

May 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 photo was taken on an Australia Day Celebrations in the Treasury Gardens somewhere in the late seventies. It looks to me to be a c1904 Siddeley.

Can anybody help out with the year and make?

Who was the owner then, and subsequently, and where is it now?

Respond to the Editor.

We received some wonderful responses to the Flashback photo of the c1908 Talbot in the April edition, and I thank those who contributed. These responses will be found in this edition and you will be quite surprised to find the outcome of this lovely Talbot.

Graeme Jarrett's "T Ford Time" article on the commercial aspects of the Model T was fascinating and it inspired me to think of the PMG Model T that was a regular on our events. If anybody has a photograph of this vehicle, would you please send a copy to me to print for our next Flashback instalment in the June edition.



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

The RACV supports the:

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

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Coming Events

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-dinner drinks, 8.00pm - Natter Night and Book Launch 8pm Start - ZOOM Meeting ID: 870 1253 8426 Passcode: 641063
22 - 23 May 2021	Historic Winton Tickets and info: https://www.historicwinton.org/
16 June 2021	Around the Garages Details TBC next month
19 June 2021	Breakfast Run Locations to be advised next month

Major Events

15 - 16 May 2021	RACV Pre-1905 Pioneers Run - Ballarat Contact: Greg Smith
17 - 18 July 2021	RACV Midwinter Rally - Rosebud Contact: David Jones
17 - 20 March 2022	RACV 1 & 2 Cylinder Rally - Horsham Rally Director: Daryl Meek fafnir@iinet.net.au

National Events

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 - Narrandera NSW https://www.vccansw.com/narrandera2022

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 September 1912, Jas A Munro & Co exhibited at the first Melbourne Motor Exhibition at the Exhibition Building. On the Munro stand was a French bodied Mors touring car. The Vacuum Oil Company also had a number of pioneering motorcars on their display including this 1899 Mors dogcart. As the agent for Mors, Jas Munro had a great interest in the early car and arranged for a photographic session for both cars in Therry Street, at the Munro site. See article page 14. Photo courtesy State Library of Victoria.

President's Message

By Ben Alcock

I trust you all had a safe and enjoyable Easter break. Straight back into it, our April Natter Night was well attended both online and in-person. Our guest speakers, Chris Duncan & Catherine Strutt, were very entertaining, and our first guest speakers to appear via Zoom since we've been back in the club rooms. It was fascinating to hear about their ARIA award winning music and their love of veteran cars – its great to learn more about our members, funnily enough there's more to us than just cars.

We have another busy month of veteran car events and there are several rally reports in this month's edition to keep you up to date following the RACV 1&2 Cylinder Rally, the National 1&2 Cylinder rally in Charleville and also the RACV Four & More Rally. Having said that, our club is more than just our events, we also play an important role in the social history of the veteran era and we have an exciting chapter to add to that.

Jas A Munro became an influential name in the early motor trade business thanks to his success as the agent for brands such as Crossley, Mors, Imperia,

Clement Bayard and many more. The Munro archives have long been hidden and unseen, until Ian Berg got access following the sale of the family's property near the Queen Victoria Market in Melbourne's CBD. In the book titled *Jas A Munro & Co: The Largest Garage in Melbourne*, Ian shares the highlights, lowlights and many challenges faced by Munro while showcasing photographs of the fascinating life of the Munro business.

We are launching this book at our May Natter Night where Ian will give a talk as to the reasons behind the book and all members will receive a copy. If you can't attend the meeting, your copy will be posted to you after the meeting.

Stay safe and well,

Ben Alcock
President – VCCA (Vic)

Jas A Munro & Co: The Largest Garage in Melbourne

The Club launch and distribution of the book *Jas A Munro & Co: The Largest Garage in Melbourne* will take place at our May Natter Night, 11th May.

IN THE CLUBROOM AND ONLINE VIA ZOOM

7.30pm - Pre-dinner drinks

8.00pm - Natter Night and Book Launch

Ian Berg will be outlining how the opportunity to write the book came about, and why he undertook the project.

All financial members in attendance on the night will be provided with a special VCCA (Vic) gift edition of the book. Members who are not able to attend the book launch in person will receive the book by post following the event.

Additional books can be purchased for \$50, or \$65 post paid, directly from Ian Berg

website: ianberg.org

email: bergathol@gmail.com



Editorial

By Greg Smith & Stuart & Haf Griffin



Last month's editorial evoked responses of gratitude that I never really expected. I received words from several who supported my views, and words from first responders who wanted to thank me. The point was, we were to thank them!

One of the first responders who wrote to me was Dr. Stuart Griffin. Stuart is an ex-pat Australian and is an orthopaedic surgeon who now resides in Wales, with wife Haf and daughter Manon. We have been friends for many years and the Griffin family travel out at least every two years to attend the High Wheeler rally in their beloved 1909 IHC buggy.

Stuart penned a few words to describe what he has experienced recently, and it again points out why we should be thanking people like Stuart.

This hangs in the staff area in our ED department.

It pleases me on several levels.

Fatigue is setting in here, and we have done pretty well overall, our recent outbreak is down from 55 inpatients 3 weeks back to 15. Many vaccinated old folk have been crook, but not dead, as they would have been 10 months ago.

Some have died however.

The staff are tired, some consultant physicians have had enough, and the nurses looking for outs.

It must be beyond horrific in the big city hospitals, one of them had 7 dedicated Covid 19 floors 5 weeks back. Frightening!!

I guess Greg, one of the other great unspoken events is we have had folk in their fifties here trying to die in ITU on a regular basis, and folk in their forties.

4 weeks back a 33 year old from Anglesey died having had a stroke associated with his COVID-19 infection. There is an association with vascular issues, stroke, heart attacks and blocking major vessels to limbs in some people.

He was a regular in the local Rugby teams, had a couple of kids, and was married to a local GP!

It's not to be taken lightly!! At all!!

*Stay safe,
Stuart and Haf Griffin.*

RACV 1&2 Cylinder Rally Cobram Report

By Simon Anderson

With much excitement we all arrived in Cobram from many states for the annual RACV 1&2 cylinder rally.

Thursday's saw a short shakedown run around Cobram which was much needed after most of the vehicles hadn't been out since the last 1&2 cylinder run due to COVID.

Friday we had a choice of a long or short run to the lunch stop at Berrigan. This gave an option to the entrants to cater for different speeds and capabilities of the vehicles. We then all enjoyed a casual picnic lunch underneath the shade of the trees at picnic tables or sprawled out on picnic rugs on the grass, which was just delightful. Friday night was a BBQ held at the RACV Resort where the social interaction really got into full swing. It was so nice to converse with people we had not seen in some time.

Saturday, we headed off to Numurkah after a display at the local farmers market in Cobram, put on by the local Lions Club. The run to lunch was very pleasant as the sun was out and very little wind. After lunch at the Numurkah Golf and Bowls club we headed off to a private motorcycle and car collection, and here the crowd gathered around an early WW1 army tank as it was fired up. It had a 7 cylinder radial engine that

literally shook the ground and was extremely loud with smoke billowing from it. Apparently when purchased it was driven all the way to this property from the sale which would have been a sight in itself.

Saturday evening we had our group dinner at Barooga Golf Club and many awards were given out. First time out awards were presented to Barry and Ros Smith, Neil and Maria Heilbrunn, Rob and Jerri-Lee Miller, Rob and Leonie Anderson, and Paul and Kim Williams. It was great to recognise the 50 and 60 year members: Brian Hussey for 50 years, and Graeme Splatt and David Inglis for an amazing 60 years. Graeme Jarrett was a more than worthy winner of the coveted Ron Hobbs award. Graeme off course started this 1&2 cylinder rally way back in the 1990's.

Sunday was a short casual trip to the Cactus Country, where morning tea was served and once again nice weather to travel in.

It was fantastic to see our fellow veteran friends finally.

A big thank you to all the volunteers to made this event a very memorable event, and we are looking forward to see even more cars and bikes at Horsham next year.

Thank you Simon & Tess Anderson.



Miller's -1909 De Dion Bouton



*Rob Anderson and daughter Kelly in newly acquired 1910 Renault AX.
- First time out*



Jerri-Lee and Rob Miller first time out award



Paul and Kim Williams first time out award



David Inglis 60 year membership award



Barry and Ros Smith first time out award



Neil and Maria Heilbrunn first time out award

RACV 1 & 2 CYLINDER RALLY COBRAM

In 2020 Barry and I attended the RACV 1&2 Cylinder Rally in Hamilton in our modern car. We were hooked, and wanted to acquire our own suitable car, and with Daryl and Fiona's help we acquired a 1913 De Dion Bouton just before lock down last year. After Barry brought it home he managed to break his wrist whilst cranking the car. This put some delays in being able to do work on the car for a short period. Barry being Barry, soon was back into working on the De Dion with the plan to have it ready for the 1&2 cylinder rally at Cobram. We had watched other members at Hamilton having a great time and were envious to have the same experiences. Thankfully he managed to have the car all ready for the rally in Cobram.

Thursday was the start of our adventure, the short shakedown run was just that. We managed to breakdown after about 8 km's into the run. We called Tail-End Daryl and he came to our rescue, along with Fiona who very kindly sat with me while they went back to the resort to pick up the trailer. It turned out to be a quick fix, with 2 new spark plugs replaced and we were ready for the following day's run.

Our destination in the morning was to Apex Park in Berrigan approximately 72 km away. Barry had decided to take the short route, due to being not 100% sure of the car. We were not that far into the run when Barry asked if I could hear that noise. I replied at 108 years old one could expect some noise. This noise was intermittent and difficult to diagnose, and was with us for the entire journey. Barry, even after checking when we got back to the resort could not completely say with certainty what was causing this noise. He thought he would just put it on the trailer and sort it out once home, as he did not want to do major damage by continuing to drive it.

We had a look at the itinerary for the following day, and it was to be a public display at the Cobram Market that was only 2.8km to get there. It was to be a short display so we made the decision to take the chance, and we drove there and back before leaving the car at the RACV resort and continuing on the rest of the rally in our modern car.

Now back at home Barry was ready to find out what was causing the noise and if we had done any damage. Thankfully no damage had been done and it turned out to be a wheel bearing that had partially collapsed, and is now been replaced, and all is well.

Congratulations to Callum and Brendan Walsh and their band of helpers. The rally was a great success and we thank you. Callum must have had a direct line to the weather Gods, as we could not have asked for better weather.

Roslyn & Barry Smith



Brian Hussey 50 year membership award



Graeme Splatt 60 year membership award



Motorcycle entries. left to right. 1916 Indian, Simon Anderson. 1908 Sovereign, Greg Smith. 1904 Clement, Mick Turner. 1914 Triumph, Steven Dynes. 1904 Clement, Peter Fagan.

Poem from RACV1&2 cylinder rally

The following poem, the title of which is almost as long as the first stanza, probably needs a little introduction for those of you who weren't at the Hamilton 1 & 2 cylinder rally in 2020. You see my wife normally books the accommodation for any rallies we enter but it is my job to book into the rally itself. Well I could have sworn that I had in fact officially entered that rally. The night before we were due to leave I decided to prove it to my wife, having made this mistake at two previous rallies. I intended to show her where the money had come out of our account. Problem was there was no such payment. Botheration, I had slipped up AGAIN! The rally organisers were very helpful and accommodating. Vivian and I were made most welcome and really enjoyed the whole event. I wrote an apology in the form of a poem at the time. I made certain to actually enter the rally in 2021 – in case you don't believe me we were entry number 16. BUT I forgot to bring the car. Well I didn't actually forget to bring it – please grant me a little poetic licence there - rather I failed to get it running properly in time and so it was rather reluctantly left at home. By the way, if you are thinking of following my bad example of the past, I can assure you that there is no discounted entry fee for going "stand-by".

How I remembered to book into this year's Victorian 1 & 2 Cylinder Rally but forgot to bring HER car.

One year ago people said "Look
There's the man who forgot to book
Into the rally though he comes from afar
Trailing HER two cylinder car

So duly chastened I told my wife
That from then on I'd avoid such strife
And thus miss any stern scolding
From the redoubtable Claudia Holding

So although HER car no longer went
I booked into this great event
I figured I had plenty of time
To have the car just running fine

So the engine was packed and sent away
We expected it back with little delay
Just when I thought I'd get it back
They said the crankshaft had a crack

We could, of course, get one made new
But that would take a month or two
I had no choice but to agree
And wait those months impatiently

At last it arrived but I found
The dippers were the wrong way round
The oil pump didn't pump at all
And we were hit by a huge rainfall

The maggy ne'er produced a spark
That could be seen in the dark
We finally got HER car to start
Having put back what we took apart

Despite us toiling for many an hour
The rotten thing lacked any power
There was no time for me to find
The reason why, so it was left behind

My wife thinks I should have done more
(She's told me that quite often before)
She says I should desist from rhyming
And spend more time on Clem's valve timing.

By Doug Fulford



The Clement Racing Team



Renault Lineup-photo by James Dunshea. (Wait till next year at Horsham!-ed)

#	Names	Vehicle
1	Callum Walsh and Brendan Walsh	Modern
2	Ben Alcock and James Dunshea	Modern
3	Simon Anderson and Tess Anderson	1916 Indian Power Plus motorcycle outfit
4	Rodney Anderson and Jennifer Atherton	1898 Louis Renault Voiture essai
5	Rob Anderson and Leonie Anderson	1910 Renault AX
6	Robert Ballinger and Helen Ballinger	Modern
7	Bill Betts and Robyn Betts	1908 Renault AX
8	Euan Coutts and Wilga Coutts	1911 Renault AX
9	Lis Donald, Karl Donald & Alexander Donald	Modern
10	Stephen Dynes	1914 Triumph Model H motorcycle
11	Vic Ellis and Delwyn Ellis	1908 Swift Delux Roadster
12	Alan Esmore and Heather Esmore	1908 Cadillac
13	Peter Fagan	1914 Triumph Type C motorcycle 1904 Clement motorcycle 1914 Triumph Type C motorcycle
14	Peter Fitzgerald and Judy Fitzgerald	1911 Maxwell AB Roadster
15	John Fryirs and Wayne Smith	1908 Renault AX
16	Doug Fulford and Vivian Fulford	Modern
17	Ken Hall	1910 De Dion Bouton CP
18	Frances Hall	1917 B&B motorcycle
19	Peter Hawkins and Jill Hawkins	1908 REO Gentleman's Roadster
20	Neil Heilbrunn and Maria Heilbrunn	1911 Renault AX
21	Ian Heyme	Modern
22	Deane Hill and Pam Hill	Modern
23	Russell Holden and Chris Holden	1902 Thomas Model 17
24	Michael Holding and Claudia Holding	1905 Cadillac F
25	Brian Hussey and Jill Bartlett	Modern
26	David Inglis and Robyn Blackwell	1909 Renault AX Roadster
27	Graeme Jarrett	1912 Little Midland Cyclecar
28	Bill Lindsay and Glenice Lindsay	Modern
29	Terry Mansbridge and Carol Baudinette	1911 Rover Model 12
30	Andrew McDougall and Frances McDougall	1910 Brush D
31	Julian McNeil and Jane McNeil	1907 Darracq Voiture Légère
32	Daryl Meek and Fiona Lane	Tail End
33	Rob Miller and Jerri-Lee Miller	1909 DeDion Bouton Type BN RE Tonneau
34	Damian O'Doherty and Ruth Wood	1911 Star (Baker's Van) 2 cyl 10hp
35	Doug Palmer	Modern
36	Cancelled	
37	John Prentice, Roger Cameron, David Watson	1905 De Dion Bouton Y (6hp)
38	Cancelled	
39	Ken Russell and James McInnes	1907 Stanley Model K Semi Racer
40	Martin Smallman and Tina Smallman	Modern
41	Barry Smith and Rosslyn Smith	1913 De Dion Bouton DW 2
42	Greg Smith and Denise Smith	1908 Sovereign Motorcycle
43	Brenton Smith and Lillie Keogh	1913 GWK B
44	Graeme Splatt and Sandra Splatt	Modern
45	Rick Thege and Heather Gingell	1910 Renault AX
46	Michael Turner and Gabriella Bini	1904 Clement Motorcycle
47	Lindsay Vinen and Yin Cheng-vinen	1914 Perry Roadster
48	John Wards and Geoffrey Simmons	1909 Delage Model F
49	Paul Williams and Kim Williams	1906 De Dion Bouton AL 8hp

The above list identifies the actual attendance to the event.

RACV 1&2 Cylinder Rally 2021 Ron Hobbs Award Thank You

The Victorian RACV 1&2 Cylinder Rally, held in Cobram, was another marked success on our calendar. The ongoing delight of the event is two-fold; the great support afforded to it by members both from Victoria and interstate, and the fine management running the event. Both parties deserve a grant thanks for their wonderful participation and work.

The first of these events took place almost thirty years ago; the initial one in Victoria was held in Castlemaine in 1992. A truly memorable event and the first one of which I was the rally director.

At this year's event a number of awards were presented to individuals for a variety of good deeds, longevity and commitment.

I was surprised and humbled by being awarded the Ron Hobbs Memorial Award – great honour for me. My long term connection to the 1 & 2 cylinder rally event is personal and something I feel passionate about. My attendance at the event is complete for all years; that is, except for the year I broke my leg – my GP incorrectly diagnosed that!

Thank you for awarding me with such an honour.

Graeme Jarrett



Graeme being presented with the Ron Hobbs Award



1912 L.M.



Graeme Jarrett in the 1912 L.M.



Line up at Cactus Country



Lillie and Brenton - 1913 GWK



Heilbrunn 1909 Renault AX

Last Month's Flashback

By Nick Gibbs & Rick McDonough

Response to April 2021 offering – a Talbot 15hp

Dear Greg,

The mystery vehicle is a 1908 4DB Talbot. How am I so sure? Simple, my father Neil restored it.

A little history.....the Talbot was first brought back to life by a Mr Markoff (I believe) It was then sold to a Mr Viney. Mr Viney subsequently sold the vehicle to my father around 1969 or 1970. (Mr. Viney drove this vehicle on the 1970 International Rally-Ed). I still remember the hair-raising trip, being taken to primary school one morning!

As anyone who knew him would well recall, Neil was a stickler for detail and originality in restoration. He also always wanted things to operate correctly. Dissatisfied with his experience of driving the 4DB, after he dropped me off at school, the Talbot was driven to his factory in Northern Rd, West Heidelberg. It was disassembled and re-restored, not to taste the bitumen again until the late 1970's.

Neil went to extreme lengths to bring it back to original condition, an example being his determination to use a Talbot carburettor. These devices had a bad reputation and were generally eschewed in favour of a reliable Zenith unit. But Neil's examination and calculations suggested that the original should work. And so began a near doctoral thesis on the tuning of auxiliary air valves and micro-adjustable float needle settings! He also re-constructed the original dual ignition system

which included re-creating a distributor; anything could be done.

The car was never a joy to drive and probably just needed a little more sorting, but as Neil aged, and his care responsibilities for Joanne ramped up, he lost interest and sold it. But if the truth be told, very few veteran cars could satisfy him because he had already been spoiled rotten. His first restoration, the big red car next to the Talbot in the photo, was a 1913 Hotchkiss Type AD. And as anyone who knows the marque will tell you, the Hotchkiss experience is very special.

I can't recall the rally's details, but at the time of the photo, Neil and Joanne had three sons as trainee veteran drivers and we relished the chance to take out this fine pair.

As you may know, we recently lost Neil after a long illness. He would have been delighted to see the photo in the magazine he once edited, and I'd like to extend my family's appreciation to the person or people responsible for including it in April Brass Notes.

Regards, Nick Gibbs

Re the 'Flashback' photo.

It is a 1908 4DB and was owned for many years by Neil Gibbs – I suspect the Hotchkiss fire engine visible in the photo beside it may have been Neil's too. I recall seeing it and photographing it in his Heidelberg factory 18 years ago, as I was restoring a Talbot of

the same model myself. Strangely, Neil was less than complimentary on the car's performance and qualities. I wasn't sure how to take that at the time, but Neil was very generous to me in providing vital spares for my car.

I also attach a photo of the car, pre-dating the Gibbs ownership. This photo was taken at the end of the 1970 International Rally with its then owner, Lin Viney, of Fushia St. Blackburn. Lin sold the car, presumably to Gibbs, for \$3000. Neil must have fitted the surrey top and changed the headlight brackets.

As to what has become of it...It was purchased several years ago from Gibbs by Grant Cowie from Victoria who, I'm led to believe, owned it for a short time and sold it to Queensland. From there it eventually arrived in England to be sold again. Yes, another of our finer pieces of motoring heritage lost to us. The photo attached was taken in England about eight or nine years ago and show it being advertised for sale by the English dealer.

Regards, Rick McDonough



This is Lin Viney with the car prior to its sale to Neil Gibbs.



The Talbot as offered for sale in England



The Talbot identity plate

Greg,

Through the Queensland club I received a copy of the latest brass notes. Inside the front cover there is a Talbot you have asked information on. The car in question is a 1908 15hp 4DB. I know the car as dad and I have a 1907 15hp 4D (we practically stole a horn off you at Bendigo swap for it). I have a heap of photos of this car that I got through Sotherby's in London when the car was put up for sale; yes another one now overseas. The car is now in Russia in a museum.

If you search Talbot 4DB it comes up under images.

<https://www.dreamstime.com/verkhnyaya-pyshma-russia-october-old-retro-car-talbit-hp-type-db-museum-automobile-equipment-city-verkhnyaya-image129818793>

If you want more photos and information please let me know as dad and I have been studying them for various missing parts off our car.

Best Regards, Peter Handley

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Jas A Munro & Co: The Largest Garage in Melbourne

By Ian Berg

In 1911 the number motorcars registered in Victoria was 2,722. Just a year later it was 4,151. It was an exciting time, with rapid uptake of this new form of private transportation. Jas Munro, already a successful businessman, made a fortuitous entry into the motor business. By 1912, he was one of the largest importers, agents and motor coachbuilders in the country and advertised as having the largest garage in Melbourne. Operating out of a 2½ acre site in Elizabeth Street, adjacent to the Queen Victoria Market he was probably right.

Munro advertised extensively, competed in trials and events and was frequently quoted in the motoring press. He also exhibited at every opportunity including at the first Melbourne Motor Exhibition in 1912 held at the Exhibition Building. Jas A Munro & Co had numerous cars and commercial lorries on display, as well as a skeletal body in order to showcase the Munro coachbuilding expertise. As was common with the larger agents, Jas A Munro & Co also had its own pavilion at the Royal Show and in the same year displayed a large selection of his best-selling makes: the Clement-Bayard, the Mors and the self-starting SCAT.



A Munro bodied single seater 1911 Clement-Bayard incorporating the new tapered-front style.



A Wall Tricar from 1913. Munro had this agency for a very short time as, by then, three-wheelers were somewhat obsolete. The Tricar was powered by a Precision motorcycle engine mounted on a tubular frame. An oval 'steering wheel' incorporated the carburettor and spark controls although steering was by tiller mechanism.

On the back of his success, Munro took an extended trip to England and the Continent and secured additional motor agencies including a number of makes which are now quite obscure. The Munro business was booming; but then the war came.

Munro was dynamic and had many connections; he was considered a part of the commercial aristocracy. Following the war, his interests and his business changed, however, a constant in his life was the Munro site at the top end of Elizabeth Street. The site remained in private ownership for over a century, and it is now being developed by the City of Melbourne and a consortium of private and public interests.

At the Club Natter Night in May, I will be outlining how my book: *Jas A Munro & Co: The Largest Garage in Melbourne* came to be, and why I wrote it.



A c1912 Mors landaulette.



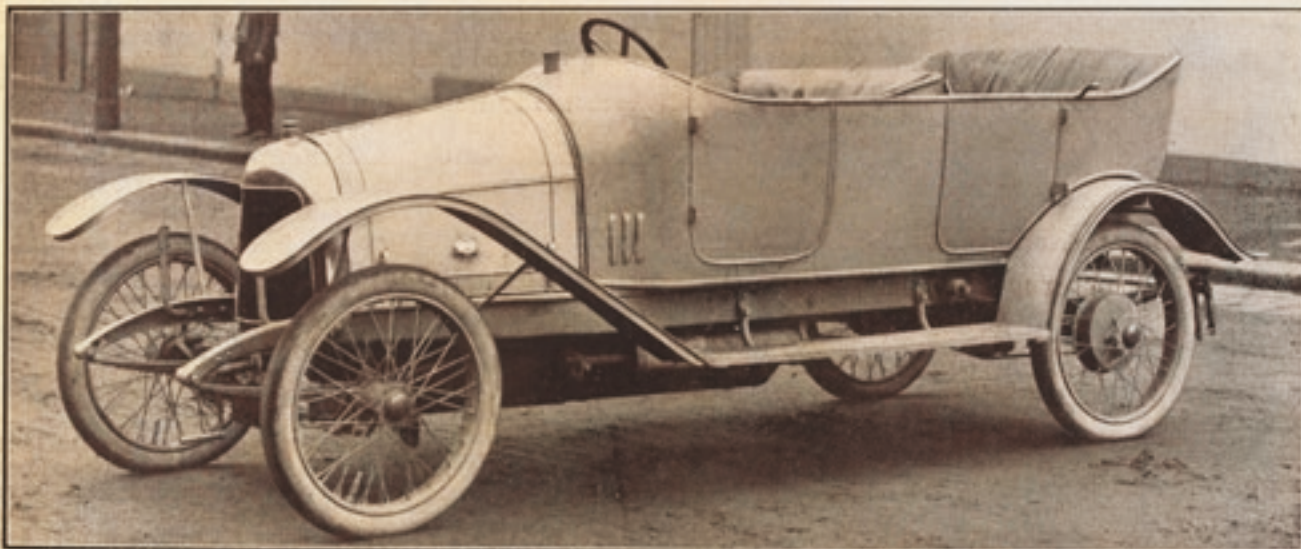
A Bayonet touring car from 1913.



The Elizabeth and Therry Street corner of the Munro site c1916. The bluestone building remains and is now owned by the McDonalds restaurant chain. It is immediately adjacent to the Queen Victoria Market.

THE BAYONET CAR.

A CAR OF FRENCH DESIGN.



A Popular Model of the Bayonet.

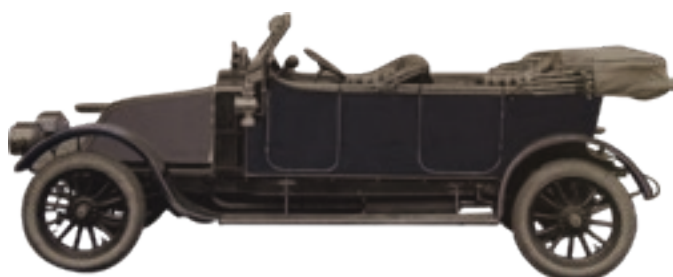
During Mr. Munro's tour of Great Britain and Europe he secured the agency of the Bayonet car for Australasia. This car is produced for the Commonwealth and New Zealand with alterations in regard to clearance. A straight front axle is fitted, and the steering pillar is provided with a good rake, suitable for a low-seated body. The springing is good, and the design of the radiator is pleasing and uncommon.

The chassis has a very long wheelbase, the small 10-12 (65 x 120) h.p. model having a wheelbase from centre to centre of 9 ft. 1½ in. The chassis is of stamped steel, broad and strong where the dash fits the chassis, which is essential in chassis of long wheelbase.

The engine is of monobloc type, with enclosed valves, fitted with Bosch magneto, and Claudel carburetter. Lubrication is forced, with a gauge on the dash. A fan is provided at the rear of the radiator. Cooling is thermo-syphon. The petrol tank is carried on the dash. The clutch is of the leather-face cone type. The clutch forks are fitted with rollers, and spring universal joint is provided between the flywheel and the gear box, making a very sweet change gear and pick-up. There are three forward and one reverse gears, operated on the gate change principle. The foot brake is on the transmission shaft. The side brake pulls towards the driver instead of pushing away. A double universal joint is provided to the cardan shaft, and a strong rear axle of the float type, carried in a strong differential casing, is also provided. The engine and gear box are carried in a sub-frame, strongly bolted to cross members of the chassis. The engine is sweet running, silent, and altogether for her power she is a very efficient piece of work, climbing the hills remarkably well, and in a recent petrol consumption test held at Melbourne this car succeeded in travelling 33 miles on a measured gallon with four adult passengers.

This car should prove a very good selling proposition, and Messrs. Munro and Co. are advertising for agents in the other States outside Victoria. The car, although a well-made French production, is being retailed in Melbourne, with well-made double-seated torpedo body (colonial built), complete with hood, screen, 5 lamps, tools, wire wheels, etc., for £400.

The December 1913 issue of The Australian Motorist of December 1, 1913 featured an introduction to the new Bayonet. Munro appears to have been the sole agent for the make worldwide.



A Clement-Bayard torpedo touring car.



A Clement-Bayard landaulette, c1911.



In 1916, Munro belatedly took on his first agency for an American make: the Mitchell. Pictured is a 1916 six-cylinder Mitchell. The identity of the ladies is not known - nor is the significance of the radiator ornament.

LETTER TO THE EDITOR

G'day Greg,

You might have met Daryl Williams, one of our Tail End Charlies at Cobram last month.

He's been buying interesting things at swap meets for a very long time and gave me a couple to show rally entrants.

One was a section of a (presumably) Veteran tyre of some sort.

The tyre is a dark reddish-brown colour containing hard rubber (?) balls about 60mm in diameter.

The tyre doesn't have much of a lip so I'm not sure how well it was held to the rim.

Obviously it didn't have a tube.

He wondered if any of our members could shed any light on it.

Contact Brendan Walsh.



Valē - Neil James Gibbs

By Nicholas (Nick) Gibbs

9th August 1930 – 30th March 2021

Born in Moonee Ponds, Neil displayed a prodigious engineering talent from an early age. Part of this was manifested in motoring where, as a young man, he enjoyed using neighbourhood streets for 0 to 60 mph to 0 trials in his father's Rolls. In 1955 he and Joanne made a widely questioned decision to travel to Alice Springs for their honeymoon, in a totally inappropriate and well used Austin A40. The trials of this trip could fill a separate volume, so I'll just mention that he also delighted in piloting his new Porsche 356A to and from work. No real speed limits back then!

With the onset of family life, his automobile adventures were somewhat curtailed, that is until Joanne's sister acquired a derelict farm property in Beaconsfield in 1967. There, down by the dam and encased in blackberries, stood a pair of 1913 Hotchkiss type AD fire appliances. The MFB decommissioned their Hotchkiss fleet in the 1940s and it was common for the redundant pumpers to end up as rural irrigation workhorses. The family of possums living in the Hotchkiss were politely re-located and over a couple of weekends, Neil with the help of friends and family, managed to extract the old girl and trailer her back to a dirt-floored "garage" at his East Ivanhoe property.

Restoration of the Hotchkiss immediately became his passionate priority and over the next year he got her into running bare-chassis form. Fitting a Holden bench seat from a wreckers yard allowed him and two kids to be strapped into position and I think our first rally was to Lake Emerald. He learned two lessons on that run: The Hotchkiss brakes weren't particularly effective and muck in a fuel tank can easily cause carby blockages. We went on our first rally with completed body in 1969 and were soon regular rally participants, four brass-polishing kids in the back and Joanne as navigator up front. The 1970 International Rally from Sydney to Melbourne was a memorable highlight.

Neil soon became actively involved in the Club. He joined the committee and used his keen intellect to help re-write the Club's Articles of Association. As I recall, he worked in judging, scrutineering and as director for many rallies, a highlight being the Herald-Sun Tour. His computer skills guaranteed him a monthly job of producing address labels for "Brass Notes". He even did a stint as editor.

As his reputation grew, Neil was approached by a few Club members to help sort out problems with their Veterans, and he was delighted to assist. This led him to start professional restoration in his West Heidelberg factory. It's impossible for me to recollect all the projects he undertook. From disassembled "basket cases" to timber body building or even just custom machining, Neil took it all on. As a teenager I well recall working on Graham Fossey's "Putting Green" Talbot and firing up a long-dormant Big X. I'm proud to say my Dad played a small but significant role in the preservation of this Country's early motoring history.

For his own use he also restored a 1908 4DB Talbot and the 1915 Chambers landaulette.

Veteran motoring was important to Neil, but he ran his own manufacturing business and developed, amongst other things, world-first innovations such as computer-driven stencil cutting machinery. And as I look back at all his achievements and wonder how he managed them, I am reminded of his words that it was the incredible love, devotion and support of his wife Joanne that made it all possible.

As he aged and re-modelled his life as a carer, he gained a greater insight into what really matters. If you'll pardon the pun, Veterans were only a vehicle; the most important part of his association with the Club were the deep friendships he forged with Barry & Joan Forryan, Guy & Shirley Leopold, Wal & Joyce Martin, and Ron & Mavis Hobbs amongst many others.



Outback Adventure, Charleville, Western Queensland

Wednesday, by Greg Smith



Rhonda Guthrie at the Charleville sign in the 1905 De Dion Bouton

Charleville was a 1&2 cylinder rally with a difference. Never before had we ventured into an Outback Experience. We may have had to wait an extra year for it, but it was totally worth the delay. It was definitely not your “run of the mill” type rally and it certainly will not be forgotten in my mind. This was an exceptional effort conducted by our rally directors and committee, and a great team of willing helpers to make sure it ran so smoothly, and just to make it even more difficult was adhering to COVID rules and times. Everyone needs to be applauded on an outstanding event.



Most of the rally committee next to Graham Donges 1911 Brush



Outdoor welcome function

Registration was at the Rally Headquarters of the Charleville racecourse, where we assembled every morning in our different coloured groups. It was an ideal starting point. Our welcome function was hosted by the ever helpful Murweh Shire Council, and held outdoors in front of the Cosmos Centre, again a perfect venue and a perfect evening just made for a superb start to the week.

The following report on the week was done by different members of the Victorian Club, and all photos were supplied by Frances McDougall. I thank each person for your valued contribution in sharing the load to compile this experience to convey to those who were not in Charleville.

Thursday, by Julian McNeil



1907 Darracq, Julian McNeil

There was a sense of excitement and anticipation at the start of Thursdays run as it had been two years plus an extra one thanks to COVID 19 since the previous 1&2 and the tenacious rally committee even had the threat of not being able to leave the Brisbane hot spot only the week before the rally began. Graham Donges and his large team of helpers had planned a creative rally program with 5 different coloured groups doing small but interesting local ‘points of interest’ tours around Charleville itself in rotation. We would then reconvene at morning tea and do a long run. Our team, ‘the blues’, went to the Cosmos centre to the daily timed release of a weather balloon which automatically popped out like a champagne cork, an appropriately blue balloon into the wide blue sky and plenty of that around Charleville. We then went to a local park to learn that we were all totally incompetent at throwing a frisbee at a target. We also learned of a ‘turn of the century’ brilliant but mad meteorologist who convinced the locals to fire a series of cannons into the sky to seed clouds for rain - not his finest moment, nor for the locals who upped the charges used and seeded themselves with fragments of cannon. Jane and I took a nature walk which allowed us to identify the local flora – mainly varieties of gum trees including the iconic coolabah tree. Finally we went to the cemetery which was being enlarged by one when we arrived so we made a quick exit.



Weather balloon being released.

The post morning run was a flat but long run to the Sommariva Olive farm. It was impressive as the owners Bill and Kath McLennan had planted, apparently on the advice of some friends, a large grove of olives in 1996. Olive trees take 10 years to fruit and need water of you are to have a useful quantity of fruit. Kath showed us her production process and her sidekick was proud to say that she was the only Australian olive oil producer to win international awards for her product. Her complex was also notable for the fact that she was not happy with the existing house when she bought the property so she bought one in Brisbane and had it transported. She had developed a garden which was an oasis in the harsh surrounding countryside. She also had a fine collection of birds in large cages – mainly highly coloured macaws. The 39 kilometre home trip was notable for the fact that a road crew had set up and laid several kilometres of new bitumen topping since our trip out which both surprised and delayed our return – the things a rally director has to put up with!

I thought I would adopt the Queensland mode of dress and wear shorts (but without the otherwise universal T-shirt and thongs). The sunburn on my knees and legs put me back in trousers from then on. It was fun to clear the cobwebs out of the Darracq after such a long intermission.



Motorcycles parked in front of Sommariva Olive Farm



1911 Clement Bayard, Vivian Fulford, motoring along Charleville's straight roads.



1911 Albion, Rod Holmes, delayed by new bitumen laying works.

Friday 9th April By Frances Mcdougall



Facade of Hotel Corones

The cars and bikes start to arrive at Rally Headquarters, line up in their correct colour lane ready for the 9am start. Each day is organized with a short run to one of 5 destinations in Charleville, back to Rally Headquarters for morning tea and then the longer run to the lunch stop.

Red group went to Corones Behind the Scenes Tour – this tour gave us a fascinating insight into the history of Hotel Corones, which became the premier hotel in Charleville due to the drive of Harry Corones. Harry arrived in Australia as a young Greek migrant in the

early 1900s. Some famous people stayed at the hotel, including Amy Johnson who landed in Charleville on her record breaking flight, she celebrated by having a champagne bath in Room 38! The hotel also has one of the longest bars in Australia, a good spot to be on a hot day.



Hotel Corones, showing one of the longest bars in Australia



Balcony view from Hotel Corones



Gas Light Parade

After morning tea all the cars and bikes went out to the Cosmos Centre where we were all arranged in lines for the group photo shot. I was positioned up the ladder to take the photo as well as some individual photos of the 7 Maxwell's and 6 Reo's that are on the rally.

The afternoon was free for the gentlemen to prepare their vehicles for the Gaslight Parade, while the ladies made their way to the Historic House for afternoon tea. The ladies looked wonderful in their period outfits and a great afternoon was had by all.



Group photo taken in front of Cosmos Centre Charleville.



Maxwell motor cars at Charleville.



Reo motor cars at Charleville

As the sun was setting the cars lined up on either side of the main street, which had been closed to modern traffic. The residents of Charleville were most impressed with the cars and were soon lining the street as the lamps were lit and the cars took off for a couple of circuits around the main street. It was a fitting conclusion to the day.



Ladies at Afternoon Tea in their finery



x



1907 Cadillac, David Provan and 1911 Swift, Peter Caffyn at Dillalah Bridge

Saturday, by David Provan.

Today was the longest run of the rally being a total of 120 kms in 33 degree heat! After the morning briefing, our group travelled to visit the Charleville Royal Flying Doctor Service.

The Royal Flying Doctor Service is an Australian icon and has provided essential medical services to people living in remote places of this vast continent since 1928. Charleville has been one of its bases since 1943. With more and more people now living, working and travelling in Australia's remote areas, the work of the Flying Doctor is more important than ever before.

Our next stop was 60 kms down the road to visit the Dillalah Bridge where we enjoyed a delicious lunch and a well earned cold drink. A presentation was delivered about the most powerful explosion in Australian transport history that occurred in 2014 at the Angellala Bridge. After lunch we drove to the Angellala Bridge that was just a few kms from our lunch spot.

On 5 September 2014, a truck carrying 53 tonnes of ammonium nitrate caught fire and crashed, then exploded. The blast radius was more than one kilometre and the affect of the blast was felt over 30 kms away. The explosion site looked like a war zone

and it completely destroyed the road bridge along with the Angellala Rail Bridge that had stood since 1897. Although eight people were injured, it was a miracle that no one was killed.



Presentation of most powerful explosion in Australian transport history

We then headed for home and after resting for an hour or two, along with a cold shower, enjoyed a camp oven dinner under the stars at the racecourse complex.



Back of Bourke Easter Festival, by Michael Holding

Long before we all set off for Charleville, it was decided we would need some diversions during the 1,500 odd kilometre trip. And divert we did.

14 of us, from 4 states massed in Bourke in time for their Easter Festival. Community events included a street parade, a Blues and Roots night, and that time-honoured country competition – Hay Bale Rolling. The Back of Bourke Cup was the feature event at the Sunday race meeting.



Julian and Jane McNeil at the Bourke Races

At the Blues and Roots night, the headline act was Neil Murray, ably supported by Hully and the Yabbie Traps. Among the backup musicians, Claudia identified her idol – Barry from the Barry Morgan's World of Organs and stalked him until he posed for a souvenir picture.

At the Back of Bourke Races, we had arranged free admission, priority parking for our group to display our veterans and a marquee in which to party. We all found our niche: Michael talking veteran cars; Claudia, the bookies ring; Doug, collecting material for his verses; Robyn observing fashions; and another unnamed female lusting after the "strapping young men".

At varying times, each of the group spent a quiet hour cruising the Darling on the paddle vessel, Jandra.

Unfortunately, Robert Caffyn had a fall in Hillston, grazing his elbows and later, spent the first 3 days of the rally in the Charleville hospital. He is fine now. The things some people will do to avoid their turn at cranking.

Sunday – Rest day, by Michael Holding

The Sunday of the rally was listed as a rest day. Perhaps for some, it was. Others did not stop. Car repairs, trailer repairs, visits to art galleries, the Men's Shed, hospital, and of course, polishing. A highlight was the camp dinner and bush poetry under the stars at the Evening Star Holiday Camp.

Charleville Monday by Peter Caffyn.

After a well earned rest day where the crews caught up on washing, polishing and general veteran car maintenance, our fourth day of rallying took us

on another early morning visit to a local tourist highlight. The blue team headed a couple of kilometres south of Charleville to the WW2 'secret base' to be shown around by our guide Alex. He took us to three spots within the airport grounds and delivered some very engaging and entertaining information about the US Airforce's presence during and after the war. He also explained the role Charleville played in the 1919 London to Australia air race won by Ross & Keith Smith. The last part of the talk centred on the top secret gyro navigation equipment used for bomb guidance and the lengths the US took to ensure this technology did not get into enemy hands.



1904 Clement Bayard. Debut Rally. Zac Charlton. Pictured in front of building housing top secret Gyro Navigation equipment.



After the daily morning tea back at the racecourse, we were on the road again heading west to Ward River for lunch and a fishing competition. Ward River is approx 30km from Charleville on a relatively flat road with little traffic. A good proportion of the Veteran car fraternity threw in their hand line with hook and bait, but sadly the river only gave us one small catfish. After enjoying a bbq lunch in Qld's glorious sunshine we headed back to Charleville ready for our last day of rallying.



Only fish caught!

Charleville Tuesday by Doug Fulford.

Tuesday was the last day of this “rally with a difference”. The morning’s run saw us travel to the Heritage House Museum run by George, a local historian. The “house” itself was purpose built as the local branch of the Queensland National Bank in 1888-1889. Construction took nine months. My first thought was that “Queensland National” was almost an oxymoron until I remembered that this was before Federation. The building housed interesting collections of lots of different kinds of objects including typewriters, accounting machines, telephones, cameras, lamps, medical equipment, bottles, tools, mangles, kitchen utensils, sporting goods, phonographs and musical instruments. More than one person eyed off the large tin of carbide. Don’t know if there was any carbide still in it. While I was quite interested in the collections the few rooms that were set up as they might have been in the Victorian and Edwardian period I enjoyed even more. Outside there were a few early trucks, together with some farming items and railway equipment.



Heritage House Museum

After morning tea back at rally headquarters we set off for the memorial cairn on the Adavale Road near the spot where Ross and Keith Smith landed their Vickers Vimy aircraft in 1919 having won £10,000 for being the first to fly from England to Australia in less than 30 days. They had managed to fly from Hounslow to Darwin 27 days and 20 hours. They subsequently received knighthoods for their effort. George was on hand to give a little talk filling in some of the details about this piece of Charleville’s ongoing place in aeronautical history. Just up the road there were the remains of two wooden bridges that date back to the days of the Cobb and Co coaches.



Wooden bridge remains

Lunch was back at the Evening Star Caravan Park – sandwiches, water melon and sweets. Craig then took those who were interested on a little walk to the shearing shed explaining on the way about the issues facing farmers in the mulga country in his own inimitable style. He had an amazing knack of making fairly complex issues understandable using analogies that are both humorous and at the same time appropriate. Issues like the positive and negative impacts of feral dogs, what you can’t afford to do on land that is only around \$50 an acre, pasture rotation, low temperature mosaic burns and why some of these issues are unique to this type of country and so one set of rules for all of Queensland just isn’t right. Craig had only got possession of the property that week but I am confident he is the right man for the job.



Site where Ross and Keith Smith landed their Vickers Vimy aircraft.



Shearing shed

Then it was dress up time for the delicious three course final rally dinner interspersed with the requisite thank you, prizes and speeches. Our meals were served by students from the local high school raising money for their school formal. Just another example of how the local community welcomed us and our presence helped the local community. This was a theme taken up by both the rally organisers and the colourful local mayor, Zoro, who appears to be having a real positive influence on his shire. Congratulations to Graeme Donges and his team for “thinking outside the square” and delivering a fabulous “rally with a difference” adapted to suit the many things that Charleville had to offer. And congratulations to the mayor and his council staff for the effort they put in to secure the rally for Charleville and then delivering on their promise to assist in whatever ways they could.

“T” Ford Time

By Graeme Jarrett

The Ford model T is the universal motor car – able to be turned to any task, including sport.

This accompanying photograph is from the State Library of Victoria (SLV). We thank them for their generosity in making these available in good quality high resolution digital files - online. These works are out of copyright.

The Sportsman – A Racer

The Model T Ford was rated at 20hp, enjoyed some performance lacking in other economy cars of the period. The engine was 2.9 litre in size – 3.75” (95mm) X 4.00” (101.6mm), compression ratio of 3.98:1. With

statistics like that it did have the base abilities for more performance, with tuning.

Both amateur tuners and more talented mechanics were able to improve handling of the car, more engine performance - which was, for the time, a sizable motor.

For those who wished for more speed there were proprietary items available to bolt on to your Ford T. The best known of these was the “RAJO” and Frontenac (“Fronty”) cylinder heads, featuring overhead valves.

This photograph shows a model T with purpose built sporting body of the pre 1920 era. It is a very professional looking and stylish design of well executed proportions.



Ford model T (pre 19 chassis) with sports body.

Hot Cross Bun Run

By Frances McDougall, photos by Frances McDougall and Mark Herbstreit

It was a good morning and the Austin 7 Club provided very tasty Hot Cross Buns and tea & coffee. There was a wide range of vehicles attending from the different clubs. There were 9 Veteran cars plus a number of our members who came in other vehicles. It was great to be able to get together again. The weather was perfect.



1915 Ford Model T Kevyn Brown



1914 De Dion Bouton Peter Hammet



1916 Ford Model T Darren Savory



1913 De Dion Bouton Barry Smith

Learnings From A Mis-Spent Youth

By Michael Holding

This is the 3rd Learnings about cable ties. Who would have thought it would take 3 months to explain how to use a cable tie?

Have you ever reached into your engine bay or along a wiring loom and scratched the back of your hand on a cable tie that wasn't cut neatly at the head? I have. It hurts and I have drawn blood.

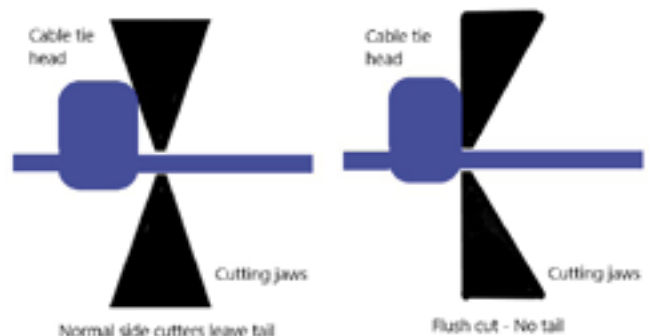
Side cutters work by squashing material between 2 vee shaped jaws until it breaks. The shape of the jaws prevent the cut from being flush with the cable tie head and thereby leaving a protruding sharp tail.

“Flush cut” side cutters do not have the 2 vees but an angle on one side and a straight face on the other (See sketch)

The solution is to buy a pair of flush cut side cutters or make your own:

Procedure:

1. Find an old pair of side cutters you haven't used for years and carefully grind down the outer side of the jaws to remove one side of the vee. Do this to both top and bottom jaws.
2. Do not grind too aggressively as you do not want excessive heat to ruin the hardness of the jaws.
3. Find a cable tie and see if your new flush side cutters work.



Blinkers

By Mark Herbstreit

During some interesting discussions regarding the use of blinkers on veteran cars during recent natter night Zoom meetings, I thought I would share my current project.

We all agreed that hand signals no longer work in modern traffic and many of us have had the experience of giving a right turn hand signal only to have a following car think you are waving them past and they overtake as you are about to turn. A very dangerous situation.

It was agreed that blinkers are now necessary. The discussion also concluded that modern additions should be discreet and reversible. Simon Anderson wrote an excellent article recently on some modern LEDs.

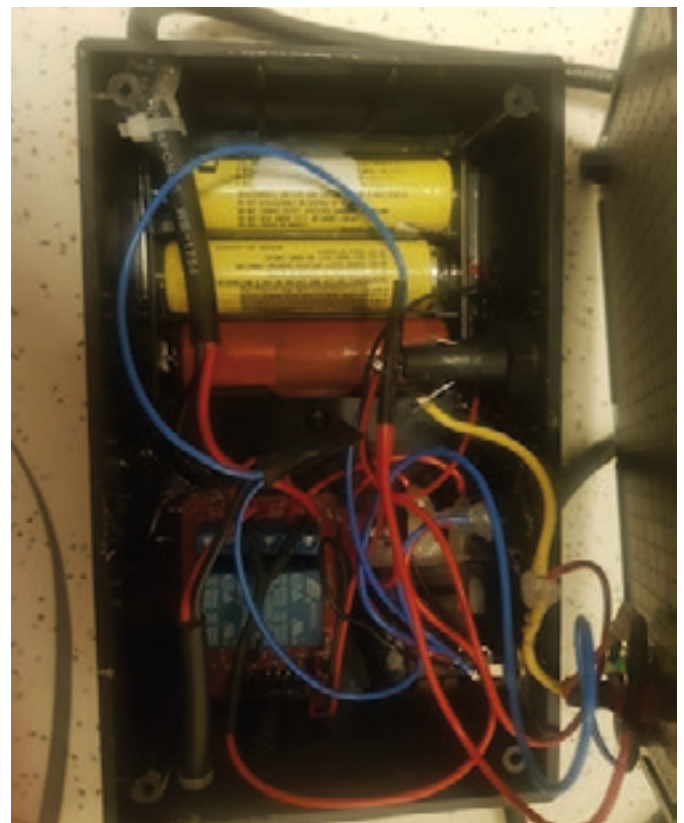
With all this in mind and having a father who is handy with a soldering iron I set out the following brief.

I wanted a system that was as wireless as possible, self contained, reversible to the point of being able to be used motoring to an event then removed for eg. display or concourse judging in under a minute and

then replaced just as quick for the drive home. Ideally a system that also could be moved between multiple cars.

In the box is some rechargeable lap top batteries that should last for weeks between recharges, (modern LED's pull very little current) a charging port is included. An indicator buzzer (a light could also be used), and a blinker relay with wireless switching. The LED's are activated by a wireless remote not much bigger than a credit card, bought of eBay that allows a left, right and a hazard function. The switch works from a distance of up to one hundred meters. In theory a navigator or rear seat passenger/driver could be in charge of blinkers.

For the model T, I have some front and rear facing LED's that clip on to the hood irons with some tool clips. This is prototype no.1 and works quite well. I was also thinking of having some small remote 'pods' that stick to the mudguards with eg rare earth magnets but that maybe version 2 or 3.



Findings, Feedback & Follow-Up

Hello Greg,

Congratulations on another wonderful Brass Notes. I wanted to comment on two of the articles.

I very much enjoyed your photos of first responder vehicles, such as ambulances and fire trucks. Attached are 2 photos you might find interesting showing the new fire truck at Burra in South Australia in 1922. The driver of the truck is Deane's Great Uncle Horace Hill. Horace had returned from WW1 after serving in the 9th Light Horse and then as a Motor Driver in Egypt.

I was also interested in Graeme Jarrett's article on p21 where he showed photos of the Model T delivery car belonging to J Crone, butcher from St Arnaud and of the Crone Building. James Henry Crone of St Arnaud was the brother of my Great Grandmother Mary Myrtle Nash Crone. Deane and I have visited St Arnaud to see the Crone building and to visit the cemetery.

Cheers,

Pam Hill



Hi Greg

I enjoyed the pictures of WW1 ambulances in the April edition of "Brass Notes". I supplied two replica WW1 ambulances for the television mini series "ANZAC Girls". I am enclosing a picture of the first one we built ready to be trucked to Adelaide for filming. It is on a 1913 SA25 model Studebaker chassis. Also a picture of it dwarfed alongside the Albion truck that was also featured in the production. I highly recommend the mini series for some of the marvelous women who are featured in it, many of whom played very important roles when they returned to Australia. Lots of funny stories about the negotiations with the production company who thought I should guarantee that the ambulances wouldn't break down and interrupt their filming schedule. In the end the contract wasn't signed until there were only two days of filming left. The vehicle has subsequently been used for ANZAC Day celebrations and a "spectacular" at the local Camden show. They had people acting as ANZACs and Turks firing (blanks thankfully) at each other. The ANZACs were supposed to have a casualty. My task was to drive the ambulance onto the centre of the showground with several ladies dressed as WW1 nurses and pick up the "casualty". Unfortunately the "casualty" forgot that part and marched off with all his mates leaving us high and dry in the centre of the showground not knowing exactly what to do. Mind you it had been a comedy of errors as no-one had told the man on the gate that we were part of the show and he was refusing to let us enter without a ticket. With the ambulance on the trailer behind my F250 there was no way I could turn around and eventually he realised that there was a large queue of cars building up behind us so he reluctantly let us through.

Regards, Doug Fulford



Albion and Studebaker

Bendigo Auction

By Shane Edwards

Further to Graeme Jarret's information in last month's newsletter on the whereabouts of the c1912 Wolseley, I have attached some photos of the Auction clearing sale which occurred outside of Bendigo in 1986/7. The 1912 Wolseley was in this auction which I believe was purchased by the late Warren Hebden and Ian Isbister. In this auction there were a few veterans including a c 1908-10 Humber 6-cylinder which was purchased by Roger Bond. The price paid was approximately \$15K. Anyway other notable vehicles from the auction included a Chenard Walker, and Triumph motorcycles.



Four photos of the c1908 Humber 6 cylinder car

Briton

Hello Daryl/Greg,

Your article in Brass Notes concerning the Briton Field Ambulance, with the chassis supplied by Adam Wilson and Co. explains why I was able to acquire quite a few Briton parts from around Ballarat, mostly from the Addington area North West of Ballarat, from two properties.

Alan Grey who lived at Portarlington owned a Briton Tourer, (later owned by Barry Rainbow and now in Perth W.A.). I believe this car may have come from around Ballarat area as well, although I could be corrected on this point. This car was quoted as being imported through Brown's Motors of Geelong.

I obtained quite a few parts from Alan Grey as he sold the Briton car but retained all the spare parts he had collected, as well as telling me of the parts at Addington.

A local car enthusiast told me that his grandfather-Tom Wilson G.P. (any relation to Adam Wilson?) also owned a Briton car at Creswick, (near Ballarat) of which I enclose two photos of. This car was a deluxe model with the rounded radiator, which none of this shape of radiator seemed to have survived.

There are 12 Briton cars worldwide registered on the Star, Starling, Stuart and Briton register in England

Regards Tim Harris.



The Briton from Creswick



Flinders Motoring Heritage Day

By Mark Herbstreit

I was the only veteran at Flinders Motoring Heritage Day Run. I drove from Frankston with Peter Jordan-Hill in the 1912 Ford Model T. There is a couple of challenging hills between Shoreham and Flinders but nothing the T couldn't handle. A was a fantastic event. Ian Berg and Peter McBeth were spotted in their 'significant others'.



Cyclecar Corner

By Graeme Jarrett

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.

Kevin Brooks sent me on some interesting details on the changes made to the Humberette over its production life. These included changes to the clutch size (increased to 9" dia), gear lever improvements, additions to suspension control and a new steering gear ratio. There were many improvements in 1913 in particular, the least of which was to include water cooling to the cylinders, as an option.

Further to that Kevin has include a photo of his own Humberette. Refer below.



This month there is a limit of publication space which precludes anything further on these delightful cars.

MEMBERSHIP

WELCOME TO NEW MEMBERS

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

- Michael and Anna Newham of Numurkah with a 1917 Saxon Roadster
- Roger and Allison Cameron of Kew

Private Classifieds

FOR SALE

1. Reflex Paris 8" gas headlight, brass body, copper top, back and front. The only lamp I have seen 'alloyed' thus. \$475.
2. Small car clock, Swiss made, nickel on brass, excellent condition. \$250.
3. Four updraft brass carburettors all with jets:
 - (a) Zenith 30mm Model DEF. \$300
 - (b) Zenith 30mm Model F \$300
 - (c) Sol ex 25mm made in France. \$350
 - (d) Schebler 30mm Model R. \$350
4. Two brass priming cups. \$20
5. Renault AX identification plate. \$75
6. Pair of Renault brass bonnet strips, restorable. \$100
7. Assorted Lucas badges for top of vintage lamps.

CONTACT: David Inglis

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Natter Night Meeting Minutes

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

On Tuesday, 13 April 2021 @ 8.00pm

1. Opening & Welcome

The Club's President, Ben Alcock, opened the meeting at 8.02pm and welcomed all in attendance and thanked Deb Alcock for standing in as Secretary for this meeting. Also welcomed guest speakers Catherine Strutt and Chris Duncan (via Zoom).

2. Attendance:

There were 45 members present – 30 in the clubrooms and 15 online via Zoom.

3. Apologies:

Jennifer Atherton, Paul Daley, Alan & Janne Long, Andrew & Francis McDougall, Michael & Claudia Holding, Darren Savory.

4. New Members

The president welcomed new members:

Michael & Anna Newnham of Numurkah with a 1917 Saxon Roadster

Roger & Allison Cameron of Kew.

5. Events

Past Events

Breakfast Run Brimbank Park 20 March – Ben Alcock gave a report

RACV 1 & 2 cylinder Rally 25-8/3 – Rob Anderson gave a report and thanked Callum and his team for their work in running this event.

Hot Cross Bun Run 2/4 – Barry Smith provided a report

Future Events

RACV Four & More 23-25/4 - Callum Walsh provided a report

B40 Phillip Island 30/4 – 2/5 – Callum Walsh provided a report

RACV Pre-1905 15-16/5 – Callum Walsh provided a report

RACV Mid Winter Rally 16-18/7 - Callum Walsh provided a report

RACV National Veteran Vehicle Rally 10-16/10 – Ben Alcock provided a report

6. Wanted, For Sale or Swap –

David Inglis has 6volt headlight globes – free to a good home – max 2 per person

Daryl Meek is looking for a Chev Four Distributor.

7. Library & Archives Report

Daryl advised that the following books have been added to the library:

7...1 Straker Squire book

7...2 Tricycle part 2 by Michael Edwards

7...3 De Dion Source Book by Michael Edwards

8. Items of General Business –

Alan Lethborg confirmed he has sold the 1914 Fiat

Kath Wright requested volunteers for the 'sandwich roster' to help with supper at Natter Nights

Daryl Meek advised he has collected a pattern for AX Renault sanky steel wheels – Contact Daryl if interested in having wheels made.

9. Next Meeting

8.00 pm on Tuesday, 11 May 2021. Jas A Munro book launch with pre meeting drinks from 7:15pm in the clubrooms

10. Meeting Closure: 8:31pm



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Events

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

ENTRIES ARE NOW OPEN!

On-line entries opened on Thursday, April 15th and have been flooding in ever since. Entries will close on **Monday, May 31st**. We have set this short entry time as we need definite attendance numbers so we can formalise our COVID Plan and lock in venues and caterers.

We will close entries on May 31st or once entries reach 200 vehicles / 400 attendees, whichever occurs first. When entries close, we will fix the entry list at the number received.

Late entries will be added to a stand-by list which will be used to replace any cancellations.

Meal and Activity orders will open on August 23rd and close on September 17th

All registration, meal and activity fees paid will be fully refunded if you cancel for any reason before September 17th

All the information you need can be found by clicking on the National Rally link on the club website www.veterancarclub.org.au

Due to the scale of the event and the demands of the COVID restrictions, entries will be on-line only. If you are unable to use the on-line system, please call Michael Holding 0407 008 895 anytime to discuss available options.

The rally starts with a Mayoral Welcome, Sunday afternoon, October 10th 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



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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

CLUB MAILING ADDRESS
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Mt Waverley, VIC 3149

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t 0404 917 366
e president@veterancarclub.org.au

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t 0407 881 288
e vicepresident@veterancarclub.org.au

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t 0438 873 053
e secretary@veterancarclub.org.au

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

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Callum Walsh (Francesca)
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e events@veterancarclub.org.au

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e paul.daley@neo.com.au

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Geoff Payne (Sue)
t (03) 9560 6837

Greg Smith (Denise)
t 0447 395 233

Deb Alcock
t 0412 777 676

Peter Hammet (Joan)
t 0428 282 631

Michael Holding (Claudia)
t 0407 008 895

FIVA REPRESENTATIVE (TAVCCA)
Andrew McDougall

SUB-COMMITTEES

DATING
Andrew McDougall

LIBRARIAN AND ARCHIVIST
Daryl Meek
e history@veterancarclub.org.au

EVENTS SUBCOMMITTEE

The Events Subcommittee meets in February, May and October to plan the Club's forthcoming events, which are published annually in the Club Calendar with regular updates in *Brass Notes*.
Chair – Callum Walsh

SUBCOMMITTEE: CLUBROOMS MANAGEMENT
Geoff Payne and Jim McCaffrey

SUBCOMMITTEE: SOCIAL MEDIA AND NEXT GENERATION
Ben Alcock, James Dunshea and Callum Walsh

REGISTRAR & PERMIT APPLICATIONS & RENEWALS
Geoff Payne
e registrar@veterancarclub.org.au
Postal:
26 Windella Cres, Glen Waverley, 3150

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Bob Ballinger (Helen)
t 0439 488 386

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Ben Alcock
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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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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 website, 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.

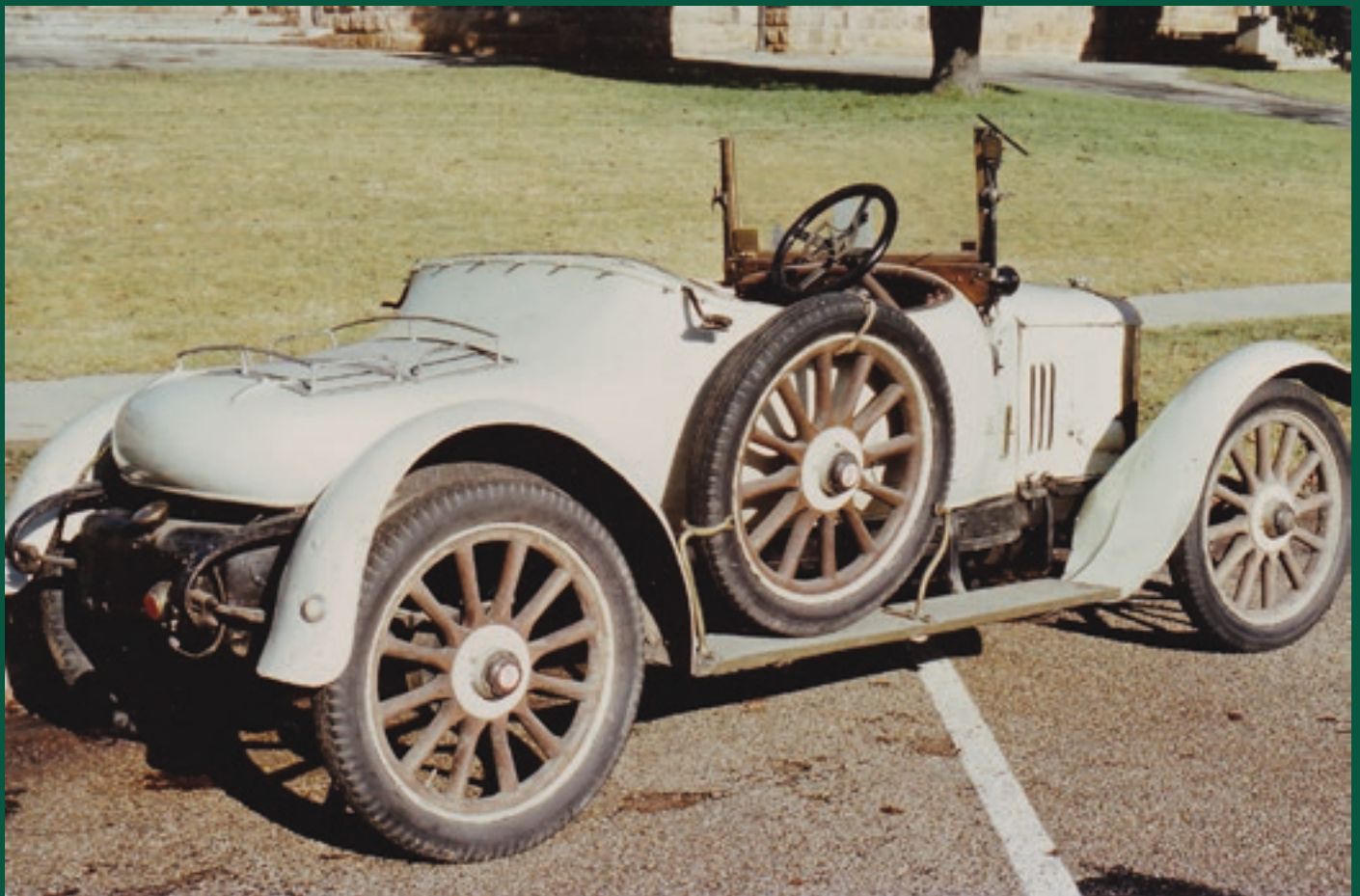
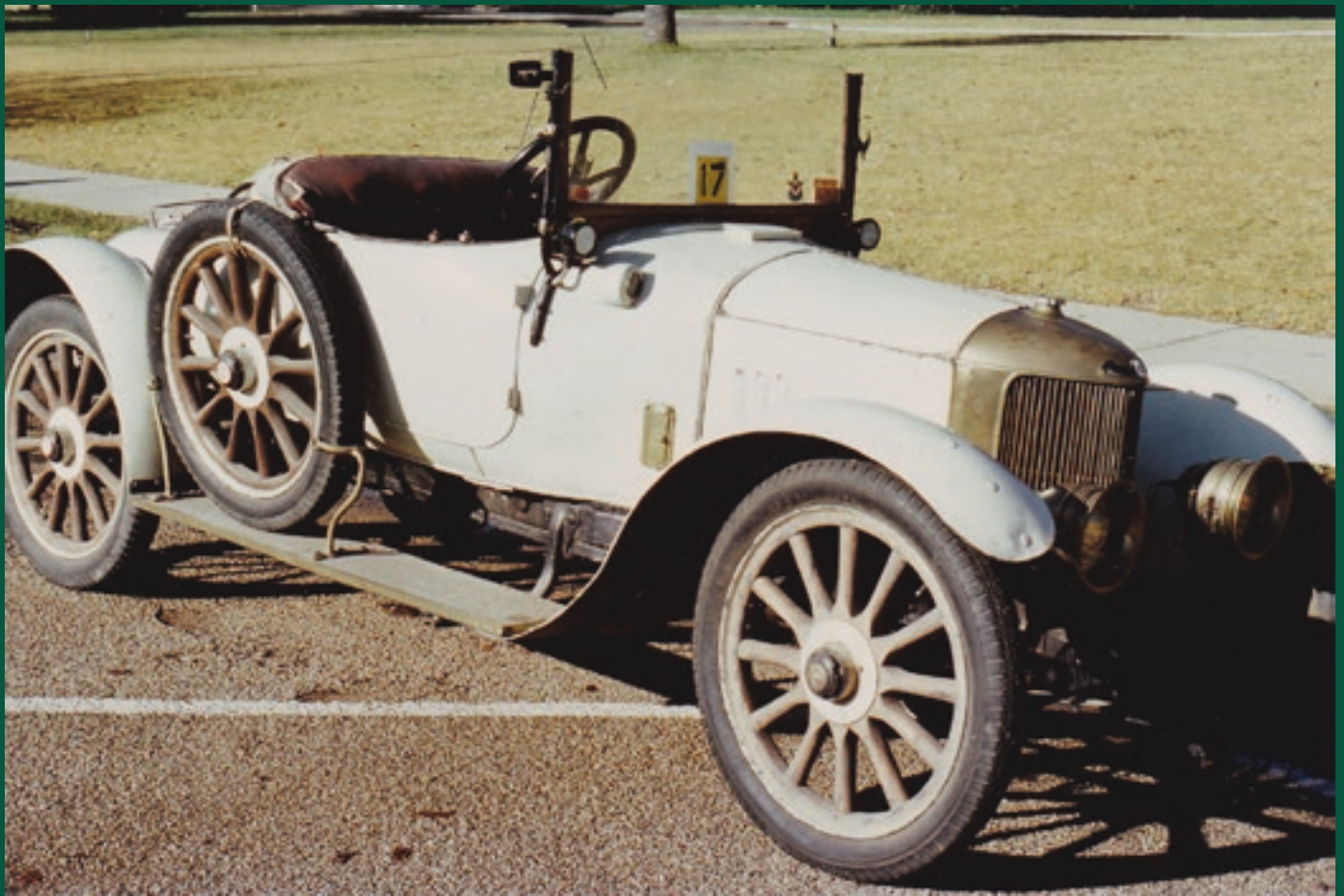
JP SERVICES AT NATTER NIGHTS

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.



The above photographs were provided by Graeme Jarrett. The car is a Newton-Bennett from 1913 or 1914, and it was last known to be in the Wangaratta district. It is thought to be a Jas A Munro car with original Munro coachwork. Munro had agencies for numerous makes, including the Newton-Bennett from 1913. See article page 14.



Simon & Tess Anderson with the 1916 Indian.



John Prentice and Roger Cameron (at wheel) - 1905 De Dion Bouton