extra fuel strapped to the running boards, we left home on a sunny, perfect veteran motoring day and headed up and out of the steep Bylong Valley and along the ridge to Rylestone where nearing the end of the day, pulled into the local showground for a comfort stop and a look at a map. We had been driving all day and the sun was getting low. As everyone who drives a veteran car knows, the moment you stop, the car is an instant attraction to the inquisitive, and within moments a local bloke named Barry had arrived beside us in his old ute, radio blaring, and started a friendly conversation about the car and what we were up to. We were aiming to get to the small historic and fascinating gold mining town of Sofala for the night and camp on the creek which we had enjoyed twice before in the FN, but we were losing the daylight and we still had 60 kilometres of steep hills and slow progress before we could stop. Our new friend, Barry, said "nah don't worry 'bout goin' any further? Just pull up here!"

Seen it happen plenty of times before..and if ya lucky you'll see the platypus in the creek. I just live up over the hill there. Tell 'em Barry said it was ok if anyone asks you" So we did, and apart from the toilets being locked from dusk 'til dawn, it was a perfect first campsite of our trip. We even saw the platypus.



Free camping with the local platypus at Rylestone.

The next morning we packed up and Chris cranked the FN but it refused to fire. The morning was crystal clear but the grass was loaded with water from moisture in the air overnight. The car refusing to proceed on just day two was not a positive start to the rest of our trip. Chris checked all the usual things, spark, compression, fuel, cleared the cups on the bottom of the carburettor for condensation, wiped the magneto over for any moisture and cranked it over again and the old dear roared to life and then sat there chicka, chicka, chicka, chicka, waiting to proceed. That night the maggy would be enjoying a blanket of newspaper, fine weather or not, Chris decided.

Back on the road we putted along with the hood down enjoying the stunning clear weather and warm sun. The landscape was incredibly green and very scenic with bright yellow canola crops colourfully complementing purple rolling hills of Patterson's Curse. There was hardly another car on the road as we rolled down and crawled up the steep hills around the small towns and villages of Ilford and Sofala and finally down into the sprawling frenetic streets of Bathurst where we fuelled up, collected some lunch and promptly got out of there. On the outskirts of Bathurst we turned onto Trunkey Road. It was one of the most enjoyable driving roads of the whole week as we twisted and meandered through green super fertile looking farming land, occasionally rising to the tops of hills with fantastic clear, panoramic views. After a very beautiful and satisfying day of driving we rolled into the interesting 1850's gold mining village of Tuena. We stopped across the road from the 150 year old timber pub to check out where we should stay. A figure in the dark doorway of the pub eyed us from a safe distance, the unusual, agricultural sound of the FN had dragged him away from the bar.

I checked my Wikicamps app on my phone. A review of the campsite on the app said that the gravel road in was "steep getting in and out". It was nothing for the FN so we paid our five dollars for the night, found a grassy corner by the creek and set up camp. Our fellow campers and caravanners were a friendly bunch and in time, most of them had walked by our camp to look at the car, take photos and to have a chat. They had seen us carefully roll down the eroded gravel driveway when we arrived, and the antique car was probably the last thing they were expecting to see turn up on their patch.



Making camp at Tuena.

The next morning we were rewarded with another perfectly clear and sunny day. Again the ground was saturated with water but we were gradually getting smarter. The night before, we parked the car over a bald patch in the grass and Chris wrapped the magneto in newspaper so this morning the FN cranked to life no problem. We loaded up the car and resumed our journey south, motoring through more rolling green, purple and yellow hills. We turned west before the small town of Crookwell and continued on through the rolling hills, passing through Rugby and then finally stopping at Boorowa. We had now arrived in the area where our research to find the FN's original property was coming into play. It was only early afternoon. Our plan was to stay at this town tonight, and the next day would be the day we hoped we would find the property. So with time to kill, and great weather, we decided to carry on down to Binalong to make enquiries at the local ag store or post office as to where exactly "Eubindal" is located, and what is the name of the current owners, if in fact the property still even existed.

There's really only one quiet narrow road between Boorowa and Binalong; "Hughstonia Road". It's mostly a farmers' road bordered by paddocks of crops and grazing animals. It occurred to us that surely if the property was addressed as "Eubindal, via Binalong" in all reality, the property could be along this very road. So feeling pretty excited, and with the image of Christine Mifsud's artwork in our minds, we steered the

FN onto Hughstonia Road and putted along it carefully examining every farm shed, gate post sign, house, and driveway searching for any hints of a "Eubindal".

"There it is!...oh nah it's not", "What about that?!" "Nope.." "Oh yep over there..! Oh no, the angle's wrong". This went on for a few kilometres as we tried to guess the various properties that teased us as we passed them. Then, if only the FN could talk, it would've revealed to us that it had plodded along this road hundreds of times, because as we came to a gradual rise in the road, we scanned the landscape to the left and there it was, sitting stately and confidently on top of the hill. The property was undeniably Eubindal. Even from a distance we recognised the shape and structure of the building. It was just how it looked in the artwork with the big grand verandahs and ornate timber work on the posts. We continued up the rise of the hill and pulled up to the gate of the large beautiful property. A big round metal letterbox supporting a painted sign announced, "EUBINDAL". We had found it.



At the gate to Eubindal

There was a mobile number on a sign on the fence so we tapped in the numbers and rang. Fortunately, the owner, Jim, was home and we were more than welcome to come on down to the house. So we nosed the FN into its old driveway and rolled down the long gravel wheel tracks, history repeating itself. It was both bizarre and exciting. We were greeted by a man with a jolly face and a friendly welcome who invited us kindly into the large and grand old sandstone block house. Although Jim wasn't overly interested in the car, he appreciated the history of it in relation to his property, and was very obliging to our wishes to take some photos of the car back at its home and to look around the property. We enjoyed a cup of tea while he told us what he knew of the history of the property and the first owners of the house and FN. It was an extremely satisfying and interesting visit and it was our mission of the week officially accomplished. The car had finally returned to its original property after nearly 100 years.

Elated, we left the property and carried on to Binalong anyway. There was now no need to, but we had some daylight left and the villages were all close in distance. It was a quiet little village with seemingly no one around. We wandered around looking at the old buildings and admiring the history of the place before we started up the FN and drove back to Boorowa where we would

camp for the night. It was difficult to ignore the fact that about a hundred years ago, this very car would've been driving around these streets going to the post office, the dance at the hall or the pub on the corner before driving the road back home.



The (1911) FN back home at the (1906) property of Eubindal.



The FN's original garage.

The village of Boorowa, famous for its Irish Woolfest, is small enough that we didn't have many options for camping. So we found the local caravan park and set up camp on a lush grassy area away from most of the other inhabitants. It was one of those small caravan parks where all of the caravans looked very permanent, covered in algae with old chairs and antennas littering the space around the van. Two old blokes drinking beer, van neighbours, watched us as we moved past them in the car. We had a celebratory drink, made our dinner and turned in for the night.



Waiting for the station owner. The FN at Bookham Station, the original home of its identical twin, chassis #296.

The next day, day four, we had planned to find the Eubindal property however, we were now a day in front. So we spent the day motoring around the small villages and discovering the property of Bookham Station, where our other FN2400 originally came from. Interestingly the two FNs were on stations near each other in their youth and eventually they ended up on a third station property together, one cut down to be used as a farm ute and the other (the Eubindal FN) was kept as a spares car before both finally coming to Newcastle. But that's another story!

After exhausting all we could do to discover the history of the two FNs, we decided to take it a bit easy and finish the day's travel earlier, so we headed the short distance down into Burrinjuck Dam recreation area where we would camp for the night. The weather had become very warm and storms and wet weather were predicted for the next three days. We paid our camp fee, bought an iceblock and rolled down the narrow roads of the park and down a further road that took us to a more quiet area, away from the cabins and caravans. It was beautiful and the whole place was literally deserted which is the way it stayed. We had the whole site complete with banks of showers and toilets to ourselves along with a fully equipped camp kitchen with two fridges. What a luxury, a fridge! We unpacked the car and were erecting the tent when from nowhere a nosy kangaroo arrived right at our tent door. Then half a dozen King Parrots squawked and dive bombed us, landing on the tent and the hood of the FN. They became our constant companions for our entire stay.



FN loving King Parrot

Beer cooling in the fridge, we went and jumped in the cool waters of the dam as dark rolling thunder clouds rolled in around us and eventually dumped their load, drowning us and the kangaroo. It was a great camp site and one we will go back to.

It was a wet start to day five. The FN was dry under its thick PVC tarp even after it had rained down hard overnight. We moved over to the shelter of the camp kitchen shed to pack up and have breakfast and we were once again dive bombed and closely observed by a large gang of King Parrots on the scrounge for Weetbix. The two local roos quietly appeared in the shed beside us to sit in their wet fur looking patiently at us with their big brown eyes and doglike faces. They enjoyed their Weetbix too. The rain eased and finally stopped and we took advantage of the break in the weather to pack up, leave the peaceful camp and get moving along the road again.

Reaching the top of the mountain range surrounding Burrinjuck Dam after crawling up the scenic winding road in first and second gear (a great way to loosen up the grease in the gearbox after sitting cool all night) we motored along comfortably through the farming plains and undulating hillsides back tracking our travels from the day before in order to avoid having to use the fast paced M31 freeway. The FN was humming along nicely. We discovered a quiet road on the map that looked like it was going to be a perfect bypass around the freeway and Yass. In reality, it was a fire track through the eucalypt bush with not more than a couple of rough wheel tracks through the long grass. Lovely! So off we rolled. Unfortunately after the third rocky creek crossing and tight turn we aborted the attempt and turned the car around and returned to the sealed road that we travelled on earlier in the week. It's a very capable and strong car, the 2400 model of FN, and even though we have taken this car over almost all kinds of terrain and landscape, descents and ascents, we are always respectful that it is still an antique vehicle and therefore has limitations, and requires much sympathetic driving, as with all veteran vehicles.



Our picture perfect idyllic campsite at Burrinjuck Dam (and Chris cleaning the diff oil off the wheel ha ha)



Inquisitive kangaroo and dive bombing King Parrot.



One creek crossing too much!



The beautiful drive between Boorowa and Crookwell, just before things got nasty.

Escaping, we're sure, from an imminent veteran car catastrophe, we turned back onto the bitumen and began the more sedate driving experience of the Lachlan Valley Way retracing our journey from the middle of the week for the next 178 kilometres. Starting from near Yass we putted along through more crops of bright yellow canola and farming land to Boorowa where we stopped for some lunch in a quiet, secluded grassy park under a big old shady tree. "Great", we thought, "we're hidden". But we were wrong. No sooner had we stopped and flicked off the engine, we had time to get out and pour a cuppa before a massive Winnebago accompanied by a smaller car came heading for us and stopped no less than two metres from the back of the FN. All the doors opened and out piled the excited contents and we were suddenly surrounded by half a dozen grey nomads asking their questions loudly and all at once. They had spotted us driving through the town and then followed us until we stopped. All the usual things happened that everyone here who owns a veteran car has experienced before: questions of what is it, where's it from, how old, what's that, how fast, how much, can I blow the horn, etc. before happily satisfied, they all piled back into their vehicles and had a quiet lunch. Then so did we.

Moving on after lunch, we enjoyed the next bunch of roads and villages just quietly putting along and very much enjoying the perfectly lush green scenery and then after Crookwell with the predicted nasty change in the weather the dark clouds started closing in above us outside of Taralga and things got a little interesting!

As we moved nearer and tantalisingly nearer to the dry safety of Taralga, it became very evident that we were just not going to make it. Our route was going to take us right under the developing storm and it was becoming very obvious that we were about to get properly drowned. Thunder rumbled all around and an occasional strike of lightning lit up the dark clouds. We slowed and pulled over to dress in our wet weather gear. We checked the leather straps were tight on



This looks like veteran motoring fun..

the erected hood and that the canvas tonneau cover protecting everything behind the front seat tub back to the back seat was fastened and closed and then climbed back into the warmth of the car and steered out onto the bitumen and into the oncoming storm.

On the outskirts of the small village of Taralga the air turned quiet and warm, an indication that the storm was about to unleash. We no sooner entered the village when massive splats of rain peppered the hood, windscreen and bonnet of the car. It got heavier and heavier and desperately we rolled around the streets trying to find a solid structure to shelter under. But it was another quiet village with not a lot of choice of public structures large enough to house an FN so we continued to drive with purpose up and down the streets while I frantically read the Wikicamps map to guide us to our campsite for the night. There were no motels and it was too late in the day to safely make

it to the next town so camping was our only option. The rain was really coming down in sheets and the accompanying wind had turned the afternoon very cold. We were by now wet from our hips up, the leather of the front seat, floor of the cabin and dash all shining with water from the rain blowing in and under the hood. It was near impossible to see out the windscreen. Finally we found the front gate to the local showground where we knew we could camp, and desperately we rolled in down the driveway and just steered off the road onto the grass and stopped the car under the relative safety of a bank of old pine trees, the type that are ubiquitous to old showgrounds. We were extremely relieved to find shelter under these because at that moment the storm got serious and showered us with 8-10mm hail stones. There was hail all over the hood, tonneau cover and running boards. Balls of it collected and built up in every crevice on the car and it laid all around us on the ground and on our hats. Bits and pieces of broken pine tree brought down by the hail blanketed the hood and tiny rivers of water poured off it from every corner. The poor FN looked like a totally drowned rat. We climbed out of the cabin and stood with the car cowering under the old tree in the hail until it eased enough so that Chris could take a run down into the showground to see if there were the sheds that I had seen on the Wikicamps app. If we could find these, we were saved.



Well, miracles do happen, because just a few minutes later Chris returned jubilantly. He'd found an open shed. It was very close, completely dry and it was absolutely perfect. We'd fit the car AND us in our tent under it and there was no one else around to stop us from doing it.

So with it still hailing we jumped back into the car, released the brake, clutch started it back to life and rushed it down the road, out onto a sodden grassy field with grass so high it was up to the running boards and straight into the dry shed. As it turned out, the shed was the Bar for events held at the showground,

and it was just perfect for us and the car, in light of the predicted wet weather. We felt very smug.

It had become very cold in the aftermath of the storm and when a break in the weather arrived, Chris walked the short distance back into town to pay our fee for staying the night while I boiled some water, made a hot coffee and called our great friends and close FN family, Stan and Maggie Bone to report in about our adventure. Normally we are in regular contact with Maggie and Stan, but it has become a nice tradition that when Chris and I travel away in the FN, we are in contact with them every second night or so, just to check in and know that everything's going ok with us and the FN. While still talking to the Bones', Chris arrived back at our tin paradise with a grin ear to ear. He had paid the tiny fee of nine dollars (even though it was advertised as \$16) and had a code to give us access to the new amenities block. He was told by the lovely lady to "just feel free to make use of anything down there that you want to. Use the sheds if you need to".. "Great!" Chris replied, "..because we have!"

We once again had the whole place to ourselves. We were set for the night.



We survived! Paradise in a storm.

We awoke on day six to a blanket of misty damp fog surrounding our shed. There was fine rain falling but nothing as dramatic as had been predicted. It looked possible that we could de-camp and move on to try and get further up the road to home and avoid the next few days of wet weather arriving.

After breakfast we went through our usual routine of packing up the tent and packing the car and preparing the car to move. We were all set to go. The sun had even made a strong, warm appearance so much so that we decided to go "topless" and lowered the hood to allow everything to dry out. With the car packed up and both of us ready to go we rolled the FN out of the shed into the sun to crank it. Chris hauled on the crank handle once, twice, three times. Nothing. Again he tried, round and round and round and still nothing. He got the spark indicator out and attached it to the engine block and magneto to check it had spark. Bang, spark on the first crank. So out came the tools and Chris once again removed the maggy and set it up on a railing to let it sunbake in the dry sun for a while.

To Be Continued...

VCCA (Vic.) 100 Year Badge – Revised Provisions

By Andrew McDougall

November 2020

At the recent AGM for The Association of Veteran Car Clubs Australia (TAVCCA) it was resolved that the rules applying to the issuing of 100 Year Badges to veteran vehicles be modified.

Application for a 100 Year Badge can be made by members for a veteran vehicle, whether it has been formally dated or not. In the past the 100 Year Badge had only been issued to vehicles which had been formally dated and issued with a dating certificate.

Now all veteran vehicles, which are accepted to be used by members on Club events can be issued with a 100 Year Badge.

So as not to diminish the badges previously issued to formally dated vehicles, there will be two forms of inscription on the badge.

For formally dated vehicles, the badge will continue to be issued, as it has been in the past, with the front inscription stating the year of manufacture and the make and model of vehicle. As in the past additional information, such as current owner etc., can be inscribed on the back of the badge.

For vehicles which have not been formally dated the front of the badge will be inscribed with make and model, but with no date of manufacture. As for dated vehicles the reverse of the badge can be inscribed with other information.

The 100 Year Badge application form can be downloaded from the VCCA (Vic.) web site and filled in and submitted as before. However, for vehicles which haven't formally been dated that part of the form should have N/A or the words undated inserted.

Andrew McDougall
Dating Chairman

Responses to Chris Duncan article

Responses to Chris Duncan article re his Carby conundrum.

Chris had two responses, the following from Mike Robinson from the UK, and also one saying basically the same thing from David Couper. Thank you David, and also Mike.

The answer to your query in December Brass Notes regarding fuel bypassing the float is compressed air. When you assembled the carb, air was trapped in the float chamber.

Letting fuel in resulted in the air being compressed and effectively added weight to the float so that it sank further into the fuel. This resulted in flooding. The effect is the same as having too heavy a float for the specific gravity of the fuel.

Insure your classic and save with RACV

RACV has specialised comprehensive insurance for your extra-special veteran, vintage or classic car. Plus, take out two or more RACV Insurance policies and you'll save 10% off each*.

Visit racv.com.au or call 1800 646 605

RACV

RACV Veteran, Vintage and Classic Vehicle Insurance is issued by Insurance Manufacturers of Australia Pty Ltd ABN 93 004 208 084 AFS Licence No. 227678. Please consider the Product Disclosure Statement before buying. For a copy call 13 RACV (13 7228). *On existing policies, discount takes effect at next renewal. Excludes Travel, Business and Farm Insurance products.

How to repair an old speedo (Part 2)

By Trevor Westlake

**How to repair an old speedo
Or hold your breath and dive into the deep end!**

Part two (finally)



Well just as well the job itself did not as long as the article but there have been a few things that have happened to slow up the works!

I left you at the stage of a speedo body marked up for machining, and clamped for a good reason. Right, into the lathe mounted on a turned timber mandrel and clamped into place. Now I held my breath and machined/parted of the rear section of the body, seeing the remnants of the body fall away.

No turning back NOW!



Next remove the dent on the crown of the back and prepare to solder.

Now this is when things start to move forward. The cracks are now welded up well, clean up ready for polishing.

At this point as stated in part one I will explain why I used a silver older not soft solder (50/50 or 60/40), plumber's silver solder (stick form) or brazing rod.

With soft solder you WILL ALWAYS see the joint, but less.

Silver solder, stick or brazing rod would take too much heat, more than what the body could take. Brazing would just about polish out completely and silver solder will blend when polished.

I used a liquid silver solder. Still having good strength but it flows at a much lower temperature!

Now you see the final images of the completed job.

I also repainted one of the small odometer dials, the red lettered dial.

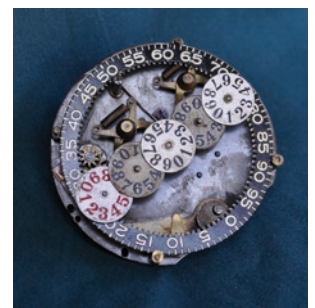
This dial had been produced by acid etching but not the rest.



At this point I took another look at the glass! After a few very careful tests it was decided to have a new glass made as well as turning up a new bezel ring.

“Did the speedo work?”, I hear you ask... Well the needle does give a wave.

“Accurate?”, that remains to be seen



If you have any questions, then drop me a line. Trevor.
creations1681@gmail.com

Private Classifieds

FOR SALE

I have available:

- Alldays and Onions parts
- 4 cylinder Enfield engine
- roadster back
- Martini Truck rolling chassis.

Refer to photos.

Offers invited.

CONTACT:

Col Klein (Queensland)

M: 0447291927



WANTED

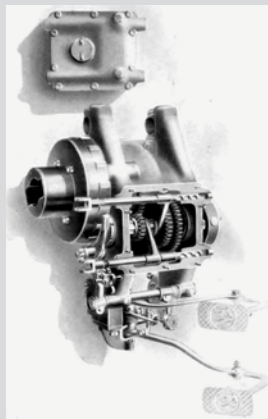
Fabrique Nationale (FN) car or motorcycle parts. Especially a gearbox as pictured.

CONTACT: Andrew Brand.

E:

andrew_brand@mail.com

M: 0414 219 250



WANTED

Breeze carburettor parts to suit Hupmobile model 20, looking for the Air valve assembly and mixture screw.

Looking for a single cylinder car project, prefer something that is mostly mechanically complete.

Thank you

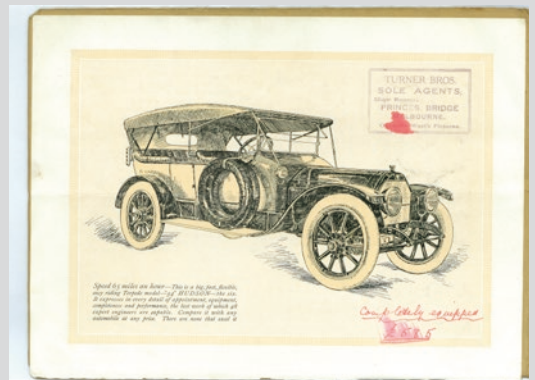
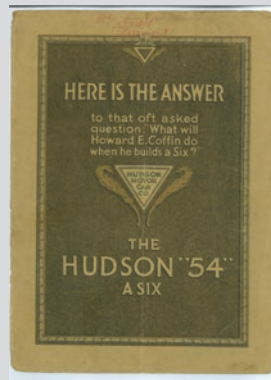
CONTACT: Simon Anderson Ph: 0414482241
ando_84@hotmail.com

WANTED

Information on a "Mr. Knight" – "Clairmout"

This original brochure was purchased at auction in the 1970's at the Melbourne Showgrounds. (see hand written name and location).

My father always assumed the location on this brochure was for a farm or of a station property. I believe the name is "Mr. Knight – Clairmout".



The agent listed as selling these vehicles were "Turner Brothers" – Princes Bridge, Melbourne. The original car, a model 6-54 which started dad's obsession was located at Kilmore in the late 1960's, with the remains of another car found in Sth. Australia.

The information that I am requiring is the location of "Clairmout" if this is the correct spelling, and if Mr. Knight resided there, and indeed owned a 1913 Hudson.

CONTACT: Shane Edwards

E: Shanee36@yahoo.com

M: 0400 973 066

FOR SALE

1914 Briton 14/16hp 2 seater, 4 cylinder, 2.6 litre.

This car has been in our family for 65 years, having been acquired by my father in 1954 and used by him on numerous veteran rallies. It has a wonderful patina and has been much loved and enjoyed. It cruises comfortably for a veteran of its type and era. Of the 600 Briton cars (all models) made before the demise of the marque in 1920, only 12 remain worldwide - 4 of which are in Australia. Probably the only chance to acquire a very rare veteran of this make. It is capable of distance runs and is sure to delight. The car has an electric starter motor.

PRICE: \$60,000 ONO

CONTACT: Alan Ironside Ph: 0488-763-613



FOR SALE

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



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



Pair of unmarked squat side lamps \$550.



Renault body plate \$100



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

CONTACT: Brian Hussey

M: 0418561910

E: brihus@bigpond.com



WANTED

Lucas King of the Road Horn Spigot mount, to complete the restoration of a Lucas Horn

CONTACT:
Greg Smith

M: 0447 395233



WANTED

Stepney Wheel to suit tyre size 760 X 90. 22 inch Rim.

CONTACT: Brian Love Ph. 0417176666
luvscars@hotmail.net.au

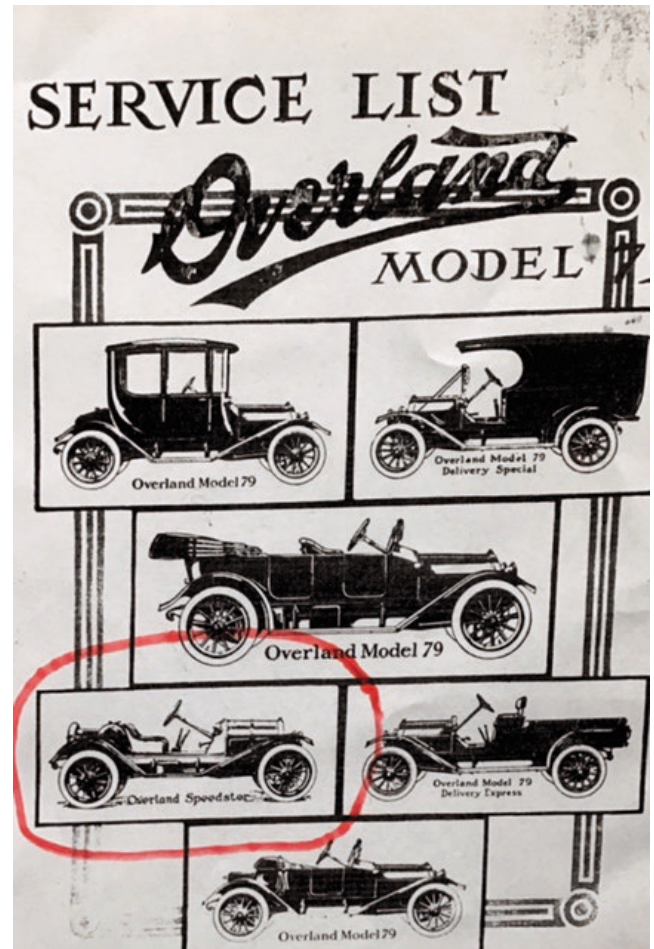
FOR SALE

1914 Overland speedster model 79 (the first Overland year with self starter).

Full weather protection plus tonneau. Price includes spare magneto professionally restored but never used. Spare carburettor likewise professionally restored but not used. Vehicle restored by the late Reg Harris from Toledo works drawings.

\$38,500

CONTACT: David Inglis Ph. 9878 0496



WANTED

Zenith Carburetor:-

Wanted 36mm or 32mm bore Zenith Carburetor as per photo.

This particular carburetor has a hot air butterfly attachment on the side via two bolts/ screws. The model markings on the float chamber side will be H5A or H6A.

CONTACT: Shane Edwards

E: Shanee36@yahoo.com

M: 0400 973 066



WANTED

Windscreen or parts thereof as per diagram or similar. This is a split windscreen with a 5/8" anchor post that attaches to the body of the vehicle. These windscreens were manufactured either by "Rands" or "Detroit".

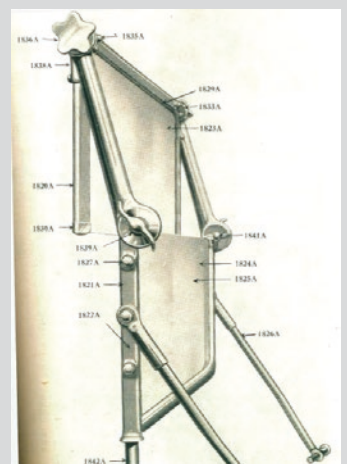
The parts I require are the top upper castings, side stays and corner brackets.

Any parts for this windscreen will help with restoration.

CONTACT: Shane Edwards

E: Shanee36@yahoo.com

M: 0400 973 066



FOR SALE

Terry Parker has compiled a comprehensive book on Straker Squire.

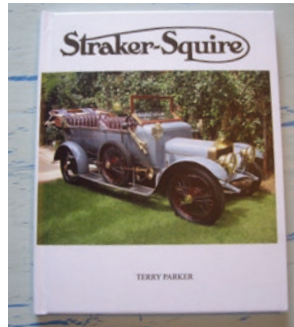
Straker Squire built cars from 1907 when engineer Roy Fedden joined the company, until its collapse in 1926. Because of Straker's long established heavy engineering capacity, producing heavy transport vehicles, the building of cars was easily done, and they were successful from the start. The recently opened Brooklands circuit was the proving ground.

The 78 page book summarises each of the 12 known survivors with photos, two of which Terry restored from bare chassis.

The book is about to be printed and if you are interested please contact Terry.

CONTACT: Terry Parker

E: tgparker@bigpond.net.au



For Sale

1914 2 cylinder 6hp Swift Cycle car.

The engine has recently been rebuilt, new leather upholstery and repainted.

This car has been in the family since 1970 and the car is in Western Australia.

Price: \$33,000 ONO

CONTACT: Frank Selley

M: 0407 445 194



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



Comings Goings and Restoration News

By Greg Smith

With the Christmas-New Year period being a busy family time, I have not heard a lot of news of what has occurred around the State. What I have heard though is fascinating.

With the sad passing of Hughie Tranter, I believe his beloved Hotchkiss fire engine is heading to the Melbourne Fire Museum, where it will join a couple more Hotchkiss fire engines that used to be in our club and now reside there. This could be idea for a day run for the Club in the future



Warwick Bayley is all set for a test drive of his Chenard Walcker. It is now a complete rolling chassis and ready to run with a temporary seat. Warwick says he just needs to pluck up the courage. The body is still undergoing construction and polishing as it is to be an aluminium body.



Graeme Fossey has sold his 1909 Star roadster. It has been purchased by new member Hein Otten. Hein was our gracious host on the Bendigo group Annual Rally. He also owns the magnificent 1901 Otten motorcycle, which was built by his great-grandfather in Holland. It is great Hein is joining our Club. At the time of our visit on the Annual Rally, Hein was intending to purchase a

1913 Ford T from Adelaide but due to border closures was unable to collect it. When the border did open, he made the trip but decided not to purchase it. He is very happy with the new purchase of the Star. Welcome to the Club Hein and Veronica. Graeme now has the Tweenie as his only veteran car after parting with both of his Stars.



I mentioned Barry Smith in the December column. He recently had Bruce Walker down to do pin striping on the freshly painted De Dion Bouton. He would not allow me to display a photo of the car as it was on stands. We are allowed to show you how wonderful the car now looks. It is all ready to go for the Cobram rally, with necessary mechanical and cosmetic changes now done. The nicely concealed starter motor will save any more broken bones that occurred when Barry and Ros first got the car. I really look forward to seeing the De Dion Bouton in the flesh to see the wonderful job Barry has done in its transformation.



Nick Gibbs advertised a 1913 Hotchkiss type AD fairly complete rolling chassis in the August edition of Brass Notes. The Hotchkiss has found a new home in Ballarat. I saw it the other day, and it is a wonderful genuine Hotchkiss fire engine, still with red paint, PTO for the pump. This is a sleeping giant, with its 6 litres of power.

David "T" Lang has his beloved Model T Ford home, and is delighted with all the work Ray Smith performed on it. David has continued the tinkering and now describes it as almost "new" again.

We all like a challenge, but there are a couple of AX Renaults undergoing some serious restoration in a bold attempt to meet a deadline of the National 1&2 cylinder rally. Our president, his father and James Dunshea are all combining to beaver away to try and fulfil this challenge. We will all be following Ben, Jeff and James efforts and hope that all progresses well so they make it to Chareville.



A very nice 1908 Renault 14/20 tourer is presently on Prewar cars website, and is located in the Warrnambool area. It is owned by one of our members, and presents very nicely. It would be nice to see it sold locally and out on some of our events.

My Personal Thoughts About Russ White - A Sad Going

By Greg Smith

Russ was always extremely generous to me, both with his time and friendship. This may have been through our affinity with motor-buggies, or just because this was the type of bloke he was.

I remember fondly back in 2004 when I was restoring the 1904 Maldon motorcycle in readiness for the Sydney to Melbourne run of 2005. I needed to have a brake made for the Maldon. As an aside, the Minerva manual of 1904 states on page 24, "To Stop – switch off current; the explosions will instantly cease, and the compression of gas within the motor will act as a natural brake, causing the machine to slow down." In other words if you want to stop a 1904 Minerva motorcycle just turn it off. They were not fitted with a brake. I contacted Barry Forryan and he said his Minerva motorcycle was down at Russ White's, so contact him. I rang Russ, and he said "I will make you one identical to Barry's." No ifs or buts or that will be a problem, so within a couple of weeks the brake mechanism was complete and ready to pick up and fit. This was a fairly difficult fabrication exercise that Russell undertook. I tried to pay for this, but Russ would not accept anything, saying the payment would be, seeing me ride such a contraption from Sydney to Melbourne. Such was Russell's generosity to see another vehicle on the road and being used.

Russ seemed to have a nickname for everybody, mine was "young Smithy". He also never liked anything that didn't work, and he had an expression of "if I can't fix it, it can't be fixed". With this in mind we were on the National Veteran Rally in Hamilton in 2002. The Forryans very kindly lent Russ and Val the 1909 NAG for the rally. Russ was enjoying the experience of the NAG but the huge boa constrictor serpent horn was sounding like a "cat with a bad cold". Russ could not cope with this, so he somehow commandeered "young Smithy" to perform an enema of the aforementioned serpent horn. From poking coat hanger wire up the snake's orifice, to pouring hot water down the snake's rectum, Russ was on a mission. The end result was, the sound was unchanged, so the diagnoses

from Russ was, simply stated, "it can't be fixed".

I have many great memories of a man that did so much for veteran motoring in Victoria. I would probably be understating, that at least 50 vehicles would have been through Russell's workshop to get restoration work in one shape or another. Thank you and now rest in peace Russ.



Learnings From A Mis-Spent Youth

By Michael Holding

(The first of a series of tips, hints and tricks developed, plagiarised or stolen over years of hobby car fettling)

Ever needed a compressed air hose while on a rally?
A blocked fuel line perhaps; a dirty filter or maybe just needing to blow down and dry out some electrical component?

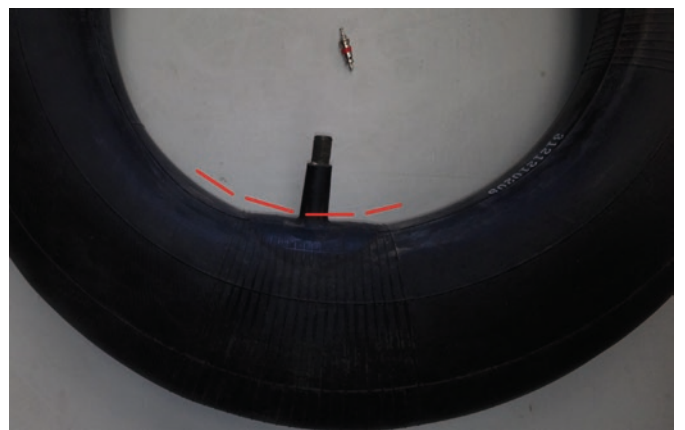
Here is a little device worth creating from an old inner tube before your next rally.

Procedure:

1. Remove the Schrader valve of an old unserviceable inner tube
2. Cut off the valve stem at the base (along the red line)
3. Grind a 45o chamfer at the rubber end
4. Store it in your rally toolbox and wait for the need to arise.

Once the need arises:

1. Insert the valve stem into a tyre air pump nozzle at a local service station and use the air line as a blowdown gun



Ian Berg kindly sent this photo as a follow up of the front cover from the August edition of Brass Notes, which featured an Argyll and an Overland. Subsequent correspondence from David Chantrell (Veteran Car Club S.A.) has traced the number plates of the Argyll (plate no. 1488) to Dr. James Riddell, Port Augusta, and the Overland (plate no. 2916) to John Donald Taggart, Port Augusta.

This new photograph shows a Vauxhall A Type with the Argyll and Overland. No information is available on the Vauxhall owner at this stage. Any help would be gratefully received.

We thank Museums Victoria for the image.

Events

RACV 1&2 CYLINDER RALLY COBRAM

Thursday 25th - Sunday 28th March 2021

EVENT SUMMARY/ITINERARY

Thursday – a short shakedown run in the afternoon to test the results of your COVID tinkering.

Friday – a circa 120km (full length) run to Berrigan for a picnic lunch and coming home via Tocumwal. There will be a short route option in each direction for those in slower moving vehicles. The picnic lunch allows for flexibility in the planning in case of NSW border issues. An alternative picnic location within Victoria is prepared as plan B. A lunch pack prepared by the RACV Resort is available through the entry form. The alternatives are BYO picnic or purchase something on the main street, there's a bakery and a small hot food takeaway. Dinner will be a BBQ held at the RACV Resort, with some outdoor dining so not to exceed the expected density limits of their dining room.

Saturday – a brief display at a COVID-safe local community market in the morning before heading to Numurkah for lunch. On the way back to Cobram, we have been invited to view a private collection of motorcycles, which range from veteran to modern classic, along with other vehicles of interest including a WWI tank! To coordinate this within the COVID restrictions, please register your intention to visit this collection as part of your entry. Approximately 90km will be covered for the day. The Rally dinner will be held at the Barooga Sporties that evening. A bus is offered to transfer you to and from dinner. Again, please register for this as part of your entry.

Sunday - a circa 50km round trip in the morning to Cactus Country for morning tea before returning to the RACV Resort at lunch time to allow you the afternoon to travel home. Entry into the Cactus garden is included with morning tea.

As you can appreciate, the above is subject to change based on any changes in restrictions, however I'm remaining optimistic that we'll be able to enjoy a fantastic weekend away!

NOTES

Our aim for this event is to keep it simple, enjoy driving and riding our veterans, and to safely socialise with fellow veteran enthusiasts whom we haven't been able to rally with for the past 12 months.

CONTACT INFORMATION

Callum Walsh

callumwalsh92@gmail.com

Phone: 0447 766 724

ACCOMMODATION

Please note: You will need to book and pay for your own accommodation.

We have secured multiple accommodation options at the RACV Cobram Resort for the weekend. Room rates will vary depending on type of room. Please contact Resort directly on 03 5871 9700 (select option 2), to reserve your accommodation. Please assist by advising that you are booking as part of the Veteran Car Club of Victoria. This will be the Headquarters where we will start each day.

ENTRY & PAYMENT

Enter ONLINE via our website,

www.veterancarclub.org.au

to secure your spot.

If you have any issues, please contact Callum or Michael and Claudia Holding and they will help you out.

RACV 2021 NATIONAL VETERAN VEHICLE RALLY

SWAN HILL

Our recent request for updated Expression of Interest information has un-earthed a minefield.

We are now well over the numbers originally envisaged, and that was well before COVID rules were added to the equation.

The Expression of Interest link is now closed.

The next 4 weeks will be occupied working out how we run a COVID safe national event with these increased numbers.

Our rally web pages have been updated. All the information you need can be found by clicking on the National Rally link on the club website www.veterancarclub.org.au

We are planning to demonstrate the Club's new on-line event entry system at the February Natter Night (and on Zoom). This system will be trialled with the 1&2 at Cobram and will be fully functional for the Swan Hill event.

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

When: 10 October – 16 October 2021

Where: Swan Hill, Victoria

Contacts: Rally Directors Michael & Claudia Holding 0407 008 895

nationalrally@veterancarclub.org.au

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 president@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 (Michael)
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-COMMITTEES

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
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

Greg Smith
e editor@veterancarclub.org.au

LAYOUT EDITOR

Roger Berg
t 0403 727 228
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 reproduced with acknowledgment to the author and 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.

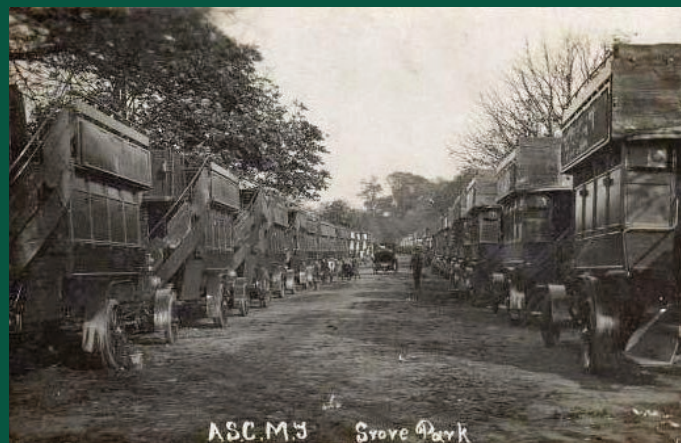
CLUB MEETINGS

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



British government sent 1185 buses overseas to transport troops around Europe in the 1st World War. These included CC Daimler, LGOC, AEC, Albion and some other brands. Of the 1185 sent only 250 returned to the UK.

Photos kindly supplied by Malcolm Nixon



1912 Daimler CC Bus of Malcolm Nixon



Rear of the Daimler Bus