

August 2021



Brass Notes

www.veterancarclub.org.au

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



Dementia Prodest

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

Patron: Mr Geoff Cosgriff,
President and Chairman, RACV

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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



1913 Briton owned by Barry Rainbow

Flashback



This month's flashback photo features a very nice c1914 Talbot with a landaulette body. At the time of the photograph being taken the car was owned by one of the Club's more prominent past members. I am not qualified to help out with the model type of the Talbot so will rely on the Talbot experts to help in this regard. Replicating a landaulette body is difficult to get right. Shapes, height, width and overall dimensions are vital, and this body seems to have met most of those qualities and looks very attractive.

Please help out in the identification of who owned this Talbot, details of the car, maybe its history, and where is it now?

July's flashback Austin received nil response. I thought we may have heard from the Austin experts like the "boys from Ballarat" or others, but maybe due to the hard copy of Brass Notes arriving quite late, time to respond may have been limited. Still feel free to respond and help us out. Two things I can confirm are that when the photo was taken it was owned by Harry Souter, and was taken on the event for Victoria's 150th Celebration rally.

Very nice to get another response on the P.M.G. Model T Ford (June's flashback) from the then owners' daughter, here is her correspondence.

Dear Greg

I am writing regarding the flashback in the newsletter of the PMG van. I am the daughter of Barry Rainbow, a former president of this club. Dad owned and restored the PMG van in the 1970s as well as a Briton. He then sold it to his great mate Ian Haynes. Our families had many years of fun attending all the rallies. These were our family holidays growing up. Such good memories of happy times.

*Regards
Deborah Rainbow*

Coming Events

10 August 2021	August Natter Night 8pm Start - ZOOM Meeting ID: 846 5844 8192 Passcode: 9776223
17 August 2021	Events Committee Meeting - National Rally Coordination 8pm Start - ZOOM Meeting ID: 878 6993 3637
24 August 2021	Mid Week Event / Lights Display Clubrooms 11am - 3pm

Major Events

November 2021	RACV Veteran Car Club Annual Rally - Rosebud Date TBC - Rally Directors: David and Julie 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.

Note: due to the unknown of covid restrictions, the VSCC (Vic) have advised that Rob Roy will be run with organisers, entrants and pit crews only.

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President's Message

By Ben Alcock

What a month we have had. We saw our friends in Sydney head into lockdown and, not to be outdone, we followed suit a few weeks later. The Victoria lockdown meant that we had to cancel our Midwinter rally for 2021, but don't worry, we won't miss out completely, we will now run this event as the Annual Rally in November.

At our July Natter Night, we had a great turn out, both in the clubrooms and online, and we were lucky enough to have Brian Churchill talk to us about Henry Ford's other business ventures. A man of many interests and varied successes.

Michael and Claudia Holding are busier than ever organising the RACV National Veteran Vehicle Rally in Swan Hill and are full steam ahead planning for the event to happen. We are all very realistic and know that COVID will have an impact on this event, to what extent is still unknown due to the rapidly changing nature of the virus. Due to the changes in rules and restrictions, Team Holding has had to do some reimagining of rally locations, routes and venues which means that the event has evolved into what will be an excellent rally (more information of page 25) and I look forward to seeing you all there.

We have had an excellent uptake of our membership renewals this year with the large majority taking up the online option we offered for the first time this year. For those that haven't paid yet, this will be your last Brass Notes so don't forget to get your renewals in. If you have any questions about this, please contact our registrar, Geoff Payne, or Treasurer, Claudia Holding and they will assist.

You will notice in this month's magazine a call for nominations for executive and committee positions. We currently have a few vacancies on our committee so, if you're interested in joining, please get in touch with me or any of the current committee. We meet once a month via zoom and it would be great to have a few more out of Melbourne members on board to keep the club running in the right direction.

Stay safe and well,

Ben Alcock
President – VCCA (Vic)

Annual General Meeting

By Darren Savory

CALL FOR NOMINATIONS FOR EXECUTIVE AND COMMITTEE POSITIONS

WHEN

The 2021 Annual General Meeting will be held Tuesday, 19 October commencing at 8.00pm.

POSITIONS

If you would like to be involved in the management of the affairs and business of the Club, please consider nominating for a position on the committee. The executive positions of President, Vice-President, Secretary and Treasurer (for a 12-month term of appointment) need to be filled and there will be two general committee positions available (for a three-year term of appointment).

NOMINATION FORM

A nomination form will be available by contacting me on 0438 873 053 or secretary@veterancarclub.org.au and I will post or email the form to you.

CLOSING DATE FOR NOMINATIONS

Pursuant to the requirement of the Club's Constitution (Rule 54), nominations must be given to the Secretary (by hand, post or email) on or before Tuesday, 21 September 2020. Please scan and email the completed form to secretary@veterancarclub.org.au. Alternatively, mail the completed form to the Secretary, Veteran Car Club of Australia (Victoria), P.O. Box 2300, Mount Waverley Vic 3149 and please allow at least 5 days for delivery.

MORE INFORMATION

If you would like further information, please feel free to contact me on 0438 873 053 or email secretary@veterancarclub.org.au.

Darren Savory

Secretary

Valē Neil Ferguson

By Graeme Jarrett

Neil Drummond Ferguson recently passed away, aged eighty seven. He was an early member (1960's) of the club and was a very active member across all his years of membership – a constant enthusiast with a great appetite for restoration and rally attendance. He served as a member of the committee and participated as a judge and vehicle safety checker over many years.

He is survived by his wife, Betty, daughters Jane and Judy, and grandson James.

Private family service and Cremation.

MEMBERSHIP

WELCOME TO NEW MEMBERS

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

- Anthony Gibb and Kerri Grant of Markwood with a 1906 Darracq Serpollet Steam Truck + a 1910 Hallford Truck

Editorial

By Greg Smith

Change is often seen as a good thing, as it often promotes a different way of thinking and growth. Change can explore possibilities not previously thought of. In general change is predominately seen as a positive step. On the other hand, when things are normal and not changed we often have that sense of stability and safeness. In these trying times, a sense of normality is almost vital. In the last 18 months the world has been through so much change and upheaval that people are really craving things to get back to normal. We have had to be fluid and adapt our lives and activities to attempt to cope with a “COVID normal” existence. (We are even using new terms-“COVID normal”). I completely empathise with Michael and Claudia Holding as they undertake the massive task of trying to organise a National Rally in times when the goal posts keep moving and the rules and timing of events change almost daily.

The hard copy of Brass Notes had a change last month, and for that we humbly apologise (it was not our intention). For many, many years we have had

Curry publishing, printing and distributing our Brass Notes. Robert Fraser, the owner of Curry Printing, has decided to move on and pursue other things in his life, and has sold his business to another printing firm. The plan was for Robert to liaise with the new firm to ensure a smooth transition. Somehow communication must have broken down and the transition hit a few “speed humps” resulting in Brass Notes coming out late, and with only the front and rear cover being printed in colour. The committee has been working hard (although somewhat impeded with the present lockdown) to ensure we get the Brass Notes back to “normal”.

We have had a great relationship with Robert from Curry Printing, and they have always delivered excellent service. Changes happen and we again hope to build our relationship with the new printing company.

One thing we need at the moment is Brass Notes (hard copy) being normal and not changing.

Front Cover – De Dion Bouton

By Graeme Jarrett



Our cover photograph this month features a De Dion Bouton motor car with two ladies.

In the driver's seat is Miss Elspeth Brown, later thought to become the photographer's wife. He was Albert N Jones of Wattle Glen, Victoria. The identity of the other lady is not known.

The car is a particularly interesting example of what is thought to be modernisation. The chassis and mechanical detail tends to indicate an early model (circa 1907-09) De Dion Bouton two cylinder model. The body looks to be typical of a local body builder.

The second photograph (shown here) features the same car in a different location, this time on the Black Spur, Fernshaw. The driver is known to be Arthur Jones – possibly a relation to the photographer.

The car carries a Victorian registration number 12 749. The registration records available to me, currently, show this number was registered to a motor cycle in Richmond (records for 1st Jan., 1915). Most confusing and not very helpful!

Albert Jones was a prolific photographer who travelled widely; most of his work is in the Yarra Valley and Gippsland. Motors cars do not especially dominate in his work but do include shots of Hupmobile, Studebaker, Star, Stoewer, Loreley, FN and others. Some of these shots will be shown in future issues if there is sufficient interest. His other works are a mixture of landscapes, public gatherings, buildings, horse races and rural scenes.

The shots of Albert Jones' work has been provided by a Gift of The Herald & Weekly Times, 2003. These are a part of the Spark collection of glass negatives and prints. The State Library of Victoria is linked on-line to these photographs. This work is out of copyright.

We thank them for generously offering these high quality scanned images – available online at no cost.

What is it?

By Greg Smith

In older editions of Brass Notes we used to have a column that was titled "What is it?" We would again be very happy to have this column reinstated to be a regular feature. It would give members the opportunity to discover what the part is that they have been unable to identify.

This month we have included a "What is it?" from 1992 that was unable to be solved at the time. I am certain that I now have the identity and am also sure others will have too.

What is it? Where is it now?

"WHAT IS IT?"

"WHAT IS IT?"
(MORE RUST TO MULL OVER)

I have my own suspicions about the identity of this rather unusual one but will rely, as ever, on your collective knowledge.

We don't know the bore and stroke of this engine and so we are flying blind, so to speak. The crankcase has a cast in bracket which suggests it's made to bolt on to a bicycle or motorcycle front tube. The crankcase is also in very poor condition and is badly rotted away and broken and beyond repair (I believe).

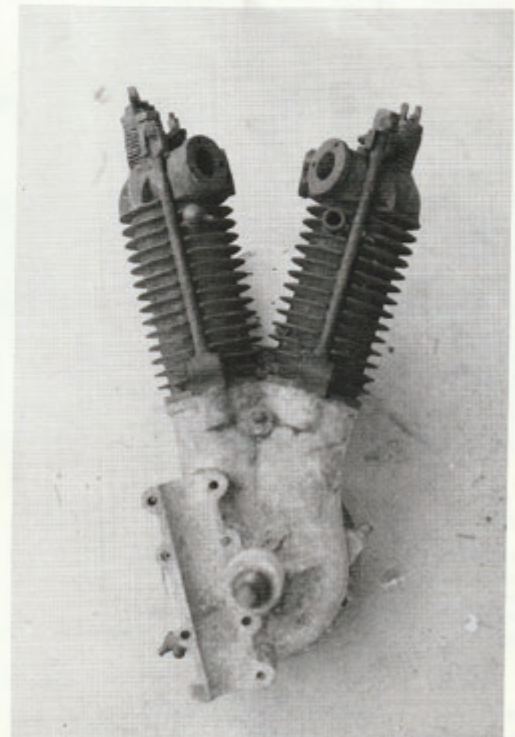
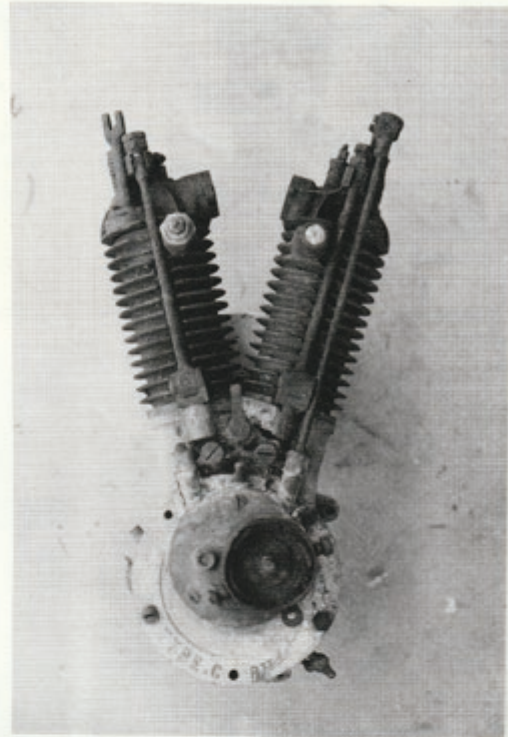
As can be seen in the photos, it is described as a "TYPE C" and then the letter "BU....." with the remainder of the word missing. In spite of the long barrels it has quite a short stroke as indicated by the small crankcase and the V-angle is approximately thirty degrees (30°). Two long swivel based bolts hold the cylinders on via a steel bridge piece on top of the "heads". The exhaust valves are mechanically controlled and the inlets were "atmospheric" which suggests most likely made before 1906. I am inclined to think it could be three horsepower (3 HP) and could even be more.

Can anyone help with a replacement crankcase?
What is it?

Graeme Jarrett.

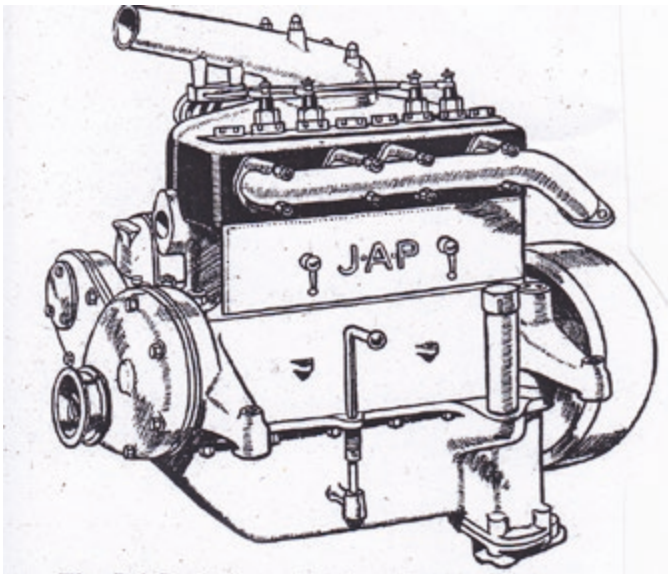


Locomobile steam Stanhope
model Q3, 1901: Kipling called
his a 'nickel-plated fraud'

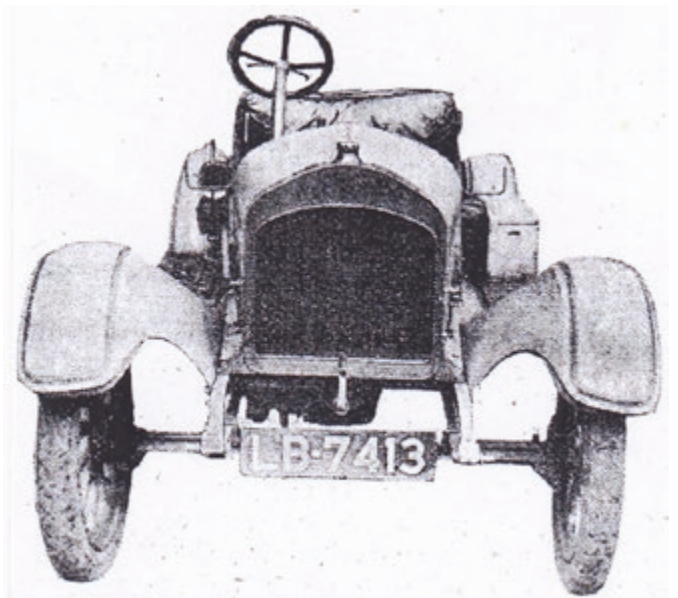


Cyclecar Corner - J.A.P. Engines

By Graeme Jarrett



This artist's sketch of the new JAP four cylinder engine dates from 1917.



This photograph of the new JAP four cylinder car dates from 1917.

Continued from last month

JAP were largely known as single and twin (vee configuration) engines and almost all their production was of this type. JAP did, however, embark on the production of a water cooled four cylinder engine for use in Light cars. In 1917 the "Light Car" magazine reported JAP has produced a 4 cylinder water-cooled engine of the conventional type. It was installed in a dedicated chassis for testing.

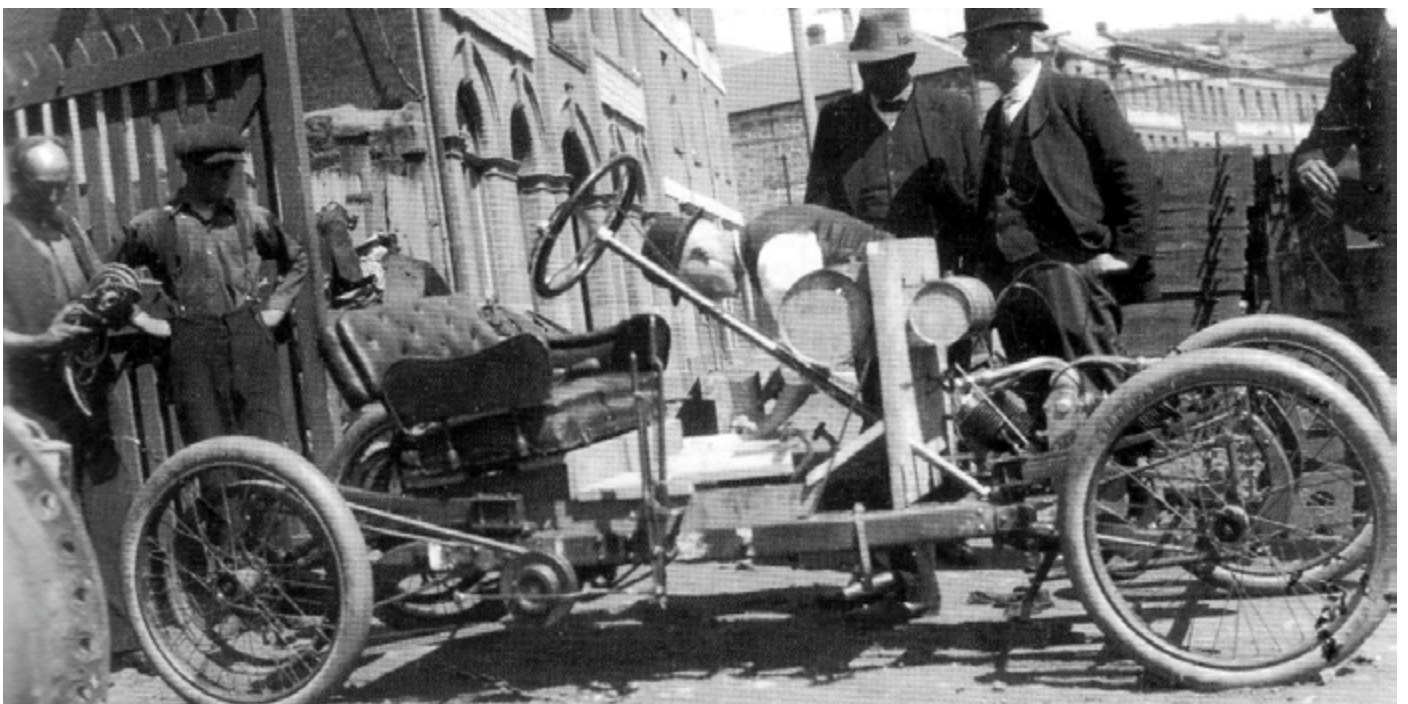
The specifications were 69mm bore X 100mm stroke giving 1496cc capacity.

The project was carried out towards the end of "The Great War" – 1914-18 (WW1). It would appear that this project was abandoned.

And another thing

This Cyclecar photograph below has variously been sent to me over time. An interesting car of unique design that has not been adequately identified. The chassis and springing is very distinctive at both the front and rear – both ends having the chassis underslung. It is a mystery not yet solved, so far as I am aware – perhaps you can help.

The engine is identifiable as made by JAP expressly for use in Cyclecars. It is 90 degree vee-twin 85mm bore X 95mm stroke – 1100cc approximate capacity. This short barrel version dates from early 1913 and was made also in 1914 – in both air-cooled and water-cooled form.



Dear Daisy Belle

By Geoff Mitton

The Story of a 1904 De Dion Bouton 8hp Model V A local resident since 1904 and still going!

First Custodian

Daisy Belle was purchased new from a London distributor in 1904 by H. H. Toms, a merchant from Mitcham. His interest was generated from events being held in 1903 by the newly formed Automobile and Motor Cycling Club of South Australia (later known as the Royal Automobile Association) of which he became a foundation member. She was one of the many makes with mechanicals made in France and body in England, evidenced by her threads, London footplates and nickeling.

She was shipped to Australia some time prior to 11 November 1904 as she appeared in a 'Heavy Car Race' at Morphetville racecourse on that date, placing 8th.



Start of the first race in which Daisy Belle participated – Morphetville, 11 November 1904

H. H. Toms also competed in the Adelaide to Victor Harbor and back endurance race in April 1905, around 200 kms over two days. Although she failed some time on day one, it can't have been too bad as she completed day two. Toms then used her as an exploration/pilot vehicle for many Automobile Club events, the Norton Summit hill climbs and various other car events throughout 1905.

Second Custodian

Dr. Sangster lived in Burra, approximately 100 kilometres north of Adelaide. He knew of two other doctors in the area who owned De Dions in 1904/1905 and it is likely they influenced his purchase of the car in November 1905.

Apparently, Dr. Sangster was initially not happy with the car after driving it from Burra to Adelaide and back in two days immediately after delivery. Given her prior performance in the Adelaide to Victor Harbor endurance event he should have been pleased she made it at all! Soon after this, it was reported that the car caused a horse to bolt and apparently "the pony is suffering palpitation of the heart ever since".

According to local media reports, Sangster went on to become fond of the car and by September 1906 was regularly driving to Adelaide and back. He purchased another car in 1907 and garaged Daisy Belle until his death in 1915.

Third Custodian



Dr. E Kinmont

Dr. Kinmont owned two 1903 De Dions and lived in Port Lincoln until 1915 when, in his later years, he moved to Adelaide to become the doctor at Adelaide Gaol. He had known Dr. Sangster and purchased Daisy Belle from the estate. He lived centrally in Adelaide and used the car as a runabout to drive to the other side of the Central Business District to visit the gaol. Among his roles, Dr. Kinmont was responsible for determining if

condemned criminals would escape the death sentence on account of insanity as well as confirmed the death of prisoners hung at the gallows.

At some stage during the mid-1920s the car had trouble while driving through the middle of Adelaide and was stored in a shed for later recovery. Unfortunately, Dr. Kinmont died suddenly prior to recovery of the car.

Fourth Custodian

Percy Wien-Smith and family lived locally to Dr. Kinmont and had overlapping social circles. By 1933 Percy had become interested in the idea of starting a car club and was inspired to locate a 1904 De Dion Bouton, similar to the one owned by his father, Otto Wien-Smith, a doctor of the township of Clare, and the first vehicle in the local area.

He located Dr. Kinmont's car through friends and paid something in the order of £1 for it. The 8hp De Dion Model V was complete and in working order except for a flat battery. He named her "Dear Daisy Belle" after his sister Daisy Wien-Smith.



Dr. Otto Wien-Smith and daughter Daisy in the family 1904 De Dion Bouton 10hp Model S

Percy became a founding member of the Veteran Car Club of South Australia (later to become the Sporting Car Club) and on 5 May 1934, he drove Daisy Belle, along with twenty-seven other cars and motorcycles, on the “Old Crocks Run” from Adelaide CBD to Glenelg Football Oval.



Percy Wien-Smith, Old Crocks Runs, 5 May 1934

Percy promoted veteran cars through a variety of events, one being a speedway event in which “Laughter swept round the ground as the veteran cars prepared for their race. With passengers’ and track attendants’ acrobatic feats to swing them round the corners, they chugged round three laps Wien-Smith’s De Dion finished first among cars built before 1907”. Another was drag racing a team of bullocks at an event celebrating the 100th Anniversary of South Australia.

Daisy Belle also featured in the 1953 movie ‘The New Car’ and won a prize at the 1956 Veteran Car Rally supporting the Australian Grand Prix at Albert Park. Percy participated in nearly every veteran car event in South Australia through to his passing in 1968.

Fifth Custodian

John Wien-Smith inherited Daisy Belle from Percy. He ‘maintained the rage’ participating in veteran car events with the same ‘gusto’ as his father, both locally and interstate. John also won a number of ‘best car’ trophies in the late 1970s. He participated in the inaugural, and most of the subsequent, Bay to Birdwood events as well as the 100th anniversary of the London to Brighton in England with Daisy Belle and friends. John spent his life with the car, passing away in 2013.

Sixth Custodian

Like his Uncle John, Geoff Mitton was exposed to Daisy Belle’s breezy seating from the earliest of ages. On inheriting Daisy Belle, it was time for major maintenance. This was the second time in her life, the first probably being in the 1950s leading to Percy’s concours successes. In both instances there has

been focus on maintaining originality and historical accuracy. A unique aspect of this recent refurbishment has been the incredible support from the local veteran community, given Geoff’s self-confessed ‘junior mechanic’ status.



Motorclassica 2019

Geoff was also lucky enough to inherit many original De Dion spares, including a multitude of engines, suspension parts and spark plugs. It seems that when anything came off the car it was kept, and in some cases these original components have been refurbished and returned to the vehicle.

Following the refurbishment and several years of fettling, Daisy Belle was fortunate enough to win her category at Motorclassica in 2019 as well as the 2020 Bay to Birdwood Concours. Now the focus is returning to greater event participation.



2020 Bay to Birdwood Concours

Originally printed in the February 2021 edition of the Veteran Car Club of Great Britain Gazette.

Reprinted with permission from the author, Geoff Mitton.

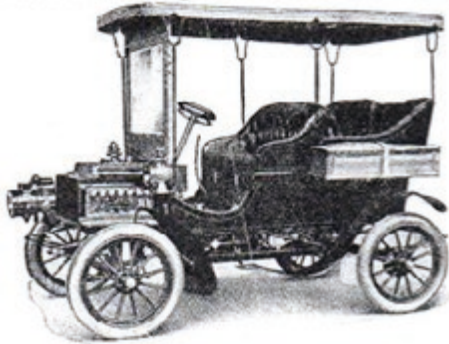
Edited by Daryl Meek.

Motor News And Notes

By Mal Grant

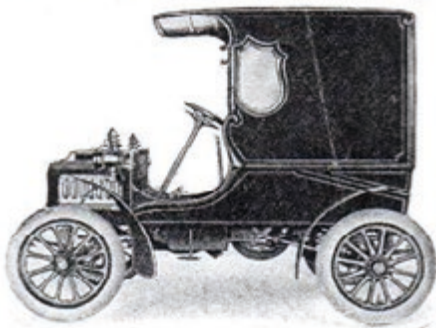
The Ramblers.

PROMINENT among the American automobiles invading the Australian markets are the well-known Ramblers, which deserve the attention of all interested in motoring. The simplicity and accessibility of parts, the ease of control, and the direct and economical transmission of power, have made these reliable vehicles favourably known in almost every country where automobiling is possible. In the accompanying illustration is shown the



THE 16 H.P. RAMBLER.

latest model Rambler, which is equipped with a two-cylinder horizontal engine of the opposed type, each cylinder being 5 in. x 6 in., and delivering together an average of 16 h.p. The horizontal engine is essentially an American type, and it is urged by the Rambler makers that it is more suitable for rough road conditions than the vertical engine. One of the advantages



THE 7 H.P. RAMBLER DELIVERY WAGON.

claimed for the horizontal engine is that its greatest vibratory strains are distributed longitudinally in the frame, and, if the latter is properly constructed, are scarcely noticeable to the occupants of the carriage. In the vehicle illustrated the horse-power is said to be ample for grades up to 45 per cent., and is equal to speeds of from 6 to 45 miles per hour. Among the principal features of this car are the noat-feed carburetter, jump-spark ignition controlled by automatic governor, thermosiphon system of cooling with honeycomb radiator, planetary type transmission and wheel steering. Our second illustration shows the Rambler delivery wagon, which, besides seating two passengers, has a carrying capacity of two cubical yards, or 500 pounds of merchandise. The engine is a 7 h.p. single-cylinder 5 in. x 6 in., giving speeds of from 3 to 25 miles the hour. A special feature of the Rambler vehicles is that the gears are always in mesh, and can be changed without the possibility of ripping them out. The noise of gear changing is eliminated, and the gears cannot be injured while changing speed. The speed is entirely controlled by tilting a wheel under the steering wheel. This opens the throttle, and the governor advances the spark automatically.

The Scientific Australian, 10 December 1904

Scientific Australian was a quarterly journal established in 1895 by Melbourne publisher Phillips, Ormonde & Co. From 1921 It was published monthly until it ceased in 1924. This prestigious journal was focussed on articles of a scientific nature and brought a lot of news of the then emerging world of motoring. Some of the notes contained in the edition of 10 December 1904 are shown here.



An attractive young lady is seen here behind a "face shield" - used for protection from the elements. Dunhill, the noted London automobilists' outfitters had introduced a mica shield held in a wooden frame, the lower part of which was fastened to the waist by means of a belt with a rest which prevented the shield from coming into contact with the wearers hat!

This is a much earlier version of others I have seen (and a very unusual fitting one at that!). At one point I owned a similar type of shield, though it was made of brass and fitted with glass and was fitted to the steering column of a 1910-1914 era Ford Model T speedster.

Other news included the matter of Henry Cooper Bagot, a well-known Melbourne motorist. *"Mr Bagot being a model motorist of great propriety well known for driving with attention to the oversolicitude for the safety of pedestrians and others when he has placed himself in dangerous positions. If such cautious men are fined, what about those who are less considerate? Say some of his confreres."*

A wordsmith at work! It makes me wonder if the writers' words meant to imply that the police had caught up with and presented Mr. Bagot to the Court for some driving offence. Why otherwise such strong words?

A quick search of TROVE was unable to determine if any motoring offence had been reported, I was certainly able to confirm that Bagot was indeed a noted member of Melbourne's motoring community. In December 1903, H. C. Bagot became one of the 55 foundation members of the Automobile Club of Victoria. He purchased his first vehicle, a 5hp Humberette, in March 1904. In September of that year, he embarked on a Melbourne to Sydney and return journey with Tom Rand and Harry James in a 12hp De Dion and a 16hp Decauville to reconnoitre the proposed route for the Dunlop Reliability Trial to be held in February of 1905.



H.C. Bagot, February 1905

Also, while scouring TROVE, I did find this in relation to other matters.

“An ardent advocate of the advantages of steam carriages is Mr. Herbert Thomson, the pioneer motorist of Victoria. One of his latest importations is the new 15 hp. White steam touring car. This vehicle is apparently designed to be a most popular car, combining as it does the smooth-running and flexible control features of the famous White, with a luxurious body, long-wheelbase, large wheels, high power, and great speed. The fuel and water tank each have a capacity of 150 miles on one filling. Other steam vehicles represented at the Thomson Motor Car Works are the Turner-Miesse, and the Mobile, while petrol and electric cars are also stocked.”

One steam car that wasn't mentioned is the Stanley. I am reliably informed a replica of which exists within the boundaries of our region and club! Perhaps it's time the Club considered organising another Steam Event similar to the event held in 2002.

(Editor's notes: I suspect Mal is referring to the fabulous replica 1906 Stanley Vanderbilt Racer built by Bob Ballinger. Steamin' Downunder was held in March 2002, was organised by Bruce Humphries, and ably assisted by Ken Russell and James McInnes. It was host to eleven steam cars including Stanley, Doble, Locomobile and White).

So, there we have some recollections on matters from the past (realizing that much of the past can still be found in the present day!). Trusting this has been of some interest.

Where Are They Now? Fiat Zero Edition

By Callum Walsh

As part of my research into Fiat Zeros in Australia, I'm attempting to track down the current whereabouts of all the known Zeros, in all states of repair, in Australia. I have a copy of a list of Zero owners from 1970 and another from the late 1980s, and I'm trying to connect the dots to where they ended up.



This 1913 Torpedo (Tourer), which was owned by Jack Burrell in NSW



This 1913 Spider (Roadster), which was owned by Fred LeMessurier in SA and then sold by Rainsfords in the 1980s.

I am looking for information and the whereabouts of the three cars photographed, along with information to help find the following cars:

- An unrestored Zero which sold by a Mr Brian McCallum of Benalla to a Mr Geoffrey Buggie of NSW in 1977.
- An unrestored Zero which was owned by Eric Rainsford in SA, sold at the Rainsford's clearing sale in the 1980s.
- An unrestored Zero which was owned by Cliff Cooper in SA – who also owned and restored the Tipo 2 of George Hetrel's.
- A pair of unrestored Zeros purchased by Pat Kerr of WA from a Sydney auction in 1986.

Any historical information or photos of Fiat Zeros you're can share would be greatly appreciated.

Thanks,

Callum – 0447 766 724 – callumwalsh92@gmail.com



This 1913 Spider (Roadster), an early production car which was campaigned in NSW by Alan Rowe and Frank Klein.

The High Tension Magneto – Help Is Not Far Away

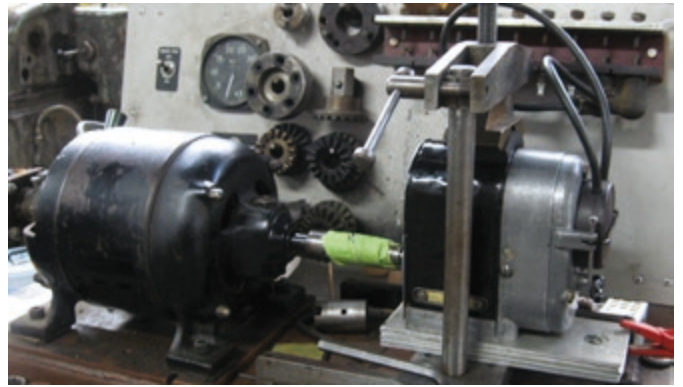
By Graeme Jarrett

A friend describes the magneto as “...**the devils work...**”! He clearly had a bad experience with one or a few and perhaps you have also.

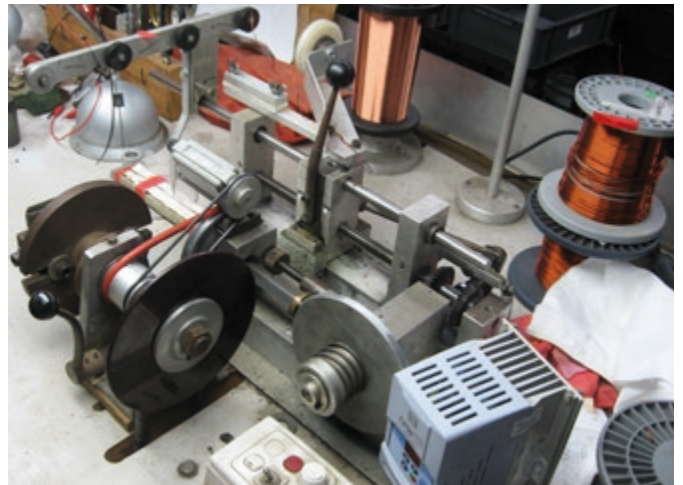
The high tension magneto is usually a standard fitment to almost every veteran car – apart from the model T Ford. There are experts out there who can help with your difficult starting or new restoration projects.

I recently visited Andrew McCallum’s workshop where he tests and restores high tension magnetos – coil rewinding is most often required. A service he offers at an affordable price.

His workshop carries a number of pieces of unique equipment for testing magneto operation and coils. These include dedicated coil winder and a Dynamic test bench that can be run in either direction down to 100rpm. He also has a magnet re-magnetiser, partial vacuum chamber and other electronic equipment.



This piece of equipment is the dynamic tester – the tachometer can be seen on the left above the electric drive motor. This machine can run a magneto up to 4,500 rpm – from 100rpm (min).



This is a coil winder; the place where the very long fine wire is wound to form the coil inside the magneto.



The piece of equipment is a magnet re-magnetiser. It looks weird and makes strange noises but does the job.



This is a partial vacuum chamber. It is used to assist in the sealing of the newly rewound coil. The process involves fully dipping the new coil into varnish then placing it into the partial vacuum tank – where most air is removed to allow varnish into all voids. The coil is then baked in a oven to properly set the varnish. Excess varnish is then removed from the outer steel bobbin areas.



A newly wound and varnished coil undergoing an operational test prior to refitting to the armature spindle shafts. Note the small spark (light blue) jumping across the test gap near the top of the photo.

There are a few basic rules that can be carried out in your own garage to assist in making a good spark – **points should be set at 0.012"** (not critical) and **spark plug gap be set at 0.018"** (more critical).

Andrew McCallum is a retired Licensed Avionics Aircraft Maintenance Engineer – career at Qantas.

Give him a call as he may be able to simply help with good advice

**You can reach Andrew on 0408 592 636 -
Or email him at bugatti37a@gmail.com**

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Tasmanian Automobile Club Reliability Trials 1908

By Frances & Andrew McDougall

Philip Oakley Fysh, The Argyll and the Tasmanian Automobile Club Reliability Trials 1908-10

The 1908 Reliability Trial Launceston to Hobart and return to Launceston was the first one that P.O. Fysh took part in, using his Argyll, which no doubt was driven by his chauffeur George Tolson. Quite a number of the entrants had their chauffeurs doing the driving. By all accounts it was another successful event, though the Argyll suffered a number of punctures; such was the poor state of the roads with razor sharp road metal and pot holes. Watching five cars, "a Darracq, a Humber, a Singer and Messrs Bourke and Fysh's 14-16hp Argylls run up Constitution and Spring Hills, no more than 200 yards apart was a treat to watch." The Examiner 10 November, 1908 page 6.



1908 Trial. A. Hart's Darracq and Doctors McClinton and Howard's Winton



1908 Trial. C. Bourke's Argyll



1908 Trial. Hobart Wharf. S. Sutton's 2 1/2hp. Minerva, A. Hart's Darracq at the back of P.O. Fysh's Argyll.

Another extract from the Examiner 10th November 1908 page 6.

"Ill-luck pursued the Winton car (Drs. McClinton and Howard) right through. Puncture after puncture following, until all spare tubes and patching rubber were used up. At Melton Mowbray they were compelled to fall back on the generosity of Mr. Chas. Bourke, who loaned them an inner tube. This, however only gave a temporary respite, and at latest advices they were struggling towards Oatlands on the rims without tubes. The doctors are to be complimented on their pluck and perseverance in keeping on under such extremely adverse circumstances. They certainly deserve a special award for their determination."

See page 27 for more photographs of the 1908 Reliability Trial.

The 1909 Reliability Trial was the first to have a petrol consumption test included as well as the usual timed event. The amount of petrol used was carefully measured and this year there was to be an observer on board as well to mark the time cards. This was not to be a good event for P.O. Fysh as he had a broken brake just after leaving the Oatlands Control, which could not be fixed beside the road and so he retired. This meant he missed out going across the Derwent to Bellerive on board the steamer "Kangaroo" which in her 57 years had never carried so valuable a cargo. There were 21 cars on board valued at say £10,000. The way they were packed in was a credit to the skipper. He must have been in the sardine business." The Examiner 15 November, 1909 page 6.



1909 Trial. Argyll (C. Bourke) and Humber aboard the "Kangaroo".



1909 Trial. A Russell boarding the "Kangaroo".



1909 Trial at Bellerive. De Dion Bouton, Daimler, BSA, Star.

P.O. Fysh was President of the TAC for the 1910 and 1911 Reliability Trials. His son Gordon (Andrew's grandfather) was always a keen participant in these events. The 1910 Reliability Trial proved to be an unsuccessful one for the 14-16hp Argyll. The Argyll finished last in its class due to time lost for punctures and a leaking petrol pipe – this would no doubt account for the amount of petrol used going to Hobart – 7 gallons & 1 pint and a time of 5 hours 21mins. The other 14-16hp Argyll of Charles Bourke did that trip in 5 hrs 18mins and only used 5 gallons & 3 pints of petrol.

See page 28 for more photographs of the 1910 Reliability Trial.



1910 Trial. Itala well loaded.



1910 Trial. Browns River (see full photo p28)

Workshop Notes (Part 1)

By Doug Fulford

DISCLAIMER (I guess): I like to think that I have some degree of talent when it comes to putting words together. However I make no such claim when it comes to restoring veteran motor vehicles. So why am I writing about my experiences with such restoration projects and the various lessons I am learning along the way when there are people much more experienced and talented in that area? I hope that because I have no such background I won't be leaving too many bits of useful information out, or assuming knowledge that not all veteran vehicle enthusiasts and would be restorers will have. And just maybe there will be a tip or two that the experienced ones amongst us will find useful. I am also hoping that this will be somewhat of a two way process with people pointing out where there is a better way of doing things. I will be mentioning some product names and businesses I have purchased various items from. I am doing so as it might help fellow restorers. I have no financial or other interest in these suppliers or products.

Last year (2020) I purchased the remains of a 1915 Studebaker tourer as an additional source of spares for our cars. When I finally got around to collecting it after a lengthy hiatus due to the coronavirus outbreak I found that it was too complete to be left as spares. So it became a project. Vivian has been telling me that I have too many projects and that at the current rate of progress I will have to live to at least 150! Having resigned as president and magazine editor of the VCCA (NSW) I now have a lot more time on my hands. With a further lock down here, why not get stuck into this project.

The car is fairly complete and, thankfully, quite a lot of what is missing I already have. It came with most of its panels including the rear tub which is rare as so many of these cars were converted into home made utes. The only major panels missing were two doors and the valances. The guards were pretty much wrecked and are patterns only at best. Unfortunately some previous owner had sawn the body into sections. The chassis is straight although I have a better one that I will end up using. But this one is more than adequate as a jig for building a new wooden body frame. As it has had the running board mounts removed, it takes up less space and my shins are less in danger than they would be otherwise.

Like most cars of its era the body is steel panelling over a timber frame. There are three problems with timber: Firstly, you can't weld it. Secondly, whatever type of timber you decide to use it probably isn't available in the sizes you want and the cost rises at a disproportionately high rate as the cross section increases. Thirdly, timber these days is almost always not quite straight. Laminating pieces of timber together using modern epoxy glues goes a long way towards overcoming these limitations. Two pack epoxy glues have bond strengths higher than the strength of wood. If you glue two pieces of wood together and try to

smash them apart the timber will fail before the glue joint. I confirmed that to test I was using the glue correctly. They are also truly gap filling – they can be used to fill small gaps and the strength of the joint will be maintained. The down side is that they are expensive, need to be mixed immediately prior to use and are potentially irritant and harmful prior to curing. Suitable precautions (gloves, eye protection and ideally an organic vapour filtering mask) have to be taken. I chose to use TechniGlue R60 as friends have used this product with great success. It comes as two gels, a resin and a hardener, which you mix 2 parts to 1 by volume. I purchased it online. Clearly you have to be careful not to contaminate either part with any of the other. I used a separate disposable spoon for each part with a disposable knife to scrape it off the spoon and mix it in a disposable cup. The knife comes in very handy not only to mix the two components together to a uniform colour but also to then spread the mixed glue onto the timber.

I decided to use Tasmanian Oak / Victorian Ash for most of the body frame. Its a hardwood (just), works nicely, screws will hold well in it even after being taken in and out multiple times. It is readily available – your local Bunnings most likely stocks it. It is about the same density (around 650 kg/m³) as the original American Ash. It isn't very suitable for steam bending so I plan on using Tasmanian Blackwood where that is required which will be a whole new learning curve! The two main cross members and the body rails of the timber frame are cut from 3 inch thick timber. That is 76mm which just happens to be four times 19mm and Tassie Oak is commonly sold in 19mm thick sections so lamination is an ideal option. It also makes tenon and mortise joints a bit easier to make. I am aiming to reproduce the original frame design with only minor variations. It might look flimsy but then you have to realise how much the chassis in these cars flex as you drive over bumps etc. I vividly remember this from the first time I was taken for a ride in a veteran car (a 1914 Studebaker – thanks Merv). So making the frame too rigid is a mistake. I have seen "steeled out" hot rods that have cracked otherwise sound panels as a result. Also you aren't adding excess weight and it all should fit together correctly avoiding any nasty surprises as the job progresses

The body rails don't run parallel to the chassis, they angle out towards the rear. I spent time establishing the distance between the body rails at various points and hence the length of the two wooden cross members and the angle at which the ends needed to be cut. Digital protractors can be purchased very cheaply and are very handy both as a measuring tool and for transferring that angle to a work piece. Since cross members aren't very long the fact that the pieces of timber weren't exactly straight wasn't a big issue. Besides they could be trued up in the planer thicknesser when trimmed back to size. I found that



the two pieces being glued tended to move relative to one another as the clamps were tightened which was annoying. Later on I worked out a method to overcome that. I fixed the pieces in the correct positions relative to each other using fairly long panel pins. This also made it possible to straighten longer pieces. The pins were hammered in far enough to hold but with enough left showing to make subsequent removal easy. I pre-drilled the top layer so the pin was a good fit so the timber was positioned correctly laterally but wouldn't reduce the ability to clamp the pieces together vertically. Before pre-drilling I bent a few pins given how thin they were and the relative hardness of the timber I was using.

The two pieces were clamped firmly together at about 15 cm intervals and left overnight to cure. Curing time is temperature dependant and below 10°C curing just about stops - luckily my workshop has an air conditioner! Whilst it might be tempting to try to glue multiple pieces together in one operation I would warn against it unless you can use a jig to keep all the layers in place. If you alternate the clamps either side of the work pieces then they will tend to stay balanced and not keep falling over. Once the pieces are clamped glue oozes from the joint. Cleaning this with a rag wasn't that effective and the clamps made it awkward to get it all. I found using a 1 inch flexible steel scarpener and cleaning that with a rag was a much better option and made it easy to remove glue from behind the clamps. And you can remove excess glue from inside a mortise. Don't get any glue between the wood and a clamp or you will damage the wood to free the clamp. Some people use cling wrap as a precaution but with care you can simply avoid the problem in the first place. Cured excess glue can be sanded away fairly easily provided you still have access or with a chisel but in that case you may remove a small sliver of timber along with the hardened glue.

The side rails have a curved edge with a taper at the front. Vivian approved the purchase of a Makita table saw so I could rip the pieces of timber lengthwise at the required widths and cutting angles to give the basic curve form in four pieces. The results weren't perfect (must have wobbled a bit) but were good enough for purpose. After a bit of effort with a plane and a third sheet sander (40 grit paper) the laminated members looked almost professional. Mounted on the chassis they made me feel that I am now definitely on the way.



The recesses for the bolt heads on the front cross member were drilled using a Forstner bit. I bought a cheap set from Aldi when they had a special buy. At the time I wasn't sure exactly what they were used for. Now I wouldn't want to be without them. When they come back on sale I suggest you snap up a set unless you already have some. From time to time Aldi also have special buys on clamp sets. If you are going to laminate you need lots of clamps and that's probably the cheapest way of acquiring quite a few..

To be continued in subsequent issues of Brass Notes.

What Is This Car?

By Ian Berg

Peter Ratcliffe, a fellow Cadillac enthusiast, asked me if I could identify the motorcar in this photo of the main street of Sorrento, taken in Christmas of 1914. It was from an old post-card he picked up at an antique store many years ago.

Unfortunately I could not identify the low slung runabout and therefore offer it up to our members to provide a suggestion.

Equally interesting is the steam tramway in the background that serviced Sorrento at the time. The second photo also shows the tram service with the old Continental hotel in the background which is undergoing a controversial redevelopment at present. The 'Chalmers Real Estate' building also still exists and is today a restaurant.



“T” Ford Time - Overloaded

By Graeme Jarrett

These cars were often expected to do a great deal - without trouble. The overloading of a Model T Ford seems to have been something taken for granted - lucky they were up to the challenge (mostly).



This Ford T appears to be a 1915 - 1919 model. Clearly too much is expected of it, or perhaps too much too often without maintenance, has rendered it vulnerable to failure. The collapsed rear wheel says it all. This vehicle is possibly a mail car out of Euston NSW. It might also be a NSW registered car - numbered 7877 owned by Thomas Brunet, Meilman, nearby to Euston.



Another T Ford suffering at the hands of its owner; it appears to be a 1913-14 model. This photo was taken in Cunnamulla, Qld - June 1st. It was about to embark from the Commercial Hotel on a journey to Brisbane, a distance of 850 km approximately. The small child on the left side appears to be doing some tyre kicking to set them on their way.

“T” Ford Time, June/July Response

By Greg Smith



(Photo courtesy of SLV)

Further information and a photo have come to light, thanks to Frances McDougall steering me to the State Library of Victoria (SLV) web site. It was probably the last thing I really needed, to be directed to another site to take up more of my time looking at interesting information and photos however, what I found was another image of the “June Model T” with its unusual set of Dietz Dainty side and tail lamps and matching acetylene generator. The image Graeme had provided was a rear view and thus unable to identify the headlights. This photo clearly shows the headlights and they are definitely Dietz Majestic headlights, so this car is completely adorned with Dietz jewellery. It also completely aligns with Graeme’s July article as this Model T is piloted by a lady driver, in all the photos published.

The question I posed in July was whether using different lamps (such as Dietz) instead of factory supplied types was something that was a “one of” or quite “normal” with Model T Fords. Unfortunately to date no responses have been received, so I now pose a separate question in my Model T thirst for knowledge.

There has always been the famous quote, that you could have a Model T Ford in any colour, so long as it was black. I know that most of the Ford Model T cars that came to us in Australia were from Canada, and there were a choice of colours, as my father’s very original car was in fact originally blue. With this, and many of Graeme’s photos in this column he provides, the cars all appear to be colours other than black. The photo here appears to be a much lighter colour, (perhaps even red). The question I pose to the experts is to enlighten me on this colour question.

Within our club we have countless Ford T experts, and I along with Graeme would love to hear your feedback and knowledge on the wonderful photos that are provided each month in the “T” Ford time column.

Findings, Feedback and Follow-up

By Greg Smith

Accessories in the Veteran Era

In last month's Brass Notes we saw how the Bleriot company had offices in both Paris and London to distribute their wares. Bleriot also provided their goods to other entities such as S.F. Edge who used their products with an altered badge, advertising in this case the S.F. Edge, company.

Chester McKaige very kindly sent some photographs of his magnificent Napier as it sports a superb S.F. Edge badged horn. S.F. Edge was of course agent for the celebrated Napier cars and thus the horn suits the car perfectly.



Chester states it is a 1907 Napier of 40hp. It was purchased new by Ralph Falkiner (Falkiner of Kellow-Falkiner fame). It ended up in the Albury area and was converted to be a tractor to pull out tree stumps. It was then acquired by the late Arthur Lang. Upon his death it was purchased by Gregor Rusden followed by Ron Elsbury. Chester bought it from Ron about ten years ago. (Ed Note: That is the cars very brief history, and hopefully in time Chester may expand the story to give us a complete comprehensive history.) The car is nearing completion and the seat is presently away at the trimmers.



Chester also sent another photo of a horn he acquired which advertises the car makers' name-Napier. A rare find indeed, but again this practice was a something that occurred in the Veteran era.



Alan Esmore very kindly contacted me as well and provided another example of Bleriot providing their products for other suppliers. Alan relayed how when he was restoring his lovely Berliet he came across an original sales brochure from Berliet. Three things he really took note of were that firstly, Berliet offered a very unusual body, called the Sporting Torpedo. That was the body Alan replicated when he restored the car.

The second thing was it was coloured yellow and again Alan painted his car in this yellow shade. Finally he also noticed the sales brochure had this Yellow Sporting Torpedo body with very large bell shaped Bleriot headlights. Alan was on the lookout for these Bleriot headlights and was lucky enough to purchase a pair at the Greens Motor Museum Auction in the early 1980s in Sydney at a considerable cost.

The pair of lights on the Berliet is basically identical to the lights featured in July edition of Brass Notes. One of the badges states Bleriot, made for S.F. Edge London, but the other states Bleriot, made expressly for F.I.A.T. Motors Ltd. So again we see that Bleriot supplied their products for other suppliers, and in this case FIAT.



Comings Goings and Restorations

By Greg Smith



This is what can be achieved in six months. Simon Anderson placed a wanted advert in the February Brass notes for 1 or 2 cylinder project car. He had a response from South Australia where he was able to purchase a Brush motor vehicle. In a considerable understatement Simon said he really got stuck into it, and in under 6 months has the Brush moving under its own power up and down the drive. He stated the project has been a lot of fun, and he has developed a lot of new skills. Simon taught himself how to make his own white metal bearings for the hinged big end bearings. He also stated he has received helpful advice with information and measurements from the friendly Brush owners' fraternity. All the mechanical parts have been rebuilt and now it is only the mudguards left to properly make and the bonnet to be painted to basically finish the Brush to the permit stage. He and Tess are very happy with the way it has come together, and he jokes that he is very glad that Tess loves the red sandblasting cabinet he got her for Valentine's Day this year. (Brave man is Simon!) To be completely honest, this is a credit to them both and should be an inspiration to others that you can achieve an amazing result if you just work a bit on it every day. That has been Simon's mantra, just do something every day. I say he is remarkable and should be congratulated on a superb accomplishment.





Just had a quick note and a couple of photographs from Warwick Bayley. He has the c1916 Chenard Walcker running well now and is now basically just waiting on the aluminium body to be completed.

This will be an outstanding car when finished. Thanks for keeping us up to date on the restoration

Be like Warwick and please let us know of any restoration news or any comings or goings to keep us all informed.



The 1915 Hupmobile of John Kennett that was advertised in the July edition of Brass notes has been sold to one of our members in the rural area. I believe in the Ballarat vicinity. Apparently there were inquires as far away as Queensland and N.S.W. This is a lovely original car that was campaigned for so long by the Albert and Pat Blashki. It will be nice to see it out and about on some of our events hopefully.

Learnings From A Mis-Spent Youth

By Michael Holding

TRAILER BREAKAWAY SYSTEMS are designed to stop your trailer if it is disconnected from the tow vehicle while moving and are compulsory on all trailers with a Gross Trailer Mass of 2,000 kg or more.

The “experts” say best practice is to ensure the actuating cable is shorter than your safety chains so the system will apply the brakes even if the trailer is still attached by the chains.

The naysayers argue that if still attached by the chains, the trailer brakes are still operable by the car’s brakes, and you are more likely to safely slow to a controlled stop.

That’s true. But if the unhooked trailer drawbar falls and crushes/damages the trailer wiring lead, the trailer brakes won’t work and the trailer could find its way into your back seat as soon as you brake. i.e. when you brake, you might break it.

The veteran cars I carry in my trailer are worth more than that risk.



Private Classifieds

FOR SALE

Prestolite brass gauge. 70 mm diameter, 30 mm deep. Nice condition, face is a bit faded.



It's an Ashcroft 75 PSI marked "THE PREST-O-LITE CO." \$85.

Rover front hub and hubcap. The hubcap is marked "ROVER COVENTRY" and is 49 mm across flats and 80 mm diameter. The hub is approximately 200 mm diameter. \$75.

Contact:

Andrew Brand. Ph 0414 219 250.

FOR SALE

For Sale - De Dion Bouton pre 1905 8 HP motor in good condition, \$5,000 negotiable.



CONTACT:

**Paul Williams
M: 0408 691144.**

WANTED:

Veteran motorbike project, preferably with most of its parts.

CONTACT:

Paul Williams M: 0408 691144.

WANTED:

Fabrique Nationale (FN) car and motorbike parts up to 1914. Interested in parts, literature, information, photos. The brass air intake control plaque in the photo is needed for a 1909 FN type 1400.



Contact:

Andrew Brand. Ph 0414 219 250.

FOR SALE

Argyll wire wheeled front axle c1913/14. Believed to be from either a 15/30hp or 25/50hp.



Was converted for use on a farm trailer. Has backing plate for the front wheel brakes but no drums or mechanisms. Hubs are free and centres in good condition. Remains of spokes and rims.



Track width 1560mm approx. Spring hangers at 680mm approx. centres.

Price: \$150 negotiable

CONTACT: Callum Walsh

Ph: 0447 766 724 – callumwalsh92@gmail.com



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or email mattweeks@icloud.com



Natter Night Meeting Minutes

VCCA (Victoria) at our Clubrooms and via Online Zoom Meeting

On Tuesday, 13 July 2021 @ 8.02pm

Opening

The President, Ben Alcock welcomed all to our July Natter Night both in the club rooms and online – a great attendance. Ben also welcomed our guest speaker tonight, member Mr. Brian Churchill, who spoke on Henry Ford's other business ventures, another fascinating talk.

Attendance

There were 27 members and visitors who attended the meeting in the Clubrooms, with a further 24 online.

Apologies:

Catherine Strutt & Chris Duncan, Jennifer Atherton, Geoff Payne.

New Members:

Anthony Gibb and Kerri Grant of Markwood with a 1906 Darracq Serpollet Steam Truck + a 1910 Hallford Truck.

Events

Past Events

Breakfast Run to the Model Emporium in Ferntree Gully 10/7.

Future Events

RACV Midwinter Rally 16-18/7 in Rosebud.

Mid- week lights display 27/7.

RACV National Veteran Vehicle Rally 10-15/10 in Swan Hill. Michael provided an update after their recent visit to Swan Hill – Covid is proving challenging but will continue to plan and run the event.

VSSC Rob Roy hill climb 15/8.

Library & Archives Report

Nil.

Wanted, For Sale or Swap

Callum Walsh has a 1913 Argyll front axle available.

Peter Fagan has found a good magneto repairer in Chiltern.

Items of General Business

Ben Alcock mentioned we had a delay with the postage of Brass Notes this month and noted that it would be a colour front cover but unfortunately black and white inside, we are working to fix this for next month.

Andrew McDougall spoke of the wonderful work Simon Anderson has done getting his Brush going – we can't wait to see it out on events soon!

Next Meeting: 8.00 pm on Tuesday, 10 August 2021

Meeting Closure 8.31pm

Events

RACV 2021 NATIONAL VETERAN VEHICLE RALLY SWAN HILL

Despite the challenges from this Covid world the event is going ahead, and we are busy dotting i's and crossing t's.

Our only valid reason for cancelling will be a Victorian Lockdown.

Although Covid has restricted many of our original plans, we are actually incredibly pleased with the event that has evolved over the past few months and will be presented in October.

It will be a great event, well worthy of its national title.

However, we need some help to finalise the event. We need anyone with a crystal ball to join the committee and tell us if we will have 400 attendees or just 100 (or even just Claudia and me). This would simplify the job and lock down our moving target.

www.veterancarclub.org.au

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



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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FIVA REPRESENTATIVE (TAVCCA)
Andrew McDougall

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DATING
Andrew McDougall

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

EVENTS SUBCOMMITTEE

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

SUBCOMMITTEE:
CLUBROOMS MANAGEMENT
Geoff Payne and Jim McCaffrey

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

REGISTRAR & PERMIT APPLICATIONS & RENEWALS
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e registrar@veterancarclub.org.au
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Callum Walsh

AOMC & FEDERATION DELEGATES
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Andrew McDougall

TRADITIONAL OWNERS' LIAISON
John Stanley 0409 001 836

VETERAN CARS & THE VCCA
A veteran vehicle is any mechanically propelled vehicle built on or before December 31, 1918. The Veteran Car Club of Australia (Victoria) is open to all persons interested in the preservation and restoration of these vehicles, and ownership of such a vehicle is not a condition of membership. Please refer to our web-site for a membership application form and additional information.

NEW MEMBERSHIP ENQUIRIES
New membership application enquiries to Darren Savory, mobile 0438 873 053, email secretary@veterancarclub.org.au.

Download the application form at
veterancarclub.org.au.

BRASS NOTES

Brass Notes is the Journal of the Veteran Car Club of Australia (Victoria). Contributions for *Brass Notes* are welcome, and should be forwarded to the editor by the 20th of the prior month preferably via email, or posted to the Club's address. When submitting digital photos, please send as JPG files attached to an email at the highest resolution available.

EDITORIAL POLICY

Opinions expressed in *Brass Notes* are not necessarily those of the editor, the VCCA (Victoria) or its officers. Technical articles are published in good faith and no responsibility for their accuracy will be accepted. All advertisements are published without endorsement by the VCCA (Victoria) or its officers.

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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

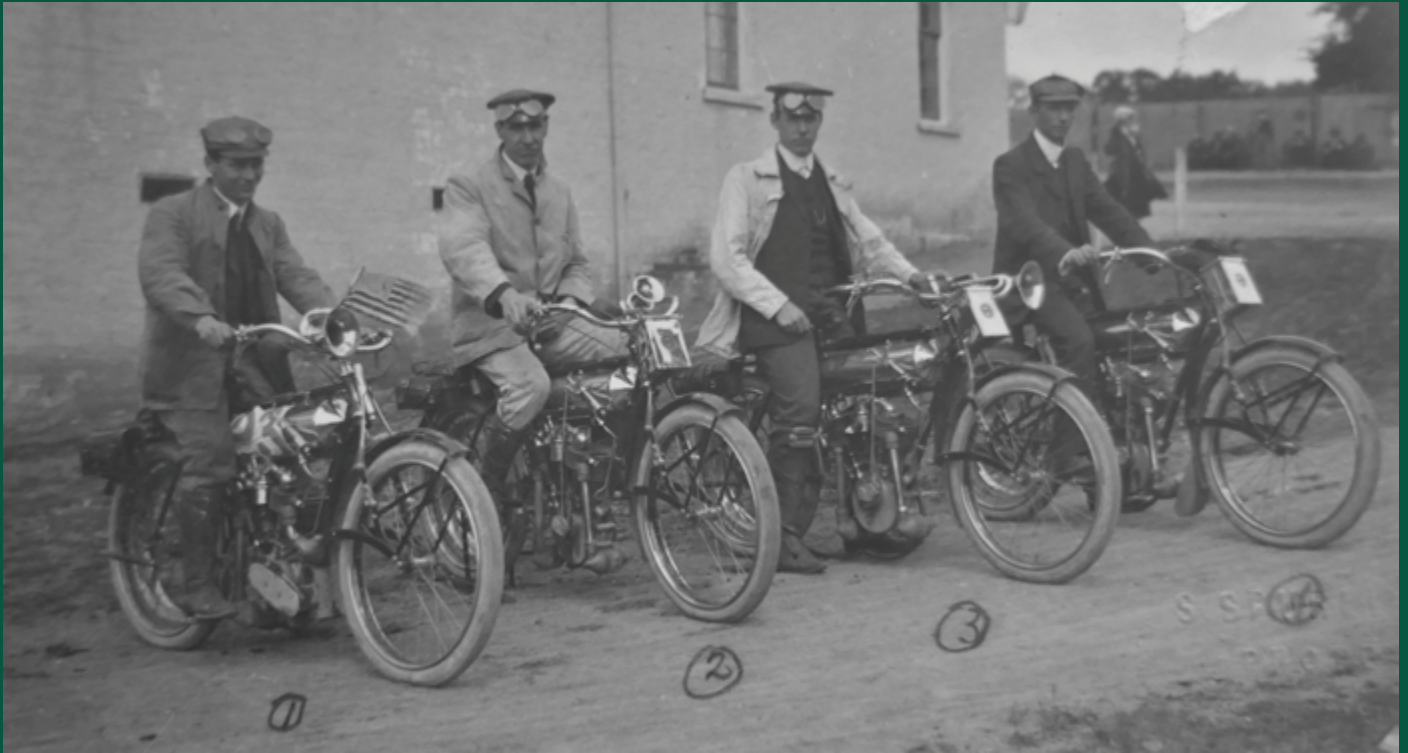
Monthly meetings (Natter Nights) are held at 8:00pm on the 2nd Tuesday of the month (excl. January) in the Club Rooms:

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



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1908 Tasmanian Automobile Club Reliability Trials



7-9hp Peugeot Motorcycles



Mr C. Bourke's Argyll



Mr A. Hart's Darracq



Group photo in front of Customs House

1910 Tasmanian Automobile Club Reliability Trials



Young Gordon (Andrew's Grandfather) is at the wheel of the Argyll – 3rd car from the left. His great interest in all types of motoring remained a major part for all of his life



The 14-16hp Argyll with Tolson driving and the observer Dr Johnston next to him. Gordon in the middle of the back seat and P.O. Fysh next to him on the right during the 1910 Reliability Trial. (Editors Note: Front headlight has changed from the Bleriot to a self- generating P&H headlight by 1910)