

July 2021



# Brass Notes

[www.veterancarclub.org.au](http://www.veterancarclub.org.au)

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



*Dementia Prodest*

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

Patron: Mr Geoff Cosgriff,  
President and Chairman, RACV

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## Flashback



This month's Flashback photo appears to be an Austin c1914. This is my thought, but I am sure many more qualified experts will help us out here. If it is indeed an Austin, the folk who know about Austin's will quickly assess details such as the year, specifications, and hopefully who owned it, when this photograph was taken, and where is it now? I cannot help you out when and where the photograph was taken, but maybe the owner is in the shot. Two of the people show a resemblance to a younger version of Barry Gomm, and Bill Sides, but again I could be completely wrong. Please help us out and respond to the Editor.

We again received many responses to the PMG Model T Ford, featured last month, and I thank all who took the time to respond to give us their memory of the car and its whereabouts.



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

10 July 2021	<b>July Breakfast Run</b> From 9am at The Model Emporium - 131 Station Street, Ferntree Gully
13 July 2021	<b>July Natter Night - Henry Ford Oration</b> 8pm Start - ZOOM Meeting ID: 870 3622 3975 Passcode: 999713
27 July 2021	<b>Mid Week Event / Lights Display</b> Clubrooms 11am - 3pm

## Major Events

17 - 18 July 2021	<b>RACV Midwinter Rally - Rosebud</b> Contact: David Jones
17 - 20 March 2022	<b>RACV 1 &amp; 2 Cylinder Rally - Horsham</b> Rally Director: Daryl Meek fafnir@inet.net.au

## National Events

10 - 16 October 2021	<b>RACV National Veteran Vehicle Rally - Swan Hill</b> Rally Directors: Michael & Claudia Holding
17 - 22 October 2021	<b>13th National Veteran Motorcycle Rally - Manjimup, WA</b> Contact: Sharon Rudler shaz.muzza@westnet.com.au
22 - 26 November 2021	<b>National Highwheeler Rally - Mount Gambier, SA</b> Contact: Noel and Sue Holbrook (03) 5561 2954 or chugalug@westvic.com.au
8 - 14 May 2022	<b>National 1 &amp; 2 Cylinder Rally - Narrandera NSW</b> <a href="https://www.vccansw.com/narrandera2022">https://www.vccansw.com/narrandera2022</a>

## 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 Argyll

By Frances and Andrew McDougall

Our cover photo this month features a magnificent photo of the Fysh family in their Argyll, c1906/07. In the rear seat is Jean Fysh & Phillip Oakley Fysh (owner), Andrew McDougall's Great Grandparents. In the front seat is Tolson, the chauffeur, Philip Fysh & Gordon Fysh. (Andrew's Grandfather) The photo was taken outside their home at 88 Arthur St, Launceston.

Phillip Oakley Fysh (known as Oakley) owned a number of different cars during his lifetime – this magnificent Argyll, the Napier we featured in the March and April editions of Brass notes, an Alldays and Onions and also a BSA. All of these cars were used during the period of 1908 through to 1913 in a number of capacities. They were used on hill climbs, social outings, taking children from the Children's

Home on an outing, and also on the Reliability Trials that were run by the Tasmanian Automobile Club. P.O. Fysh was a very active member of the TAC from when he joined in 1908, till his death in 1922. He served as President from 1910-1912, and Vice President from 1908-09, and again from 1913-1921. In this edition and in subsequent editions we are going to look at the Tasmanian Automobile Club Reliability Trials. See article on pages 18 and 19.

This Argyll was a participant in 1908, 1909 and 1910.

(Ed note: I know I have a bias when it comes to Argyll's but I have literally stared at this picture for hours, looking at all the details, such is the superb quality of the picture. I/we sincerely thank Andrew and Frances for allowing us to use this photo.)

# President's Message

By Ben Alcock

Welcome to July, time to compete tax returns, start warming up your cold start cranking arm and sprint training. It was great to have so many members join in our June Natter Night that was solely online via Zoom, its great that we have this technology to keep us all connected. The official part of Natter Night lasted 45 minutes however we didn't turn off the Zoom meeting until well after 10pm, the conversations online were varied and informative, it's a great chance to ask advice and find out what everyone else has been up to.

By now you should have received your membership renewal forms. You have the option of paying for this online (credit card, EFT or cheque) in which case you don't need to return the form, just note your changes online, if you're not using the online system, please make sure you return your form with any changes and payment as soon as possible.

We will be holding a mid-week event on Tuesday, July 27th in the clubrooms between 11am - 3pm where we will be displaying the collection of Brass Lights that was donated to the Club. This day is just a viewing day, to see the lights and other products we have to offer. After this we will organise an auction/buying night, we will keep you informed of these dates. If you are interested in any of the lights this will be a great way to view them, if you can't make this date and time, please get in touch with me and we can organise some photos for you.

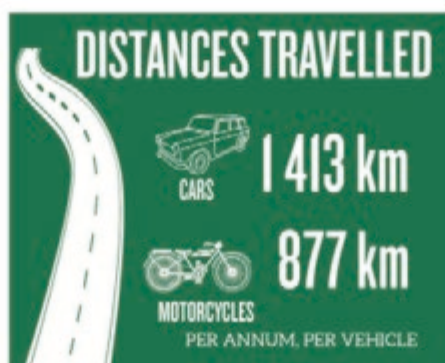
Our June Breakfast run was postponed and will now be the July breakfast run, Saturday July 10th from 9:30am. It will still be held at 131 Station Street, Ferntree Gully

(opposite the train station) where we will have breakfast at one of the many cafes near the Model Emporium, the newly opened shop of member Nick Horn that has a wide range and collection of models and hobbies including new old stock.

Don't forget the RACV Midwinter Rally on the Mornington Peninsula is based in Rosebud and is still going ahead - entries are open, head to our website for more details and to enter.

During 2020 we were all invited to participate in the largest ever survey of historic vehicle enthusiasts by FIVA. Over 55,000 responses were received, thank you to all of our members who helped. I will close my report with some of their findings (which we will delve into deeper in a later edition), I have roughly converted the euros to AUD.

- The average enthusiast spends 3,800 euros (\$6,000 AUD) per year directly on their vehicle(s), including insurance, repairs and restoration, storage, servicing and fuel. When non-direct spending is taken into account - e.g., events, accommodation, tickets, food and drink - this rises to 4,858 euros (\$7,700 AUD) per year.
- Total spending by the two million enthusiasts represented through FIVA member clubs alone is an estimated 10 billion euros (\$15.5 billion AUD) per year.
- The average historic vehicle is taken out 15 times a year, with cars travelling 1,413km and motorcycles 877km.



- Historic vehicles are primarily used for leisure driving, with runs averaging 88km for historic cars and 67km for historic motorcycles.
- The average historic vehicle club has 380 members, but as many as 32% have 50 or fewer members, while 13% have 500 or more members. The average age of a club member is 56 years.
- On average, clubs organise 15 events each year, covering a huge range of activities from social events, shows and displays to road runs and autojumbles. The average member fee is 36 euros per annum.

- The value of clubs extends to a huge array of supporting services, while encouraging enthusiasts to maintain their vehicles in good working condition. These include digital engagement through websites, social media and regular e-news, but also technical advice from experts who can support enthusiasts in their repair or restoration work.

*Stay safe and well,*

*Ben Alcock  
President – VCCA (Vic)*

# Editorial

*By Greg Smith*

In my editorial for the March edition of Brass Notes, I was discussing the merits of placing a “Wanted Advertisement” and saying by doing so you are really asking for help. Well it seems that some unscrupulous types are almost preying on this, from overseas we believe, and responding with bogus replies.

I was recently chatting with Club member, Murray Murfett on the phone and he relayed his recent experience of someone responding to his wanted advert from several years ago. If not for his common sense and worldly knowledge he could quite easily have been scammed. With this I asked Murray if he would write an article on his recent encounter as a warning to help others. Murray very kindly obliged and the following is his account.

## **Tyre Scam Left Me Deflated!**

*by Murray Murfett*

Back in March 2018 I placed an advert in Brass Notes seeking a white rubber tyre with the ‘NON SKID’ tread pattern, to go onto my Buicks Stepney Wheel. A couple of weeks ago I received an email from a ‘Henry Criddle’, at a Gmail address, with an electronic link to the 3-year-old Brass Notes telling me that he had one, and to contact him for details. I was a bit excited. After some slightly stilted ‘to-ing and fro-ing’, he assured me that he had what I wanted, (but did not send the images I had requested). A bit suspicious, I checked both the Horseless Carriage Club of America Roster, and our Membership Directory, but Henry wasn’t listed.

A few days later he sent me an image of ‘his’ very complete and unrestored 1911 Buick, offering other parts, as he was ‘breaking up this car to sell for parts to raise funds to take care of health problems’, and to ‘send me a list of the parts you are after, to give you prices for them’. I played along and told him I was interested in the set of lamps and requested images.

His response was ‘As soon as you pay for them, I will get the whole parts removed and send you the pictures.

But note that I’m selling the car because of my health problem’. I quickly discovered via a Google Search that the image he had sent me was in fact not his vehicle.

I parted company, however I am still receiving emails from ‘Henry’, enquiring ‘Hello Murray?’

A similar thing happened to me 4 years ago when I was searching for a ‘hard to find’ circular 1911/12 Buick radiator badge and I received a response to an advert I placed in the HCCA magazine. I tend to get a tad excited, and maybe a bit vulnerable, when it looks like I have found that sought after, rare part. However, a similar response - ‘send me the money and I’ll send you an image and dimensions of the badge’.

I share my experiences because I suspect that scammers are opportunistically ‘mining’ the ‘Parts Wanted’ listings in our magazines that are available online.

Footnote: I have since procured a Buick radiator badge (from the Southward Car Museum in NZ) and a suitable spare tyre.

This all seemed to resonate with something I had read in the past and after some quick research I found Paul Daley (Immediate Past President) had alerted us through Brass Notes in his Presidents Report in July 2020, to a very similar scam that Rod Cripps had also experienced. Paul termed it “The Great Overland Scam attempt of 2020”. The situation of the two members is almost identical, so the moral to these two stories, is to be very mindful before sending money overseas. Carry out your own due diligence so as not to feed these scam artists.

My glass half full attitude is, hopefully we may get a response from someone who has prospered and got that allusive part, and experienced an extremely positive encounter- it does and can happen.



# "T" Ford Time - Lady Drivers

By Graeme Jarrett

These ladies are behind the wheel of model T Fords of different eras. The two speed epicycle transmission did make the car easier to drive. That is to say easier than standard gearbox arrangement of other cars; less noisy in changing gear might be a good way to describe the phenomenon.



*This Ford model T is a 1916 model.*



*This Ford T appears to be a 1913 model.*

## Response from "T" Ford Time, June

Couldn't help but notice a very interesting fact in Graeme Jarrett's "T" Ford Time article in the June Edition of Brass Notes. Once again my "sickness" on focussing on the jewellery of cars, led me to spot something on the T Ford featured, that the lights and horn were definitely not supplied by the Ford motor company. I usually look at the lights to give me some idea in dating the T Model Ford featured by Graeme just to see he is correct with his facts.

In this case, the excellent period photograph depicts the Ford with a Dietz acetylene generator, and Dietz Dainty side and tail lamps. I wasn't able to identify the headlights as they were obscured too much, and the horn is definitely not the Standard, Nonpareil or Rubes make that was so commonly used.

With so many Ford T experts within our club, feel free to comment on Graeme's T Ford time column as he loves to get the feedback and always enjoys a good argument. Personally, I really enjoy what Graeme provides, and I thank him for his valued contributions each month.



# June Flashback

By Warwick Landy



Greg,

For your records here are 2 pictures of the PMG T. From my memory, it was at some point displayed at the now defunct Ford Discovery centre at Geelong, see photo 2. The car is now on display at the Sydney bus Museum as part of a tribute display to the PMG, surrounded by other PMG vehicles and historical stuff such as red phone booths.

*Regards,  
Warwick Landy*

Greg

Regarding the PMG T Ford - I used to work in the building next to Australia Post Headquarters at 111 Bourke St Melbourne and the van was displayed in the Foyer. I found an image of it dated 2017 when searching for Aussie Post headquarters (attached below). I am not sure if it is still displayed there now?

*Best regards  
David Watson*



Hi Greg,

I hope this finds you well

I'm pretty sure that my father Neil had a part share in this car in the 1970's. The PMG T was kept at our factory for a while and it was the first car I ever drove (around the Gisborne footy oval, probably c1975). I don't know who the other owner(s) were, nor what happened to the car. Sorry I can't be more help.

*All the best*

*Regards,  
Nick Gibbs*

In reference to your article on the PMG Model T, the last time I saw that vehicle it was on display at the Post Office in Melbourne. Top end of Collins Street as I remember (or a city street that runs east /west) Assume it is owned by Australia Post?

*Alan Long in Western Australia*

The Editor,  
Greg Smith.

Re. info on PMG Van.

I think it was put on the road about the late 60's or early 70's by the late Barry Rainbow ( Ex. Pres ) who later ran a Briton.

It started out with a Royal Mail sign on the side but had to be changed to PMG over royalty rights ?

The last time that I saw it, it was hanging from the ceiling in the Post Office on the old Southern Cross Hotel site, it may have been a display or mini museum when some photo's of cars were produced on stamps, not sure if it is owned by Australia Post.

Could not make out the Rego Plate No. (Club Red Plate No. 164?) might help.

*Kind Regards,  
Richard Heron.*

*Ed Note: Good tip Richard, in the 1973 Roster of Members No. 164 was B. Rainbow Ford T. Van.*



# More Photos from the RACV Pre 1905 Pioneers Run



*George Hetrel tinkering with the 1903 Peugeot.*



*1901 Argyll with Greg Smith at the helm*



*1900 De Dion Bouton Power Plant*



*1901 Argyll Ivan and June Smith*



*De Dion Bouton under-going some repairs with the experts*





*Julian McNeil 1901 De Dion Bouton Vis-à-vis*

## The 1901 Otten Motorcycle Start-Up

*By Greg Smith*

Nothing draws a crowd better than a start-up of a vehicle for the first time. This was certainly the case in Ballarat when Hein Otten was to start his 1901 Otten Motorcycle. Hein was first to start pedalling until he was almost exhausted. He then enlisted a younger man, Brenton Smith to take over. With a borrowed can of "Start you Barstard" the Otten finally burst into life with heaps of smoke and noise. The crowd and owner were suitably impressed and happy.



# Bayonet Motor Car

By Graeme Jarrett

This shot has generously been provided by Doug Palmer of Hamilton, Victoria. It features a Bayonet car with body by the agent Jas. A Munro, Elizabeth St, Melbourne.

The car is described as a 1915 model and photographed in 1923 at the rear of T.H. Laidlaw's solicitors' office in Thompson Street, Hamilton – at the back of the furniture shop. Mr. Les Dadswell, the then owner is pictured with the car.

This marque name is unique to Munro and not offered elsewhere in the world – under this name. These were assembled cars largely from proprietary (French) parts. I expect very similar component vehicles were offered with different names in other parts of the world.

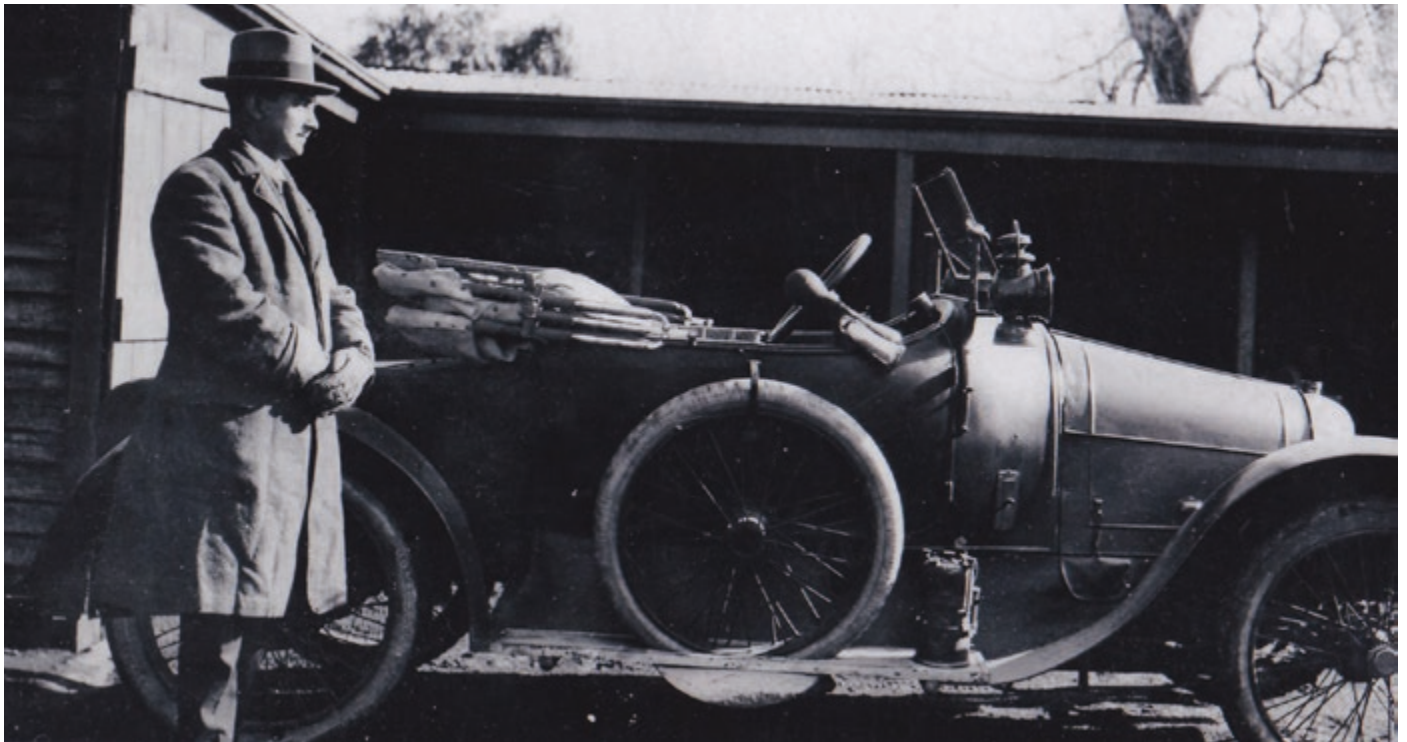
Unfortunately this shot only arrived after the publication of the book, 'Jas A Munro & Co THE LARGEST

GARAGE IN MELBOURNE'. It would have possibly added yet another vehicle photo of a car by Munro to that new offering.

Incidentally, I wish to thank the Veteran Car Club for the generous funding of this book free of charge to members.

Graeme Jarrett

*PS. The Munro building where motor cars were prepared and sold is now occupied by a fast food outlet. This was recently described a "restaurant", which it is not. A proper restaurant, where food is served, supply cutlery, knives and forks, etc. The McDonalds franchise, of which this is one, does not provide knives and forks to customers – you are required to eat with your hands (Neolithic style). It is therefore not a restaurant!*



# Learnings From A Mis-Spent Youth

By Michael Holding

Have you ever needed to run a tap through a rusty threaded hole but didn't have a tap? Just make one! (Well, good enough to clean out a couple of corroded threads!) This is what you do:

1. You will need to sacrifice an old bolt of the correct size and pitch, preferably high tensile but anything will do. (Unbrako socket head cap screws are ideal.)
2. Rotate the end of the bolt against a grinding wheel to form a slight taper on the first few threads.

3. Next, grind a flute along its length, forming a cutting edge on the threads.

4. Soak the hole with penetrene and lubricate the bolt during use.





# Cyclecar Corner J.A.P. Engines

By Graeme Jarrett

## Continued from last month

Further to the JAP introduction last month; engines of all shapes and cylinder configurations were manufactured. These were in the form of:-

Single cylinder – motorcycle etc.

vee-twin (50 & 90 degree) – motorcycle, Cyclecar & Light car.

three cylinder inline - light car.

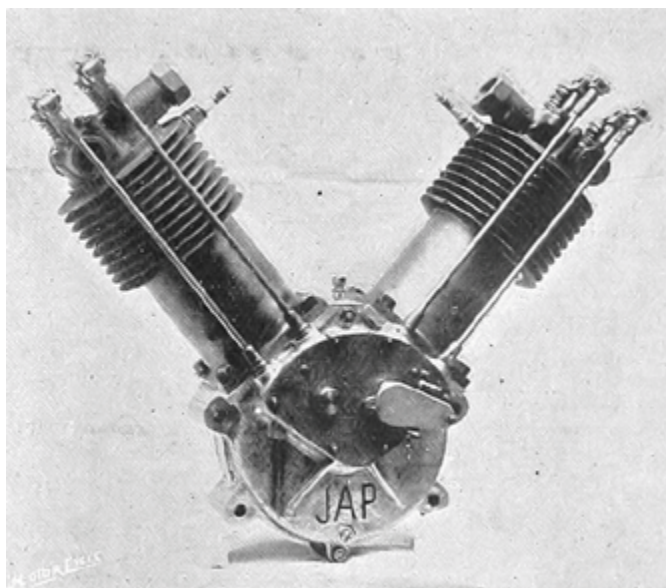
Vee-four (90 degree) – aero use.

Four cylinder in-line - light car and other functions.

Vee-eight (90 degree) – aero use.

A selection of the above were offered in both air-cooled and water-cooled.

Some were offered with overhead valves; the majority were side valve.



*This is a 90 degree JAP engine of larger size specially made for use in a motorcycle. It would have been a machine of considerable performance for that time. It had a bore of 120mm and stroke of 120mm – giving 2714 cc capacity. It was rated at 16hp.*



*This early Morgan single seater is fitted with the 90mm bore JAP engine. These were a higher performance engine in light of the overhead valves. They were used in the early Grand Prix cars and enjoyed many successes.*



*This JAP engine was designed for use in an aeroplane. It is a vee-four configuration – cylinders at 90 degrees. The Australian National Aviation Museum at Moorabbin has this engine on display.*

## How To Drive A Light Car or Cyclecar

By Mick Turner, Taken from the book of the same name, from the period 1917/18

### **“Get – You – Home” suggestions Dealing with Drowsiness**

*It is not easy to shake off the feeling of drowsiness. If the wheel can be turned over to another driver, all the well and good, but otherwise, all well and good, but otherwise a change of position, a sharp burst of speed, a mile or so on second speed, and a little practice in gear changing, are alternative methods that that are employed with success to bring the senses to their customary alertness. In extreme cases, it is advisable to stop the car and get out and walk up and down the road, finally vigorously winding the handle with the magneto cut-out switched off, when it will generally be found that all drowsiness has disappeared.*



# A Mystery – Solved At Long Last

By Graeme Jarrett



*The Fafnir photographed on a journey to Lilydale – Quarry Hill Road*

I do love a mystery (!) - a solution does not always happen quickly.

This car has had me stumped for a very long time (many years, in fact), and now, at last I have the answer. It is a FAFNIR.

The radiator has a stylised bird that has been difficult to identify. It finally dawned upon me that it was similar to the Fafnir logo. Refer detail of example herein (right).

I referred my findings to Daryl Meek who I knew was not only a Fafnir owner but also well read on all matters Fafnir. Thankfully, he was able confirm my suspicions.

The second shot of the same car also in the Lilydale – probably on the same day. It is interesting to note the Riley patented wheels (British). The chassis details at the rear does resemble the French MaB (Malicet et Blin) chassis of a similar period. So we have elements of French and British influence; no wonder I was confused.

It has not been easy to identify the year and model of this car. My current thinking - a type 486, 6/16PS (German manufacturer's designation). This car is most likely to have been described here as the 11/16hp





model – so often advertised by the Melbourne agent Shields Motor Garage. They were located 6-10 Flinders Street, Melbourne.

Type 486 (6/16 PS)
1913-1920
4 in-line
1559 cc
16 PS (11,8 kW)
60 km/h (37 mph)



*In light of the two photographs being taken simultaneously I did suspect the owner may have been a photographer.*



This additional photograph of the Fafnir was found separately. It did help confirm his photographic interests. This location in Glenhuntly Road was not far from his home in Bambragh (sic) Road.

A search of registration record for Victoria (January 1915) number 17 847 reveals the owner of this car to have been Mr. C. J. Fraser. He was a professional photographer who lived at Bambragh Road (probably No. 17), Caulfield. His studio was located in the city of Melbourne.

C J Fraser was a general photographer who had a mixture of varied clients, these included commercial, industrial, government, social, family and newspaper.

Two more photographs are included of the family children.



These are so cute – pretending to drive the wheelbarrow as a motor car. Note, the steering wheel is a shallow basket and the headlamp is probably from a bicycle.



## MEMBERSHIP

### WELCOME TO NEW MEMBERS

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

- Anthony and Donna Sinclair of Oakdale with a 1913 Metz.
- Ralston Rainsford of South Australia with a Sunbeam - under restoration

# Do I Have Part Of The Fysh Argyll?

By Greg Smith

As many of you know, I have a great passion or is it an obsession for the lights and horns of the Veteran era, to the extent that when I look at a picture of a veteran car my first gaze is to the jewellery to see if I can identify the items. My next thought is, are they correct both in make and era to the vehicle? It is a bit of a sickness, but I am having therapy to alleviate the disorder.

When I looked at the Fysh Argyll on the front cover of Brass Notes, of course I went straight to the lights. Identification, yes, Bleriot front and side. Why would they put "French" lights on a Scottish car? Clearly it should have something of English origin I thought. My second thought was, it is amazing how many cars only have single headlights, and not pairs. Thought number three, let's check other Argyll's of that era. I found another Argyll where immediately I thought it was again the Fysh Argyll, as it only had one headlight, and Bleriot side lights. Further investigation of the whole car revealed it was definitely from the same era but differed slightly in details, such as the rear mudguard shape. This car was again from Tasmania and both cars had identical lights, so this was some coincidence (see photo on page 15).

The Bleriot side lights were a definite and from the correct era, as I had done a restoration on a pair identical for Paul Williams for his 1906 De Dion Bouton, and I had found the exact lights in a Bleriot catalogue of 1906. These were perfect lights for the 1906 French De Dion.



Thought number four, I had purchased a single Bleriot headlamp from Launceston some time ago, so let's study it to check if it is the same as the Fysh Argyll. I checked the shape and dimensions by measuring it up against dad's Argyll. I had little doubt it was a perfect match and the dimensions seemed identical.

Further investigation answered many of the queries I had formed about why the Fysh Argyll sported Bleriot lights. They were certainly lights that were manufactured in France, but Bleriot also had branches in the U.K. where they supplied their products.

Bleriot also provided products to specific companies and this can be seen on another pair of Bleriot lights I have. This was a common practice of the day and will be the theme of an article I will write in a subsequent edition of Brass Notes.



*Bleriot branches London & Paris.*



*Bleriot made for S.F. Edge, London*



As to the single Bleriot lamp I have. Is it from the Fysh Argyll? It may be identical, it may have come from Launceston, it may only be a single, but there is no way to categorically prove it is from the actual car. (But it could be?). The interesting fact is that, once I have finished the restoration the Bleriot, it is again heading back to its home state to be fitted to a French 1908 Vinot&Deguignand, as the owner wishes to install a single headlamp only- just like the Fysh Argyll.





1908 Vinot & Deguingand



Charles Bourke's Argyll with identical lights to P.O. Fysh's Argyll

## Ambulances - Fairfield Infectious Diseases Hospital

By Graeme Jarrett



This photograph is a continuation of the Ambulance theme.

This photograph was taken at the Fairfield Infectious Diseases Hospital (1904-1996) – now closed and redeveloped for other uses. I expect these four ambulances were part of the hospital's medical action plan during the Influenza Epidemic (circa 1919). This was also known as Spanish Flu.

These vehicles were probably touring cars converted for use as ambulances. From the left, these three were

Armstrong Whitworth. The fourth car to the far right appears to be a FIAT – probably a type 52B.

I grew up quite close to the Fairfield Infectious Diseases Hospital. This was located on the Yarra Bend National Park. A friend at primary school lived there in the grounds of the hospital; his father was Dr John Forbes, medical superintendent, at the time. I knew this location quite well and did also visit the garage (where this photo was taken) area shown in the photograph.

# It Was One of “Ours”

By Greg Smith

It has pleased me greatly with the response I have had since running the RACV Pre-1905 Pioneers Run. I have been inundated with requests to publish further photos, and others have requested background information on some of the vehicles. Some time ago I did a feature on my other “girlfriend”, Victoria. The 1900 Victoria Combination with all of its history and quirks. This time, although I don’t know her intimately, I hope to give you a little background history of the 1900 De Dion Bouton Vis-à-vis that was on our run recently. Others hopefully, may have extra information to even further enhance the history of this vehicle.

My first encounter with this little car was in the late 60s when we visited the Giltrap’s Gold Coast Auto Museum and saw a strange little car where the passengers faced one another. How unusual this seemed to be, but very social indeed. Is this where the expression of a back seat driver came from?

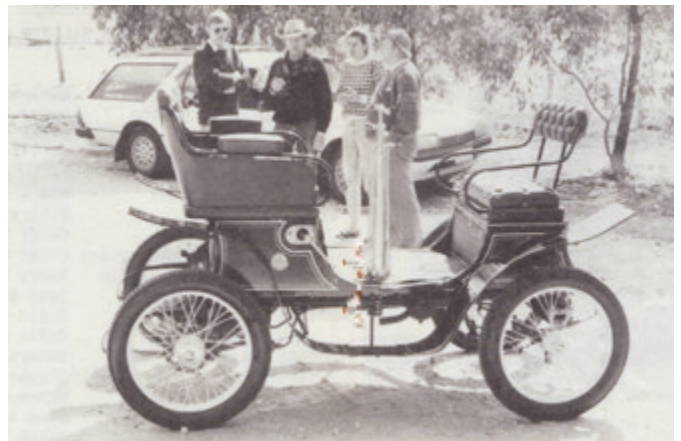


We watched all the demonstrations of George Giltrap with all the different vehicles. It was a great show, and I was captivated by it all, in particular the 1914 Detroit Electric, and of course the 1900 De Dion Bouton. We purchased the souvenir booklet and that has provided me with the car’s early history.



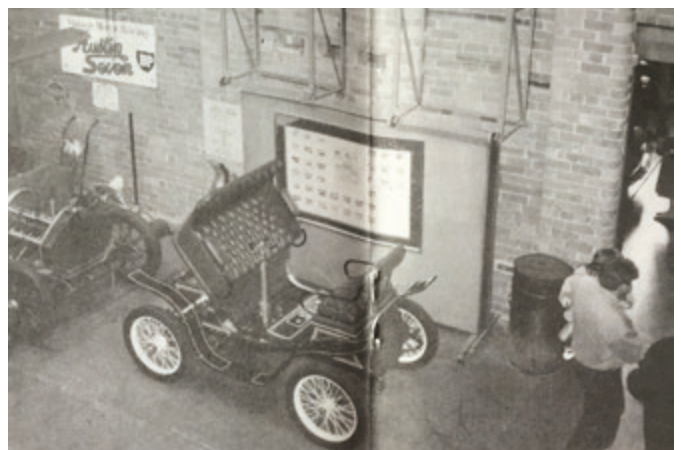
In the booklet it states the car was imported by Giltrap’s from America in 1966. It was purchased from Mr. H. Schick, who had found it hanging from a garage roof in Paris and took it back to the United States with him in 1952. I had often heard it was a De Dion Motorette. That is, one that was made under licence in Brooklyn, New York. This statement squashes that interpretation, if Schick imported it into the USA from France.

From Giltrap’s in Queensland when the collection was dispersed of, it was purchased by Julian Stirling of Melbourne, who at the same time purchased the 1909 Panhard Levassor from the same collection. In the late 1980s the De Dion Bouton went through a thorough complete restoration whilst in the hands of Julian Stirling.



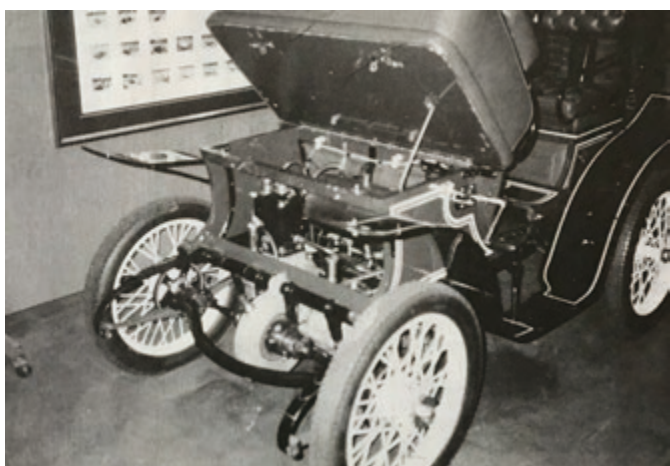
*Photo taken at Castlemaine 1 & 2 Cylinder Rally*

My second encounter with the 1900 De Dion was then in Castlemaine in 1992 on the first Victorian 1&2 cylinder rally, run by Graeme Jarrett. Julian Stirling had the oldest vehicle on this initial rally, as Ken Russell had entered his 1899 De Dion Bouton Vis-a-vis, but due to a mechanical issue meant it was a late cancellation. It was the first time the 1900 De Dion Bouton had graced us with its presence, and it certainly made an impact, especially on me. To me it had now become a Victorian vehicle and one of “ours”. I don’t recall it being on any other runs here, but it was viewed at a “around the garages” event where the Club visited the Julian Stirling collection in 1992.



*Photo at Julian Stirling collection*





My next recollection of the car was then in the June of 2000 when the Stirling Collection was auctioned off. The car was not sold on the auction day, being passed in at \$42000. Sometime after this, I heard it was purchased by the South Australian Government and being displayed at the National Motor Museum in Birdwood. One of "ours" had left the state and I envisaged it never to return to Victoria again.



Never say never, as with a lot of patience, preservation and persistence from Daryl Meek and Peter Allan from South Australia, the hierarchy of the National Motor Museum agreed to get the little Model E mobile again to participate in the 2021 RACV Pre-1905 Pioneers Run in Ballarat. Those who were at the run are so glad and thankful this actually occurred.

My third encounter with the Vis-à-vis is now my most vivid and happiest. When I met the Museum's mechanic at the Friday evening dinner, Nigel Burbidge and volunteer Darryl Grey (who I knew well) were not totally confident of the car's ability to do the run. In fact I would term their confidence as marginal at best. Even at breakfast the following morning neither exuded great confidence, but Darryl's enthusiasm was always a constant. As they drove off out of the motel it was almost a sense of trepidation of when they may cease to be mobile. The adjusting of the timing, adjusting of the mixture just to get the little beauty running at its optimum level was written all over Nigel's face. The further they drove that fear was disappearing at a great rate. Smiles were replacing the fearful dispositions, and on reaching the lunch stop after 22km they were beaming.

I was fortunate to be following them into the motel after completing the day's drive. It was a sight I will remember for years. They both looked at each other in unison and without speaking just turned to each other and did a huge "high five". They had conquered their "Everest" in their minds.

For me, it was one of the many highlights I had for the weekend, and it typifies exactly what the run is all about. Being honoured to have the pleasure to pilot these amazing vehicles and having the most fun you can have at 25kph is not to be under estimated. It really doesn't get any better than this! My hope is that they return year after year with this delightful little machine that was once "ours".





# Tasmanian Automobile Club Reliability Trials 1907

*By Frances and Andrew McDougall.*

The TAC was formed after a meeting in August, 1905 – the purpose of the Club was to have a voice in all things of interest to the motor car and motorcycle rider, such as improving the road conditions, road laws, registration, information sessions and any other things that would improve the lot of this new past-time of motoring. Over the years the Club came to have a strong political voice campaigning on things like reducing the cost of transporting vehicles on the ships to Tasmania from Victoria.

The first Reliability Trial was run in November 1907 from Launceston to Hobart and return – 38 cars and motorcycles took part and it was such a success that it was decided to make it an annual event.

The Reliability Trials were run as a timed event with maximum speeds, cities 8mph, country towns 10mph and the open road 24mph. Each class of car and motorcycle were given a time by which they had to reach Hobart on the first day and then the return to Launceston the next day. Results were decided based on who was closest to the set time. In later years a petrol consumption test and a hill climb timing test were added to the Trial.

The period Newspaper reports were fascinating reading and I have incorporated a few quotes from the various papers to illustrate.



*Motorcyclists lined up at the start in Launceston*



*Oatlands Control Point*



*Line up of vehicles at the finish in Hobart*



*No.30 is a locally built 4.5hp Sovereign Minerva*



*John Hart's Coventry Humber driven by Geo. Higgs*





*Note the 2 cylinder Findlayson built locally in Devonport, owned by Mr. A. Hart*

From the Daily Telegraph Monday 11th November 1907 pg7: Rather earlier than was expected, at 11.37, the first car stopped at the control, it being Mr. A. Hart's 9 hp twin cylinder Findlayson, and on producing the time card it was seen that Mr. Hart had run the forty-two miles out in 1hr 37min, which must be considered splendid time for such a light-powered car. The two cylinders evidently proved to be faster than all the remaining one-cylinder cars in Class 1. (Ed Note: Class 1. were cars up to and including 9 hp. There were 5 Cadillacs, 2 De Dions, 1 Rover and the Findlayson in this class.)

From the Daily Telegraph Monday 11th November 1907 pg3: On arrival at the finish at Moonah (Hobart). One feature was the appearance of Mr. John Hart's Coventry Humber car, with a disabled wheel. After passing Bridgewater one of the front wheels went wrong, and the car was brought on to Moonah, being steered with one wheel. This was looked upon as a plucky feat.

From the Examiner Launceston Tuesday 12th November 1907 pg3: The writer travelling in Mr. Lee's car. The two "big" cars- Mr. Heathcote's and Mr. Lee's- left Moonah together at 11.30, and took it very easy as far as Bridgewater, between which and Moonah

the road is in a bad state. Mr. Heathcote opened his throttle, and bequeathed us a cloud of dust. Higher and higher among the hills above us, sped this cloud, and eventually we lost sight of it. At Jericho we again sighted Mr. Heathcote's car, but on this occasion there was no halo of dust. She was at a standstill- her water had run out, and her engines were hot. "Can we do anything?" Mr. Lee slowed down and enquired, but the answer was in the negative, and we got along. This camaraderie of motorists is one of their strongest points. One invariably stands by another in difficulty.

*(Ed Note: we will continue the Tasmanian Automobile Reliability Trials in the next issue of Brass Notes.)*



*Mr Heathcote's Beeston Humber out of water.*

# Findings Feedback and Follow-Up

By Frances and Andrew McDougall.



As a follow-up to the P.O. Fysh Mitchell that featured on the Front Cover of the June Brass Notes, Frances and Andrew McDougall provided an excellent period article from the Launceston Daily Telegraph newspaper. Frances also commented with the following which is absolutely correct.

It never ceases to amaze me what was written about cars in the newspapers of the time – the detail that they went into, but I suppose with motor cars still being relatively new, the public must have enjoyed reading about all the details. The article also shows the bias towards the superior English specifications over the American ones!

*Editor's Note: The Mitchell depicted really is an amazing vehicle for a travelling salesman. As well as being able to carry such a large payload of up to 10 cwt. it also was very large and powerful (25/30hp) not as depicted in the newspaper column. The size of the Mitchell is demonstrated in that, three across the seat is achieved with ease, in fact the gentlemen appear rather small in such a sizable vehicle. It would have been an excellent vehicle to cope with the Tasmanian hills, and a real benefit for P.O. Fysh Limited.*

**DAILY TELEGRAPH LAUNCESTON FEBRUARY 14, 1913 Page 6**

## **MOTOR NOTES by "EXHAUST"**

During the past fortnight another high-class American car has made its debut to the Tasmanian Public. This vehicle or rather chassis is a Mitchell, whose power under R.A.C. rating is 17-8 HP. "This car" said A.C. Apthorpe, the sole Tasmanian Mitchell representative "is manufactured in the U.S.A. from superior English specifications for the Lewis-Mitchell Company of London."

Hearing that a "foreigner" had arrived, I betook myself down to Apthorpe's where the machine had just been unpacked; it came ex "Orari" via Beauty Point. The car in question arrived to the order of Messrs P.O. Fysh Limited, who intend having a single-seated body built with a spacious receptacle at the rear capable

of holding anywhere from 5cwt to 10cwt of samples. Mr Ken Martin who is "on the roads" representing the firm's boot & shoe department, will be in charge of this latest arrival from the U.S.A.

The chassis design, especially important items such as axles, steering gear and frame shows that the Mitchell makers have eliminated many unnecessary complications, which are apparent in many modern cars, without dispensing with any essential to efficiency. The engine cylinders are cast in pairs and have a bore of 3.75in by 5.2in stroke. The engine arrangements are very neat, all the valves, inlet and exhaust manifolds together with the Remy magneto, Stromberg carburettor and pump being located on the left side.

The gear box, which contains three speeds, is part of the rear axle casing, a practice many leading manufacturers are adopting now. All the road wheels run on ball bearings and are fitted with 815 x 105 Michelin tyres. All the road shocks to which the car is likely to be subjected should be completely absorbed by the well-proportioned springs which are semi-elliptic in the front and three quarter in the rear.

The body will be constructed in Apthorpe's establishment.

## **Newton Bennett Lamp**

By Greg Smith



In the May and June editions of Brass Notes we featured a Newton Bennett complete with a Jas. A. Munro body. As a follow-up to these two articles I was fossicking through some of my H&B lamps and discovered a re-badged version. This was a fairly common practice in the day where manufacturers had their products with a different identifying name plate.

I found a nice example of a re-badged name plate with N&B (Newton and Bennett Ltd. Manchester and London). Many car manufacturers followed this practice and I hope to feature a few of these examples in subsequent editions.





# Awards at the RACV Pre-1905 Pioneers Run

By Greg Smith

This year we were able to present three first time out awards and three 60 year member awards at the event. Congratulations to the 60 year membership award people on an outstanding achievement of being part of the Club for such a period it really is an amazing accomplishment. To the first time out recipients, well done as you join a number of others over the previous Pioneers Runs that have exhibited their vehicle for the first time. This event has certainly bought out many vehicles for the first time out award.



*Ian Heyme receiving 60 year membership award.*



*Neil Heilbrunn first time out award 1903 FN Motorcycle*



*Geoff Mitton first time out award 1904 De Dion Bouton*



*Hein Otten first time out award 1901 Otten Motorcycle*



*Ivan and June Smith receiving 60 year membership award.*



# Comings, Goings and Restoration

By Greg Smith

It has been a couple of months since we have had the Comings, Goings, and Restoration news, so time for a bit of an update.

The Swift cyclecar that was for sale in the March Brass Notes from Western Australia has been sold and is coming to Victoria, as mentioned in the April edition. It was purchased by the Powerhouse Museum in Portland, and I must admit I was worried that it may never see the light of day again. I have been in touch with Phil Ruge, and he has assured me that the museum is very keen to keep the Swift in perfect running condition and are very excited to use it when possible. Perhaps the RACV 1&2 cylinder rally in Horsham next year would be an ideal run for it. I have rallied with it several times and it is a nice little 2 cylinder vehicle.



While talking with Phil Ruge, he informed me he has sold his c1909 Black high wheeler. It was advertised in Just Cars, and has been sold to someone in NSW. The car has recently had a total restoration, with much of the machining work done by Shane Edwards. It was formally owned by Colin Daniels and before that by Stan Rumble from Sydney. A severe back complaint meant Phil was unable to crank it and get to use it after its huge restoration, and Phil laments this situation. He did say he could have sold it many times over such was the interest in it. Another Black high wheeler has been sold by Russell Holden. Only recently imported it has been snapped up by someone in Western Australia.

A veteran FIAT was sold by auction on the 28th March in Wandin. I was shown the picture of the car on the day of the auction while we were on the RACV 1&2 cylinder rally in Cobram. It was advertised as a Tipo Zero from memory, but has subsequently been identified as a Tipo 2 (same as George Hetrel's and Jack Brittain's, but with the alternative radiator shape). The dating of the car puts it c1913 and believed to be 15/20HP. One of our members was the under bidder and it was sold for \$6500. The purchaser was Grant Cowie from Up the Creek Restorations in Castlemaine. He purchased it for one of his younger employees

who I believe is very keen to restore it. Once it arrived in Castlemaine it has been found to be in wonderful condition with lots of hard to get items that make it a pretty complete running chassis. We hope the new owner may join our ranks like another of the younger employees, Brandon Price who owns a c1910 Talbot, and is the process of a complete restoration. I was able to take up the hubs and spoke pattern to Keith Wilson, the wheel builder in Queensland recently when I attended the Charleville National 1&2 cylinder rally to help out Brandon. Greg Orde was recently in the Maldon area and photographed the FIAT next to Greg's Itala. It is amazing how similar these Italian vehicles are!







Colin phoned me recently and two days after the event he had the Peugeot's first test run when he transferred the carby off the Minerva they own, onto the Peugeot and ran it. Colin is looking for information on a "barrel" type Longaumare Carby which he has, original to the motorcycle, to be able to fit the correct type on the Peugeot.



While speaking of FIAT's, Alan Lethborg's 1914 FIAT Tipo zero that was advertised in April's Brass Notes, has been sold to a gentleman in Northern NSW. It has gone to Robert Lovell, who purchased Brian Hussey's 1907 De Dion Bouton many years ago. Word has it, that the De Dion Bouton may well be for sale, for someone who is looking for a 1&2 cylinder vehicle of quality.

Colin Sargent sent me some photos of the c1904 Peugeot Motorcycle he is restoring. He was hoping to have it completed for the RACV Pre-1905 Pioneers Run in Ballarat, and got close, but not quite to a finished product. It will be a definite starter for next year's event.



The Emmerson 1912 Cadillac has been in for a new hood and side curtains. The job apparently used a huge 16 metres of material to complete the hood, side curtains and hood envelope. The side curtains being an exact copy of originals sourced in the USA, so the clips, buttons are hidden from the outside view. It looks a beautiful job, and now no excuses not to attend the RACV Mid-Winter Rally!



A veteran Studebaker has departed Victoria for NSW almost from my backyard, well about 40km from me. Here are the pictures and story Doug Fulford, the Studebaker guru sent to me.

Being a bit of a Studebaker tragic - how's that for an understatement - I simply couldn't resist buying this 1915 model SD 4 cylinder tourer.

Now that I am a bona fide member of the VCCA (Vic) I don't feel quite so guilty "stealing it" from under your nose. It came from Baringhup which is "just around the corner" from your abode. Whilst it was largely disassembled - and we did a bit more disassembly in order to load it as it wasn't on wheels - it does seem to be fairly complete. So much so that it is definitely another project to add to the list rather than a spares car. It also came with some 1917 model SF series 18 mechanical parts as a bonus. Like most such finds it is a bit of a case of good news (such as a sound rear tub) and bad news (no valances and the remains of the

mudguards probably not even suitable as patterns). By the way I really need a 1913 Studebaker Six (Model E) chassis if anyone has one or knows of one please let me know.



NOTE: The stationary engine in pic 2 was a separate previous purchase from South Australia. It is veteran Studebaker powered and was in use until 1960 when it was no longer needed as the owner purchased a tractor with a PTO.



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# Natter Night Meeting Minutes

## Opening

The Clubs President, Ben Alcock welcomed all to our June Natter Night, via zoom due to the current COVID situation.

## Apologies:

Catherine Strutt & Chris Duncan, Jennifer Atherton, Claudia Holding.

## New Members:

Anthony & Donna Sinclair of Oakdale with a 1913 Metz.  
Ralston Rainsford of SA with a Sunbeam U/R

## Events

### Past Events

RACV Pre-1905 15-16/5 in Ballarat. An excellent weekend with favourable weather. Very good Interstate attendees.

### Future Events

RACV Midwinter Rally 16-18/7 in Rosebud.

RACV National Veteran Vehicle Rally 10-15/10 in Swan Hill. Michael reported an outdoor Friday evening meal at 5pm will happen to finish the rally due to large numbers and venues in town.

## Library & Archives Report

Daryl announced the glass negatives received from Gilbert Ralph are photos from Kalgoorlie WA. They will be loaded onto our website for all to enjoy.

## Wanted, For Sale or Swap

Callum Walsh is looking for Fiat Zero front springs 750mm x 50mm, 5 or 6 leaf.

David Provan has a Rushmore Generator available.

David Boyd is looking for a single or twin cylinder car ready to enjoy.

## Items of General Business

The Jas A Munro books have all been collected or sent out by Michael & Claudia Holding, members should receive their copy in the next few days. Thanks to Michael & Claudia for the quick and efficient distribution of this gift book to members.

The Twin City Tractor that resides in the Lions Park in Katamatite (Vic) has had its radiator stolen. Keep an eye out for it please.

Daryl Meek advised an Empire is due to arrive in the State of Victoria.

Andrew McDougall advised the sad passing of Doug Clarkson. An amazingly talented gentleman who worked on a lot of members cars.

Memberships can be renewed online, if done online no need to send in paper form. Alternatively you can still pay by cheque and return the form by post.

The display day for the Brass Light Collection has been postponed. The lights will be auctioned at a future Natter Night.

## Next Meeting:

8.00 pm on Tuesday, 13 July 2021

**Meeting Closure 8.45pm**



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# Private Classifieds

## FOR SALE

Condor horn with flex and very good rubber bulb. Works well and ready to fit. \$200

(photo 1)

Condor horn with mount, works well.

\$100

(photo 2)

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

(photo 3 and 4)

Kick plates. \$150

(photo 5)

Exhaust whistle. \$200

(photo 6)

Exhaust Whistle. \$50

(photo 7)

Box of bits, including Speedo drive cogs, and brass nuts. \$20 the lot

(photo 8)

Box of parts, including valve covers, vernier magneto couplings, priming cock, wing nuts, brass nuts, brass lever. \$60 the lot

(photo 9)

**CONTACT: John Hollis**

**T: 03 54496905**



## FOR SALE

Does anybody want either of these radiators. Offer.

**CONTACT:**

**Robert McDermott**

**M: 0416 074 120**



## WORKSHOP POSITIONS AVAILABLE FOR CAR ENTHUSIASTS

McDermott's Workshop, a company renowned for high quality service, restoration and repairs to Rolls-Royce, Bentley, Bristol, veteran, vintage and classic motor cars, currently have three workshop positions available. One position is for an interested person experienced in mechanical repairs.

The second position is for an enthusiastic young person wishing to start an apprenticeship.

The third is for an experienced coachbuilder or woodworker.

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**All enquiries to**

**Robert McDermott**

**9362 0291 or 0416 074 120**



## FOR SALE

1915 Hupmobile Model N.

Herewith some photos of our Hupmobile, 1915 Model N. This is the former Blashki Hupp, owned and loved by Pat and Albert and a vehicle with a documented history, original sale papers and much more. A sad sale for us, but unfortunately health matters. Offers in the region of \$25000.00 Also 1926 Rolls Royce 20 HP Roadster for sale. **CONTACT: John F Kennett M: 0419 599066 M: swequine@aussiebroadband.com.au**



## FOR SALE

- 1912 unrestored T Ford Tourer RHD, complete including upholstery & hood. Eng # 61313. (1911) \$34000 ONO
- 1913 unrestored incomplete T Ford Roadster RHD. Eng # B-3477. \$25.600
- 1 pair E&J 1912 headlamps with forks unrestored \$950.
- 1910-1914 Ford trackrod \$200
- 1915 steering column & wheel complete \$180
- 'Fine thread' 1909 Ford draglink \$85
- 8 x body to chassis bolts Veteran T Ford \$350
- 1912 JNO Brown '105' tail lamp \$850
- 1909-1910 speedo drive gear \$85

**CONTACT: Bill Formby Drouin**  
**T: 5625 2344**  
**M: 0488 288 164**

## FOR SALE

Rushmore brass carbide acetylene generator, c. 1910.

The brass plaque reads 'The automatic shaking grate generator patented - made by Rushmore Dynamo Works Plainfield N.J. U.S.A.'.

In excellent original condition.

**Best offer.**  
**CONTACT: John**  
**M: 0417 398 102**



## FOR SALE

Napier hubcap, nickel plated brass. Some nicks and scratches but restorable. See photo.

59 mm across flats, thread diameter 62 mm. \$60 or trade for FN parts.

**CONTACT:**  
**Andrew Brand**  
**M: 0414 219 250.**



## BREAKFAST RUN



**Saturday, 10 July 2021**

Join us for Breakfast at one of the many cafes on Station Street Ferntree Gully where we will also be visiting the Model Emporium, a new model & hobby shop opened by member Nick Horn.

**When:** From 9:00am on the 10th July 2021

**Where:** 131 Station St, Ferntree Gully VIC 3156

**Contact:** Ben Alcock 0404 917 366



## MIDWEEK EVENT / BRASS LIGHT DISPLAY

**Tuesday 27 July 2021**

Join us in the clubrooms for a display of the brass light collection for sale, the library will also be open.

**When:** From 11:00am -3:00pm on July 27, 2021

**Where:** Clubrooms – Wakefields Grove, Camberwell

**Contact:** Ben Alcock 0404 917 366



## 2021 RACV MID-WINTER RALLY

The Mid-Winter Veteran Car Club Rally on the Mornington Peninsula is finally becoming a reality despite the ordeal of our COVID world and the restrictions that were, and to some extent still are, thrust upon us.

Although we started planning this event 18 months ago, planning and revised planning has developed what we hope will be an enjoyable tour of the country side, Westernport Bay and Port Phillip Bay as well as a chance to check out the Heads, entrance to Port Phillip Bay and of course Melbourne.

Rosebud Country Club have been very accommodating with our catering numbers. The bistro is open on Friday night should you chose to dine there.

The Fairways Motel, which is adjacent to the Rosebud Country Club have again provided rooms that are keenly priced relative to what tariffs are going around on the Peninsula. (Please secure your booking if you have not done so as rooms will now be limited).

Arriving on Friday (afternoon) we plan a shake down run. This will be a bit of a putt around the area ending up at Hickenbotham's winery where you can enjoy nibbles and purchase wine and craft beer (at your expense), prior to making arrangements for Friday's dinner. It is hoped that a consensus can be reached for us to get together informally and eat at the country club.

Saturday morning is the start of the tour. Trailer parking is at the back of the Motel in the country club car park back corner. We will kick off the rally from this carpark around 9:00 and proceed along scenic country lanes to the Westernport side of the peninsula. This will be part of our nautical effort.

Lunch will be a "Jones" special delivery. My wife will be driving the Uber Vespa!!

After a leisurely lunch you will have the option on the way back to Rosebud to visit the Pt Leo Estate sculpture park which can be either a 30 minute or 60 minute walk at a cost of \$10 per adult. (\$5 concession) You will have ample time to get back to the motel in prep for the evening 3 course dinner at the country club.

Sunday morning will see the Cold Start competition in "full swing", before we set off to explore the Port Phillip Bay region. Lunch will be provided by the Jones Catering Corporation with a hint of "Bunningsque" about it. We will wind up sometime after lunch with only a short drive back to the country club.

We want to say thanks to the RACV for their continued support and the club members for there participation and bravery to do another jaunt in our neck of the woods. See you in July.

David & Julie

*Note: Accommodation is priced at a total cost of \$250 (includes both nights).*



## RACV 2021 NATIONAL VETERAN VEHICLE RALLY SWAN HILL

### ENTRIES ARE NOW CLOSED!

Entries closed on May 2nd and then we were up and running. Working with venues, discussing menus and pricing with caterers and meeting with Swan Hill council to get this rally back on track.

### AND THEN IT ALL STOPPED AGAIN!

Although the latest lock down has presented another hurdle, we have a plan B, C, D and E so we are still pushing ahead.

If you didn't make the cut when entries closed, you may still get a start. Log onto the club website, hover over the National Rally menu item near the top of the page and click Online Event Entry to register on the standby list. But do it now!

Meal and Activity orders will open on August 23rd and close on September 17th. The link for these online orders will be sent to all rally entrants.

All the information you need can be found by clicking on the National Rally link on the club website [www.veterancarclub.org.au](http://www.veterancarclub.org.au)

The rally starts with a Mayoral Welcome, Sunday afternoon, October 10th and finishes with a final function on Friday afternoon, October 15th. If the COVID rules at the time allow, we will reinstate the Saturday Farewell Breakfast.

**When:** 10 October – 15 October 2021

**Where:** Swan Hill, Victoria

**Contacts:** Rally Directors Michael & Claudia  
Holding 0407 008 895  
[nationalrally@veterancarclub.org.au](mailto:nationalrally@veterancarclub.org.au)

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Greg Smith (Denise)  
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Peter Hammet (Joan)  
t 0428 282 631

Michael Holding (Claudia)  
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**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

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**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**

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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.



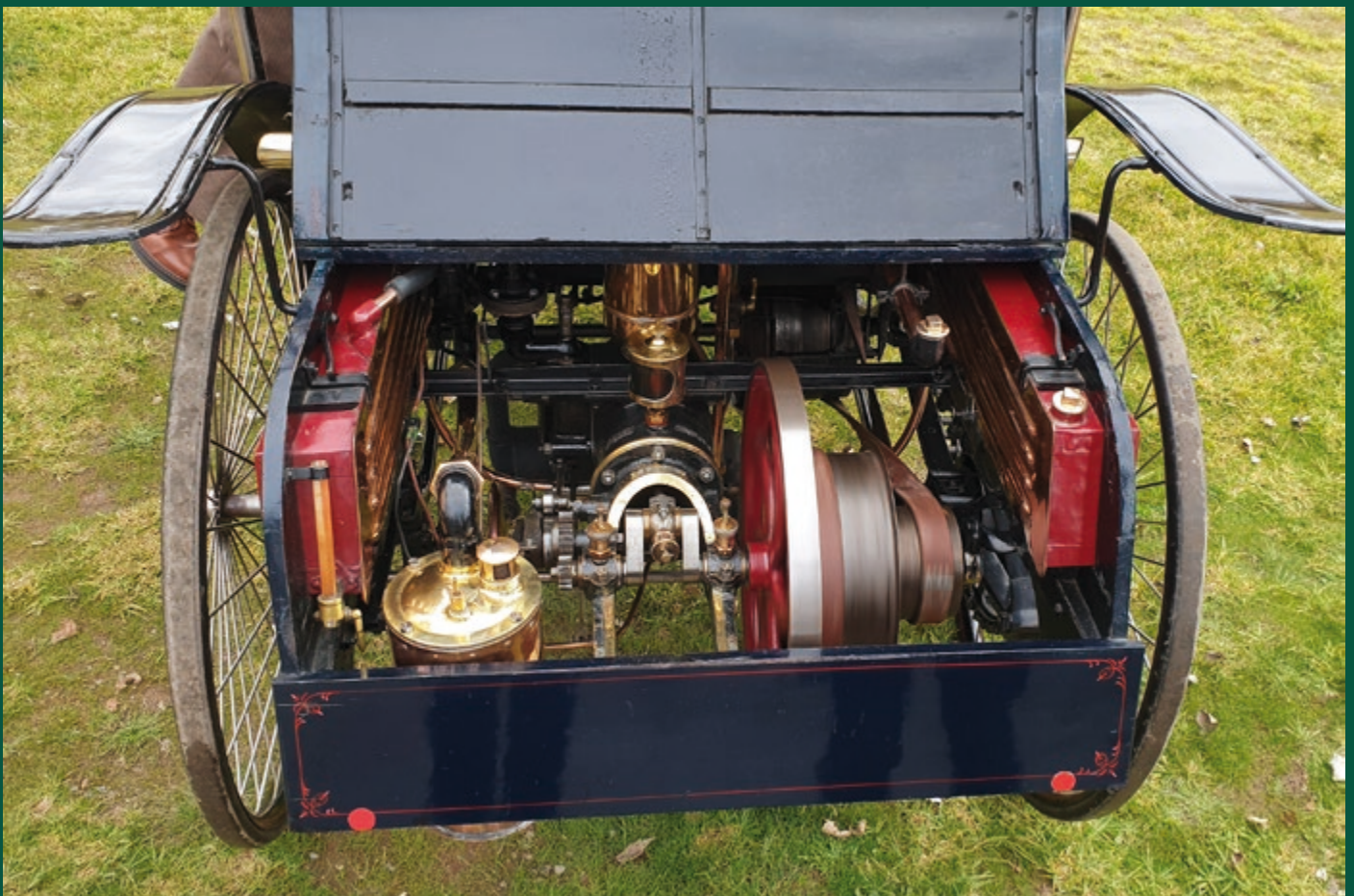
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# More Photos from the RACV Pre 1905 Pioneers Run



*Looks like David Vinall is about to appear in the Court House (Hotel).*



*Perhaps he was caught speeding in the 1898 Benz*





*Coming and going in Gavin and Sandy McNeil's 1903 10hp Wolseley on the RACV Pre-1905 Pioneers Run*