

April 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
Valē - John Falcon White.....	6
Valē - Susan May.....	7
Patriotic Funds and Ambulances.....	8
Early Ballarat Motoring, Part 1.....	13
Book Review.....	14
Breakfast Run – Brimbank Park.....	15
Cyclecar Corner.....	16
Library and Archives Update.....	17
Follow up To March Brass Notes Front Cover.....	18
A Michaelmas Tour In Tasmania:	
October 1911 By P. O. Fysh & Family.....	20
“T” Ford Time.....	21
Tarrant Motor Car.....	22
Learnings From A Mis-Spent Youth.....	22
Natter Night Meeting Minutes.....	23
Private Classifieds.....	24
Comings, Goings And Restorations.....	26
Events.....	27
Letter To The Editor.....	29
WW1 Era Ambulances.....	31

Flashback



The photo was taken on an Annual Rally down the Peninsula. I do not know which year, can anybody help out? It is a relatively early Talbot with a fixed type canopy.

Can anyone identify the car and year? Who owned it? And where it is now? Respond to the editor.



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

Responses to the March FLASHBACK photo

The car is a Wolseley 16/20hp

The email version of Brass Notes came out at Midnight on the 1/3/21. Very quick “out of the blocks” was Shane Edwards who contacted me at 6.17 am with his response. “The Flash Back photo of the Wolseley, was owned by Ray Dalton where I believe it is still owned by the family. Ray had started restoration work on it but this was never completed”.

Graeme Jarrett provided more detail and some additional photos. He informs that “the car is well known to me” having seen it at the owner’s home in Frankston South on a number of occasions. The car was owned by the Late Ray Dalton of Golf Links Road. It is now a part of his estate – since his unfortunate passing. The restoration of the car has not progressed to any great extent since the photos were taken twenty years ago.

The body is not believed to be original to the chassis – comically described as the ‘Cinderella Coach’. The rear part does have a resemblance to a ‘Hansom Cab’ – most often drawn by one horse.

Refer photo. The origins of this vehicle prior to Ray Dalton’s ownership are a mystery to me but do believe it may have been offered at the vehicle auction sale at Huntly (near Bendigo) many years ago.

It is available for sale to anyone potentially interested in buying it. In the first instance please contact me (0455 041 994) for a link to Ray Dalton’s estate.



Coming Events

2 April 2021	Hot Cross Bun Run - Braeside Park Contact: Ben Alcock / Callum Walsh
9 - 11 April 2021	Vintage Sports Car Club of Victoria's 75th Big Birthday Bash Contact: Callum Walsh
13 April, 2021	April Natter Night 8pm Start - ZOOM Meeting ID: 842 2009 6071 8pm Start - ZOOM Meeting ID: 842 2009 6071
30 April - 2 May 2021	Vintage Driver's Club B40 Rally - Phillip Island Contact: Stuart McCorkelle
11 May 2021	Natter Night & Jas A Munro Book Launch 7:30pm Pre Drink for 8pm Meeting

Major Events

23 - 25 April 2021	RACV Four & More Rally - Geelong Contact: Ben Alcock / 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	1&2 Cylinder National Rally - Charleville, QLD www.vccaq.com/2020-1-2-national
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.

Front Cover: In 1915, following its conversion to an ambulance for the war effort, a donated vehicle is being painted while at the Victoria Barracks in St Kilda Road, Melbourne. The make may be a Mercedes – reader confirmation would be welcomed. A motor driver is overseeing the work and is identifiable by the peaked cap and high boots. The photo was taken by Alex Munro, son of coachbuilder and motor agent Jas A Munro. See ‘Patriotic Funds and Ambulances’ page 8.

President's Message

By Ben Alcock

As you read this month's edition of Brass Notes, some of our members will be making their way to Charleville, QLD, for the National 1&2 Cylinder Rally after enjoying the RACV 1&2 Cylinder Rally in Cobram. How good is it to be back out in our cars!

In some member news we have had the passing of two well-known and long term members in John White (Vale page 6) and Susan May (Vale page 7) who both passed away in March. Both John and Susan were regular ralliers with their respective partners and families for many years.

At the March Natter Night, we had a great turn out in the clubrooms and a good group online for the Zoom meeting to hear the marvelous talk by club member, Stuart McCorkelle, on his pattern making skills and how he got into this career. Stuart touched on the lack of 'young people' in this trade and where it will be without some help to get young people skilled to and interested to fill some of the roles and continue on the more traditional method of pattern making. It's a comment that we hear a lot in our hobby.

Also at Natter Night I showed off two self-generating brass head lamps. These lamps are part of a large collection of head lights, side lights, tail lights and a few other bits and pieces that have been very generously donated to the club by a current member who is rationalizing their collection but importantly continuing to use their vehicles. These items will be sold by the club, to our members first, in order to get as many cars with the correct lights as possible. We will have a viewing day at the clubrooms, probably in May, so that members can see what we have.



The March breakfast run at Brimbank park, was attended by 12 members and 2 veteran cars making an enjoyable breakfast with good weather, you can see some photos on page 15. We take a break from our breakfast runs for a few months now but don't forget about the Hot Cross Bun Run on Good Friday at Braeside Park.

In some exciting news, we have two engagements to announce; Brenton Smith and his now fiancée Lillie as well as Jack Alcock and his now fiancée Anna. Congratulations to both couples.

Stay safe and well,

Ben Alcock
President – VCCA (Vic)

NATTER NIGHT

Jas A Munro & Co
THE LARGEST GARAGE IN MELBOURNE

**IN THE CLUB ROOMS
AND ONLINE VIA ZOOM**

11th May 2021

7:30pm - Pre drinks

**8:00pm - Natter Night &
Jas A Munro BOOK LAUNCH**



RACV Four & More Rally



Geelong, 23-25 April 2021

Driving through the great touring region out of Geelong. Minimal main roads, plenty of countryside and a few hills. **BOOK NOW!**

More information on our website and in Brass Notes

Contact: Ben Alcock or Callum Walsh



Editorial

By Greg Smith



Napier fire engine with uniformed firemen taken at the Fire Station, 65 Kimberley Street, Leederville.
Image by L. E. (Louis Edward) Shapcott c1914, courtesy of the West Australian State Library.

The past twelve months has seen unprecedented times where we have relied on our first responders to help save the lives of countless people both here in Australia and overseas.

The courage, commitment and contributions these first responders have displayed during these times should not, and cannot, be underestimated. We have a number of these people as members of our club, so to some extent they are just ordinary folk like the rest of us, but the difference is, they dedicate their days to helping save the lives of others. When a crisis arises they answer the call.

The first responders are people such as medical and health workers including doctors, nurses, paramedics and ambulance staff, police, firefighters, SES, lifesavers, and also the armed forces, that provide a service that plays an important role in keeping us as individuals and the community safe.

In this edition of Brass Notes we have several articles pertaining to vehicles that were involved in the World War 1 period, and I thank the three writers for their most interesting and informative articles. Vehicles may have changed dramatically through evolving technology, but peoples courage, commitment and contributions to saving lives and keeping us safe has remained the same.

On the 25th of April remember and pay respect to those who have served, and on the 9th of June remember to say, thank you to a first responder, on Thank a First Responder Day.

RACV Pre-1905

Pioneers Run

ENTRIES
NOW OPEN



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!



Valē – John Falcon White

By Graeme Jarrett

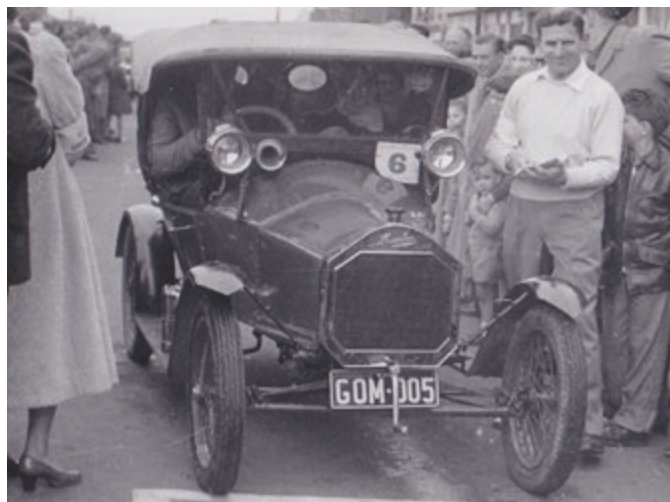
(14 May 1927 - 10 March 2021)

John White, a quiet and constant person lived a very long and full life – passing on 10th March, aged 93. In John, we have lost a life member, and more.

John was born in Berwick, Victoria, and then arrived in Balranald, NSW where he lived until five years of age. The family moved to Melbourne where his father became an orchardist on approximately 10 acres of land in Box Hill North – growing apples, pears and quinces. An area in which John and young family lived their whole life.

He was the quintessential member who remained ever loyal to his hobby and interests having joined the VCCA (Vic) in its very earliest years in the mid 1950's. An evergreen Cyclecarist who delighted in his 1913 Humberette for every one of his active years on the road – well in excess of sixty years motoring in the same car.

His first Humberette (No 1, a family description) was to remain with him for the remainder of his life. He took part in the first major rally in 1955 here in Victoria. Two more Humberettes (Nos 2 & 3) were restored and put on the road over his lifetime.



John and Lois White in the 1913 Humberette (No 1) on the 1956 Golden Fleece sponsored rally to Ballarat.

He was a talented, resourceful and all-encompassing in his focus on getting things running and keeping them on the road. His willingness for helping others to get their Humberette(s) on the road was well known. He built a number bodies for fellow enthusiasts all over Australia – five in total; very often delivering them himself to interstate locations.

A willing worker for the club, he was always available to help in our activities, these included the VCCA stall at swap meets, newsletter folding, a committee member and all those tasks to keep the club functioning.

Apart from his love of veteran cars he also was an active motorcyclist and owned various machines from a number of motoring eras. His machines included Sunbeam, Hercules, Victor and many others.

It is not well known, but he also owned a Bugatti, 1925 model, Type 23 (Brescia, Modifie); this was in 1952. The Bugatti was a brief distraction before he returned, in earnest, to his other early motoring interests. Amongst these were a 1913 GWK that Lois, his wife, drove in at least one early event. Also, there was a Riley Ford racer (speedway), Minerva (14hp), Lorraine Dietrich and others. An Alvis TA21 (1951) and a 1947 TA14 drop-head was also a joy to him in later years. There were many others and each came with a story of John and his mechanical 'can do' attitude to restoration and roadside repairs.



John White in his 1925 Bugatti type 23 (Brescia, car No 2566), circa 1952. Damaged original photograph.

John was a plumber all of his working life and both of his sons followed in the trade as his apprentices. One wag has recently offered the comment that one needed to be a plumber to keep the tubular chassied Humberette on the road and running.

Family members are continuing in John's delight with the Humberette theme and are retaining the two cars – No 1 and 3.

John is survived by his wife Lois, and five children, Elaine and Chris (twins), Susan, Jennifer and Alan, 10 Grandchildren and 14 Great Grandchildren.



Valē - Susan May

By Ken Russell

(2 February 1951 - 15 March 2021)

For the past 30 years Sue and her late husband, Peter (until the time of his death), were active members of the VCCA and before that time the Vintage Drivers Club, with their magnificent big white Minerva.

After Peter died Sue continued to support our Club and attend rallies with one of their many vehicles, all of which had been restored by Peter. Peter was working on a 1903 Stanley Steamer when he died from what was likely to have been a heart attack (most Stanley drivers do not have a heart attack until they are actually driving one and they feel flames around them or hear a huge bang). Good Samaritan and kind hearted friend, Bob Ballinger, completed the car for her which subsequently went to New Zealand. A second yet to be completed car was a large engine capacity Buick for which Rod Cripps was kind enough to skilfully complete the restoration. She still had it when she died but sadly never got to use the car so it remains in storage.

Sue lived in Footscray as a girl and attended University High School. Sue was quite an athlete and old photos show she even had a six pack to prove it. When Sue

was a teenager, her mother arranged for her to attend the Elly Lucas School of Deportment and Charm. At the age of 16 she won first prize in Fashions on the Field at Flemington during cup time and received a trip to the Gold Coast for the prize. Sue later became Miss Footscray.

The greatest regret in her life was not being able to have children, proven by many failed IVF procedures.

Sue was successful in commerce and for many years was appointed General Manager of the Duty Free Stores in Melbourne. She later decided she wanted a change in vocation and spent the latter part of her working life with a firm of management consultants specializing in management personal development.

Sue was my late wife Judy's best friend and Peter was mine. The four of us had many private rallies in our veteran cars around the Rutherglen area. After Peter died Sue sold up her house in Essendon and came to live closer to her friends for company. Many joint cruises and overseas trips followed.

To say she will be sadly missed by all who knew her would be a massive understatement but Pete and Jude will be looking forward to her company. R.I.P. Sue.



Patriotic Funds and Ambulances

By Ian Berg

Great Britain declared war on Germany on August 4th, 1914. Australia, as a part of the Empire, was also at war and there was tremendous support for our involvement. A wave of patriotism swept the country and by the end of 1914, some 50,000 Australians had already enlisted, with the community was looking for opportunities to support the expeditions. Numerous patriotic funds were established, with the money intended for medical goods, assistance to the troops and to attend to the needs of returning soldiers and their families.

By January of 1915, Victorians alone had already given over £400,000 to a variety of funds. These funds provided, amongst other things, for the provision of 20 motor ambulances fitted up for Red Cross work in conjunction with the Australian Army Medical Corps. Many more Red Cross motor ambulances were to be donated by funds, individuals, societies, councils and companies during the war either directly or through fund-raising activities.

The motor industry played its part. All manner of cars, either new or second-hand were donated, including Rolls-Royce, Berliet, Unic, Mercedes, Cadillac and Wolseley amongst others, and the Medical Corp would fit them out and paint them. Most were painted entirely white with bold red crosses displayed on each side and on top of the covering. The hope was that enemy aviators would discern the fact that the vehicle was engaged in Red Cross work. The ambulances and lorries from all over Australia were despatched to depots in Britain prior to their shipment to the conflict zones in Europe. Others went in support of the campaigns in the Middle East.

The motor trader Jas A Munro & Co, of Elizabeth Street in Melbourne advertised as being the largest garage in Melbourne. Munro was a successful motor agent and coachbuilder, and he was also a great patriot. In September of 1914, he organised a fund-raising mock naval engagement with other motor traders at the Exhibition Oval. Crossley and Mors chassis were set up as warships and gunboats for the allies, and enemy ships were also mocked up. They were provided by Dalgety & Co, with additional crew members provided by the Metropolitan Fire Brigade, the Ancient Mariners and various yachting clubs. Commanders of the Munro ships were Captain JA Munro and Captain Ryan, one of Munro's managers. The amount of funds raised is not recorded, but the event stands as just one example of the community enthusiasm for the patriotic funds.

The Munro coachbuilding works also built ambulances. Specifications were determined by the Australian Army Medical Corps: the ambulances had room for four stretchers inside, and there was also enough room for three slightly wounded personnel on the front seat.

Eight spare stretchers were carried as was a tank for drinking water. Both Munro's sons had enlisted at Victoria Barracks in St Kilda Road, and Alex Munro, Jas' eldest, joined the Australian Army Medical Corp as an ambulance driver serving in England and France. He also had a camera, and many of the photographs of his service have recently surfaced.

At this time, Munro was an agent for Crossley motorcars and in frequent correspondence with Crossley Motors. He had very high regard for the Crossley chassis he was receiving from the the works in Manchester. Munro was aware that even before the war the British War Office had rigorously tested Crossley chassis before placing an initial order for 53 chassis. These were converted into ambulances and tender vehicles in anticipation of the conflict in Europe. It is thought that the War Office eventually ordered some 6,000 Crossley chassis through the duration of the conflict. Munro, as commercially minded as ever, took the opportunity to advertise the power and durability of Crossley motorcars, referencing the successful British War Office tests (see page 12). However, it was not long after the war started that the supply of chassis to Australia was severely curtailed. With the English and continental European manufacturers turning over their production to the war effort, the motor trade changed as it became more difficult to secure new cars.

Following the conflict, a number of donated vehicles were repatriated and eventually returned to their owners. Sol Green, a prominent the Melbourne bookmaker, donated his Royce 40/50hp (chassis 1853E) for use as an ambulance in the Middle East. In 1919 it was returned to him, and he had it rebodied for use as a private vehicle once again. This car survives and is currently undergoing its second full restoration. Given the conditions the vehicles had to endure, and the logistics involved in returning them, it seems unlikely that many of the others survived.



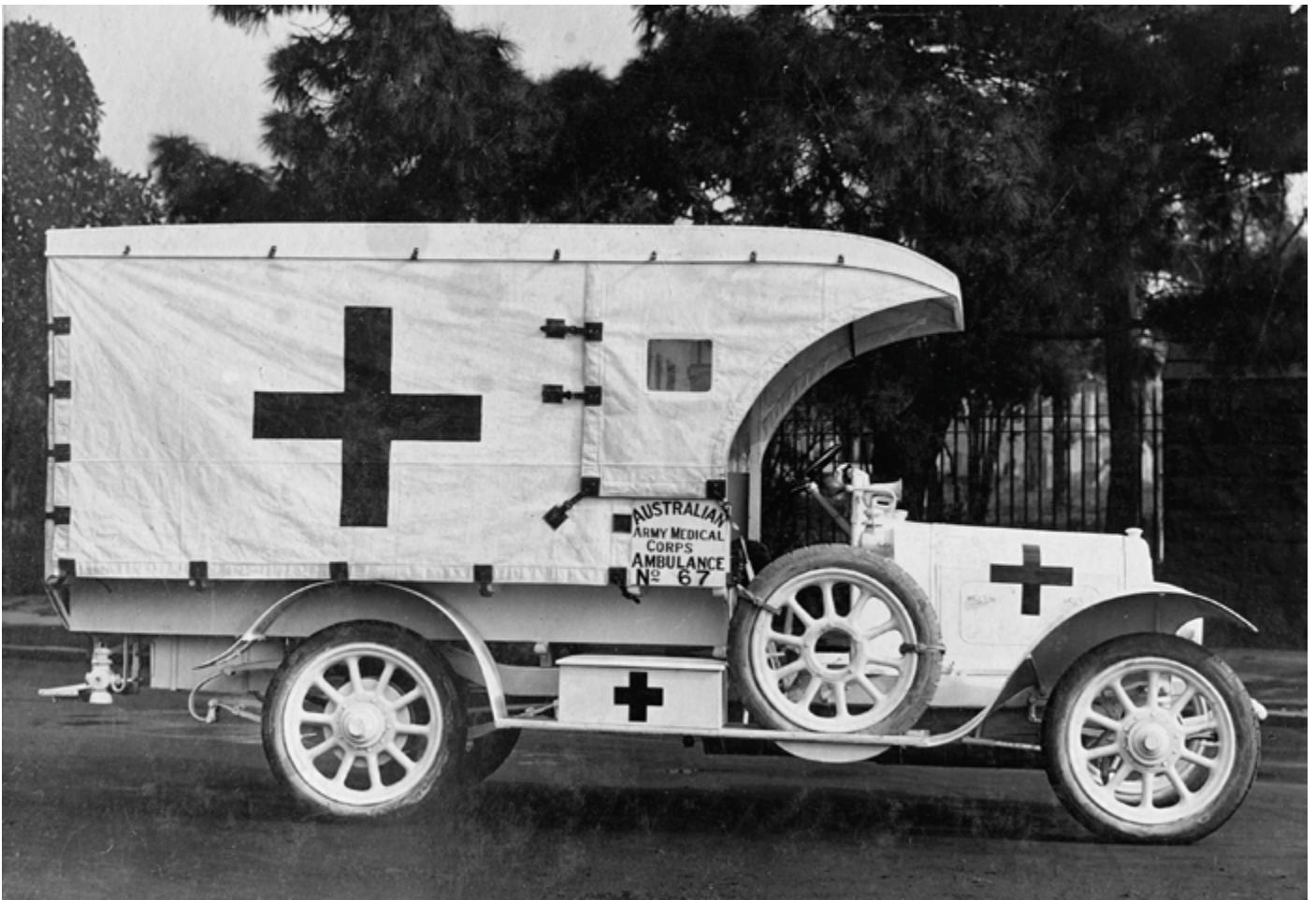
The book, Jas A Munro & Co: The Largest Garage in Melbourne has recently been completed by Ian Berg, and a copy will be provided to all members. We plan on launching this in May and will advise more details soon. All photographs for this article, unless otherwise indicated, are from the Jas A Munro collection.



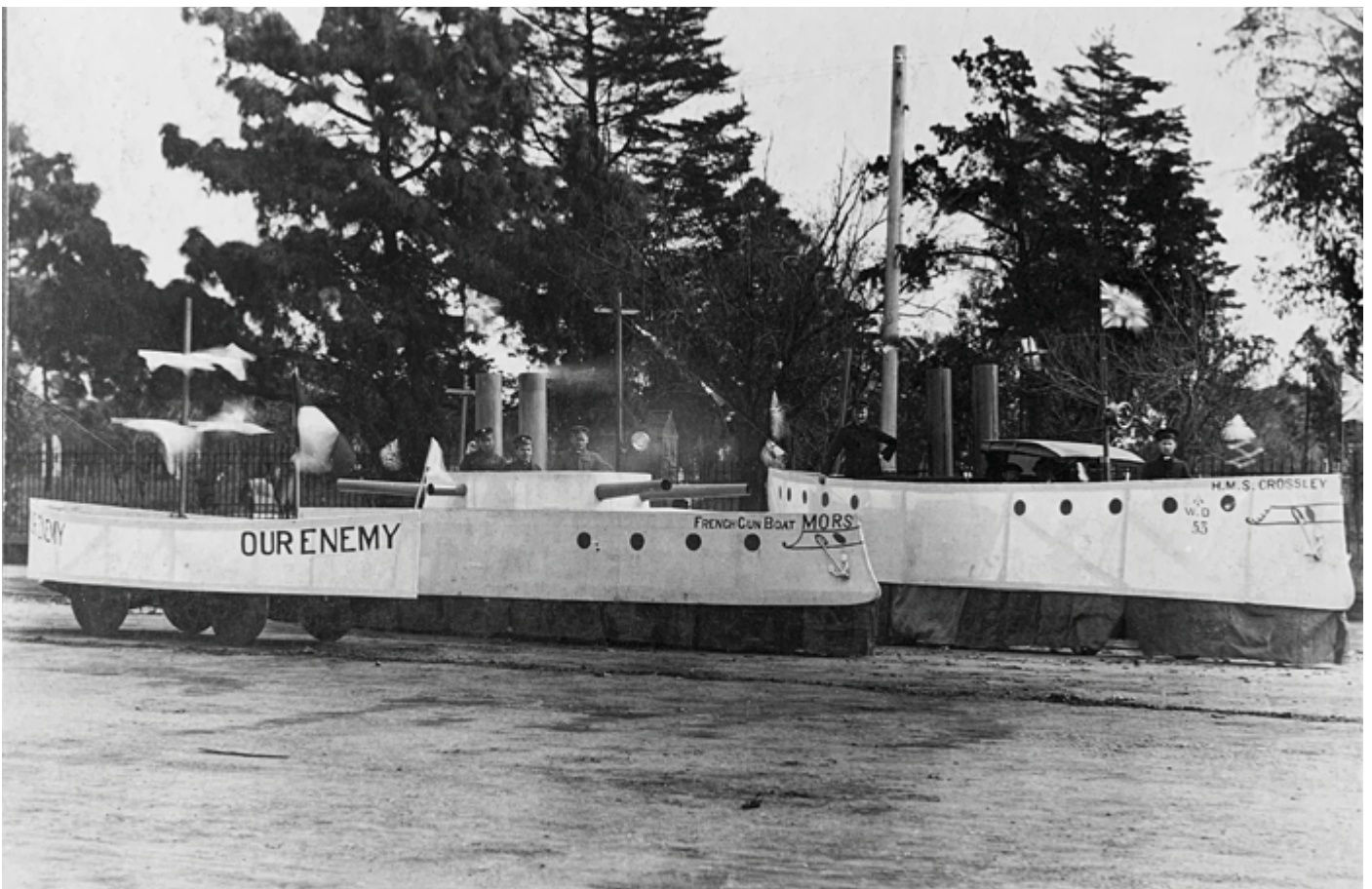
The workshop facilities at the Victoria Barracks in 1915, with a number of ambulances being prepared before their dispatch to England and subsequently onto the Continent for service.



Another ambulance on test following its conversion from a motorcar. The scene is in Melbourne, but the make of car difficult to identify. Readers, please let us know if you can recognise the make.



Photographed in Queen Street Melbourne, adjacent to the Jas A Munro works, is a new Munro bodied ambulance. The make is a French Mors, an agency held by Munro between 1911 and the mid-1920s.



The Munro 'fleet' at the Exhibition Oval consisted of a French gun boat Mors and a battleship HMS Crossley.



Photographed in England is Alex Munro in front of a Fiat ambulance which had been donated by the Victorian Wool Buyers Association. Munro is on the right.



Above:

A composite photograph, supplied by Crossley Motors to Jas Munro in 1913, showing the 53 Crossley chassis supplied to the British Government prior to commencement of hostilities.



Left:

Alex Munro, the son of Jas A Munro, is pictured (on the right) in September 1915 in front of a Crossley ambulance, at the AIF training camp at the Showgrounds in Flemington. Jas A Munro & Co almost certainly supplied the vehicle.

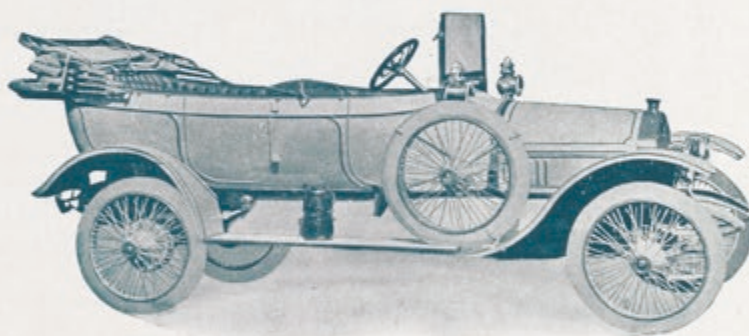
British War Office and Admiralty

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- | | |
|--|--|
| <ol style="list-style-type: none"> 1. A prolonged road test with a dead load of 30 cwt. of sandbags. 2. Climbing a gradient of 1 in 8 with a load of 20 cwt., and pulling a trailer weighing 15 cwt. 3. Petrol consumption test, 37.8 ton miles per gallon. | <ol style="list-style-type: none"> 4. Three miles on first speed without overheating, loaded with 20 cwt., and drawing a trailer of 15 cwt. 5. Climbing the test hill at Brooklands, gradient 1 in 4, with a load of 30 cwt. 6. Brake test on the Brooklands test hill, gradient 1 in 4, with load of 30 cwt. |
|--|--|



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Mention of the "Australian Motorist" when writing ensures prompt attention.

From the September 1, 1914 edition of The Australian Motorist. Courtesy of SLV.

Early Ballarat Motoring, Part 1

By Daryl Meek

The Rego, the Doctor and the Ambulance

Ballarat's First Registered Car

Whilst the subject of which was the first motor car to make an appearance in Ballarat has been one of much discussion, there is no question as to the first vehicle to be registered in Ballarat.

Following the appearance of the motor car on Victorian roads in the late 19th century, it wasn't long before the ever-growing number of vehicles made it very difficult for authorities to maintain any form of effective regulation or control. In 1909 the Victorian Government passed the Motor Car Act which came into effect in January 1910 and provided the regulatory framework for registration and licensing.

From January 1910, all vehicles in Victoria were required to be registered. It is difficult to estimate the number of vehicles existing at that stage, but the subsequent list of registration numbers gives a fairly accurate estimate. Between January and December of 1910, 3,800 vehicles were presented for registration.

In 1910, registration number 29 was issued to a car belonging to local doctor, Charles Henry William Hardy.

The Doctor



Born in Maldon, Dr. Hardy received his Bachelor of Medicine and Surgery in the early 1880s. He established a practise in Buninyong in the 1890s and in 1901 married Miss Helen Smith from Casterton. At the time he was also President of the Ballarat Mechanics Institute who held a function at Craig's Hotel prior to them departing on an extended European and American honeymoon.

In 1910, when he registered his vehicle, he had settled into practice at 816 Sturt Street where he and his family lived for nearly 25 years (the site is now a Shell service station on the corner of Sturt and Drummond Streets).

In 1915, Dr. Hardy enlisted in the 6th Field Ambulance at the age of 54 at the rank of Lieutenant Colonel, having previously served in the Citizen Military Force.

Dr. Hardy returned to Ballarat in 1917 to continue his medical practice. For his service he was awarded the Distinguished Service Order (DSO) and eventually attained the rank of Brigadier General. He was again President of the Mechanics Institute in 1920 and President of the Ballarat Branch of the RACV in 1924.

Upon retirement, the Hardy's moved to Toorak where Dr. Charles Henry William Hardy died in 1941, aged 80.

Frustratingly, the early registration records do not record the model of car.

The Ambulance



Before Dr. Hardy departed for active duty in 1915 he accepted, on behalf of the 6th Field Ambulance, a locally made "beautiful motor ambulance". It was a gift from the Ballarat Red Cross and was presented to Lieutenant Colonel Hardy in a ceremony at the City Oval.

Built at a cost of £500, Messrs. Adam Wilson and Co. of Armstrong Street South, described in the Ballarat Star as "well known engineers and motor builders" supplied the Briton chassis whilst the coachwork was completed by Messrs. L. E. Cutter and Sons, also of Armstrong Street.

Adam Wilson and Co.

In December 1914, the Ballarat Star dedicated a short article to Adam Wilson and Co., whose motor garage had secured the Victorian agency for Briton motor cars. The report suggests that Mr. Wilson was doing quite well, with his agency still selling a number of Briton cars despite the depression brought on by the war and the drought.

THE 1914 MODEL BRITON CARS
ARE WORTHY OF YOUR ATTENTION.
THEY COMBINE SIMPLICITY, RELIABILITY, and DURABILITY.
10/12 BRITON. body to order, from £295.
14/10 BRITON. body to order, from £330.
ADAM WILSON & CO., MOTOR GARAGE,
118 ARMSTRONG STREET SOUTH,
SOLE AGENTS FOR VICTORIA.

The Star reported that "the motor car has now established itself as a commercial and social necessity, and not as a luxury" and that Wilson had a nice stock of Briton cars to choose from. The 10-12 h.p. single-seater was particularly popular in Ballarat and "is regarded by experts as the best value in cars offered in the State."

Book Review

By Mick Turner

By Motor To The Firing Line

An Artist's Notes And Sketches With The Armies Of Northern France. June - July, 1915.

By Walter Hale

With Drawings And Photographs By The Author
New York, The Century Co., 1916

Walter Hale (1869-1917) was an American actor, artist and writer. The author states that this is not a work of military history, but a snapshot of the people, places, buildings and landscapes of Northern France and the effect of war on them.

"It has been written that I might pay a little tribute to the memory of the men I knew on the Notre Dame de Lorette hillside - whose letters no longer come to me."

The book details his travels in a chauffeur driven Renault along the front lines of the Western front. In a very matter of fact writing style the writer describes the devastation of villages, hotels, roads, churches, monuments and cafes that he has visited on past motoring trips through France. It is these detailed descriptions that bring home the destruction caused in France. The writer links this to wondering of the whereabouts of people he has travelled with, eaten

with, drank coffee with and talked with. Again, gentle reminders of the changes that affected the landscape and also the people.

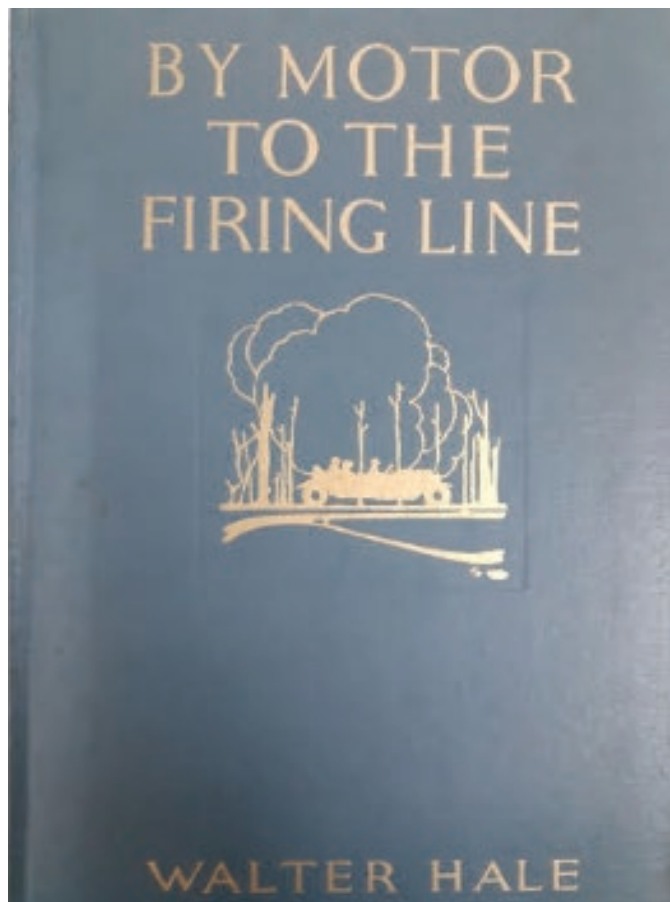
Attempting to chase down sidecurtains left on a previous trip, the writer visits his mechanic, to find him leaving for Arras.

"I have been ordered out again, our regiment starts for the Arras sector tonight. He looked behind him with a brave show of confidence. His five girls stood in the doorway, each one a year taller than the other, like a ladder. In the shadow of the doorway stood his wife. She had been crying but her face was now calm and white."

The writer goes on to say that "To be ordered to the Arras sector means being sent into thickest of the fighting, into the zone of greatest danger in the western area." There are many tales of the people he meets, both military and civilian. Always respectful, and touching.

The descriptions of the trenches and no man's land are calm, bleak and horrific.

A great read for those interested in motoring, the Great War and first hand accounts of history.



MEMBERSHIP

WELCOME TO NEW MEMBERS

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

- Hein & Veronica Otten of Murrumbeena, with a 1901 Otten Motorcycle, 1909 Star & 1914 Overland.
- Alan & Julie Mansbridge of Allansford, with a 1914 Triumph, 1915 Indian & a 1912 Moto Reve.

Breakfast Run – Brimbank Park

The March breakfast run was to Brimbank Park, Keilor. Again it was a good roll up of 12 members with two veterans, making for an enjoyable breakfast in lovely surroundings, weather and company. The breakfast runs for the season have been very popular events and have been the catalyst to extract a few vehicles out

that we have not seen for some time. I believe the first run in January was the biggest gathering in our history. We are now taking a break till next season, but do remember the Hot Cross Bun Run at Braeside Park on Good Friday for another good day and excellent cause.



Robert Caffyn's 1912 Talbot driven by Peter Caffyn along with Archie and Ella. Bob and Helen Ballinger's 1915 T Ford with passengers Bill and Glenice Lindsay.



**INSTRUMENT
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Cyclecar Corner

By Graeme Jarrett

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

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

HUMBERETTE CYCLECARS – SOME SURVIVORS IN AUSTRALIA

Continuing the Humberette theme from last month. This is being done in large part in light of the passing of John White – a great Humberette exponent.



These two Humberettes above were restored and rallied by the late John White. His car No 1, on the right – a water-cooled 1913 model owned since the early 1950's. His other car No 3, on the left – an air-cooled model. John built the bodies on each of these cars.



Geoff Bernhagen's Humberette in Queensland.



This car was owned by the late Stuart McDonald. It was sold in recent years – current owner is unknown to me. John White also built the body on this car.



This is the Humberette of Graeme and Sandra Splatt.



Peter Allen's Humberette overtaking a letter box. The car is ex Fred Jones – SA.

Three cars not shown here include the John Washbourne car – ex David Holden. The Kevin Brooks car is also absent (pictorially). Also, the Colin Sargent car in Ballarat – ex John White (No 2) car. This latter car also has a body built by John White

Clearly, red and green are popular!

Library and Archives Update

By Daryl Meek

We are finally back into the library following a couple of Covid-19 false starts. The major audit continues with all volumes being checked against the register, covers protected and a current valuation undertaken. A number of absolute gems have been unearthed, including first and rare editions, many of which have not been seen for many a day.



Included within the library was an incomplete set of Automobile Quarterly. In mid-2019 the Club submitted a successful tender to Vintage Car Club of Queensland (VCCQ) for the acquisition a complete set of 205 editions. Published between 1962 and 2012, this fantastic resource contains many articles on veteran marques and models. In order to preserve space, only the indexes to the collection are held in the clubrooms. Recently, a comprehensive digital index has been sourced, with the intention of allowing the contents of this collection to be searched online.

A recent addition to the Club library is Terry Parker's new book on Straker Squire. The 78-page book summarises each of the 12 known survivors, two of which were restored by Terry. Many thanks to Shane Edwards who donated the volume to the library at February's Natter Night.

Straker Squire is now available to borrow. If, on the other hand, you would like your own copy, contact Terry Parker at tgparkar@bigpond.net.au

Many thanks also to Peter Blayney, who recently donated a significant number of editions of The Automobile to the Library and Archives. The Club subscribes to this terrific monthly journal and copies are enthusiastically sought after to borrow at Natter Nights. Our collection has some significant gaps and this donation has enabled us to fill many of these.



LETTER TO THE EDITOR

Dear Greg,

My wife and I enjoyed the very good article by Catherine Strutt, on her touring with Chris in their FN. This brought back many fond memories of holidays touring across no man's land in the 1950's, just mum dad and 2 kids and a homemade tent, in the middle of nowhere. It was a real adventure and at each turn deciding where to go next. I repeated this pleasure in a vintage car and a tent with 3 kids in the 1970 -80s (as I could not afford a veteran car I did it in a 1928 Whippet, the same as dads)

That great photo of the FN on the De Burghs Bridge, Jenolan Caves, started me thinking. Who was De Burgh?

As a Cub in the 1950s at North Ryde (Sydney) we used to frequent the area around De Burghs Bridge that crosses the Lane Cove River in Lane Cove National Park on Ryde Road between North Ryde

and Pymble. We being young stickybeaks would check out everything, including climbing over the old bridge, and the rock carvings on the stone ledges alongside the bridge.

I used to think why is it so, who was De Burgh? Why call a bridge after him? There was no one called that around here, maybe he was a bushranger, a mass murderer or what.

So I Googled it, and it seemed that he was an Irish Engineer who came to work for NSW government in the 1880s to design and build Road Bridges. At least two bridges were named after him, the one at North Ryde when opened in 1901 was the longest single span timber bridge in Australia then. So now I know.

Thank you for the article, it seems that I am not too old to learn!

Bill & Carol Heeney

Follow up To March Brass Notes Front Cover

By Frances and Andrew McDougall

Following on from our March Brass Notes front cover, we have a series of articles from the Daily Telegraph Launceston, that deal with the arrival of the Fysh Napier and the subsequent body building process carried out at Paine's Body Builders in Patterson Street Launceston.

DAILY TELEGRAPH, LAUNCESTON, 13 MAY 1911, PAGE 8: MOTOR NOTES (BY EXHAUST)

The surprise packet of the past week in local auto circles was no doubt the arrival of a 15hp Napier chassis to the order of P. O. Fysh of Arthur Street. The machine which may be seen at Messers Jackson's of George Street, was when "Exhaust" arrived on the scene surrounded by a little knot of interested spectators, who were critically inspecting the latest product of the British firm of S. F. Edge Ltd. A detailed description of the chassis is unnecessary in these columns, sufficient to say that the design and workmanship is well up to Napier standard. The engine is four-cylinder 82 x 127 and is catalogued at 15hp. The ignition is by a Bosch magneto, while the cooling is aided by a centrifugal pump and a powerful fan. Three speeds are provided and are operated through a gate change. Rudge Whitworth wire wheels are fitted and they take 880 x 120 tyres. The design and superintendence of the construction of the body, hood and windscreen has been entrusted to Mr. G.M. Jackson, who it may be mentioned has another torpedo body being built at Paine's for an Austin chassis. "Exhaust" who has just seen the latter body in a most

interesting stage of construction, has reason to believe that if as good a job is put into Mr. Fysh's car the much-discussed question of imported v locally made bodies, will go a long way towards being knocked on the head.

(Daily Telegraph noted on 20 May 1911 that a start had been made on Mr. P. O. Fysh's body)

Of interest in the same article as above "Exhaust" went on to answer a question about the number of registrations in Tasmania.

The number of cars 657 and motorcycles 739 have been registered to date in Tasmania. Of course, it is understood that about 30% of the cars registered are owned on the mainland but probably 700 of the 739 motorcycles are ridden by Tasmanian owners. The percentage of cars visiting our shores being much higher than for cycles. 965 drivers' licenses had been issued in Tasmania.

(Note that in 1911 visiting vehicles from other states had to take out registration in Tasmania)

DAILY TELEGRAPH, LAUNCESTON, 7 JULY 1911, PAGE 2: MOTOR NOTES

The bodies of the 15hp Napier chassis for P. O. Fysh and the 14-16hp Itala of W. F. von Bibra are well underway. The Napier body is just nearing its last coat of "filling", whilst the upholstery, which is of a dark green tint, is almost out of the hands of the trimmers. This car will be finished in a dark green colour and the hood which is also being made at Paine's is to be of the best rubberized canvas fabric.



Napier with no body, driven by George Tolson(chauffeur) and Jean Fysh.

**DAILY TELEGRAPH, LAUNCESTON, 7 AUGUST
1911, PAGE 6: MOTOR NOTES (BY EXHAUST)**

Last Wednesday afternoon saw the first road trip of Tasmanian Automobile Club's president P. O. Fysh's handsome 15hp Napier. The vehicle has been designed for a family car, both the front and rear seats each seating three adults comfortably, besides leaving ample room for touring luggage, etc. Having taken considerable interest in the building and finishing of the body, which was built at Paine's of Paterson Street, the writer can vouch for sound workmanship and artistic finish that characterise the vehicle throughout. The design and plans for construction were placed in the hands of Mr. G. M. Jackson, who, with the builders, have every reason to feel proud of the job, which compares more than favourably with the average imported article. Like nearly all 1911 models, the body is of a torpedo pattern, with high side doors and scuttle dash, the latter carrying a short vertical glass screen for the comfort of those occupying the front seat. On the dash are located oil and petrol gauges, switches, and a striking and novel fitment in the shape of a combination clock. Between the two dials stands a little electric lamp, which enables both the m.p.h. and timepiece to be easily read at night time. The chassis, which was

supplied by Mr. A. C. Apthorpe is of the de-luxe type (9ft 10in in wheel-base), colonial model. A four-cylinder 3.5 x 5 inch engine comprises the powerplant. Just behind comes the metal-to-metal clutch, which runs in oil whilst the transmission gear consists of three speeds, forward and reverse. Direct drive is obtained on high speed, and on this gear the "15" is claimed to be exceedingly flexible in spite of the comparatively long stroke. However, as yet I have not been enabled to test the running qualities – a treat in store, so I'm told. Long and flexible semi-elliptical springs suggest easy riding with varying loads over rough roads. Mr. Fysh has embodied several standard fitments that make for neatness, serviceability and reliability in his vehicle, among these being the Rudge-Whitworth wire wheels, shod with a square tread, 880 x 120 Continental tyres all round. C.A.V. and electric side and tail lamps, whilst located at the rear corner of the bonnet is an electric autochime horn, which proves to be an effective road clearer. Quaker green, lined with yellow lines, is the colour in which the machine is finished, and this, together with the brass fittings, flare-front Rushmore headlights, and a well-set rubberised canvas buff hood, goes a long way towards stamping this latest local production one of the smartest autos in the State.



Paine Carriage Builder building as it stands today.

A Michaelmas Tour In Tasmania: October 1911 By P. O. Fysh & Family

From The Australian Motorist, November 1, 1911 (page 253), submitted by Andrew McDougall

The T.A.C. president and Mrs. Fysh and family made an enjoyable tour last month through the south-eastern portion of the island, including the old convict settlement, Port Arthur. The party made the trip in their fine six-seater 15 h.p. Napier, with Chauffeur Tolson at the wheel. A start was made from Launceston towards mid-day one Thursday, journeying in the teeth of a southerly gale, via the main road as far as the old station buildings at Jericho. Turning to the left here, the Napier crossed to Colebrook, encountering a half mile of soft, unmade road. This route is not suitable for auto traffic except in summer or after a spell of dry weather. The trail was followed from Colebrook to Campania, and thence to Richmond – very good road, with the exception of a long, deep rut near Stockdale.

The party spent the night at Richmond, and left this place after dinner on Friday, going via Cambridge, over the Pittwater Causeway, through Sorell, Fawcett and Bream Creek, and upon reaching Dunally crossed over the Denison Canal. Up to this point the roads were splendid, and were “fair” for the next nine miles, with the exception of 1.5 miles of soft clay, with numerous holes. Here the rear wheels began to “spin”, which necessitated making a track of saplings, branches, etc., to enable the car to get out. When settled weather arrives this road will be all right, as it is now being repaired. Reached the Eaglehawk accommodation house, “Lufra,” at 5.30p.m., the scenery all this day being very varied, lovely inland and water views alternating.

On Saturday morning the “15” crossed the Neck, and ran down to Port Arthur over an excellent road, only a mile or so being on the sandy side, but nothing to fear.

Leaving the car, a most interesting ramble was made all over the ruins of Carnarvon (Port Arthur), after which lunch was partaken of on the shores of Opossum Bay, opposite Point Puer, where the convict boys used to be imprisoned. Delightful weather and beautiful scenery characterised a jaunt along the side of Long Bay and around the shores of Norfolk Bay. In the afternoon the tourists retraced their tracks to Eaglehawk Neck, and here visited the famous tessellated pavements.

The following morning a trip was made to the Blow Hole, Devil’s Kitchen and Tasman’s Arch, and as there was no big sea running a venture was made on to the ledge outside the Blow Hole. Regretfully leaving “Lufra,” which proved an A1 place to stay at, with a first-class cuisine, the motorists made a start homewards on Monday morning. Desirous of making a round trip, Mr Fysh took the road through Sorell and Bellerive, arriving at the last mentioned place in time to catch the 11.50a.m. paddle steamer to Hobart. The concluding stage of the trip was made on Tuesday morning. Leaving the capital at 9.30a.m., an easy run was made up over the main road, arriving at Launceston at 3 o’clock the same afternoon, thus bringing to a close a most enjoyable holiday.

P. O. Fysh was my great-grandfather and my grandfather, Gordon Fysh, would have been 12 years old. It is no wonder that Gordon had a life long interest in old cars.

This 15hp Napier was not the first Napier that P.O. Fysh had over his lifetime.



“T” Ford Time

By Graeme Jarrett

The Ford model T is the universal car. It certainly bought many to motoring for the first time.

These accompanying photographs are from the State Library of Victoria (SLV). We thank them for their generosity in making these available in good quality high resolution digital files - on line.

The Commercial Body

The use for business was a well based endeavour – using many style and particular details to cater for various delivery and service needs. Kodak used this van to distribute their photographic products and service their clients. Their office was in Collins Street, Melbourne.

Another van with a less conventional body. This one appears to be a 1915 model, or earlier. The presentation is quite eye-catching and not easily forgotten.

The owner of this was J Crone, butcher in St Arnaud, Vic. Stuart Mill is where he previously traded as a butcher prior to his enterprise in St Arnaud. He must have run a very successful business. In 1910 he built a substantial two storey building, “Crone’s Buildings”, 78-84 Napier Street, in one of the main streets of St Arnaud. This building still stands and now houses real estate agents offices.



J Crone's Ford model T



Crone's Buildings, 80-84 Napier Street, St Arnaud



Ford model T van owned by Kodak, Australia

Tarrant Motor Car

By Graeme Jarrett

Melbourne Fire Brigade

ownership at Eastern Hill Fire Station - the latest word

The two most recent issues of Brass Notes (February & March 2021) included the details of the Tarrant motor car, 10hp three cylinder model, owned by the MFB.

More information has come to hand that helps in confirming my announcement. The Melbourne newspaper, Leader (May 29th 1909, page 20) included a small piece that identified a Tarrant in the MFB fleet. Refer text extraction.

MOTORS AND MOTORING

BY STEERING COLUMN.

It is noticeable that the motor engines now take pride of place at Eastern Hill. These silent monsters are found to be as reliable as the horse, but much faster. They always reach the fire first, and travel up to 40, and even 50, miles per hour. The equipment also contains

an Australian built Tarrant car for the conveyance of the chief, who is now able to be on the ground along with the rest of the motor equipment.

Fire brigades all over the world have recognised the value of the motor car. In Melbourne there are already four motor driven fire cars and ladders, and we understand more have been ordered so that before long the high efficiency of the Melbourne Fire Brigade will be still further increased.

Ian Irwin has recently alerted me to this item, thank you.

Learnings From A Mis-Spent Youth

By Michael Holding

Last month we looked at organising a few cable ties in your toolbox.

So, what do you do if you need a few from a new packet of 100?

Procedure:

1. Don't open the end of the bag. If you do, the other 97 ties will eventually climb out of the pack when you are not looking and find every nook and cranny in your toolbox
2. Don't take a donor tie and secure it around the remaining ties. The tail of the donor tie is cumbersome but if you cut it off, you won't be able to retighten it as you use more ties and no matter how tight you tie them, they will slip out.
3. Instead, put a 2" (50mm) slit in the bag half way between the two ends.
4. Dispense the ties through this slit as you need them.

The rest will happily stay in the bag and won't go adventuring through your toolbox.



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Natter Night Meeting Minutes

VCCA (Victoria) in the Clubrooms and via Online Zoom Meeting

Tuesday, 9 March 2021 @ 8.00pm

Opening

The Clubs President, Ben Alcock welcomed all to our March Natter Night. A special welcome to Stuart McCorkelle, our guest speaker tonight. Stuart talked to us about his passion for pattern making, which is also his career. Stuart is the events director for the VDC and also a member of our club with a 1914 Overland that he is restoring with his Dad.

Apologies:

Daryl Meek, Jennifer Atherton, Robyn Blackwell, Brian Hussey.

Announcements:

James Dunshea celebrating his Birthday today and Stan Bone is tomorrow. We also have two engagements to announce: Brenton Smith & Lillie Keogh, Jack Alcock & Anna Young.

Chris Duncan and Catherine Strutt are down from NSW for their first meeting.

Debbie Alcock announced Easter Eggs and Wine are the raffle prizes tonight.

New Members:

Hein & Veronica Otten of Murrumbidgee, with a 1901 Otten Motorcycle, 1909 Star & 1914 Overland.

Alan & Julie Mansbridge of Allansford, with a 1914 Triumph, 1915 Indian & a 1912 Moto Reve.

Events

Past Events

February Breakfast Run Jells Park - 6 Veterans.

Future Events

Breakfast Run – Brimbank Park 20/03

RACV 1 & 2 Cylinder Rally 25-8/3 – 49 entries

Hot Cross Run 2/4 – Braeside Park, usual location.

Flinders Motoring Heritage Day – Easter Sunday 04/4, Brian Hussey is the contact

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

Vintage Sports Car Club rally - 5-11/4 in Newstead

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 in Rosebud.

Wanted, For Sale or Swap –

Alan Lethborg is selling the 1914 Fiat Zero, for sale at \$48k, details in Brass Notes.

Stan Bone is after a 300 x 400 Pottery Kiln.

Michael Holding seeking assistance on balancing a single cylinder Cadillac motor.

Items of General Business –

The Jas Munro Book Launch is booked in for May Natter Night.

Ben showed two large self-generating lights on display. The club has received a very generous donation of a large collection of lights/horns. We are looking to sell them. There will be a display day in May, at the Clubrooms for members to view them. More details to follow.

Hughie Trantor's Hotchkiss Fire Engine is on display at the Fire Museum.

Ben advised moving forward there will be only three signatories for signing club permit forms. First point of contact is Geoff Payne, with both Darren Savory and Ben Alcock as backups if Geoff is unavailable. Safety scrutineers haven't changed, as listed in Brass Notes.

Next Meeting:

8.00 pm on Tuesday, 20 April 2021 with pre meeting drinks from 7:15pm

Meeting Closure 8.27pm



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



Private Classifieds

FOR SALE

Smith and son, Strand London 60 mph Speedo. Probably needs a clean to get working.

Price: \$400.

Condor horn with flex an very good rubber bulb. Works well and ready to fit.

Price: \$200

Condor horn with mount, works well. Price: \$100

Lucas King of the Road side lamp no.724. Price: \$300 ONO

Kick plates. Price: \$150

Exhaust whistle. Price: \$200

Exhaust Whistle. Price: \$50

Shell Motor Spirit tin running board base. Price: \$100

CONTACT: John Hollis

03 54496905



FOR SALE

Burgundy 1914 Fiat Zero. Club Registration. Full Book History. New Radiator, New side curtains and tonneau cover. Reliable, smooth running

\$48,000 ono

Contact: Alan Lethborg 9560 8299



FOR SALE

This 16/20 Wolseley is offered for sale - the subject of a deceased estate.

It is available for sale to interested parties interested in a restoration project – a significant British car of good quality. The body is not believed to be original to the chassis – at times described as the ‘Cinderella Coach’. The rear part does have a resemblance to a ‘Hansom Cab’.

In the first instance please contact me for a connection to the family estate.

Contact: Graeme Jarrett

0455 041 994



FOR SALE

Custom made veteran car inclosed box trailer - white. Rear door entry ramp plus side and front doors. Electric brakes.

Trailer box W 170cm x L 335cm x H 177cm

\$2500 ONO

Contact - Alan Lethborg

9560 8299

FOR SALE

This timber framing base is believed to be from a Talbot (4CT model). It is thought to be the part that is located between the body and the chassis. In poor condition – perhaps suitable for patterns (a viewing is recommended). More pictures are available.

It was discovered in the roof space of a late Talbot owner’s garage – his was a 4CT model. Asking price is \$2.00 – sensible offers considered. Talbot owners preferred. If not sold soon it will be cut up for kindling.

Contact: Graeme Jarrett

0455 041 994



FOR SALE

Set of three Lucas Kings Own, No. F 146 side lamps and matching Kings Own tail lamp.

Very good condition and complete in all respects. Nice original convex glass. These would suit a smaller size Veteran Car.



Price \$1100 ONO

Contact: Greg Smith 0447 395233.

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

Comings, Goings And Restorations

By Greg Smith



It was wonderful to get to hear of the restorations of a Brush (Simon and Tess Anderson), and the Sunbeam (Alex Brown and Simon Bayley) in the March edition of Brass Notes first hand, and I thank both for taking the trouble to contribute. I know the readers were fascinated and expressed a lot of interest to me. It also meant I didn't have to write this column.

I can report that the David Inglis 1914 Overland speedster has found a home with new member Hein Otten. I am sure Hein and Veronica will enjoy the power of this vehicle and we look forward to seeing them out on a future event.

Frank Selley from Western Australia also emailed about the 1914 Swift that was for sale in the March Brass Notes. The good news is that it is coming to Victoria! It has been purchased by the Powerhouse Museum in Portland. I am unaware of how the museum operates in regards to the use of their vehicles. My hope is it will be used in some capacity as this is a lovely little car that was reasonably priced, and having rallied with it on several National Rallies, it would be a shame if it was not used again.

The restoration of the 1910 Rolls Royce Silver Ghost of Garry Dubois is nearing completion. This has been a restoration of some 30 years, on and off. It is presently in Geelong getting a few modifications to the upholstery, but it is upholstered, and painted and hopefully ready for its first start up in a few weeks time. We plan to do a much more comprehensive article with photographs in a future edition of Brass Notes. Watch this space!

The Wolseley featured in the Flashback column in the March edition has unearthed its location and ownership. On checking about this car, has now got the family into thinking that they may part with this Wolseley project. This was not the original intention of the Flashback article, but it has got another vehicle available to the market.

The 1908 Renault four cylinder that was for sale on Pre War Cars from down Warrnambool way has been sold. The great news is that it has been replaced

with a model 20 Hupmobile (once owned by Terry Mansbridge). This is a lovely car that Terry campaigned for some years, and will make a great companion to John Kennet's other Hupmobile.

From your Ballarat correspondent.

Recently dropped off a wheel for repair from Rick Thege's 1914 Hotchkiss to Matt Weeks of Victorian Vintage in Narre Warren.

Whilst there noted that wheels for an American La France and a chain drive Daimler were already in the queue. A couple more restorations working their way to completion.

Whilst on the subject of Rick's motor cars, the 1914 Sunbeam 12/16 is back on the road after some significant repairs to water pump and rear hubs.

Vehicle performed admirably on a trip to the Beaufort Car and Truck show on Saturday 13 March.

Also on display at the Beaufort event was a c1916 Tulsa Oil Field Roadster undergoing restoration.

Recently rediscovered from long term storage, it is one of two Tulsa cars known. The Herschell-Spillman 4 cylinder ticked over quite nicely.

The 1917 Dodge Roadster, rallied for many years by Alan and Margaret Lethborg, has resurfaced after more than 10 years of storage and another change of owner.

An hour of fettling was all that was required to see the vehicle is back on the road again.

Recent auction near Bairnsdale saw the disposal of the Don Wright collection.

What was described as a Veteran 1919 Studebaker bought a good price but indicated that the auctioneers needed to familiarize themselves with veteran motoring. Certainly hope the new owner was less confused about veteran dating.

As always, contributions to this column are always gratefully received.

Events

FLINDERS MOTORING HERITAGE EVENT

The Flinders Motoring Heritage event is happening this year on Easter Sunday 4th April in the pretty little village of Flinders. Vintage, Classic and Modern vehicles are all welcome, plus we look forward to seeing our new MOTORSPORTS cars join in the fun.

Book now to register your very special car.

You will be able to be parked with your club friends and of course you can select to be in the show arena to be judged for elegant awards.

Use this link and follow the prompts or if you get stuck just give us a call! (0418 358 587)

<https://www.trybooking.com/BOCKY>

We have wonderful and generous sponsors to help us raise funds for Peninsula Health.

When: 4th April
Where: Flinders
Contact: 0418 358 587

RACV FOUR AND MORE RALLY

ENTRIES CLOSE APRIL 13th – head to our website for online entry

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.

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 closing April 13th– head to the website for more information.

RACV PRE-1905 PIONEER RUN BALLARAT

MAY 15th -16th

Over the weekend of May 15th and 16th we have our third run for pre-1905 pioneer vehicles- motor cars, motorcycles, tricycles and quadricycles. Rarely do we get to see these historically significant vehicles, but now we have an event tailored to meet the needs of these “pioneers” and their drivers/riders.

Join us as we travel 45 kilometres each day on country roads taking in the sites on our way to Smythesdale and Learmonth.

Event Itinerary

Friday 14th: Arrival at Rally Headquarters – Bell Tower Motel

Evening: Informal meal from 6.30pm at the Ballarat Golf Club (150 metres down from motel). Please advise if you wish to join the group so numbers can be booked. This will be a pay as you go meal.

Saturday 15th: Plenty of time to unload and fettle your pioneer vehicle as we will not be leaving Rally Headquarters until after morning tea (10.30am). This will enable public to view vehicles. Run to Smythesdale Court House Hotel for lunch and a covid safe public display. Return to Rally Headquarters.

Rally Dinner: Ballarat Golf Club 6.30pm with a guest speaker that you don't want to miss.

Sunday 16th: Time to fettle and pack, before our drive to Lake Learmonth for morning tea and photo opportunities and public viewing. Lake Learmonth Bowling Club for lunch before our return journey by early afternoon to allow travel time home.

NOTES

Seeing these pioneer vehicles is special, and to experience them actually motoring is something that is never forgotten. Make sure you do not miss this amazing spectacle.

Book your accommodation now at the Bell Tower Motel: ph. 03 5334 1600 (Tell them you are with the Veteran Car Club group booking).

When: May 15th – 16th 2021
Where: Ballarat. Bell Tower Inn Motel
Contact: Greg Smith 0447 395 233

Entry Form on Veteran Car Club (Vic) Web Site. Contact Greg if you require a printed Entry Form.

2021 RACV MID WINTER RALLY

Dear Members,

Julie and I take pleasure in being your Rally Directors for 2021 RACV Mid Winter Rally. It's been a few years since we put a rally together from scratch but we have made a start and want to update you all on the progress (such that it is). On this basis I am not sure whether I should head this announcement "Without Prejudice" but here goes nothing.

We are trying for a bit of a nautical theme with car orientated distractions while we tour across the Mornington Peninsula. Some of you will be pleased to know that we have decided not to do our observation run in favour of good old fashioned follow the instructions to a "secret" destination followed by great food and all we need to make the weekend a success will be your company.

Rally headquarters will be at the Rosebud Country Club complex incorporating the Fairways Resort (Tel: 5950 2111). We have reserved 30 rooms. Trailer parking at the complex is next to the motel at the back of the main golf club carpark. Ample space.

NOTE: Please Book Accommodation by the end of April as the Motel will start releasing rooms after this time.

Details as follows:

Arrive: Friday 16th July, 2021

Depart: Sunday 18th July, 2021

2 x nights' accommodation

King Suite @ \$250 per room – 1 x King Bed

Twin Suite @ \$300 per room – 1 x King bed & 1 x Single bed

Our Saturday night dinner will be at the country club – Menu and prices currently being negotiated.

Our Friday afternoon shake down will be a local run ending up at a winery / "beerery".

Our Saturday run will take us to the Port of Hastings for a guided tour of the Maritime museum complete with torpedoes and the chance to see the submarine which fired them.

We are hoping to secure a lunch venue in Hastings or thereabouts

We will return back to rally HQ that afternoon with a scenic drive past western port.

Sunday will start with the traditional Cold Start Competition. Thanks to Michael and Claudia Holding for running the festivities of this important VCCA annual event.

Our Sunday will hopefully end up in an interesting Mornington Peninsula lookout, followed a destination (still in planning) but we hope it will be our lunch venue.

Yours in enjoying old cars,

REMEMBER TO BOOK ROOMS BY THE END OF APRIL AS THEY WILL NOT HOLD ROOMS AFTER THIS.

David & Julie Jones

RACV 2021 NATIONAL VETERAN VEHICLE RALLY SWAN HILL

For those who were wondering: Yes, Swan Hill is ON.

How could we cancel an event that has 400 veteran vehicle enthusiasts who have raised their hands to attend?

We have developed a plan that will allow a COVID safe and compliant event to run without restricting total entry numbers.

We WILL be visiting the Lake Boga Flying boat Museum

We WILL be visiting Murrabit, Koondrook, Barham, Nyah and Tooleybuc

Heartbeat of the Murray light and laser show WILL be running each night

We WILL have a vehicle display and a gaslight run

We WILL have options for other quirky and interesting functions

However, to make all this work we have some compromises"

Short event entry window

Entries Open April 15 and Entries Close on May 31

No late entries will be accepted after May 31. This will allow us to plan for definitive numbers

Entries will be capped at 200 vehicles / 400 attendees

Meal and Activity orders open August 23 and close September 17

The rally will be divided into groups to keep within maximum number rules for each function. However, groups will be rotated to ensure we maintain the camaraderie of a national rally

Morning teas will probably be boxed

There will be no formal Happy Hours

There will be no Farewell Breakfast

All members who submitted an Expression of Interest will shortly receive Rally Newsletter No. 4 which will include details of how to enter.

If you have not submitted an EOI, all the information you need can be found by clicking on the National Rally link on the club website www.veterancarclub.org.au when entries open.

The rally starts with a Mayoral Welcome, Sunday afternoon, October 10th 2021 and finishes with a final function on Friday afternoon, October 15th.

When: 10 October – 15 October 2021

Where: Swan Hill, Victoria

Contacts: Rally Directors

Michael & Claudia Holding

0407 008 895

nationalrally@veterancarclub.org.au

LETTER TO THE EDITOR

Dear Darren,

I read with interest the articles in the March Brass Notes on the 15hp Napier originally restored by Russell Stapleton. I have attached a photograph of the car in 1960 or 1961, I'm not sure which year.

The photograph was taken at my family's home in Malvern. Russell's twin son's Ian and Malcom were school friends of mine. One day Russell, Ian and Malcom arrived down our driveway in the Napier, which had only recently been restored. Later, when a rear seat was fitted I joined them on a Sunday rally, I can't remember where.

I thought the current owner might like to have a copy of the attached photograph.

Yours,

Rowan Swaney



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RACV

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

ABN: 61 276 214 581

PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY

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Andrew McDougall

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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

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PUBLICITY & COMMUNICATIONS
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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.

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.

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VICROADS PERMITS AND SAFETY CHECKS FOR MEMBERS VETERAN CARS AND MOTORCYCLES

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

JP SERVICES AT NATTER NIGHTS

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

CLUB MEETINGS

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

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

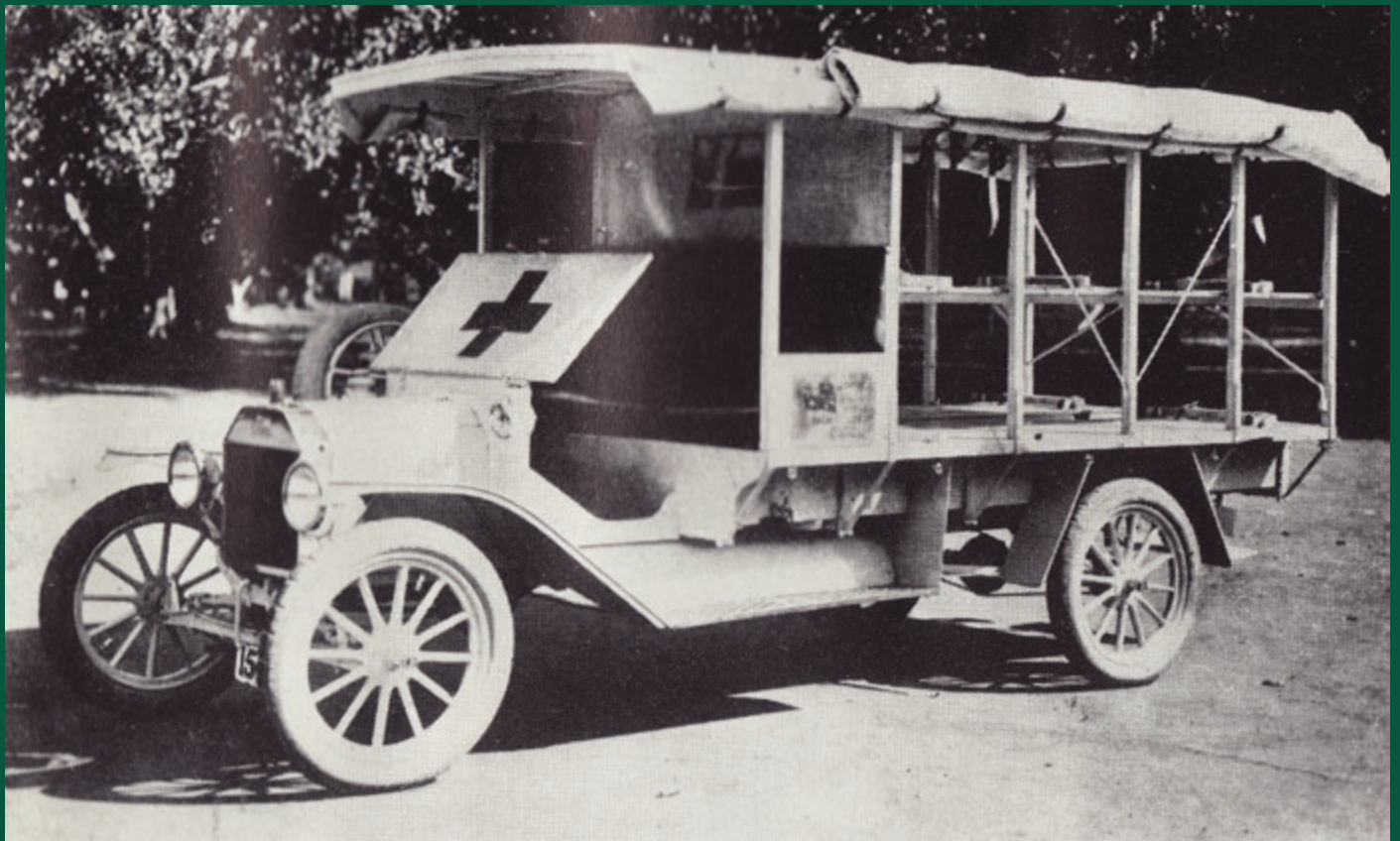
WW1 Era Ambulances

Contributed by Daryl Meek



*Cadillac conversion
- operating as
an ambulance in
Melbourne during
WW1.*

*Published in James
Flood Presentation
Album Number 18
in 1976.*



Ford Model T ambulance donated to the Commonwealth Government in 1915.

Published in James Flood Presentation Album Number 18 in 1976.



1916 Overland Model 75 Field Ambulance

Ex-Bruce Nelson. Created by Bruce from a collection of components following another Overland restoration. Pictured at the Temora Ambulance Museum, NSW. Now part of the Ambulance Victoria Museum collection.



Ex-Bob Gardiner 1916 Talbot Ambulance.

Built on a Talbot chassis owned by Bob for the 1985 TV mini-series ANZACS.

Alan Lethborg coordinated the Veteran Car Club's involvement which involved nearly 30 vehicles owned by Club members.

Now part of the Ambulance Victoria Museum collection.