

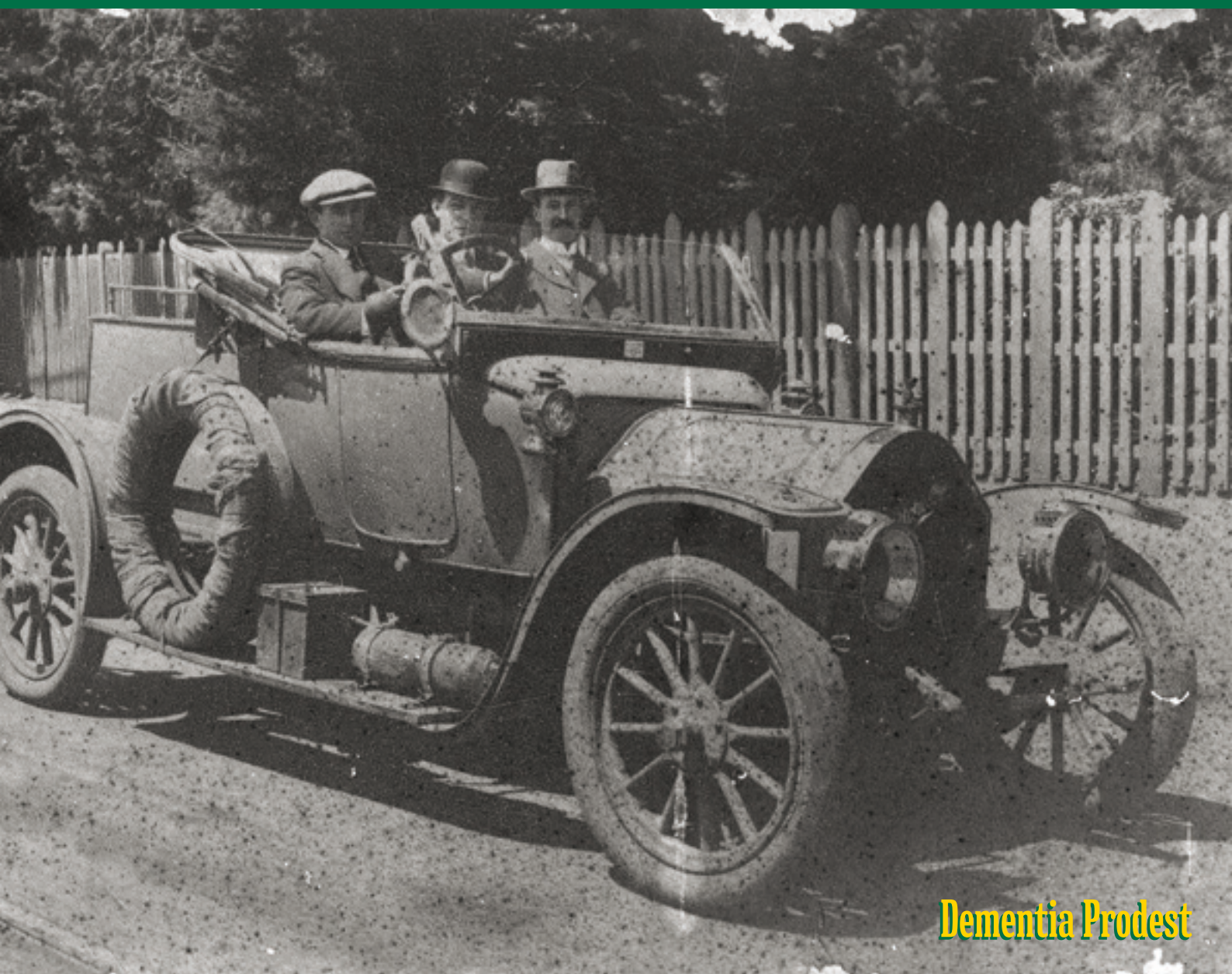
June 2021



Brass Notes

www.veterancarclub.org.au

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



Dementia Prodest

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

Patron: Mr Geoff Cosgriff,
President and Chairman, RACV

CONTENTS

President's Message.....	4
Editorial.....	5
Membership.....	5
Last Month's Flashback.....	6
Membership Subscriptions.....	7
"T" Ford Time.....	7
Valē - Kevyn Brown.....	8
Morris Oxford in the First World War.....	8
Cyclecar Corner.....	15
RACV Four & More Rally.....	16
Aussie B40 Rally – Phillip Island.....	18
Learnings From A Mis-Spent Youth.....	19
Findings, Feedback & Follow-Up.....	20
RACV Pre-1905 Pioneers Run.....	21
Private Classifieds.....	26
Natter Night Meeting Minutes.....	27
Events.....	28



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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Flashback



As I stated in the May Brass Notes Flashback column, I was inspired by Graeme Jarrett's "T Ford Time" article on the commercial aspects of the Model T, and asked for photographs of the Model T Ford that had the PMG emblem on the side of the van. Two gentlemen responded, David T Lang and Warwick Landy. Thank you for both helping out with a photograph to display in this month's edition.

The PMG Ford Model T was a vehicle that was quite regular on our events back in the late 70's or 80's, I think. Can anybody help out with when this car used to frequent our events? Who was the owner of this PMG Ford T?

Can anybody help out where this vehicle is now?

Respond to the Editor

We again received some excellent responses to last month's Flashback photo of the c1904 Siddeley. I would particularly like to thank Colin Dennis for the brilliant photographs taken by his Grandmother back in the period when the Siddeley first came onto Australian shores. The responses will be found in this edition, with these amazing photographs.

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Coming Events

08 June 2021	June Natter Night 8pm Meeting - ZOOM Meeting ID: 817 5020 9451 Passcode: 125191
15 June 2021	Events Committee Meeting via ZOOM - 8pm Contact: Callum Walsh
15 June 2021	Mid Week Run/Lights Display Clubrooms 11am - 3pm Contact: Ben Alcock 0404 917 366
19 June 2021	June Breakfast Run 9am - Model Emporium, Station Street, Ferntree Gully

Major Events

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 Story

By Andrew & Frances McDougall

The Mitchell appearing on our front cover is a 25/30hp model (damage to original photo).

This is another car from P.O. Fysh (Andrew McDougall's Great Grandfather) from Tasmania.

This is the first commercial car to be put on the roads by P.O. Fysh & Company Ltd in 1912.

Body built by A.C. Apthorpe George St, Launceston.
Driver Ken Martin with Messrs H.P. Green and E. A. Rankin

P.O. Fysh & Company had travelling salesmen that went to all parts of the state taking samples of clothing, boots, hats and soft goods. Even in the most remote corners of the state the name Fysh was a household name in the soft goods trade.

The travelling salesmen would be out for a week or more at a time staying in the hotels of the towns they visited in the far flung parts of the state from Smithton to Zeehan to Strahan and Queenstown, as well as the towns along the North-West Coast - Deloraine, Ulverstone & Burnie.

The salesmen would also have gone to the towns of the North-East - Scottsdale, Derby, St Helens. The salesmen went to all those areas that did not have easy access to Launceston. They really were a shop on wheels. We thank Andrew and Frances for supplying the photograph and information for publication.

President's Message

By Ben Alcock

We start June with some very exciting news. Congratulations to Callum and Francesca Walsh who welcomed their 2nd child, Harrison Leo Walsh, born 3rd May 2021, a little brother to Audrey.



On the topic of next generation, we were very happy to have little Cooper Holt, son of Chris and Jessica Holt (Alcock) along for his first veteran car rally at the RACV Four & More Rally, at just over 9 months old Cooper had a great time and we look forward to encouraging him to continue his interest in veteran motoring.



The May Natter Night was a great night, very well attended and we all enjoyed the Launch of the Jas A Munro book. Those that were present on the night have received their copy of the book, everyone else will start to receive yours in the mail shortly.



This month with Brass Notes, or separately if you receive it electronically, you will receive your membership renewal forms. These need to be completed and sent back to us ASAP. You have the option of paying for this online (credit card, EFT or cheque) but please make sure you still return your form with any changes.

On the events front, we have just returned from the RACV Pre-1905 Pioneers Run in Ballarat and we were very lucky to have 2 great days of rallying. It was especially great to see the National Motor Museum (Birwdood, South Australia) attending with their 1900 De Dion Bouton Vis-à-vis, full rally report on Page 21.

We will be holding a mid-week event on Tuesday, June 15th in the clubrooms between 11am - 3pm where we will be displaying the collection of Brass Lights that was donated to the Club. From here we will organise selling the lights, 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.

Our June Breakfast run will be held on Station Street, Ferntree Gully where we will visit 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.

Entries for the RACV Midwinter Rally are now open – don't forget to head to our website for more details and to enter.

Stay safe and well,

*Ben Alcock
President – VCCA (Vic)*

Editorial

By Greg Smith

At times when attempting to assemble an edition of Brass Notes there is that feeling of, “is what we are putting together, actually what the readers are craving for”? This is a constant doubt I have in the back of my mind as to whether the articles are relevant, pertinent and interesting. The positive feedback people are providing to me in person helps alleviate that doubt. What really is the best tonic is when someone takes the time to actually write a response to an article. Nothing gives the editorial team more pleasure and motivation to continue than when this occurs.

Since taking on the role, the editorial team gets more enthused if there is a topic or theme enhanced by reader contributions. The responses in recent editions have been extraordinary, to say the least. The examples of the last two Flashback vehicles have really, blown us away. We had three people respond to the same c1908 Talbot of the late Neil Gibbs, and each provided a story of a different time line of the car’s history. We could not have scripted it better, and we all learnt so much about where the car came from, restoration history, and where it is now. A similar response has occurred this month with the c1904 Siddeley, with this time even having photographs of the car when it first came to the Trentham district around the 1910 period. The theme of first responder vehicles has also gained a tremendous support and contributors have provided us all with extra photographs, articles and narratives that have really added to the reader’s enjoyment. It has expanded out over three editions such has been the continued interest in this topic.

We all learn more when the knowledge pool is expanded. We are fortunate to have some contributions from several regular contributors, but are always looking for others to join in and share their knowledge. None of us need to be “William Shakesphere” when it comes to writing, but all of us have expertise when it comes to a particular topic or vehicle. So much knowledge and experience is lost from our hobby and one way to ensure the continued remembrance of people, cars and history is to share this with others. Please feel free to contribute. What is the best thing that can happen?

MEMBERSHIP

WELCOME TO NEW MEMBERS

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

- Graeme & Veronica Anderson of Newcomb with a 1912 Adams & a 1916 GCS
- Richard & Josie Rose of Metung with a 1915 Overand 80 U/R
- Wayne & Emily Fisher of Stratford with a 1913 Straker Squire U/R

MIDWEEK EVENT / BRASS LIGHT DISPLAY

Tuesday 15 June 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 the 15th June 2021

Where: Clubrooms – Wakefields Grove, Camberwell

Contact: Ben Alcock 0404 917 366



BREAKFAST RUN

**The Model
Emporium** 
Hobby Store
Trains, Games & Publications

Saturday, 19 June 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 19th June 2021

Where: 131 Station St, Ferntree Gully VIC 3156

Contact: Ben Alcock 0404 917 366



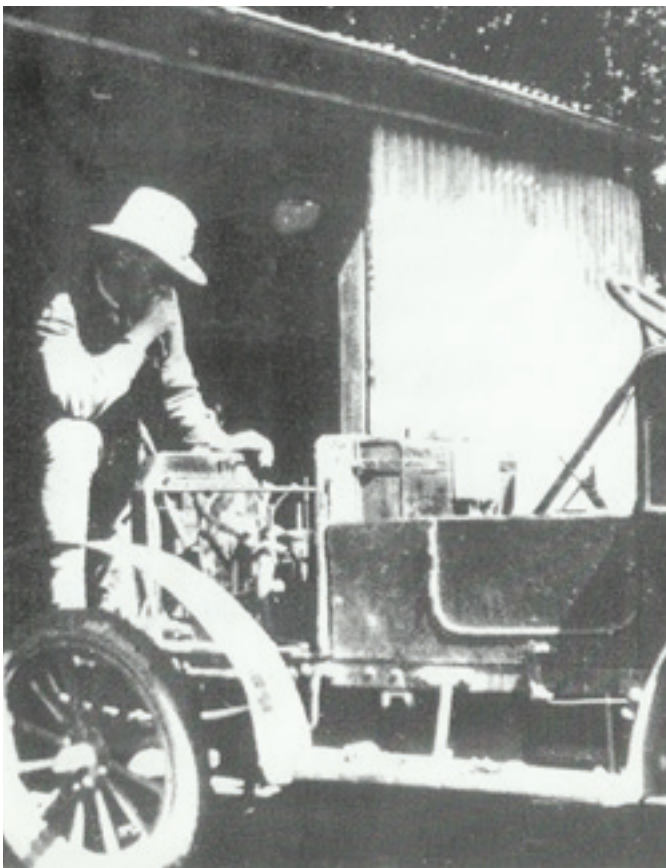
Last Month's Flashback

Colin Dennis knows the car well and advises:

The little 1904 Siddeley featured in the May issue is a vehicle with a strong connection to my family. My maternal Grandmother was a Trehwella. Her family owned the foundry at Trentham which made the iconic Trehwella Jack as well as other machinery. In about 1910, Grandma's brother sailed to England to manage an arm of the company in Birmingham. On his arrival he purchased a second hand car, this 1904 Wolseley Siddeley. He removed the body and sent the running chassis home to Trentham for his family. The car was the first car in Trentham, and when it arrived at Woodend, via train from Port Melbourne my Grandfather who then worked at the foundry, drove it to Trentham with George Trehwella. I believe the body was built in Trentham.



A front view of the car in its early form.



My grandfather having returned from the war pondering the single cylinder engine.

Uncle George drove the car for several years, and when it became rather old fashioned he lowered the steering column rake and built a lower body.

Eventually it was dismantled and various parts of the car were used around the foundry. In the 1960s, Warren Bonning who just happened to live near us in Mt Waverley, acquired the remaining parts and set about restoration. I'm not sure how much of the car he got, but it included the single cylinder engine, steering column, seat, and a door along with other bits.

Mr Bonning did an amazing job reconstructing the car. I was able to take my Grandfather and uncle Charlie Trehwella around to see the car in about 1970, and uncle Charlie pointed out a few engine modifications still in place that uncle George had made all those years ago.

I know Mr Bonning sold the car but do not know where it is now. I would love to see it again, and may be able to provide the current owner with some early photos taken by Grandma.

My Grandmother was a keen photographer, particularly before WW1. She had an early box Brownie which produced photos of good quality but the prints are only about 1.5 x 3 inches. I have some of the original prints. Given their size the camera must have been pretty good quality and I have attached some photos from her



A photo of Uncle George Trehwella and a young lady in the car with its locally built body.



Uncle George in the car after its steering column had been lowered and a lower body fitted.

“T” Ford Time

By Graeme Jarrett

The Ford Model T is the universal motor car – able to be turned to any task.

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 - on line. These works are out of copyright.

FAMILY CAR

These two shots appear to depict the same car perhaps taken at different times. Fitting all the children and adults on board is a challenge. Nothing is known of the location or family group. The car carries a front number plate that is difficult to read; No 4021 looks to be the most likely. That number was not current in the Victorian (1915) records.

This Ford T appears to be a 1913 model (or 1912 perhaps).



Ford model T with a pretty single seat body.

Further responses to the Flashback photo of the c1904 Siddeley came from Simon Anderson of Geelong who stated that the car belonged to Trevor Schneider (also from Geelong) at the time of the photograph. Trevor confirmed that it was taken on the Australia Day Cavalcade of Transport in 1978. He purchased the car from Warren Bonning and ended up selling it to Alan Esmore somewhere around the 1978 period.

Alan Esmore also contacted me with the details of the car, stating it was a single cylinder 6 hp vehicle, with the chassis number 270, and engine number V 285. The permit number was 169 when Alan owned it. Alan does not recall it ever having a hood, but said he would never use a hood as it lacked sufficient horse power to drive with a hood up. He is still foraging through hundreds of photos to see if this is actually the case or not.

Alan ended up selling it at a Shannon's Auction, and he believed it was purchased by an American who was based in South Australia to be displayed in the foyer of that gentleman's business. It would be interesting to know if anyone in South Australia can remember seeing the car in this business and where it may be now.

MEMBERSHIP SUBSCRIPTIONS

MEMBERSHIP SUBSCRIPTIONS ARE DUE SOON

Subscriptions expire on July 1st and are payable by July 31st.

With this edition of Brass Notes or as a separate letter, you will receive a 2021/2022 Membership Renewal Form.

Membership fees have been held at the same level for 4 years.

We have introduced a new online renewal system which allows members to update their details and pay their membership subs using their computer, tablet or smart phone and a credit card.

Members more comfortable with a hard copy can complete the Membership Renewal Form and declaration and pay exactly as they have done in the past.

The Club needs to maintain the currency of member contact information so with either system you must check the accuracy of the data we have on your record and advise any corrections/ additions or deletions, online or on the hard copy form.

Valē - Kevyn Brown

By Andrew Brand

Kevyn Sidney Brown was born on 6th June, 1940 in Burwood Victoria and grew up in Mount Waverley. His interest in mechanical things started early – both his grandfathers were mechanically minded, as was his father who was a market gardener.

He attended a primary school with a total of 17 students. Son Andrew says Kevyn was a poor student - he enjoyed lunchtimes and became proficient at drawing pictures! At one stage he and his mates who were playing war decided the pickets from the fence on a neighbouring property would make good weapons. This resulted in Kevyn attending the sick bay with a leg injury bleeding profusely, and presumably repercussions over the damaged fence. After a brief period at Oakleigh Tech, Kevyn moved to Jordanville Technical School when it opened in 1954.

At 13 Kevyn encountered a drunk holding on to the windscreen pillar of his delivery van while cursing and swinging a spanner at the transmission. It was the first time Kevyn had heard such language or seen a Model T Ford. Soon after that his father brought a Model T handbook home for him. A few weeks later he bought that same van. The body was subsequently pulled off and the chassis was driven around his parents' property. Kevyn began collecting motorbikes and cars, driving an Indian motorbike, a Morris and Fords on the dirt tracks around the orchards.

In the mid 50s he started an apprenticeship at Queensbridge Motors and quickly became a foreman involved in drafting and building heavy machinery. In the mid 70s he went to Ascom, again designing, maintaining and building machinery and heavy equipment. During the 90s he spent 4 years in Malaysia working on electrifying the railways.

Kevyn was always enthusiastic about his cars and was a member of various clubs. After separating from his wife he sold most of his cars but was then able to buy a veteran – the green 1915 Model T Tourer. He restored a string of Fords - the black racer that was an

unfinished project started in the 20s, a Smith Form-a-Truck conversion, and a Fronty powered racer. He was involved with various clubs and enjoyed rallying with the Veteran Car Club, the Vintage Driver's Club, and the Model T Ford Club of Victoria, and also competing in events held by the Vintage Sports Car Club.

Kevyn had 4 children (Andrew, Katrina, Nicole and Warwick), 8 grandchildren, and 2 great-grandchildren. He was widely liked and well respected.



Morris Oxford in the First World War

By John Fryirs

Member John Fryirs from N.S.W. has written the following, and provided a wonderful article on a Morris Oxford that was involved in the First World War. The article and photographs are from the Bullnose Morris Club of Great Britain. We thank them for their generosity in allowing us to use the excellent document as it outlines story of the Morris and its conversion to an ambulance.

Dear Greg, first off, thanks loads for a terrific magazine. The content is always interesting and informative. Following your coverage of WW1 ambulances in the

April edition I thought you, and the members may be interested in the following article about a Morris WW1 ambulance and its owner.

It is a feature in the current magazine of the Bullnose Morris Club of Great Britain of which I am a member. I rang the editor, Steve Weaving to ask permission to copy and was given a very friendly "most certainly".

Best Regards,

John Fryirs.

One Very Determined Man and his Morris Oxford in the First World War

How Frederick Hindle took his Bullnose Morris Oxford to battle in 1914

by Harold Heys

Journalist and car enthusiast who unearthed the story in his home town of Darwen, Lancashire while researching material for a book on the area



Frederick Hindle at the wheel of his Morris 10hp De Luxe freshly converted into a light ambulance

Solicitor Frederick Hindle didn't hesitate when the Great War erupted in the late summer of 1914. He jumped into his new Morris 10hp Oxford De Luxe and went off to the recruiting office. 'Sorry,' he was told. 'You're too old. You're nearly 40. Leave it to the youngsters.'

Hindle, a very active 37 year old, was determined not to return to his elegant

house on the edge of the moors above the Darwen valley in Lancashire and give up without a fight.

By the end of September that year he was off to France in his Bullnose, reporting for duty with the motoring division. Before he left for France, he asked his father's permission to take the family's Daimler saloon car, complete with chauffeur, along as well.

Permission was duly given.

Within a couple of days his pride and joy, his white two-seater, was handed over to the engineers who transformed it into a much-needed ambulance. Hindle wouldn't hear of it being handed over to the RAMC and insisted: 'I'll drive. Don't worry about me.'

And he did. Till the end of the war, confident in the reliability of his car which never let him down in some of the most dangerous corners of the Western Front. It took bullets and shrapnel: blood and guts, but it came through it all.

Together they rescued, under heavy fire, a French flying officer, gallantry which earned him a bar to his Croix de Guerre, won for heroism at Verdun, his Bullnose alongside him. He was commissioned in the French Army and later in the British Army.

Within a few weeks of arriving in France he was writing home: 'We are now close up to the front, quite used to sleeping on straw. We have just returned from clearing a hospital to an ambulance train – 250 wounded men – a very pitiful sight, though most of them are extremely cheerful. The weather is wet and the road awful – one mass of slush nearly a foot deep and very narrow.'

'The King and the Prince of Wales have been here. They visited our hospital and went all through the wards. They were most affable.'

The King saw a wounded Grenadier and sent the Prince to talk to him, it being his own regiment. I couldn't help reflecting how much had passed under the bridge since I last saw the King in Darwen in July last year!

'Immediately after they had gone, we were called to take the wounded men



Above: Newly arrived in France – the Oxford, as yet unconverted, and acting as a tender



from the hospital to the train, and soon cleared 800 men. Everything is worked at express speed and it is a case of all hands to the pump! The general impression here is that military matters are at a standstill. Both sides are said to be entrenching themselves very strongly.

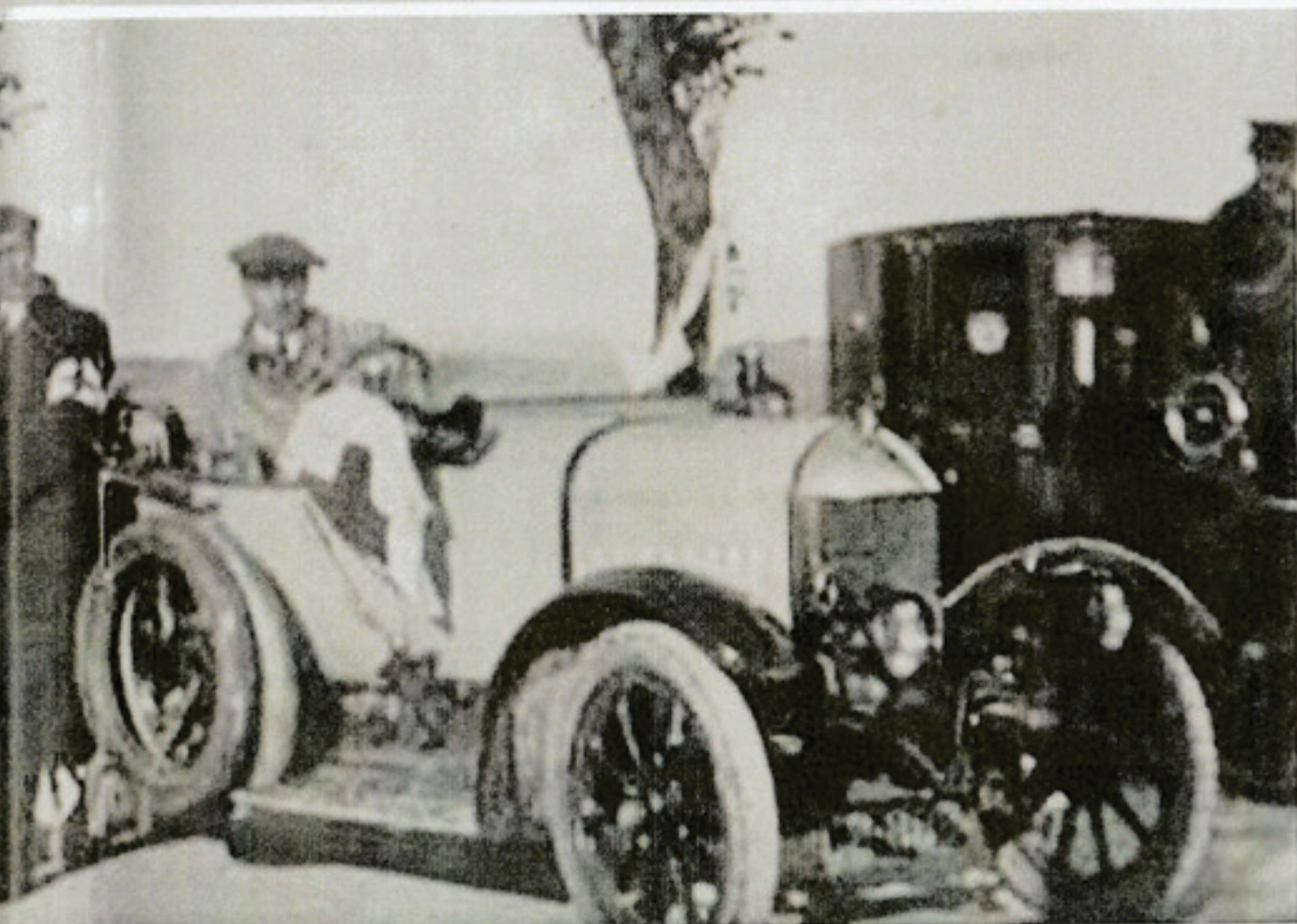
'Nearby is a town absolutely deserted. The church and all around is smashed up. The town is still being shelled by the Germans. It is just like a city of the dead, and very weird.'

He wrote home to his parents the following Spring praising the reliability of the Morris 'the old girl' and

telling of more adventures which they shared.

His exploits did not go unnoticed at the time. *The Light Car and Cyclecar* in its October 26, 1914 edition carried a photograph of Hindle with his Morris – presumably just before the car was itself converted to ambulance duties. The magazine's coverage reads: 'A Morris Oxford light car as tender to a Red Cross Daimler ambulance car at the Front. The driver of the light car, Mr F Hindle, is very pleased with his machine, which he states has been doing excellent work over the most appalling roads.'

Below: The image which appeared in The Light Car and Cycle Car in October 1914. This photograph was first used in the BNMC Magazine No. 306



He stayed out in France carrying out his rescue work for the duration of the war.

Frederick, nicknamed 'Fritz', was engaged to be married, but that had to wait until after the war. He had passed his final law exams, heading the honours list to be first in all England. It was an intellectual feat which had been accomplished by his father Frederick George. Bright lads.

He married Alys Lawrence after the war and, during the Depression years, she brought a welcome sparkle to the town. Everyone loved Alys; she was the epitome of style and charm.

As a Liberal, he became, for a few months, MP for Darwen in 1923 and was knighted for 'public services to

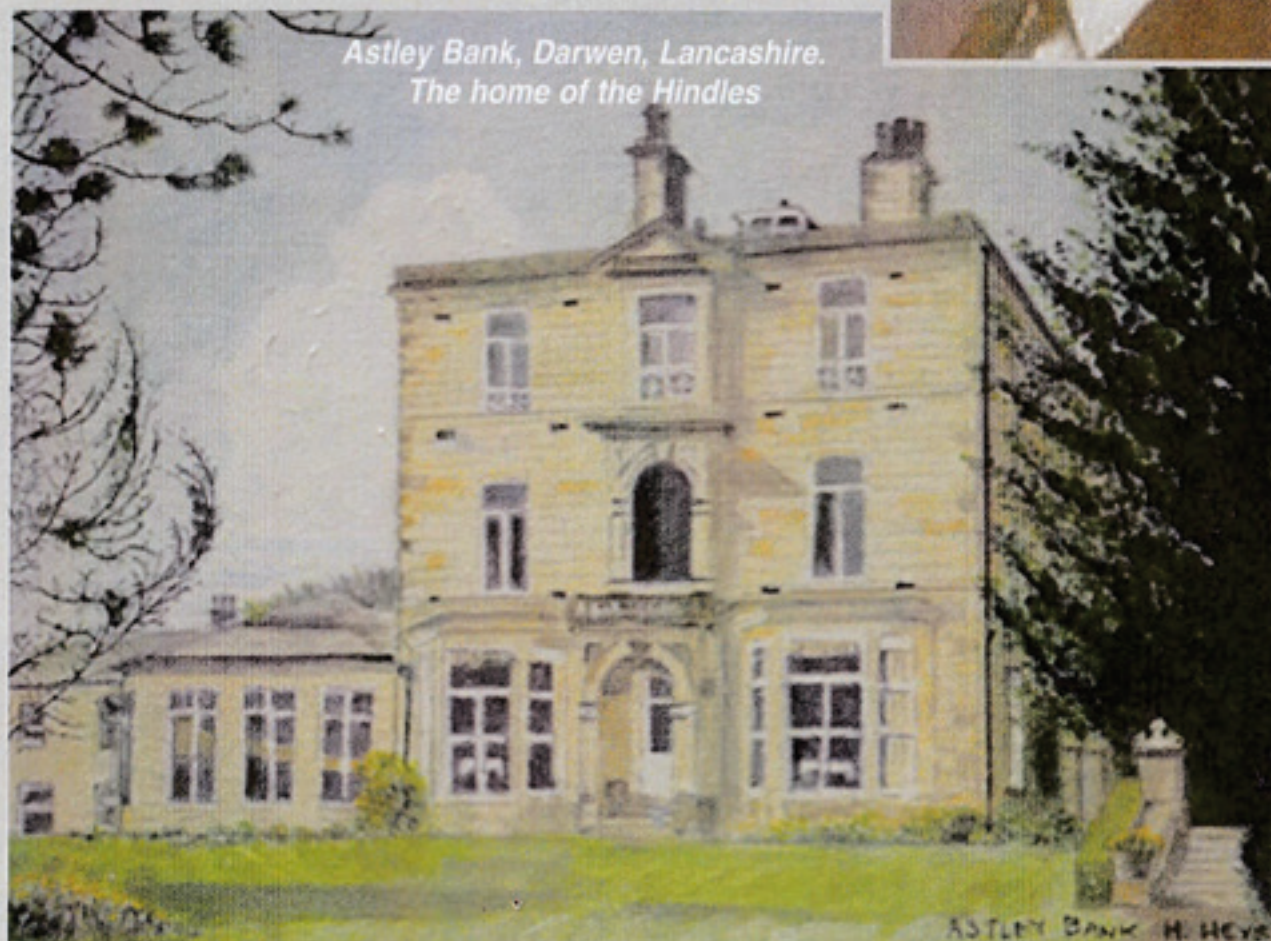
Lancashire' in 1943. The imposing Astley Bank was sold to ICI in 1952 and it is now one of the finest hotels and conference centres in East Lancashire.

Fritz Hindle, who died in 1954, could look back to a lifetime of service to his town and country ... helped in no small part by his Morris Oxford – 'the old girl.'

*Frederick
Hindle*

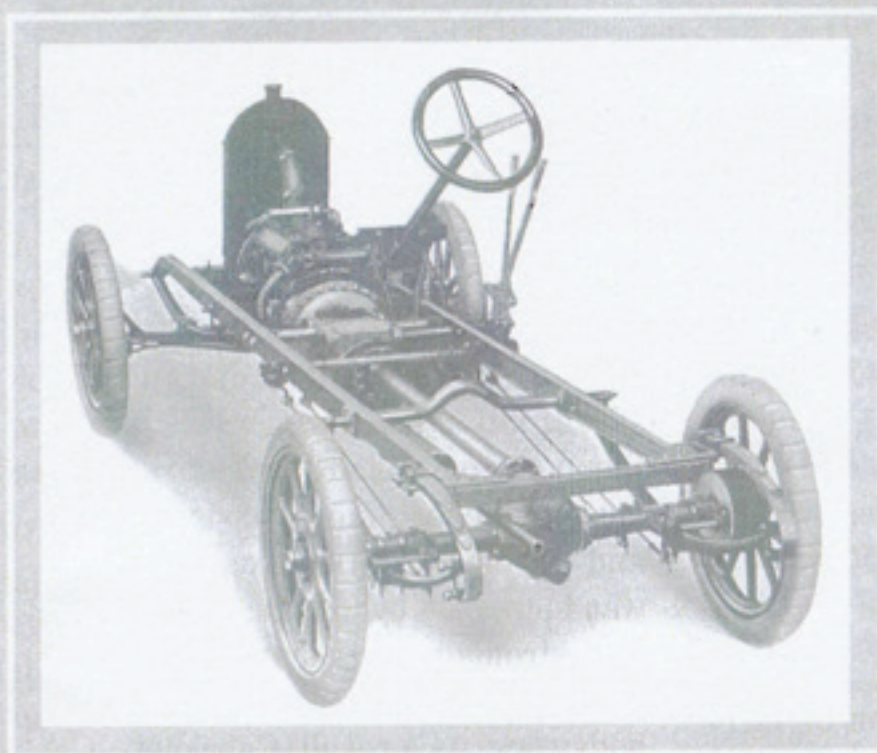


*Astley Bank, Darwen, Lancashire.
The home of the Hindles*



Morris Oxford De Luxe – The Right Car at the Right Time

Happily for Frederick Hindle the car he purchased in 1914, the Morris Oxford De Luxe, was a much improved model on its predecessor and only just available. The improvements undoubtably made it much more capable. The following details are taken from The A-Z of the First Morris-Oxford Light Cars 1913 by Peter Seymour.

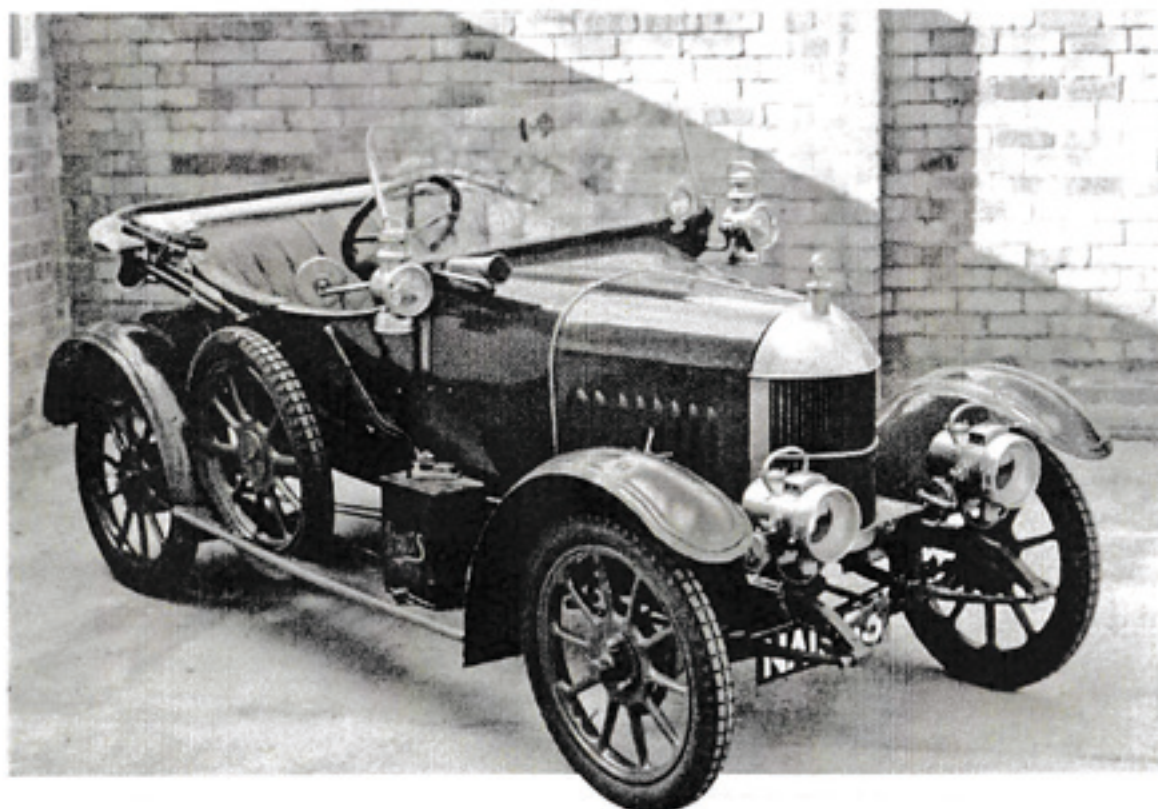


The chassis of a Morris Oxford De Luxe model. Note that the worm driven rear axle is under-slung, the axle case is of 'three-piece' design, with the side tubes bolted to the differential housing, and that the brakes are operated via shafts mounted on the axle case. Although not seen, the drag link is positioned above the front axle, which is of Elliot type.

At the Olympia Motor Show in October 1913, an improved Morris Oxford model, known as the De Luxe, was exhibited. The earlier car was then referred to as the Standard model and although the engine and gearbox unit was similar to both models, their axles and other components were of different design.

To overcome the inherent steering defects of the earlier model, especially noticeable when the car hit a tram track or a pot hole, an Elliot type of

front axle with a track of 3' 9" was specified for De Luxe models, instead of the reversed Elliot type with a 3' 6" track, on Standard models. Also the hubs of the new front axle were designed in such a way to ensure that a wheel did not become detached in the event of a ball race breaking up, and the steering drag link was re-positioned above the axle. Instead of the wooden steering wheel rim found on Standard models, black Xylonite covered the rim of steering wheels



fitted to De Luxe models and these cars also had an improved steering lock with stops to prevent the wheels from touching the chassis frame on full lock.

The rear axle installed on De Luxe models was of 'three-piece' construction, with its side tubes being bolted to the differential housing, instead of the 'single-piece' design fitted to Standard models. Also, the brake operating shafts on De Luxe models were longer than those found on Standard models, to reduce the angularity of the brake rods, and in an effort to overcome the problem of boiling or 'steaming', the width of the radiators fitted to De Luxe cars was enlarged by 2" to increase the coolant capacity.

When compared to Standard models, the length of chassis frame and wheelbase of De Luxe models was increased by 6" which, together with stronger under slung rear springs, allowed for longer, heavier bodywork. As a result, Cabriolet Coupé, Limousine Coupé, Delivery Van and Sporting bodywork became an option on De Luxe chassis from 1914, while specialist coachbuilders added to the range.

Although the Morris Oxford Standard model had been well received when it was introduced in March 1913, the alterations made to it at the end of 1913 to create the De Luxe model established an even better vehicle such that De Luxe models outsold Standard models by almost 2 to 1.

Cyclecar Corner

By Graeme Jarrett

J.A.P. Engines

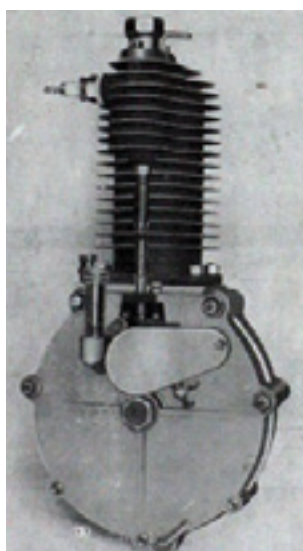
The JAP engine is legendary in British motor cycle and Cyclecar folklore. More than any other proprietary marque, these engines dominated the industry both in numbers and overall performance in many motor sport competition types.

The factory was located in an unlikely place, the suburbs of London, UK. The suburb of Tottenham remained the manufacturing hub for JAP products.

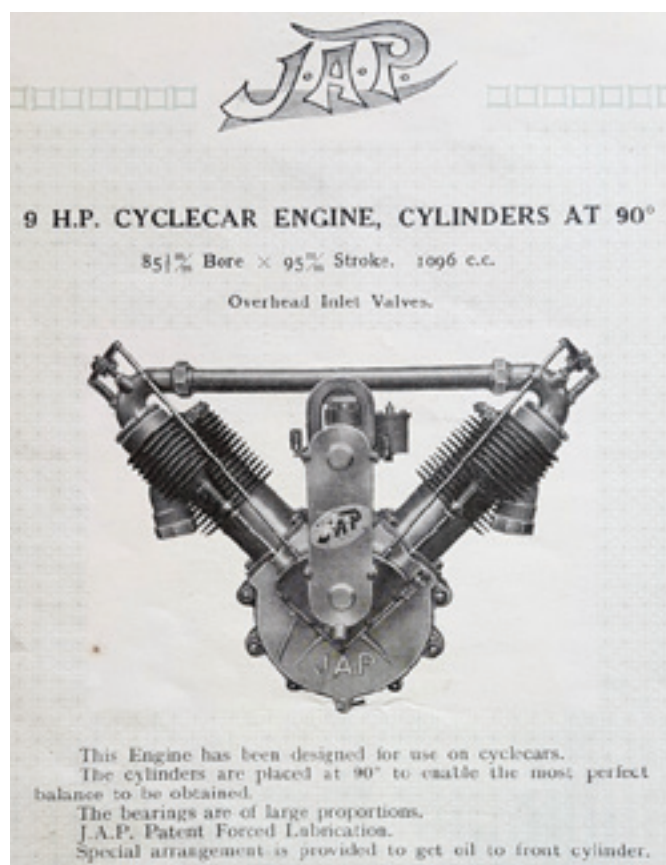
John Alfred Prestwich began making engines in 1903 for commercial sale and also built complete motorcycles for the period 1904 – 1908. Thereafter the supply of engines were the principle part of production.

The company did venture for a short time into the manufacture of a small three wheeled runabout – of limited commercial success.

The scope of engines made by JAP was very broad especially in these early pre-war (WW1) years. Motorcycle engines dominated but both Cyclecar and Aeroplane engines were also manufactured. Single cylinder types seem to have been the most common; vee-twin, three & four cylinder in-line and vee-eight (V8 aero) were also manufactured. They were supplied mostly in air-cooled form but were also available water-cooled.



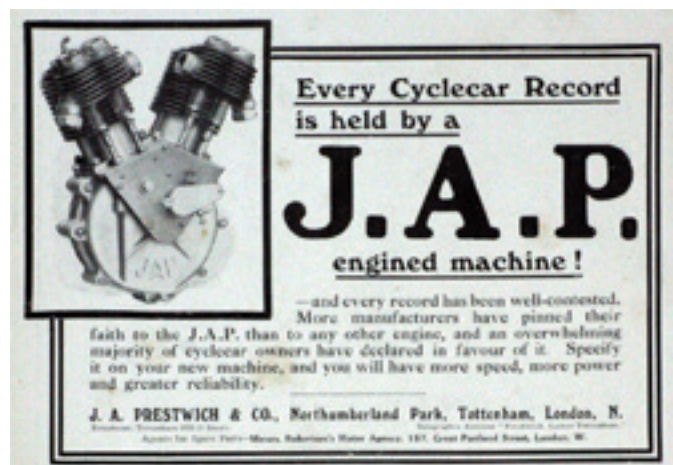
JAP engine of 1903 for motorcycle use. These early engines were fitted with atmospheric (automatic) inlet valves.



This is the 90 degree JAP engine specially made for use in Cyclecars – an early example of 1912.

This is the long barrel version. In 1913 the barrels were made an inch shorter – to improve usability.

Four of these engines are known to have survived, worldwide; three of these are in Australia. I have one of these and plan to install it in a 1914 GN chassis.



The JAP Company clearly understood the power of advertising as a commercial advantage. This is a Cyclecar engine of 8hp (85mm X 85mm – 964cc).



This is the 90 degree V8 JAP Aeroplane engine.

One of these is installed in a GN type chassis in the UK.

RACV Four & More Rally

By Ben Alcock

This year's event was held along the Barwon river in Geelong. We had two big driving days on Friday and Saturday, and a shorter drive Sunday morning.

We all gathered at the starting line on Friday morning ready to give the cars a drive, a first for many in over 12 months, and a drive it was. We headed out of Belmont, and travelled along mainly back roads through to Maude for our pre-packed morning tea before heading to Little River for lunch. The drive to Little River was a good, challenging drive with a few steep climbs and plenty of long flat roads to stretch the legs.

On the way back from Little River, we travelled a loop of the Avalon Airport, which is much larger than a lot of us realised, before going out for Friday night's dinner at the Geelong RSL.

Saturday's drive to Meredith for lunch was another scenic drive along some great touring roads with a stop at Inverleigh for morning tea. The drive back down after lunch was just as scenic as enjoyable, with a few sprinkles of rain. Saturday Night we enjoyed happy hour at the Geelong lawn tennis club followed by our evening meals.

Sunday morning, bright and early we had a good turn out to the ANZAC Day dawn service – where we managed to get 3 veteran cars lined up for a great photo. Once we all were up and ready, we headed in to Queenscliff for a relaxed morning stroll around the market and township before making our way back to pack and depart back home.



1909 Hupmobile Simon Anderson and 1910 FN Stan Bone.



1914 De Dion Bouton Peter Hammet.



1911 Wolseley Paul Williams.



1912 Ford Model T Michael Holding and 1912 Overland Brian Love.



Cooper Holt honking horn of Peter Hammet's De Dion Bouton.



Cars lined up at RSL Dawn Service.



Line up of vehicles at the RACV 4 & More rally Geelong.

	ENTRANT	VEHICLE
1	Ben Alcock	Modern
2	Callum Walsh	Modern
3	Simon and Tess Anderson	1909 Hupmobile
4	Graeme and Veronica Anderson	1912 Adams
5	Jeff Alcock	1914 Overland
6	Jack Alcock and Anna Young	Modern
7	Deborah Alcock, Demetri Kourouzides and Stephen Hobbins	Modern
8	Stan and Maggie Bone	1910 Fabrique Nationale
9	Cancelled	
10	James Dunshea and Sherryn Dunshea	1911 Hotchkiss
11	Peter Hammet	1914 De Dion Bouton
12	Michael and Claudia Holding	1912 Ford
13	Jessica, Chris and Cooper Holt	1914 Overland
14	Brian and Maria Love	1912 Overland
15	Daryl Meek and Fiona Lane	Tail End Charlie
16	Barry and Rosslyn Smith	Modern
17	Rick Thege	1914 Sunbeam
18	Brendan Walsh	Modern
19	David Watson	Modern
20	Paul and Kim Williams	1911 Wolseley

Aussie B40 Rally – Phillip Island

By Ben Alcock

The Aussie B40 rally, designed for people under the age of 40, with cars over the age of 40 years old, was held in Phillip Island. This event, organized by the VDC, was a great event for 'young' enthusiasts and the older enthusiast to bring out the grandkids for a drive in the old cars. We started with an informal gathering on Friday afternoon in Tooradin before making our way down to our accommodation in San Remo. Kilcunda hotel treated us to a great first night dinner prior to the night trail – for those with headlights.

Saturday morning, we gathered for a coffee and briefing before heading off to the Phillip Island race circuit. At lunch we were given the rules to the amazing race challenge. In teams of 4 we all got a different driving challenge to complete before meeting back at a final destination. I picked task 2, so off we went in the Overland down to the Nobbies for a selfie, then after a scenic drive back through Phillip Island we met the rest of the party at Churchill Island, where we were the final car back for our team and the first car back from the Nobbies. Victorious in this challenge, we headed off on the afternoon drive from the Island to Grantville, Kilcunda and back in the oldest, and most open car – which would prove highly advantageous tomorrow.

Sunday morning was a relaxed wake up, make your own way to Rhyll Foreshore for a 'Funkana' event. This event was nothing crazy but a bit of fun and a chance to show off how well we know our cars. There were 4 trials:

Reversing through traffic cones

Reverse park as close to the garage door as possible

Travel 1 full rotation of your tyre

Travel an undisclosed distance blindfolded.

After these events were held, we headed back to San Remo for Fish & Chips and the awards ceremony with 30 other 'young' people from 7 different clubs in 16 vehicles (all vintage except for 1 veteran). This was a fantastic event, the first of many, and I would strongly encourage everyone to think about who they can enter this event with next year.

Congratulations to the winners of the weekend's events:

Night Trial: Ashley Bennett in a 1928 Model A Ford.

Amazing Race: The 'Hearts' team of Ben Alcock, Jason Clarke, Alastair Handasyde and Jason Cochrane.

Driving Tests: Ben Alcock – 1914 Overland Speedster

Overall Winner: Kai Harder in a 1929 Chrysler 65.



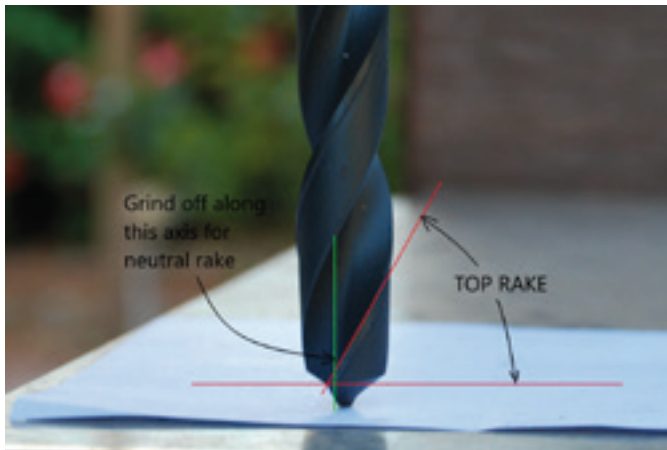
Driver	Passenger(s)	Car
James Dunshea (27)	Jessica Holt, Cooper Holt (10 months old), Jack Alcock	1927 Willys-Knight
Ashley Bennett (32)	Tyneal, Glenn, Kerry & Bennett	1928 Model A Ford
Ben Alcock (30)	Chris Holt	1914 Overland Speedster
Jason Clarke	Dave Clarke	1921 Oldsmobile
Jason Cochrane (32)	Julia McCoe	1929 Chrysler 75
Kai Harder (20)	Frank Braden, Alana Braden	1929 Chrysler 65
Kalinda McIntyre	Ray Newell	1929 Model A Ford
Tom Brown (25)	Kate Dilena	1925 Dodge
Holly Schwind (45)	Devron Schwind	1933 Dodge
Alastair Handasyde	Amy Handasyde	1928 Chev
Daniel Zampatti (27)	Jag	Vauxhall 30/98
Brandon Price (23)	Alex	1929 Fiat Ute
Cooper Bird (20)	Zach Bird	1924 Dodge Van
Nick Ebb	Lizzie Goethel	1934 Austin

Learnings From A Mis-Spent Youth

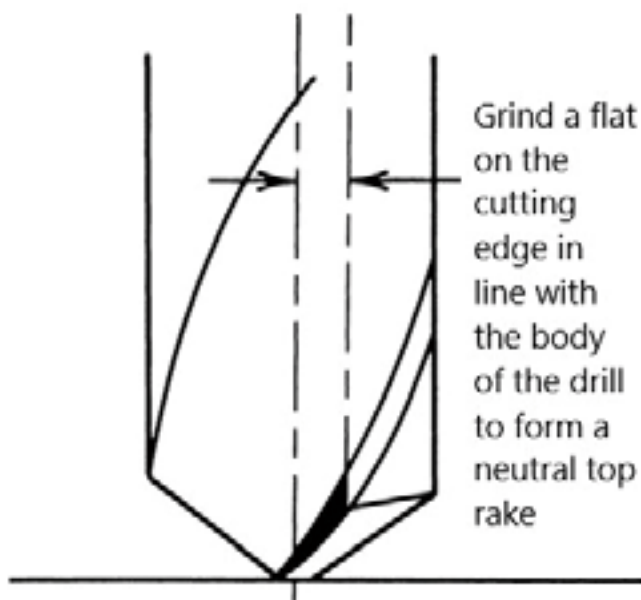
By Michael Holding

DRILLING BRASS. Do you dread the task of drilling brass? Has your drill ever dug in or jammed, given you a scare or ruined your job? It's OK, it's not you. It's the drill bit.

Modern drill bits (twist drills) are usually ground to drill a range of materials including ferrous metals, stainless steels and wood... but NOT brass. Pic 1 shows the rake of the cutting edges of a drill. For an all-purpose drill, the "top rake" is positive and is provided by the angle of the twisted flutes.



Steel and wood can tolerate a range of angles and you will still drill a hole. Not so, brass. Brass needs a neutral or negative top rake so that it won't bite. (See Pic 2)



Here are 2 ways you can achieve this on a standard drill bit:

Procedure:

1. Gently rub each cutting edge of the drill bit against an emery stone, positioned inline with the drill as shown in Pic 3. This will create a flat on the cutting edge, providing a neutral top rake.



2. Or, hold the drill as shown in Pic 4 and touch each cutting edge on the side of an emery wheel to achieve the same outcome.



Pic 5 shows the end result.



The flat only needs to be about 0.2mm (.008") wide to be effective but can be more. The disadvantage of making it more becomes obvious when you re-sharpen your drill for normal non-brass work. You will need to grind away more of the flutes to remove the flats to restore the positive rake.

I keep a set of drills, sharpened with neutral top rake, just for drilling brass.

Findings, Feedback & Follow-Up

1912/13 Newton Bennett.

Following on from the Munro story and book launch from member Ian Berg, photographs were posted on page 35 of the May edition of Brass Notes of a Newton Bennett that were provided by Graeme Jarrett. This car had a body provided by Munro who were also the agents for Newton Bennett. Back in the December 2002 edition of Brass Notes, the owner of the Newton Bennett provided a restoration update article and photographs and I thought we could reproduce the article that was provided to the editor at the time.

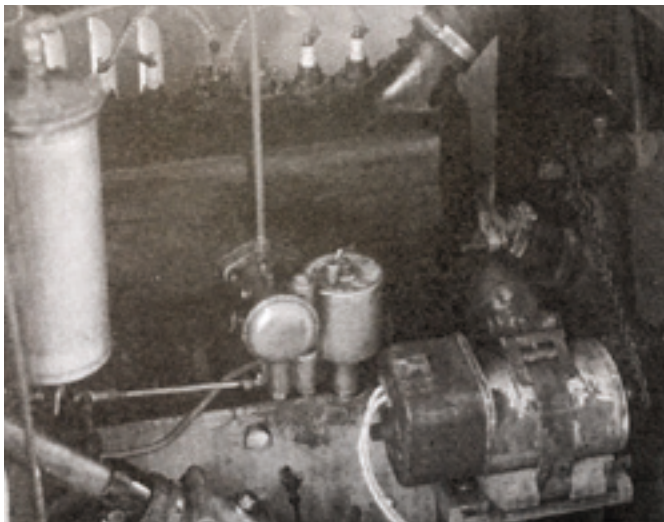
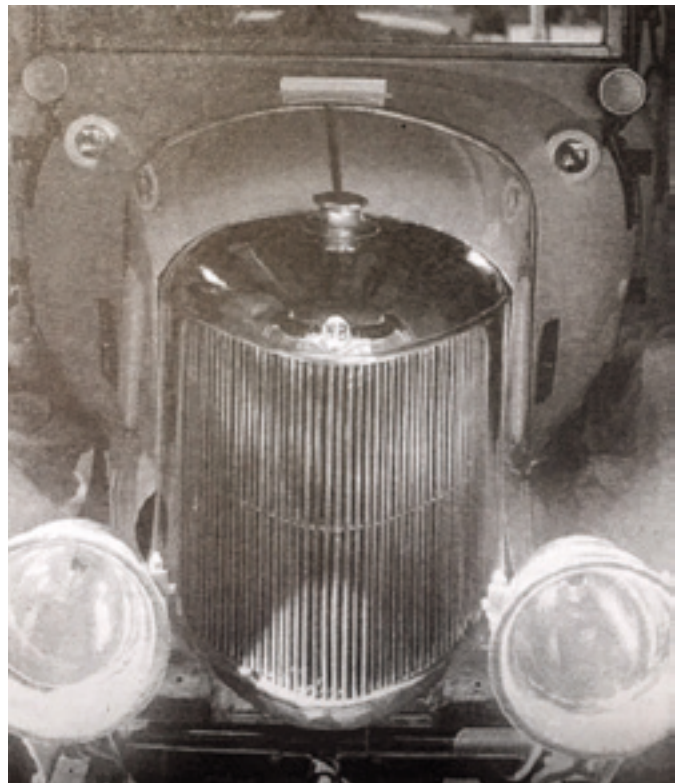
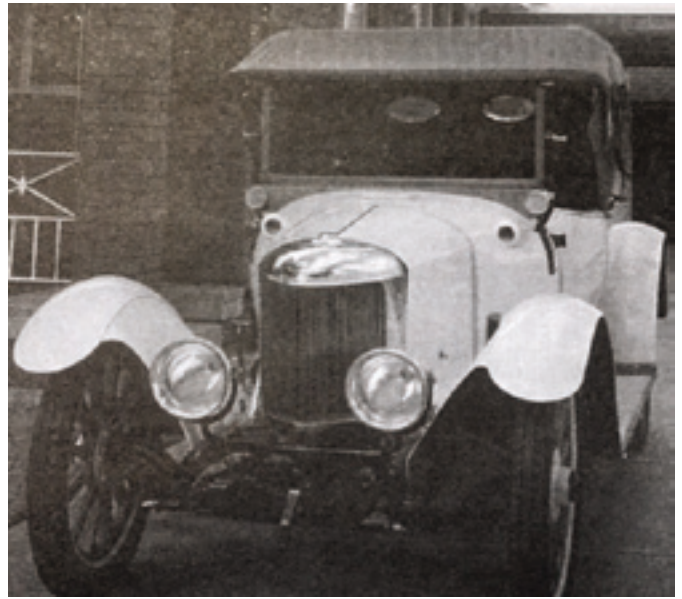
Many members will remember the 1912/13 Newton Bennett car that was in Max Porter's garage window (Wangaratta) for many, many years. It is still around and living in Wangaratta and now owned by Bill Porter (nephew of Max Porter).

Bill wrote to me recently and sent the accompanying photos. The car is a very original roadster with a body by the agents Munro and has been going through a restoration process over the last few years (since Bill retired). The body has been repaired and painted and re-upholstered, including new hood etc.

The car had been discovered in the early 1950's near Eldorado (Clear Creek) and had come off a property owned by the Syme family. Apparently it was owned by Captain Syme who went to the First World War and died in the early 1920's. It remained there until Miss Syme passed it to Max who got it running and used it variously in local events such as the Spring Fair etc. On passing it went to Bill who plans to keep the car - particularly now having done the restoration work on the car.

For the record, the car is a 12hp and was built by the English firm of Newton Bennett in a small factory in Turin, Italy. It has a 70 x 140 engine giving about 2.3 litres. There were about 250 to 300 of these built (Georgano is incorrect in suggesting 1000!). This is fairly early in the series and about the 50th Newton Bennett car built. About a dozen survive worldwide.

Thank you Bill.



RACV Pre-1905 Pioneers Run

By Greg Smith



Panoramic view of many of the Pioneer vehicles.

The Rally Directors Thoughts.

The RACV Pre-1905 Pioneers Run in Ballarat is in my mind the highlight of the V.C.C.A calendar. Being totally biased, a run with these early pioneer vehicles is something I yearn for every year, and missing out last year made me even more excited to again participate. This year did not disappoint, in fact, the response from entrants made for a “bumper” entry list that was very much considered spectacular.

As Rally Director, I wish to thank a number of people who made this event the success it was. Very nice to have the RACV sponsor our event, and also very pertinent in that the RACV was formed in 1903 and the first event conducted by the RACV was in 1904, the exact period our vehicles are from. Each morning our President Ben, along with Michael Holding put out our directional signs, which were very much appreciated by the drivers/riders and navigators. Following along behind us for security was our “tail end Charlie”, Rick Thege and helpers, and others in moderns to help when problems occurred. To these folks, we thank you for your assistance. The wonderful rally books and advertising posters produced by Paul Daley, which are now considered collector’s items, were both informative and helpful, with detailed maps put together by Brendan Walsh. Our Treasurer Claudia/Michael made my life much easier handling the entries, fiscal issues and payments to our suppliers. Not having to worry about this area truly is a weight off the rally director’s shoulders. I also wish to thank Daryl Meek on several fronts. He was able to promote our event by getting us onto the Ballarat Heritage web site. He also had a huge influence in getting the 1900 De Dion Bouton Vis a Vis to participate from the National Motoring Museum in Birdwood S.A. Lastly, for entertaining the group at our rally dinner with a fascinating and informative talk on the 1898 Benz Velo that attended our run. Support from these and others were paramount in making the run so successful.



Daryl Meek and James Dunshea in the 1904 Oldsmobile.

Now back to the real “stars” of the weekend, the vehicles. Not only did we have record numbers, but the amount of interstate entries was remarkable, and it is now a real national event. What other event has a third of its entries from interstate? Also, what other event has a third of its entries as motorcycles? It really is unlike any other run. The uniqueness of the vehicles is unparalleled and when you really analyse what was present, you start to shake your head in disbelief.

We had two De Dion Bouton Vis-A-Vis cars. I don’t believe we have had two on a run ever before in Victoria. We were hoping to get three or four, but maybe next year. Three curved dash Oldsmobiles graced us with their presence. Rarely do we now ever get that many on a run anymore. To have four 1904 De Dion Boutons as our quickest vehicles is not something you would normally expect on any rally, but there they were. We also had the oldest Rambler in Australia, as well the unique and unorthodox 2 stroke Elmore, both all the way from Mudgee, NSW. It was great to see George Hetrel out with his wonderful Peugeot, the oldest single cylinder version in Australia. Gavin McNeil presented his superb 10hp Wolseley, again the oldest of this marque in Australia. My favourite vehicle to drive, the Victoria Combination, is the only one in the Southern Hemisphere. We also had the oldest Argyll outside of



Line-up of De Dion Bouton vehicles.

the U.K. grace us with its presence. The cherry on top of the cake, was to have the oldest going Australian delivered vehicle in private ownership, the magnificent 1898 Benz. To put it simply, we were blessed with the “crème of the crop”.

The motorcycle entries were also astonishing. Having two pre-shaft drive F.N. motorcycles in the event is remarkable. There are two running Clement motorcycles running in Australia at present, and we had them both participating. Then we look at the five other motorcycles, each totally unique in Australia. These are the only examples of each of the five marques, Antoine, Rose, Maldon, Universal and Otten. What many did not also know, was that the Universal was running a piston made from Red Gum. I saw the prototype that had previously caught fire on top of the piston and was losing capacity each time the machine was used. To have Hein Otten present with the motorcycle his grandfather built in Holland (Otten Motorcycle) was also truly remarkable.

this cold Sunday?” I replied, “I had a lovely cooked breakfast and chatted with some lovely people from South Australia. Not long after I had morning tea consisting of a late and muffins and again chatted with terrific people. Then I went for a ride on the 1904 Maldon motorcycle, from Ballarat to Lake Learmonth. Then I was lucky enough to go for a ride in a 1898 Benz for a short jaunt with David Vinall, then I got to drive the 1901 Argyll, before sitting down to a beautiful roast meal again with good company. Not much really!” Does a day get much better than that!?



Motor of 1901 Otten owned by Hein Otten.



Rose motorcycle owned by Larry Clarke.

To say we had the unique is an understatement, and all the participants should be justifiably proud in presenting an array of vehicles that would be hard pressed to surpass in the Club’s history. What we achieved on the weekend will be very hard to top, but there are other vehicles out there that do qualify, and we very much hope they will join us in the future.

I had a phone call Sunday night from a friend. He was totally unaware of what I had been up to for the weekend. He asked, “what have you been up too



1898 Benz running with plenty of on-lookers.

	ENTRANT	VEHICLE
1	Ben Alcock, James Dunshea	Modern
2	Ian Heyme, Rodney Anderson	Modern (1904 Star originally entered)
3	Rodney Anderson, Jennifer Atherton (Cancelled)	1898 Louis Renault
4	Bob Ballinger, Helen Ballinger	Modern
5	John Bennett	1904 Antoine
6	Nigel Burbidge, Darryl Grey - National Motor Museum	1900 De Dion Bouton
7	Kevin Cadzow, Glenn Halden	1903 Oldsmobile
8	Larry Clarke, Peter Allen	1903 FN
		1900 Rose Motorcycle
9	Rob Duffy	1902 Rambler
10	Peter Fagan	1904 Clement Garrard
11	Neil Heilbrunn, Rob Merryfull	1903 FN motorcycle
12	George Hetrel, Pat Hetrel, Alan Lethborg, Margaret Lethborg	1903 Peugeot
13	Deane Hill, Pam Hill	Modern
14	Russell Holden, Chris Holden	1902 Elmore
15	Michael Holding, Claudia Holding	Modern (1900 Locomobile)
16	Andrew McDougall, Frances McDougall	1904 De Dion
17	Julian McNeil, Jane McNeil	1901 De Dion Bouton
18	Gavin McNeil, Sandy McNeil	1903 Wolseley
19	Daryl Meek, Fiona Lane	1904 Oldsmobile
20	Geoff Mitton, Trevor King	1904 De Dion Bouton
21	Geoffrey Payne, Susan Payne, Joan Forryan	Modern
22	John Prentice (Cancelled)	1904 De Dion Bouton
23	Ken Russell, Ian Mcauslan	1904 De Dion Bouton
24	Brian Scudds, Joan Scudds	1904 De Dion Bouton
25	Ivan Smith, June Smith, Glenn Goldie, Sue Goldie	1900 Victoria Combination
		1901 Argyll
26	Greg Smith, Denise Smith, Brenton Smith, Lillie Keogh	1904 Maldon Motorcycle
27	Graeme Splatt, Sandra Splatt	Modern
28	Rick Thege, Heather Gingell	Tail end Charlie
29	Michael Turner	1904 Clement
30	David Vinal, Phillip Levi	1898 Benz
31	Paul Walkley	1904 Universal
32	Paul Daley, Lena Daley	1904 Oldsmobile
33	Hein Otten, Veronica Otten	1901 Otten Motorcycle



Larry Clarke on 1903 FN



Paul Walkley on 1904 Universal



1900 Victoria Combination Ivan Smith.



1903 Oldsmobile Kevin Cadzow.



1904 Clement Garard Peter Fagan.



1904 Clement Mick Turner.



Paul Daley 1904 Oldsmobile.



1903 FN Neil Heilbrunn.



1904 De Dion Bouton Andrew McDougall.



1904 De Dion Bouton Geoff Mitton.



1904 Antoine John Bennett.

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Rear section of roadster body which opens to a comfortable seat.

Nicely upholstered in red leather, measures 86 X 93 cm when folded.

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CONTACT: Brian Hussey

M: 0418561910



WANTED

Fabrique Nationale (FN) car and motorbike parts up to 1914. Interested in parts, literature, information, photos. Brass gear change housing in photo is needed for a 1909 FN type 1400.

CONTACT:

Andrew Brand.

Ph 0414 219 250.



FOR SALE

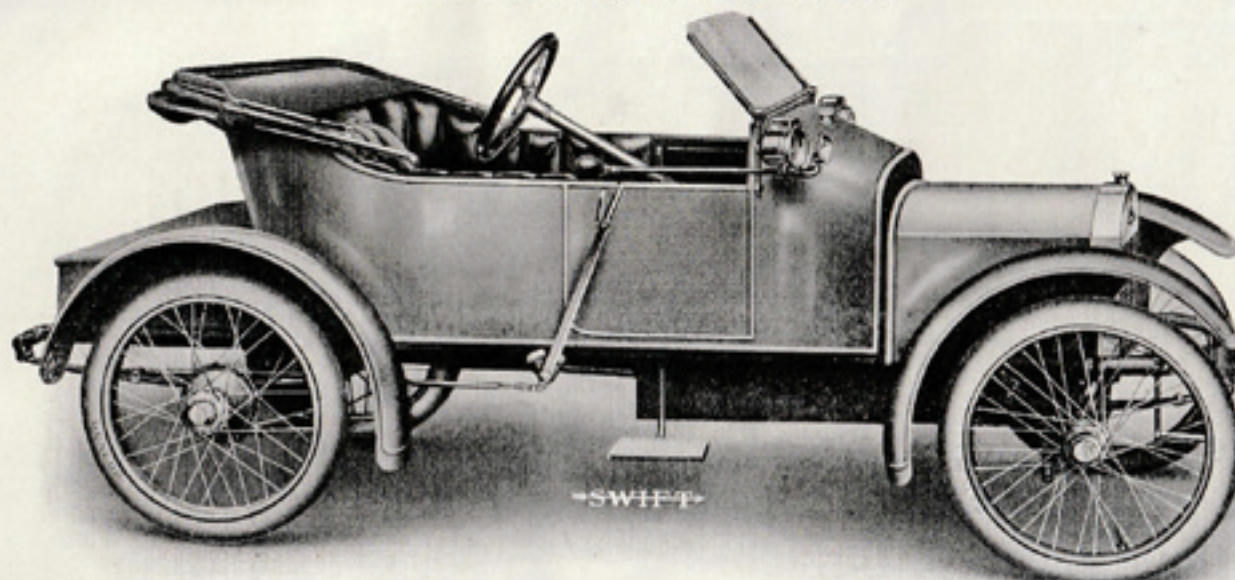
2 x side lights and 1 x tail light. Lucas brand

CONTACT: Robyn Blackwell 0448 382317



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Natter Night Meeting Minutes

Opening

The Clubs President, Ben Alcock welcomed all to our May Natter Night.

Apologies:

Andrew McDougall, Jennifer Atherton, Fiona Lane, Margaret Lethborg, John Prior.

Club News:

Our new member Wayne Fisher is here, welcome. Roger Berg is here, who is our layout editor for Brass Notes. Scott Emerson has had surgery. Harrison Leo is the new baby of Callum and Francesca Walsh. Sad news that Kevyn Brown recently passed away.

New Members:

Graeme & Veronica Anderson of Newcomb with a 1912 Adams & a 1916 GCS

Richard & Josie Rose of Metung with a 1915 Overland 80 U/R

Wayne & Emily Fisher of Stratford with a 1913 Straker Squire U/R

Treasurer's Report:

Claudia advised we have approximately \$113,000 in the bank, \$86,000 in Term Deposit. We are on track to break even this year. Claudia also confirmed that fees for next year will remain the same.

Events

Past Events

National 1&2 Rally – excellent event, Claudia Holding provided a report.

RACV Four & More in Geelong – 15 cars, report provided by Peter Hammett

B40 Phillip Island – 15 Vintage cars plus one Veteran, Ben Alcock provided a report and encouraged everyone to find someone to bring along next year.

Future Events

RACV Pre-1905 Ballarat 15-6/5/2021 in Ballarat

RACV Midwinter Rally 17-18/7 in Rosebud. David Jones, must book accommodation asap

RACV National Veteran Rally 10-15/10 in Swan Hill. Michael announced 400 people & 200 cars entered.

Library & Archives Report

Daryl announced donations from Michael Jacombs, Glen & Robert Banks-Smith, Bruce Walker & Gilbert Ralph.

Wanted, For Sale or Swap –

Callum Walsh is looking for Fiat Zero Veteran parts.

Peter Jordan-Hill is after a Brass T Model window frame.

Robin Blackwell is selling lights.

Car tin available for free & book on how to ride a Veteran Motorbike available.

Items of General Business –

Nil.

Guest Speaker Ian Berg on the Jas A Munro book launch

Next Meeting:

8.00 pm on Tuesday, 8 June 2021

Meeting Closure 9.19pm



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Events

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



This little fellow is quietly confident of winning the Cold Start Competition with his Austin.

RACV 2021 NATIONAL VETERAN VEHICLE RALLY SWAN HILL

ENTRIES ARE NOW CLOSED!

Entries opened on April 19th and we were fully subscribed in just 2 weeks.

We have 198 entries and 402 participants. The online entry page has been substituted with a standby list registration page which will be used to replace any entrant cancellations. As I write this, the register includes 7 vehicles and 16 attendees.

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

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



1904 Oldsmobile Fiona Lane and Daryl Meek



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

ABN: 61 276 214 581

PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY

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Deb Alcock
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Peter Hammet (Joan)
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Michael Holding (Claudia)
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FIVA REPRESENTATIVE (TAVCCA)
Andrew McDougall

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DATING
Andrew McDougall

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

EVENTS SUBCOMMITTEE

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

SUBCOMMITTEE:
CLUBROOMS MANAGEMENT
Geoff Payne and Jim McCaffrey

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

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e registrar@veterancarclub.org.au
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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 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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RACV Pre-1905 Pioneers Run



Ivan Smith's 1901 Argyll



Brian Scudds' 1904 De Dion Bouton



Russell Holden's 1902 Elmore



Rob Duffy's 1902 Rambler



Gavin McNeil's 1903 Wolseley



1900 De Dion Bouton Vis-a-Vis of the National Motor Museum.



Julian McNeil's 1901 De Dion Bouton Vis-a-Vis

RACV Pre-1905 Pioneers Run



David Vinall's 1898 Benz Velo



David Vinall's 1898 Benz



George Hetrel's 1903 Peugeot



Ken Russell's 1904 De Dion Bouton