

March 2021



Brass Notes

www.veterancarclub.org.au

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



Dementia Prodest

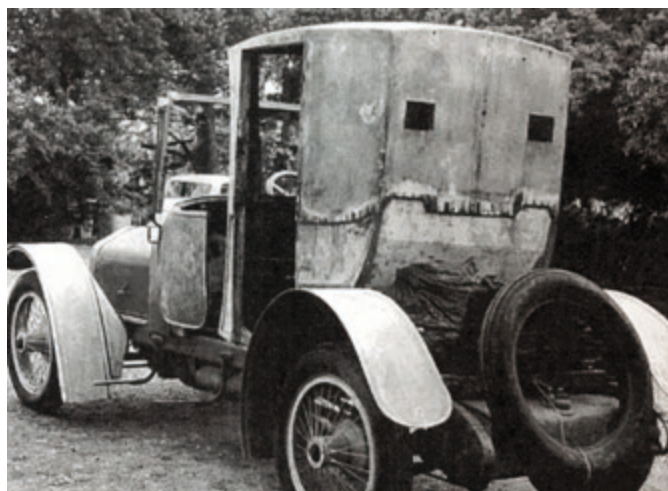
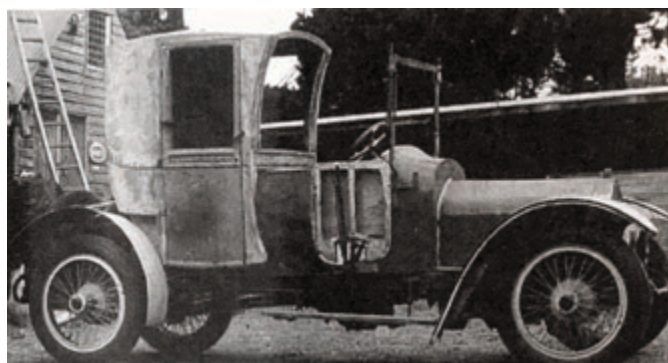
Veteran Car Club of Australia (Victoria) Inc.
Registration Number A0097964Y

Patron: Mr Geoff Cosgriff,
President and Chairman, RACV

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Flashback



This month's FLASHBACK photo looks to be a Wolseley 16/20 under restoration. The images were taken in 2001/2002. Can anyone help out with who owned it? Is the restoration finished? Does anyone know of information on the body? And where is it now? Please respond to the editor.

One of our members, Andrew McDougall, is the great grandson of P. O. Fysh. Andrew has kindly provided this photograph and background information to the editor for publication. It is well worth noting that Andrew's grandfather, the young Gordon Fysh is seated in the front seat of this Napier photograph. Gordon's life-long enthusiasm for motoring drew him to be a founding member of the VCCA, Tasmania.

Thank you also to Kelvin Callahan for the ownership details of vehicles owned by the Fysh family.

More of the early motoring photographs that feature the vehicles of P. O. Fysh will be published in Brass Notes in future editions.

Greg Smith



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

The RACV supports the:

- RACV 1 & 2 Cylinder Rally • RACV Midwinter Rally
- RACV Veteran Car Club Annual Rally
- RACV Four & More Rally
- RACV Pre-1905 Pioneer Run

Front Cover

The Napier appearing on our front cover (damage to original photo) is a 15hp model - a well-regarded marque and model. This particular car was owned by Mr Philip Oakley Fysh of Launceston, Tasmania. He drove the car in various tours and trials there, and was a keen pioneer motoring enthusiast, owning more than a few notable early cars – mostly brands from England in the earliest years. Napier seems to have been one of his favourites – having owned more than a few of these over the years.

He clearly had an appetite for motoring from an early time and owned a number of very noteworthy vehicles at the dawn of motoring. A few of these survive in the hands of enthusiasts. Almost as important, the details and photographs of some these survive, and these will be published in Brass Notes in the foreseeable future.

Coming Events

9 March 2021	March Natter Night - Guest Speaker: Stuart McCorkelle 8pm Start - ZOOM Meeting ID: 862 0108 2846
20 March 2021	Breakfast Run - Brimbank Park, Keilor Contact: Ben Alcock 0404 917 366
2 April 2021	Hot Cross Bun Run - Braeside Park Contact: Ben Alcock / Callum Walsh

Major Events

25 - 28 March 2021	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 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

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.

President's Message

By Ben Alcock

We were up and running, and then we weren't. The new "Covid normal" seems to be a very unpredictable beast and one that we are taking seriously to keep our members and the movement, safe and driving. We enjoyed our first meeting back in the clubrooms for the February Natter Night, which was also streamed via the online Zoom meeting. This is the format that we will continue with and will endeavour to continue to improve. I encourage all of our members to get involved with our meetings, they are a great place to share information and find out things you didn't know you needed to know.

Unfortunately, the current climate has caused another major event, Motorclassica 2021, to be cancelled. We are working through ways to ensure that our RACV 2021 National Veteran Vehicle Rally in Swan Hill can continue to be run, in some format, so that we can all enjoy the hard work that our rally directors have already put in to this event.

Our breakfast runs are still going strong and our February catchup was good, we had a nice turn out of cars including the newly acquired 1908 Delage of Peter McBeth, photos on page 8. Our March run will be held at Brimbank Park on March 20.

In some more good news, Hamish McDonald, Secretary/Treasurer for the Association of Veteran Car Clubs of Australia has been recognised for his hard work and dedication during the Covid pandemic throughout 2020. Below is an excerpt from His Excellency General the Honourable David John Hurley AC DSC (Retd)

"Lind and I, on behalf of all Australian, would like to thank you for your contribution to The Association of Veteran Car Clubs in Australia throughout 2020. This year has brought many challenges. The way we live, work and stay connected has changed. Linda and I are proud to be associated with organisations like The Association of Veteran Car Clubs in Australia. The contribution that the Club and you make in our community is considerable. We would like to thank you for your work, passion and commitment. Yours sincerely, His Excellency General the Honourable David Hurley AC DSC (Retd)"

We would also like to thank Hamish for the work that he does for the veteran car movement and the role he plays in the AVCCA.

Those of you that attended Natter Night in March 2020 will remember the talk that Ian Berg gave us on the life of Jas A. Munro. Ian, a past president and honorary life member of our Club, has spent the last few years researching the successful and interesting life of Jas A Munro and has written a book, *Jas A Munro & Co: The Largest Garage in Melbourne*, and I am delighted to advise that the club will be providing a copy to all members.

Jas A Munro was introduced to Adolph Clément, by his brother Robert who was a business associate of Clément in Paris. Not long after this, Munro acquired his first car, a Bayard.

Here he is pictured in the car c1908, he soon took on the Australian agency for Clement-Bayard motorcars in Australia. We plan on launching this book in May and will advise more details in the coming months.

Stay safe,

Ben Alcock
President – VCCA (Vic)



Editorial

By Greg Smith

Last month saw an almost unprecedented amount of advertisements for Brass Notes. There were plenty of ads for vehicles and parts for sale, and also a large number of adverts wanting items or cars.

This had me thinking and wondering did these people wanting items get any response, and if they did get a response, did it end up culminating in a deal that was satisfactory to both parties.

When you place a wanted advertisement in Brass Notes, you are really asking for help. The people responding to these wanted ads can at times be almost termed "life savers" as often the person requesting help may have been, literally, searching for years to complete a component or a part to go towards the restoration of getting a vehicle back on the road.

I get great satisfaction and gratification if I am able to help someone out in need. I recall years ago Vic Ellis had a major catastrophe with his single cylinder Swift when a gear in the gearbox broke, damaging a number of gears and fractured the casing. To fix this was going to be a huge job, and also a very expensive exercise.

Fortunately I had a spare gearbox from my two cylinder Swift, which uses the same gearbox as the single cylinder version. Vic was able to utilize this gearbox to keep his gorgeous Swift on the road. I was happy to help out in this respect, and the flow on effect has been a great friendship between the two of us. I am sure that, "If the boot was on the other foot", Vic would try to help out as much as was humanly possible.

Let's take the trouble to respond to someone who is asking for help through their wanted advertisement. Your help could be just the item to get another veteran vehicle on the road.

I contacted a few of the people to see what resulted from their wanted adverts. Results really varied, from absolutely not a single response, to others able to broker a deal to meet the owner's needs.

Simon Anderson was one who had a terrific result. He was after a single or twin veteran car, and was able to secure a vehicle from South Australia, and is very excited about the project. (read about this in his article on page 9). I love a happy ending. It is a pity not all are as successful as Simon.

NATTER NIGHT

IN THE CLUB ROOMS
AND ONLINE VIA ZOOM

9th March 2021

8:00pm - Natter Night feat. Stuart McCorkelle, member and engineering pattern maker



heritagepatternmakingservices



BREAKFAST RUN



20 March, 2021

Lumbar & Co

Brimbank Park, 1 Keilor Park Dr, Keilor East VIC 3037

BBQ's and Café breakfast available – 8:30am

Contact: Ben Alcock 0404 917 366



Letter to the Editor

By David Inglis

8th February 2021

Greg Smith Esq.,
Hon. Editor 'Brass Notes'.

Dear Greg,

Re February Flashback. The Renault is my 1908 4-cylinder 90mm bore 120mm stroke. I bought the car from Graham Thorley in October 1958 and I ran it next month in the rally to Sorrento. However the photo is clearly not that rally because club plate No. 142 is visible. Cars in the 1958 rally carried temporary full registration plates 'on loan' for the weekend. So when were club plates first introduced? I still have No. 142 on my blue AX.

I was transferred overseas by my employer immediately after the 1958 rally and did not return permanently until 1966. However I was in Melbourne in 1961. A check of rally entrants in 1961 and post-1965 might provide a clue as to the year. The car next door in the photo might be Ralph Provan's Renault.

I sold the Renault to Germany in the 1990s. No feeling of guilt because I had first advertised it widely in Australia at a reasonable price. The fact that I appear in a 1950's flashback reminds me that I am not getting any younger!

MEMBERSHIP

WELCOME TO NEW MEMBERS

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

- Ivan & Jean Cave of Torquay, 1913 Ford T + 1899 Locomobile (replica)
- Douglas & Vivian Fulford of Mount Hunter NSW, 1911 Clement-Bayard, 1915 Studebaker EC6 tourer + 1915 Studebaker SD4 tourer
- Neil & Maria Heilbrunn of Martinsville NSW, 1911 Vauxhall Type A + 1911 Renault AX



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Tarrant Motor Car - Metropolitan Fire Brigade Vehicle

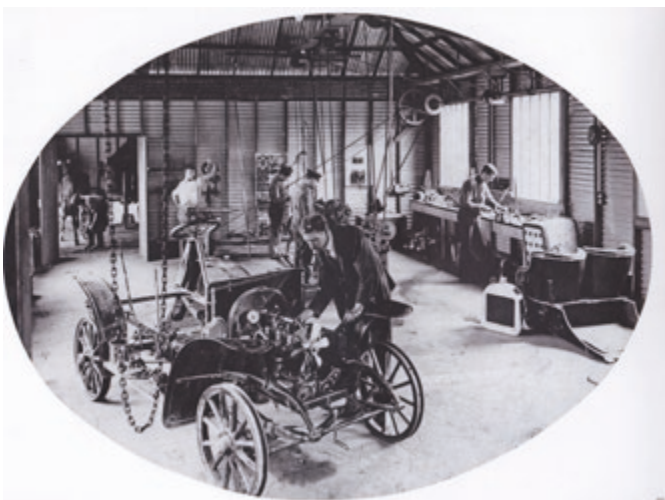
By Graeme Jarrett

Further to the publication last month on the front cover of Brass Notes. For the Tarrant motor car located outside the MFB No 1 fire station in Victoria Parade, East Melbourne the following is provided.

I neglected to mention the known details of that particular photograph. The car carried Victorian registration number **1613**; this was assigned to "The Metropolitan Fire Brigades Board". I expect it was first registered when "**An Act to Regulate the Use of Motor Cars**" was enacted on January 4th 1910. The original photograph is inscribed, "**Chief Officer's car - Turning out to fire calls - No 1 - 1906 - fireman G. Lindsey - Driver - now Third Officer - Headquarters**".

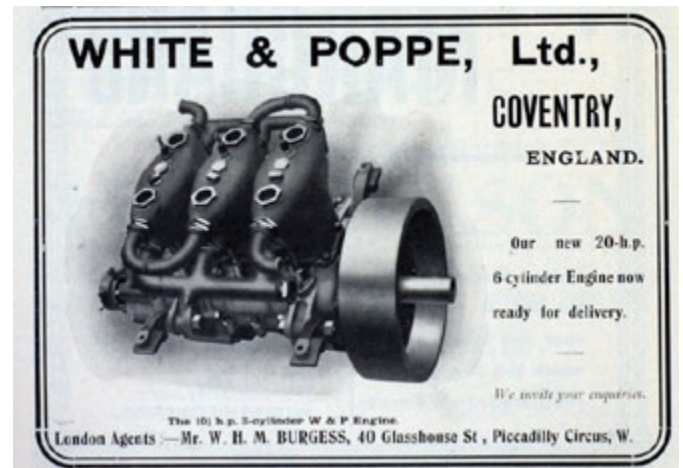
Additional photographs of this vehicle have been made available to us from the Fire Services Museum Victoria via the courtesy of Mr. Ian Munro - whom we wish to thank for the generous contribution.

This particular photograph shows the 10-12hp Tarrant at the scene of a fire - location and occupant unknown. Note the large fire bell on the running board. It would appear that the occupants of the properties have removed furniture to the street to prevent it being burnt in the event of the fire spreading.



This additional photograph shows the MFB 10-12hp Tarrant in the MFB workshops. It is apparently undergoing some refurbishment - with bodywork removed.

It is believed and would appear that this car has a three cylinder engine. This is very similar to that produced by White & Poppe (UK) at that time (1906) - described by W&P as 10.5hp. These were also fitted to numbers of car makers and installed in boats.



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

RACV Pre-1905 Pioneers Run

ENTRIES
OPEN SOON



Ballarat, 15-16 May 2021

The true pioneers of early motoring - a sight to behold.

Come and be a part of the spectacle

Based at the Bell Tower Motor Inn, our pioneer suitable runs will be to Learmonth and Smythesdale.

Contact: Greg Smith - 0447 395 233

WOW, what
a feeling!



Book your accommodation now at the Bell Tower:

Ph: (03) 5334 1600

(Tell them you are with the Veteran Car Club group booking.)

February Breakfast Run - Jells Park, Wheelers Hill

Photos by Ben Alcock



Chris and Fiona Dillon's 1909 Minerva in front of Mark Herbstreit 1912 T-Model.



David Wright's Fiat



David Wright showing the crowd how its done, cranking the 1911 Fiat.



Mark Herbstreit's 1912 T-Model.



Peter McBeth's newly acquired 1908 Delage.



Roger and Margaret Stewart's 1917 Overland.



Impressive front of the Delage.

New Brush Project

By Simon Anderson

I was asked a question do wanted adverts work in the newsletter? The answer is yes. After placing a wanted advertisement for a single cylinder car project I was contacted by a gentleman in Adelaide with a Brush they have owned for over 50 years and he came to a point where he was not going to restore it as there are other projects he wished to accomplish. With this, I've been lucky enough to be able to purchase the Brush project, which will keep me busy for a bit!

Some photos of the project are included here.



Brush partly assembled to gauge what is missing.



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1914 Sunbeam 12/16 Project

By Alex Brown and Simon Bayley

After recently contacting Greg about putting a wanted advert in the Brass Notes, he suggested I should consider providing some background on our project. So here is the story so far...

After several years of searching for a motorable Veteran car suitable for longer tours, Simon and myself recently acquired a very complete and original 1914 Sunbeam 12/16 project. We have had a passing interest in Sunbeam motorcars since attending a Veteran Garage Raid at the home of a NZ Sunbeam enthusiast a number of years back.

Fast forward a few years (and a few more) and I saw the late John Tatham's 1914, 12/16 for sale on justcars.com.au. I made some initial enquiries about the car with John but time passed and we soon learnt I was too late and that the car had been sold to a South Australian Veteran Motoring enthusiast.

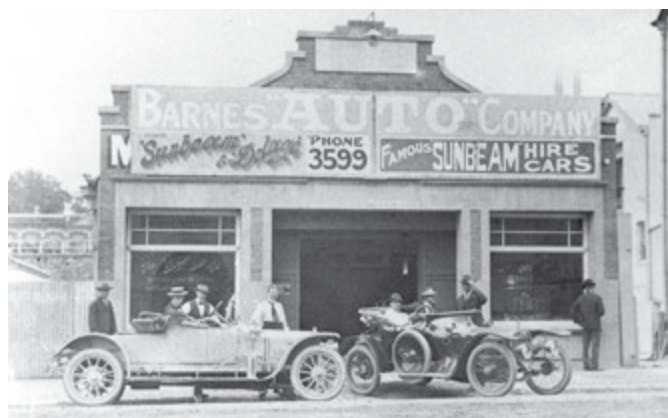
Not long after this we attended our first Veteran Car Club of Victoria rally, being the 2018 Four and More, and were delighted that the affable Terry Mansbridge offered for us to tag along with him in his 12/16 on several occasions. We had a great time on the rally and left pretty much sold on the Sunbeam 12/16, although it was said at the time we might struggle to find one. From there life got a bit hectic as it happens too from time to time and while we kept a close eye on the market we could not find much of interest and had no spare time to consider a project.

Then during the throws of lockdown boredom we decided to follow up a Sunbeam owner we had previously had contact with. Providentially, but completely by mistake, we emailed the wrong contact/email address, that of Sunbeam owner and Rolls Royce enthusiast Mr. Malcolm Johns, and as they say, the rest was history. In short: Yes he did still have his 12/16 and yes it was for sale.



We are still unlocking previous owner history and we are keen to hear from anyone who maybe able to add/correct any information in this regard. The car was extensively rallied from the 1960's through into the 1980s. The history as we understand it is that it may have originally been sold new by the McGhie Motor

Company, formerly the Evers and McGhie Motor Company, agents to Sunbeam, Clement Bayard, Hotchkiss et al of Adelia Street, Brisbane. However, I believe it is more likely that it was sold by Barnes Auto Co. as by March 1914 McGhie Motor Company were in liquidation and Barnes Auto Co. had taken over the Sunbeam and Delage Agencies. Barnes Auto Co also had a fleet of Sunbeams used as Hire Cars.



The Autocar, October 4th, 1913 outlines the specification for the new 1914 12/16 Model and this reads exactly as our car is equipped. In summary these practical improvements included the gear box being set back a further 3 inches, provision for a belt pulley around the universal joint at the front of the propeller-shaft which serves to drive the lighting dynamo, a move to a more conventional fan belt to enable quieter running, a steering pillar support added, larger brakes, adjustable front seat fore and aft, a new easy to operate, all steel framed hood design and a new door latching system designed to reduce chatter and remove the risk of the latch failing.

The first confirmed owner we know of is a W. A. Andrews of Chandler, Brisbane and it was Mr. Andrews from whom the next owners, the Guthrie Family, purchased the car. A member of the Guthrie Family has told us that Mr. Andrews had four Sunbeam Motorcars for sale which had apparently been used as hire cars: two 12/16 models, a 16/20 and a larger and much rarer 25/30. One car was sold to another purchaser and the

Guthrie Family purchased the three remaining cars. Were these four cars part of the Barnes Auto Co. fleet of Sunbeam hire cars?

From the Guthrie Family, ownership then at some later point passed through George Sevenoaks and onto Malcolm Johns of Sydney who started the restoration in 1988. During this time the running chassis had a thorough going over, some body work was attended to and a good start was made on the engine. In November 2020 we became the proud new owners of what can only be described as a Sunbeam jigsaw puzzle without as much as a 'picture on the lid' to go by with box after box of the original nuts, bolts, screws, fittings and body moldings etc. to be homed. In the end it was two sets of cranked rods which turned out to be the most difficult pieces to place. After hours of thinking and mental picturing they ended up being mounted to the rear floor and sides of the wood body frame and are the frame work on which the rear Auster Screen is fitted. If it were not for the original screw holes in the body framing and floor boards we would probably still be puzzling. The car was spread across three locations at the time of our purchasing it. Providentially very little has been lost in spite of it undergoing restoration across multiple locations for over three decades.

The property owner where the running chassis and main frame of the car was stored in Warrawee, NSW had given us one week to remove the car as she was moving house and the car had very clearly outstayed it welcome. The only workable way to move the car in a hurry during lockdown and with the border between New South Wales and Victoria closed was to arrange a commercial enclosed car transporter-the car arrived 3 days after booking the transport.



Then later on in mid-December we were able to collect the remaining body panels, bright work and instrumentation from Malcom's daughter in Paddington, Sydney and then headed to Garth Selig's workshop on the outer fringes of Sydney to collect the engine and a trailer load of other bits and pieces belonging to the car. Sydney traffic on a Friday afternoon is something I am in no hurry to repeat. We have spent a fun filled last couple of months meeting several knowledgeable local Sunbeam 12/16 owners, piecing everything back together finding a home for all the bits and pieces and acquiring a few missing items. Now the real work begins....

See the wanted add on page 25.

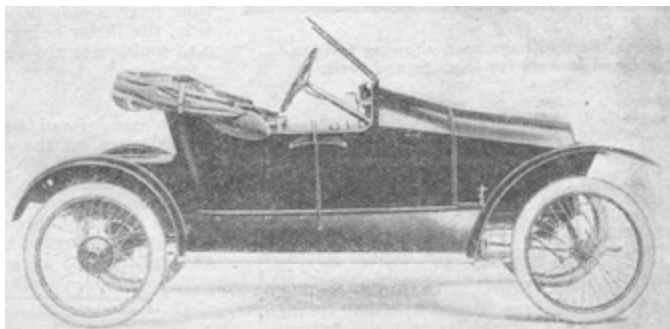
Cyclecar Corner

By Graeme Jarrett

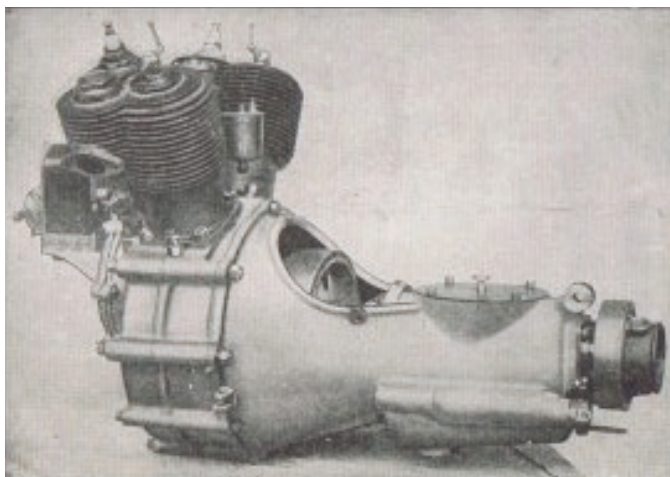
In the 1970's my late father-in-law, Bob Gardiner, ran a series of articles on Cyclecars in the newsletter, "Cyclecar Corner". I plan to continue that tradition on a regular basis.

The Cyclecar, and Light Car has almost become the new 'must have' amongst early car enthusiasts. I wish to provide snippets of this phenomenon, on a regular basis, in Brass Notes.

HUMBERETTE CYCLECAR



The Humberette holds a place of its own in Cyclecar lore. It was likely the most popular, probably most sold and likely enjoys the largest survival rate of all such things. The Bebe Peugeot (1912-16) may just be a contender for such a claim; in reality the latter might better be described as a light car.



In Australia, there are, to my knowledge, eight (8) complete and running (usually) survivors. These are spread across Queensland, South Australia and Victoria. The most number are garaged here in Victoria, currently. There are other collections of parts that are progressing towards completeness for restoration. One or two of the latter of these are known to me, others are not (yet) - probably.

I do not have a firm understanding of how many Humberette Cyclecars arrived here in the early days. The motor registration records for each state are helpful in better understanding arrivals. South Australia is often seen as the place where most Humberettes were sold and that is probably true; certainly the registration records for SA tend to support this.

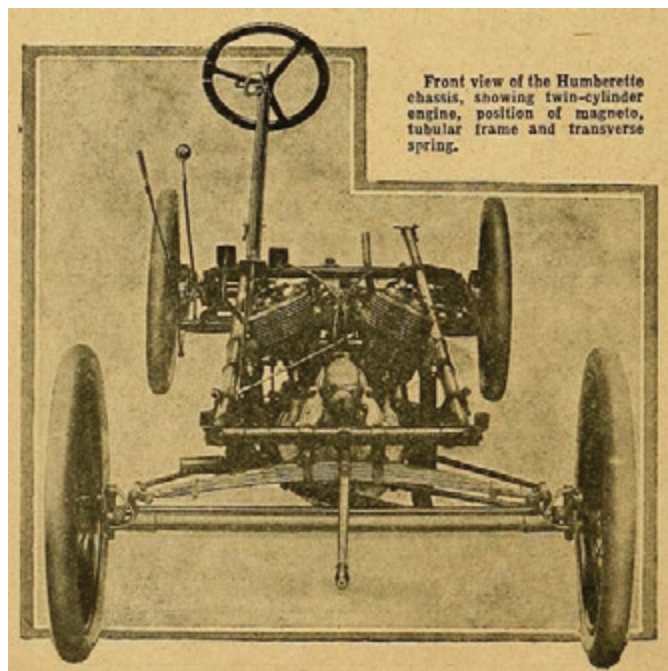
In **NSW**, according to The Holderness Guide, in 1915, there were eight (8) Humberettes registered for the road. I do suspect that of the other one hundred and forty three 'Humbers' some of these would likely have been 8 hp Humberettes.

In **South Australia** there were one hundred and twenty (120) registered for the road there between 1912 and 1922. I believe many of these were registered and appearing more than once, over these years in the hands of various (multiple) owners. Certainly there have been many parts of Humberettes appearing as spares over recent years.

In **Queensland** there appears to have been less than five (5) there, so far as I can determine.

In **Victoria** – number unknown

I have no understanding of other states.



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Napier - From The Past

by the late Russell Stapleton



Photo kindly supplied by Chester McKaige

Ken Hall (New Member in November 2020 – was a long term member back in the 60's when this photo was taken), Theo van Alkemaide (foundation member), Dee Stapleton (wife of owner Russell Stapleton). 15 hp. Napier.

The following is taken from the November 1969 Newsletter written by the then owner of the Napier, the late Russell Stapleton.

....I followed every newsletter clue until January 1959 when a lead from Dr. Peter McMahon (Fafnir) took me to Lilydale to view a pile of Napier bits.

"Pile" is not strictly correct. An old eccentric, the late Reg Mountford, had bought 3 Napier wrecks years before. He had dismantled them to the last nut and bolt (even the magnetos and carburettors were in bits) with the intention of making one good car. He had cleaned off the oil and grease so everything was well and truly rusted. So the bits part is correct but it wasn't a pile – what was not spread around each of the six ramshackle sheds was under the mud outside the milking shed.

I had no hope of checking that there was a complete car but I took his word and bought "sufficient parts to make one car" With the exception of the chassis, these were taken home, over three successive Sundays with temperatures of 103, 106 and 101 degrees, (Fahrenheit) in the boot of the car.

If I had known then what I know now I would have unearthed, from the Public Library, etc., every bit of information possible before starting restoration. All I knew was that Napier was in the top draw quality but I had no idea on how things were laid out or what they looked like. So away I went on a three dimensional jigsaw puzzle which was finished just in time for the car to run as a chassis in the 1959 November Rally.

A friend of mine was in England early that month and I asked her if she would mind calling at the Napier works to see if they had any information. She called on a Saturday morning and in Tuesday's mail I had a handbook, a blueprint of the chassis, and a blueprint of a body – all at no expense to either of us. How much easier it would have been if I had had them from the start. The body blueprint was invaluable later.

This car is now for sale in this newsletter (see page 24) and the body looks right and correct thanks to these blueprints, and Russell's abilities. The other parts collected during this process in 1959 now reside with David Rentch. Refer to the article by David and Murray Murfett on page 14.

Napiers For The 'Colonials'

by David Rentsch & Murray Murfett



London's Piccadilly Circus, 1910

Club member David Rentsch has an abiding philosophy that if you are happy with one collector vehicle, then your degree of happiness increases exponentially with each extra one! While juggling his grazing property near Terang in Victoria's Western District with his engineering passion, David has had no fewer than five vintage French Delages pass through his fully equipped restoration workshop. But he has now 'crossed the channel' and his focus is on collecting and restoring veteran English Napiers. He has a few, and is blissfully happy! David first caught the Napier bug in his teenage years through Hamilton-based collector Alan Fitzgerald, who had a large and impressive 1907, 6 cyl, 60HP model. Another friend of David's, Arthur Lang, an avid collector of many and varied early vehicles, owned a 1908 45 HP model. In anticipation of eventually acquiring one himself, David began buying up Lucas 'King of the Road' lamps and other 'jewellery' from Greg Smith, (who has been a great help to many of us!)

David's first Napier, a 1910 15hp Model 31, was acquired from Club member Jack Brittain which had been rescued from outback Queensland around 50 years ago, where it had been stripped of its brass, had its aluminium vandalised, and was then tipped upside down, to rust from the mudguards upwards. The second, also a 1910, Model 31, was an ex-Bob Coleman, ex-Russell Stapleton vehicle which was a stalled restoration with an interesting back story. (refer to article from 1969 by Russell Stapleton on page 13). The one that David Rentsch acquired from Bob Coleman was to be his focus, and to learn more about these machines, David contacted David Holden, who generously sent down all his handbooks and other Napier information to copy. David Rentsch and Leonie had the pleasure of meeting David Holden and Mavis at Bright, and were driven through snow-capped mountains in the restored veteran Napier, becoming great friends in the process. In early 2019, David

Rentsch acquired the second Napier that David Holden owned, a 1913 Model T54, 16HP running chassis. This Napier was a bit special, not only because it came from the late David Holden's collection, but also because of its differences to other models and the fact that Mavis had also carried out much of the restoration work. It had a 4 speed gear box, wider chassis and radiator, and a rear transverse spring and was known as the 'Deluxe' Model. Oddly, while the magneto turns anti-clockwise, like the Model 31's, the engine actually runs clockwise. And then on the 'grapevine', David heard of a rusty Napier chassis on a remote Western Australian pastoral property, which had been converted into an articulated trailer, for farm use and more recently, being used as a garden ornament at the front of the house, spotted by an eagle-eyed passer-by, who then contacted David! A very obliging WA Car Club member generously offered, and delivered, the shortened trailer to the Bendigo Swap in his beautiful ute a couple of years back. This chassis/trailer has donated wheels, hubs and other valuable chassis parts towards current and future projects.

David is very grateful for the extraordinary assistance and encouragement freely given by other Napier owners in NSW and Queensland following visits to their collections. Fellow enthusiasts including Peter Shannon, Jak & Ginny Guyomar, and Bill & Pam Bishop, who it seems have all been bitten by many of those Napier bugs! In fact Bill is recognised as the 'encyclopedia' on Napiers in Australia, owning 20HP and 45HP models.

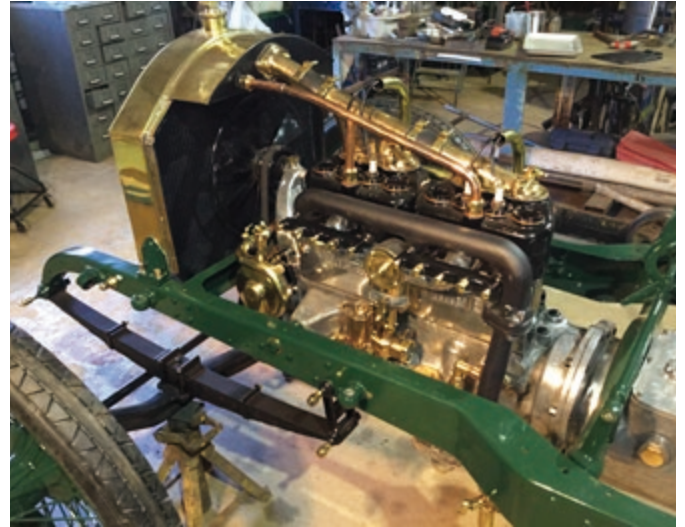
The restoration of the ex-David Holden 16HP Napier running chassis is well underway, and David Rentsch's considerable restoration skills are evident (see images). As usual with his restorations, David has completely dismantled the vehicle, as not only an opportunity of learning its internal workings but also to check the condition of all its components. Every effort has been

made to maintain its originality, and its high standard of engineering. In fact it is often quoted that in its heyday, Napier quality was second only to Rolls-Royce. David claims the reverse!

The running chassis is nearing its second start-up date, and then David's design and woodworking skills will also come to the fore, with the construction of a contemporary body.

The history of Napier is as interesting as many other infant car manufacturers and deserves a separate article. Napier's came in 25 different models, many of them in the same year, offering 2, 4 & 6 cylinders. The company was also heavily involved in racing, and later in the production of aeroplane engines during the First World War. They were popular in rural Australia, largely due to the efforts of their London based, marketing manager, entrepreneur and works race driver, S. F. Edge. Selwyn Francis Edge was a well known, champion Australian cyclist in the 1890's, competing in European events which is how he came to become a friend and business associate of Montague Napier, who was also a champion cyclist. Described as a 'bombastic character with great energy and a natural sales technique', Edge saw distribution opportunities in colonial Australia and influenced the introduction of the 'Colonial' Napier, a 4 cylinder model, with a higher ground clearance, for use in rural and rough conditions. Its gearbox and engine were at that stage separate, and the engine was just turned around. While there was only one official 'Colonial' model, the term 'colonial' is often used nowadays to describe other Napier models exported to the colonies which have the flywheel at the front of the engine, and an anti-clockwise, or left-hand rotation, with the gearbox and engine now combined. This also meant that the magnetos also ran anti-clockwise, and David has become quite adept at modifying his Bosch DU4 magnetos to run 'backwards', whilst going forwards, which is handy, as all of his veteran Napiers do just that!

David's meticulous attention to detail means that it may be some time before this Napier is seen on a veteran rally, but when it does, it won't go unnoticed!



David Rentsch, working to complete his 1913, Model T54, 16HP 'Deluxe' Napier, the restoration of which was commenced by David & Mavis Holden.

“T” Ford Time

By Graeme Jarrett

The Ford model T - the universal car. It was the vehicle like no other of the time that took so many to motoring for the first time.

There are 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. These two particular shots were taken by a local photographer in Alexandra in Victoria, Mr. Lindsay G. Cumming (1894-1979). Thank you.

FORD ‘T’ - THE NEW WORKHORSE ON THE FARM

The uses the T Ford have been put to are legend. This 1915 model has a power take-off installed at the front and is driving a saw bench – cutting firewood. A fan is also a part of the mechanism to keep the ford engine cool while in it stationary position. I have not seen one of these previously and do not know from whence they came – perhaps an original Australian idea. Input welcome.



This shot shows a post 1920 Ford T driving a chaff-cutter; a seriously dangerous device. The power take-off appears to be the same or very similar to the arrangement in the previous photograph, including the auxiliary fan – perhaps by the same manufacturer.

This is another photograph from the Lindsay G. Cummings Collection in the State Library of Victoria; the location is expected to be the Alexandra area of Victoria.



LGOC Bus

By Greg Smith & David Lang

After reading the excellent article written by Daryl Meek, in conjunction with photos and information supplied by Malcolm Nixon, a couple of members have felt compelled to contribute extra on the bus subject. Simon Anderson has written of the restoration of the Commer Car double decker bus that his father Tom carried out. David Lang, on spotting the several different makes of buses that were sent to World War 1, wrote to me with some photos of a LGOC truck he first discovered over forty years ago.

LGOC is a name I was not familiar with so I had to consult Wikipedia to find it stood for London General Omnibus Company. To quote, “The London General Omnibus Company or LGOC, was the principal bus operator in London between 1855 and 1933. It was also, for a short period between 1909 and 1912 a motor bus manufacturer”.

David was able to establish that the vehicle apparently started out as a double decker bus in London, before coming to Australia to be used as a delivery truck by Oliver Gilpin, one of the early major drapery chain store businesses. After a mechanical issue c1928, it was left discarded until the truck was discovered near Wanganella in the sixties. It now resides in a farm paddock with the farmer vowing to restore the LGOC, and that was forty two years ago.

If anyone is up for a challenge of restoring a LGOC double decker bus, feel free to contact David for more details, as last time David was in contact the farmer was still going to restore it! Bet we have all heard that before.



Hand Signals vs Indicators

By Simon Anderson

After February's Natter night meeting on zoom, there was a good discussion regarding hand signals and indicators on Veteran Cars. We can all agree that today's society doesn't understand hand signals and is starting to get a little dangerous without indicators and or brake light. I thought I would share my little project on my Hupmobile, Where I have installed indicators and brake light for what I call the idiot factor.

The indicators are a very small 16 mm in diameter, Eagle Eye LED light as per the picture, I have made a small bracket on the mounting nuts for the lights on the front so I have not wrecked or modified the car in anyway and I have run the wires through the gas hose for the gas lights. They run off a small battery and I have tried to hide all the wires and even the switch which is located underneath the front of the seat.

On the rear I have mounted them up with the numberplate, so once again they are inconspicuous but visible from behind. I'm happy to run these indicators as they are bright efficient and if it prevents an accident with someone crashing into us, I'm all for it.

I purchased mine from a LED Globe guy at a Swapmeet, but I do see now that you can buy them on eBay as a "eagle eye LED Amber light for under \$20 for a set. You will also need a flasher relay that suits LED lights which is also cheap and a toggle switch. I run a small 12 V battery in the back which will run the lights for weeks.



Trip Report: The Homecoming (Part 2)

By Catherine Strutt

This is the conclusion of the article in last month's issue. Please refer to February Brass Notes for the first instalment.

Even though we had parked on dry concrete out of the rain and Chris had wrapped newspaper around the maggy, the moisture in the air was still enough to upset it. Meanwhile Chris made the decision to remove the fan belt due to the predicted wet weather. This would eliminate extra water being splashed over the maggy from the fan and hopefully keep the car sparked and motoring along.

With the magneto happy and dry again Chris returned it to the engine, gave one crank and away the old dear started, chika, chika, chika. We were back on the road. We left our dry little shelter and proceeded along Taralga road north towards Oberon, a distance of about 100 kilometres. It was another drive of stunning vistas and rolling farmland, dry eucalypt forest and very steep ascents and descents. Lots of gear changing practice for the veteran motorist! The rain had moved away and it emerged into a beautiful warm sunny day of traveling to enjoy.



Happy, dry motorists.

The road snaked around through the landscape before it arrived at the rocky edges of the Ambercrombie Gorge, where we then descended very slowly into the deep gullies cradling the Ambercrombie River, and crawled up the other side noisily in first gear. Chris's superb forethought to remove the fanbelt in the morning proved to be paying off perfectly until we crossed the river and began the slow climb out of the gorge. It was only the second time we'd seen the FN boil and spew water from the radiator cap in the nine years we have owned the car so I snapped a photo as evidence that it is actually possible in an FN

(!) before we pulled over and stopped for lunch in a bush clearing. Chris returned the fan belt to the engine and I went looking for native bush orchids which were plentiful and beautiful at this time of year.

We putted along through the landscape continuing along the relatively peaceful Abercrombie Road. We had driven up into the high country and the air became cool as we moved through the black barked plantation pine forests and into the small town of Black Springs. We had passed through here before in the FN on another of our adventures, and as we drove past the town's rest area, we recalled the memory of when we had stopped for a break there on that trip.

A local woman walking her dog came over to us to look at the car. Her dialogue revealed that she was a visual artist, like Catherine, and also that she had an incredible and unusual understanding of the mechanics of the car.

"Would you like to look under the bonnet?"

"Of course I do!" inferring that we had utterly insulted her. We talked for over an hour.

Just another of the interesting characters we meet when we travel around in the FN.

Leaving Black Springs, we motored on to the historic gold mining town of Oberon where we stopped at yet another "Best Pies in Australia" bakery for lunch. We discussed the idea of taking the FN down into the ravine of the Jenolan Caves, very close to Oberon. Neither of us had been there for decades and it was a place we'd not been to in the FN so we thought, "why not!". With Stan's voice and advice still ringing in our ears from last night's phone chat, we approached the steep very narrow road with some trepidation.



The start of the incredibly steep descent into Jenolan Caves.

He had recalled to us the time when he and Maggie had towed their caravan down into Jenolan, and also the time when Doug Marshall (restorer of two of our FNs) had taken our smaller FN1600 back up the very road we were heading down. Observing the narrow road and the incredible gradient of it, and at the risk of sullyng the FN marque, it was impossible to even imagine that the little FN was capable of climbing it. She screws her nose up at most steep gradients and this was an extremely severe one. No doubt it was a very nerve-wracking drive, zig zagging from one side of the road to the other all the way to the top, at one point soliciting a "Get out mother" from the determined old Doug!

Engaging first gear and heeding Stan's advice to go carefully on the brakes, we started the infamous steep descent. In the early 1900's the road was described by a motorist as "woefully steep, and but a bridle-track at best, to which, possibly some motor car owners know, motor cars are not at all partial".

Evidence of the destruction from the horrific bushfires that swept through the area in January was all around us with burnt out gullies as far as we could see. A layer of new green growth carpeted the floor of the bush and masses of blackened eucalypts were dressed in red and green sprouts. As we slowly crept down the road following the bends and turns down into the gorge we were rewarded with spectacular views across the valleys, only possible to see at this time due to the burnt out trees. With no other cars on the road, the hood down, a top speed of 12kph and perfect weather, the drive was exceptionally enjoyable.

When we reached the bottom there was hardly another soul around in this usually packed old tourist icon. We parked the FN in the empty carpark and jumped out to admire one of the cave formations down a short bush track. In the few minutes we were on the track we observed two large blue tongue lizards, a water dragon, an echidna and two lyrebirds, all within metres of each other on the rocky track. It was surprising and relieving evidence that the bushfires had not totally obliterated everything.

Because of COVID, the actual tourist caves and attractions were closed but this still didn't prevent us from doing what we wanted to do with the car. We weren't interested in the touristy stuff. What we wanted to do was drive the FN through the massive and incredible open ballroom of the main cave of the area, The Grand Arch, and this was possible as the road that we had followed from the top of the gorge continued on right through the giant cave and out the other side to Lithgow. On the other side of the cave is De Burgh's Bridge, built of sandstone, and ever since the grand timber guest house at the caves was built in 1896 as a wilderness retreat, expeditions of tourists have stopped on the bridge in their transport for a photograph of the moment. It was de rigueur. We rolled through the small

village and past the historic guesthouse and stopped at the entrance to the cave, as instructed by a lolly-pop man dressed in Hi Viz work clothes. At the time of our visit roadwork was being carried out inside the massive road cave. We sat patiently while he talked on his radio and a procession of vehicles exited the cave. The traffic was currently one way. When it came our turn to move, fortunately, there was no one else behind us in their car. We rolled slowly through into the dark cave, taking our time to take it all in. The agricultural sound of the FN's engine filled and bounced around the walls and ceiling of the enormous chamber of the cave. Chris honked the bulb horn in celebration as we stared straight up at the jagged roof of the cave towering above us. When we exited the other side of the cave we stopped on the historic sandstone bridge and snapped the photo we eagerly wanted to do, just as so many others had done in their veteran cars in the 1900's. Satisfied, we drove on past the scowling lolly-pop council worker who was clearly grumpy with us for holding up the traffic on the other side. Oh well, that's what happens in a veteran car, here and everywhere. There is just no better way to experience the awe inspiring Jenolan Caves drive than in an open topped, slow moving veteran car. It was a definite highlight of our trip.



The FN on De Burgh's Bridge at Jenolan Caves.



*Tourists pictured on De Burgh's Bridge, 1908.
(vehicle is a Milnes-Daimler)*

The road on the other side of the caves was much like the road down into the caves but greatly reduced in the severity of its incline. We slowly followed the snaking narrow bitumen up and around the gullies reaching the summit and then found a quiet and very enjoyable back road which took us through farming land and scrubby bush for about sixty kilometres. After a beautiful warm day the weather was now closing in and spits of rain were starting to hit the windscreen. For the first night in our week away we decided to go posh and called ahead to make a booking at a motel at Wallerawang, a small village just outside of Lithgow. It was not going to be a nice night to camp and our food supplies had run low.



Leaving Jenolan Caves.

We arrived at Wallerawang, picked up our room key and pulled the FN up in front of our room as the rain started falling heavily. We threw the silver tarp over the car until there was a break in the weather and we could unload the contents of the car into our room. Workers from the nearby power station sat outside their rooms drinking their beers and watching us as we performed our usual routine of arriving somewhere for the night in the FN. An Asian couple in the room next door came out to admire the car and ask questions, and before long Chris and Steve, the young Vietnamese mechanic, were talking in depth about the car and the engine. Later we enjoyed a great hearty meal in the warm COVID-safe restaurant of the motel while we chatted

to Maggie and Stan Bone who had called to see that we were safe for the night and to hear about our day's adventures in the FN.

We awoke the next day to a quiet morning and a sky of low dark clouds with spits of rain. It was our final full day of travel. The predicted inclement weather had arrived and we had no choice but to go out into it so we pulled the tarp off the FN and loaded it, erected the hood and dressed in our wet weather gear. Chris offered Steve, the Vietnamese mechanic from the room next door, a go at cranking and starting the car and the young bloke jumped at the chance. He was completely intrigued with the whole car from the moment we had arrived. With a few instructions from Chris, the stocky guy heaved and lifted the crank and away it started, first go. He grinned from ear to ear. It had made his day. We waved goodbye and rolled down the gravel driveway and back out onto the road.

Climbing out of the Lithgow Valley in second gear we observed more horrific evidence of the destruction from the January fire storm. The landscape was black, and through the burnt sticks lay rusty crumpled bits and pieces of what once were once people's paradises in the bush. We reached the summit of the valley as a fine misty rain started. The FN caught its breath and we rumbled on down the mountain ridges of Bell and the apple growing area of Bilpin. Day trippers at cafes pointed and waved to us as we passed them enjoying their cuppas and fellow motorists fed up at travelling at FN speed behind us roared passed us and down the road with fury whenever the road turned into two lanes. Numerous times Chris pulled over to let the build up of vehicles pass until finally we escaped onto a lovely quiet sealed bush road that took us down into the Hawkesbury River area of Lower Portland. After a short ferry ride we turned left onto River Road and putted along through private river residences and farmland and had great views of the Hawkesbury River until we arrived a short while later at Wisemans Ferry.



The place was jumping with tourists, probably all escaping for a few days out of their COVID lockdown. Gangs of motorbikes, lines of grey nomads towing caravans and Sydneysiders in flash sporty cars all lined up together down the hot road waiting to get on the two small ferry barges that were kept busy constantly ferrying vehicles back and forth across the river. It was the only way across the river for motorists avoiding the freeway to travel north and south and it was also a very scenic drive, and as such, very popular. After

fueling up, we parked the car under the cool of some trees, flicked off the engine and stretched our legs while we ordered a coffee and a milkshake and stood and observed the traffic, debating which way we would take next. Watching how many caravans turned right once getting to the other side of the river, we decided confidently that we would turn left.

Down the road from where we stood we could see the FN parked under the trees. It was busy posing for photographs with young families and Asian tourists while it waited for our return. Thankfully the tourists were admiring but not touching and we waited until a few more had taken their photos before Chris cranked the car and we joined the line of vehicles eager to cross the river. The day had become humid and stormy feeling and we had to get along if we were going to stop and set up camp for the night before the storm dropped.

Reaching the other side and turning left as planned, we were rewarded with a beautifully quiet narrow sealed road that led us through the flat areas alongside the river, across old timber bridges and past numerous large rock caves that hung precariously over the road. We had the hood erected because of the unpredictable weather but it was one of those roads that would have been thoroughly enjoyed travelling hoodless as there was so much to see not only alongside us but above us. The sealed road ended at the historic tiny village in the bush of St Albans, noted for its convict era sandstone pub. The road we were following was the convict built Great Northern Road, the original route from Newcastle to Sydney. We stopped for a comfort break in the small park and as I waited for Chris by the car a young couple in their twenties spotted the car and shrieked with excitement. Finally after standing together giggling for a few minutes, the young girl gathered up the courage to walk over to me and the car, asked if she could honk the horn, honked it and then ran squealing and laughing back to her boyfriend. Job done.



Moving on, the road was now relatively smooth gravel with only the corrugations at the bends to be cautious about when trundling over them on tall skinny wheels. Otherwise, it was a great road and one the FN motored along very comfortably on as we scoured the pretty

landscape eyeing off every flat small area looking for a quiet place to camp for the night. The day was getting long and it was starting to get essential that we stop if we were to make camp, eat and get the car covered before the afternoon thunderstorm fell. It seemed that we were not the first to want to camp along this road as every area we considered that looked perfect for us had a sign "Private Property, No Camping". Our last resort was to stop in the next small village sixty kilometres away, historic Wollombi, in the grounds of the local pub. This did not seem a like an attractive option to us. We were getting used to our privacy and peace and camping next to a pub wouldn't give us that! So we persisted along through the bush until finally we rounded a bend, and just before the road crossed a creek, a perfect site appeared to the side and we slowed up and turned in. It was just what we needed; flat, grassy, spacious and with enough scrub at the entrance to the clearing to hide the FN and our tent from the occasional car that rattled past.



Our final camp. Mogo Creek, Laguna, just before the deluge.

The dark green of the FN camouflaged the car perfectly into the bush, and pitched beside it our bright orange tent was totally hidden from passing traffic on the road. I set up our chairs, poured a glass of red and started preparing dinner. Relaxing back I looked at the ground and discovered that we were surrounded by inch sized Jack Jumper ants. The pain from a bite from these guys is incredible so I up and moved our "kitchen" away from where their nest may have been only to move a third time when they surrounded us again. On closer inspection of the tent I discovered that they were all over the top of the tent. They lunged and jumped at me aggressively, holding up their little fists displaying why they're aptly named Jack Jumpers. They weren't invading us from their nest in the ground but falling from the dense scrub above us like painful little bombs.

As we finished dinner and packed up, the first big splats of rain started to drop. Thunder had been rolling around above us and we hastily stretched out the silver tarp across the ground and threw it over the FN. The rain became heavier and it was a race against the weather to grab our chairs and table and cooking gear and stuff it all into the small kitchen vestibule of the tent. As we pushed ourselves into whatever small space was left and zipped closed the tent door, the sky opened. Thunder and lightning crashed through the bush and the rain bucketed down, drenching the ground and the tent. We sat and waited talking loudly over the noise of the storm. The floor of the tent began

to rise. It was like sitting on a waterbed. I zipped down a corner of the door and looked out to see that the ground all around us was covered in water about three quarters of an inch deep. We sat it out getting wetter and wetter from the water seeping up through the floor of the tent until we abandoned the situation and crawled into bed at 6:30pm. At least this part of the tent was totally waterproof on the floor. Chris had got smart on this, the final night, and now the magneto was not parked over a bald patch in the ground, or over concrete, or wrapped in newspaper. He had fully removed it and it came to bed with us in the dry bedroom of the tent. There was no way it was going to fail us this time come the morning.

The next morning revealed a sodden bush. It had rained for most of the night and at some point in the early hours I had heard an incredible crack and crash from somewhere in the scrub and I thought to myself "that's why we never camp under big trees". It was the last day of our week long trip and we only had about eighty kilometres to home so we had a quick breakfast and packed up the camp. Almost everything was wet or damp or muddy, and we knew it would all be back out in a few hours so we stuffed it all into the FN, pulled off the tarp, and Chris returned the dry maggy to its position beside the engine. Two heaves on the crank and the engine returned to life. A dry maggy is a happy maggy. Chika, chika, chika, the FN responded.

Driving along through the wet misty bush we followed the gravel road, a massive operation that was built by convicts and which was once the original route to Sydney. Light rain had begun to fall and the morning was turning dark and damp. The FN again was covered in water and sandy mud but it seemed to revel in getting its feet wet and dirty. After all, it would have endured conditions just like this back at Binalong nearly every day of its life 100 years ago and so along it robustly carried us through the bush until we arrived at the historic village of Wollombi. This quaint village with its buildings made of sandstone blocks, was normally a tourist trap for day trippers from Sydney keen to sample the area's wines, and pick around in antique shops. But the little village was unusually peaceful with just a handful of folks and trendily dressed couples in their RMs and aviator sunnies wandering along the main street. COVID was making its presence felt here too. We chugged up the main street and through the village and on to the old coal mining town of Ellalong where we stopped for our final cuppa at the cemetery before home. My phone rang. It was our check-up phone call from Maggie and Stan Bone calling in to see how we survived the storm and wet weather alone out in the bush overnight. After a run down of the past day's events and a good chit chat about most other things, we finished our call, packed up what was left of our diminishing food supplies and climbed back into the familiarity of the comfortable old FN to motor the last fifty kilometres of our 1300 kilometre trip to home. Happy and satisfied with what we had accomplished over the week, we now know, and have seen, the early history of our 1911 FN 2400. Its story has come full circle from the very day it left the FN factory in Belgium, right to the present day. However...we still have two

more FNs and two more early histories and homesteads yet to explore so it looks like there will be more solo FN adventuring coming up in the future.

See you on the road!

Catherine & Chris, October 2020.



Learnings From A Mis-Spent Youth

By Michael Holding

Do you carry a few cable ties in your toolbox for emergencies? Do they somehow always find their way to the bottom of the box and subsequently disappear amongst the loose rubbish: crimp lugs, spring washers, bits of wire, gravel etc.

Here is a trick to keep them organised.

Procedure:

1. Select a donor cable tie and cut off its head.
2. Thread the remaining recalcitrant cable ties onto the donor tie.
3. When the need arises, simply slide the first cable tie along and off the donor tie.

If you have a whole bag of ties, don't despair: Next month's Learnings will provide the solution.



Natter Night Meeting Minutes

**VCCA (Victoria) in the Clubrooms and via Online
Zoom Meeting
On Tuesday, 9 February 2021 @ 8.00pm**

Opening

The Clubs President, Ben Alcock welcomed all to our February Natter Night and BBQ dinner prior. Our first meeting for 2021, with members present at the club rooms and also online.

Apologies: John Prior, Jennifer Atherton, James Dunshea, Jeff Alcock, Barry Smith.

New Members:

Ivan & Jean Cave of Torquay, 1913 Ford T & 1899 Locomobile (replica)

Douglas & Vivian Fulford of Mount Hunter NSW, 1911 Clement-Bayard, 1915 Studebaker EC6 tourer + 1915 Studebaker SD4 tourer

Neil & Maria Heilbrunn of Martinsville NSW, 1911 Vauxhall Type A + 1911 Renault AX

Treasurers Report

Cash at Bank \$122k, current surplus is \$9k. on the way to a small end of year surplus.

Events

1 Past Events

Two wheel brake rally December 2020 - 9 veterans, 19 two wheel brake cars, 39 cars total. A good day travelling over 'every speed bump in Melbourne' – a great day, consistently good turnout of veteran cars.

February Breakfast Run Ringwood North - 11 Veterans, 40 members enjoyed our first event for 2021 in a different format breakfast run.

2 Future Events

Library Day – clubrooms 18/02

Breakfast Run - Jells Park 20/02

Events Committee 24/02 Online via zoom

RACV 1 & 2 Cylinder Rally – 21 entries using the online entry form, Michael Holding showed the meeting through the online entry process.

National 1 & 2 Cylinder Rally - Charleville 7-13/4

Vintage Sports Car Club 5-11/4 in Newstead

National Brush Rally in April in Cowra

RACV Four & More 23-25/4 in Geelong

B40 Rally 30/4-2/5 at Phillip Island

RACV Pre-1905 Ballarat 15-16/5 in Ballarat

RACV Midwinter Rally 17-18/7

Michael Holding showed how one enters our 1 & 2 cylinder rally online.

Library & Archives Report

Daryl Meek spoke of the 100 Anniversary Alpine Rally.

We have many newsletters on the table from the 12 months of not being in the clubrooms to read them.

Peter Blayney has donated magazines.

Chester McKaige has donated some 1960's photographs

Shane Edwards has donated a Straker Squire book

We have bought another two books of Michael Edwards, one on De Dion & the other on Tricycles

Daryl shared the story of the 1909 BSA Vehicle that has come to Melbourne on loan from the Hogg Family. Callum and Brendan Walsh will use the car on a 'lease' arrangement.

Wanted, For Sale or Swap –

1 Simon Anderson is after a Manifold and Timer for a Brush.

2 Robyn Blackwell is selling badges – available to view at the meeting.

Items of General Business –

Memorial Services are likely to happen for members recently past. We shall pass on details as they come to light.

2021 Calendars are available for collection in magnet form – we will take some to the RACV 1&2 cylinder rally as well.

Next Meeting: 8.00 pm on Tuesday, 9 March 2021 with guest speaker, Stuart McCorkelle to give us a run down on his pattern making skills

Meeting Closure 8.46pm

Private Classifieds

FOR SALE

1909 Renault model AX, three seater

Engine: 2 cylinder, 1060cc, 8hp

Permit No. 529

This car participated in the first Veteran Club Rally held on January 31, 1955

Price \$72,000

CONTACT: Jim McCaffrey

M: 0413 010 602



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

I wish to advertise David's 1912 Napier Tourer to members of the Veteran Car Club.

This was his expressed wish that the sale be based on first being offered to the members of the club he was so involved with before alternatives be explored.

The car is well known. It is the Colonial version, with the reversed engine and anti clockwise cranking. It was originally restored by Russell Stapleton in the 60's or 70's and was carefully executed, Russell being an experienced woodworker amongst other skills. The car has been hand painted in enamel as it would have been when new. The upholstery is leather, of course.

David did effect a number of modest improvements, which means the car is ready to rally.

It is a proven performer and reflects its origins from an engineering firm of distinction.

The price is set at a realistic \$55,000.

CONTACT: Richard Unkles

M: 0411 185 779.



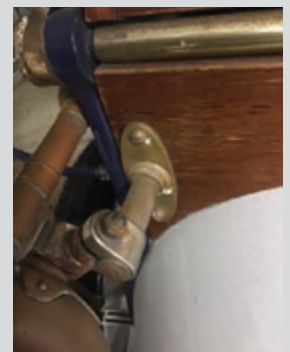
WANTED

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

CONTACT:

Greg Smith

M: 0447 395233



PARTS WANTED

Is anyone able to assist with a through dash hand operated fuel pressure pump to help us complete the very few missing parts required for a very original 1914 Sunbeam 12/16 project we are working on. Also interested in any photos/information on the Sunbeam Hire Cars offered for hire by Barnes Auto Co of Adelaide Street, Brisbane if anyone knows of anything.

CONTACT: Alex Brown

M: 0438 297 167

E: alexanderabrown@icloud.com

or Simon Bayley

M: 0438 297 061

E: smbayley@icloud.com

WANTED

To suit Brush.

- Exhaust manifold
- Timer
- Coil box lid/top
- Running boards and brackets
- Mudguards
- Oil tank, round or rectangle

CONTACT: Simon Anderson

M: 0414482241

See article on page 9

WANTED

Looking for a motorable single or twin cylinder Veteran Motor Car - 4/5 seater body preferred but not essential. We are looking for anything from: Fully restored and ready to tour, to an older restoration requiring fettling, through to a partiality completed restoration requiring moderate work to be tour ready with the aim of attending the 2021 Swan Hill National Rally. Unfortunately, the Sunbeam will not be ready in time but it would nice to be able to start joining in on club runs.

CONTACT: Alex Brown

M: 0438 297 167

E: alexanderabrown@icloud.com

or Simon Bayley

M: 0438 297 061

E: smbayley@icloud.com

FOR SALE

A pair of CAV model FS side lights. All restored with no dents. Freshly nickel plated. Missing a couple of the globe holders, otherwise totally complete including pins and locking nuts. Price \$900
Suit Talbot, Sunbeam, Vauxhall, Daimler, Rolls Royce and similar.



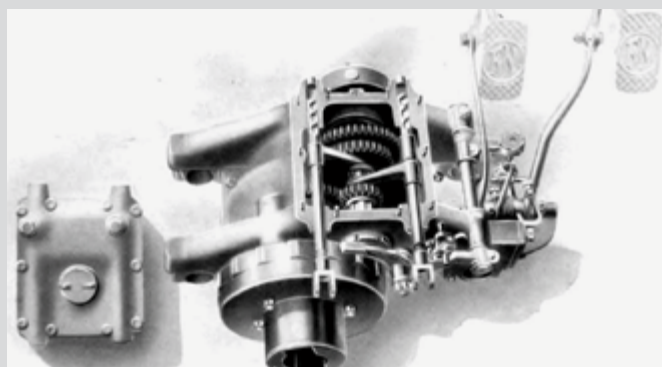
CONTACT:

Greg Smith

M: 0447 395233

WANTED

Fabrique Nationale (FN) car or motorcycle parts.
"Especially a gearbox and brass gate change housing as pictured."



CONTACT: Andrew Brand
andrew_brand@mail.com
or 0414 219 250.



The Short Of A Long Story

By Simon Anderson



Commer Car Bus restoration

When it comes to the effort and the passion that my parents put into restoring the Bus, the comment of “Dementia Prodest” comes to mind.

In the late 1970s my father came home with a pile of rusty stuff on the back of a friend’s truck and trailer. As a young person, I recall the senior lady that lived across the road saying to me “what junk has your dad brought home now”.

As being very young at the time, I recall only small parts of the early restoration.

Dad being dad, he was optimistic and eager to get stuck into it. Telling me that the engine was seized but after a few hours he had it running. He used the method of a bit of diesel down the bores and placed the garage jack underneath the crank handle with a little bit of pressure.

Somehow, he managed to make room in a medium size garage that was designed for 4 cars to fit 1 bus, 3 cars, several motorcycles and lots of goodies into the shed.

He obtained blue prints of the body from England I believe. The first step was to build the lower portion of the body. As the shed wasn’t very tall and that was as far as he could go.

Once the lower portion was built on the chassis, the body was jacked up and the chassis was rolled out. The body was placed on the shed floor and the second story was built.

Dad was a joiner by trade, this really played to his strengths in carpentry.

I recall coming home from school one afternoon, dad had mum’s car going back and forth with a big lump of flat steel wedged up between the garage and the carport upright tapering. He was twisting it to get the shape for the staircase. He used many different non-conventional ways to do things but he got the job done to how he wanted it. He wasn’t scared to have a go at anything.

After many years of building, screwing, nailing, putting together and re-assembling, painting, the time had come to put it all together. The garage at home was way too small to accommodate the height of the bus at 4.2 m high, he had hired or borrowed a shed in North Geelong and it was an exciting day to see it go onto the truck and transported out north to its new home.

I spent many weekends out in the shed helping him holding things, being in the way and all that! As a young man it was almost the first thing that I got to drive, shush don’t tell mum!

I recall I had to stand on the clutch with both feet and pulled on the steering wheel to be able to get the clutch in and slowly release once into gear. I was around 10 years old at the time.

The time came for all the sign writing to be hand painted on and mum and dad had arranged for local and national businesses that were still around at the time to have their business name up in pride of place.

After about seven years and many hours it was finally completed.

I recall the first major event/rally that we went on, it was going to be the annual rally but unfortunately just near Lara the magneto packed up. That was the end of that till the following year. Dad and my brother Graeme drove the bus to Melbourne on the Friday at 12 mile an hour straight up the highway for the Saturday start of 1986 Annual Rally to Sorrento.

Yes, it took four days to do a two-day rally, but dad being dad, he would drive his cars and bus everywhere and anywhere. The only time something would go on the trailer was if it had broken down.

Dad's motto was to spend some time, even five minutes, on it every day and he would get somewhere.

I have taken his motto into my projects also and you certainly get stuff done.

He rallied it at many events, at Veteran Car Club and the local club here in Geelong and it was used in many outings and openings for events.

It became difficult to store it due to its height, he was lucky enough to be able to store it at the local Bus company where he worked and where they had him start another AEC bus project for the bus company.

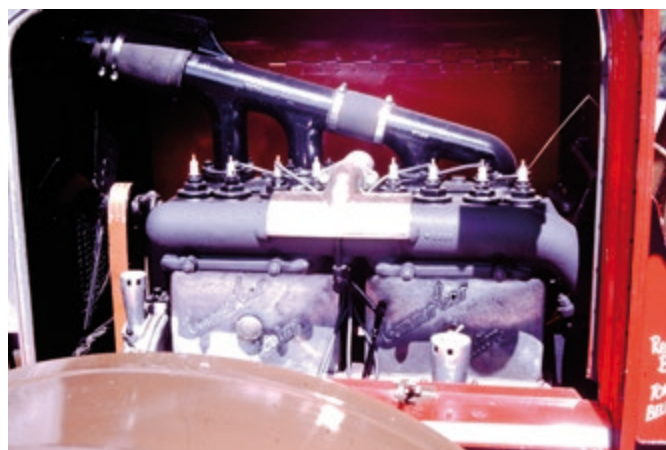
Unfortunately, he only got part of the body built before becoming unwell.

The Commer car is up in Echuca and the whereabouts of the AEC, I'm unsure.

Spec:

Eng: 8 litre 4 cyl, 35-40HP
3sp pre-selector gear box
Chain Driven on solid tyre
Max speed: 12mph
Height: 4.2m
Weight: 6 ton

*Thank you,
Simon Anderson*



I wish to thank Simon and Tess for going to lots of effort in firstly finding the slides (pictures), then scanning them, and secondly for writing the article. The restoration of a vehicle such as this is a mammoth undertaking, and under the circumstances where Tom Anderson performed this restoration is truly remarkable. I am so glad we now have some record of this for our, and the Anderson's history. Ed.

See further photos on page 31 as well as a link

Events

RACV 1&2 CYLINDER RALLY COBRAM

Thursday 25th - Sunday 28th March 2021

Entries close March 12

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

Entries close March 12

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 FOUR AND MORE RALLY

This year's event will be based in Geelong, exploring the surrounding region and its back roads. There will be a few new fun elements to keep everyone entertained for the weekend.

The rally will commence on Thursday with a shake down run departing from the Barwon Valley Fun Park, opposite the caravan parks (132 Barrabool Rd, Belmont VIC 3216). The next two days will be big touring days (150kms each day) through the picturesque region and its surrounding countryside.

We will start Sunday with the Anzac Day Dawn Service at the local Geelong RSL (1.1kms from the accommodation) followed by a drive for lunch arriving back intime for departure back home, or enjoy the day in Geelong at your leisure.

You will receive a detailed itinerary with all the information required with your entry confirmation.

ACCOMMODATION

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

You will need to book and pay for your own accommodation. Below are some options that are next to each other along the Barwon river, the starting point each day.

Riverglen Holiday Park: 75 Barrabool Rd, Belmont VIC 3216, www.riverglenhp.com.au, (03) 5243 5505

Barwon Valley Lodge: 99 Barrabool Rd, Belmont VIC 3216, <http://www.barwonvalleylodge.com.au/>, (03) 5247 2500

Discovery Parks Geelong: 59 Barrabool Road, Belmont VIC 3216, discoveryholidayparks.com.au, (03) 5243 6225

Barwon River holiday Park: 153 Barrabool Road,
Belmont VIC 3216, www.barwonriverhp.com.au, 1800
657 955

When: 22-25 April 2021

Where: Geelong

Contact: Ben Alcock – 0404 917 366 or
ben.alcock90@gmail.com

Online entries now open – head to the website for more
information.

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

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

ABN: 61 276 214 581

PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY

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e president@veterancarclub.org.au

VICE PRESIDENT
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e vicepresident@veterancarclub.org.au

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Darren Savory (Jennifer)
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e treasurer@veterancarclub.org.au

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e paul.daley@neo.com.au

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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

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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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e registrar@veterancarclub.org.au
Postal:
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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 (Victoria) 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.

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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



For 75 more photographs of the CommerCar double decker bus restoration click on the following link
https://drive.google.com/drive/folders/1PEUkS69o_VmNvNyFeliZvr8l0fGD69vy
 Photos very kindly supplied by Simon and Tess Anderson.

