

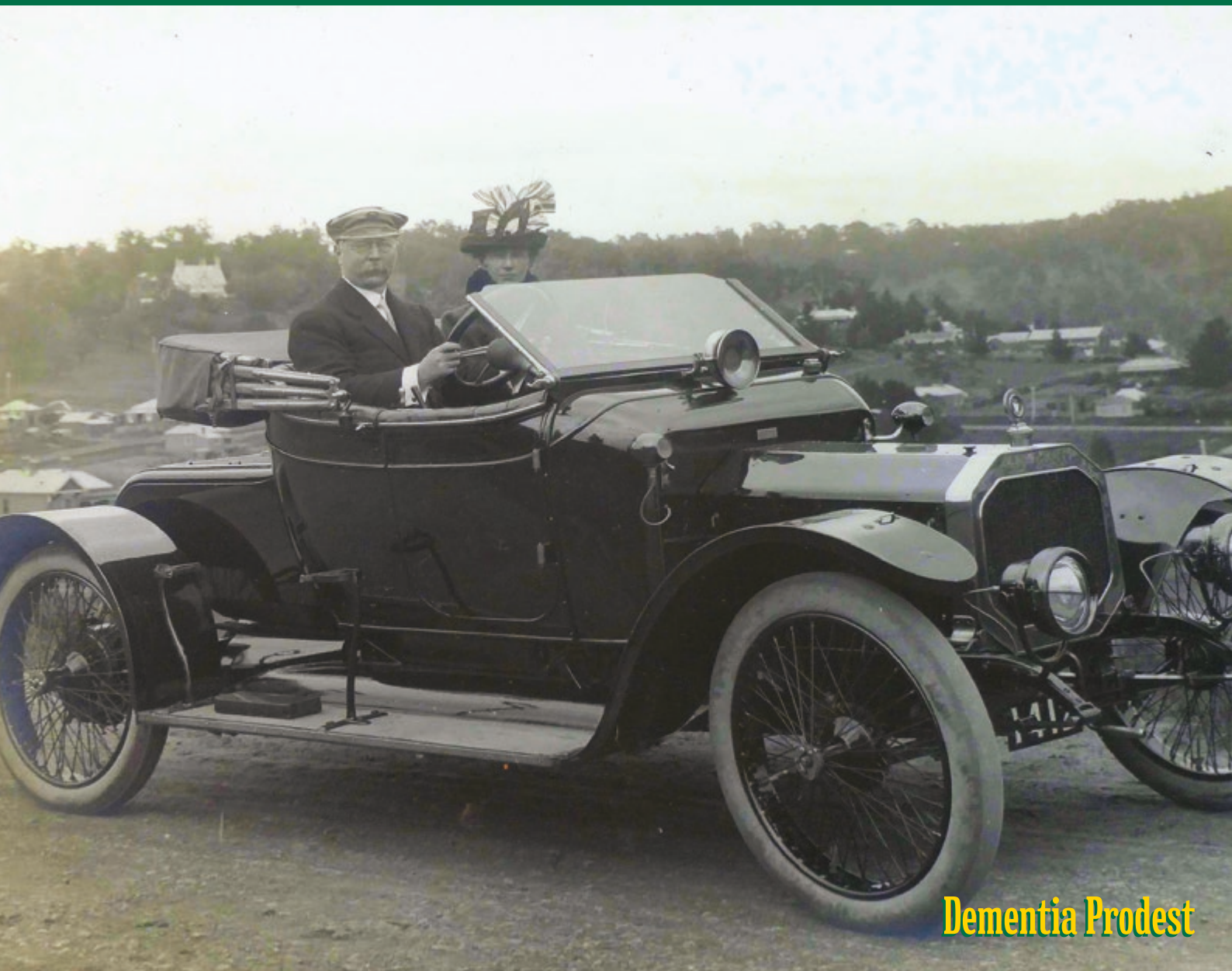
September 2021



# Brass Notes

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

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



**Dementia Prodest**

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

**Patron: Mr Geoff Cosgriff,  
President and Chairman, RACV**

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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



**INSTRUMENT REPAIRS**

Veteran Vintage Classic

Speedo, Tacho, Clock, Temp, Oil, Amps, Fuel

Brendan Walsh 0418-103739  
114 Hayes St, Shepparton 3630  
vvcinstruments@gmail.com

 VVC INSTRUMENTS

## Flashback



This month's Flashback photo appears to be a BSA c1913 (Thought it was appropriate with the BSA on the Front Cover.) This is my thought, but others may have other ideas on the matter. Hopefully we will get feedback on the car's owner and possible history. I have been informed it was at the time of the photograph located in the North East of the state.

Please help us out on the identity of the car, owner and where it is now, or any other relevant information by responding to the Editor.

Very pleasing is that after a month of nil responses on the Flashback we received several this month on the July and August vehicles. I thank Graeme, Russell, Damien and David for taking the time to contact me with their thoughts and material. See responses on pages 7-9.



### 1904 Clement Garrard Motorcycle.

What is this Clement Garrard motorcycle all about? Find out the details of how it all works, how do you actually ride it?

What are some of the interesting facts of its restoration and whether it is a good thing or just a museum piece? How was it discovered and purchased? All will be revealed on pages 18-20.



## Coming Events

14 September 2021	<b>September Natter Night</b> 8pm Start - ZOOM Meeting ID: 863 2732 1805 Passcode: 269779
25 September 2021	<b>September Breakfast Run</b> From 9am, Location TBC
26 September 2021	<b>Shannons American Motoring Show</b> Yarra Glen Racecourse - Contact: Ben Alcock
19 October 2021	<b>Mid Week Event / Lights Display</b> Clubrooms 11am - 3pm
31 October 2021	<b>Point Nepean Heritage Motor Show</b> Point Nepean National Park, Portsea - Contact: Ben Alcock

## Major Events

November 2021	<b>RACV Veteran Car Club Annual Rally</b> Details to come - Contact: David Jones
17 - 20 March 2022	<b>RACV 1 &amp; 2 Cylinder Rally - Horsham</b> Rally Director: Daryl Meek fafnir@iinet.net.au
29 April - 1 May 2022	<b>RACV Pre-1905 Pioneers Run - Ballarat, VIC</b> Rally Director: Greg Smith
9 - 10 July 2022	<b>RACV Midwinter Rally</b> Details to come - Contact: Callum Walsh
9 - 11 September 2022	<b>RACV Four &amp; More Rally - Beechworth, VIC</b> Rally Director: David Boyd

## National Events

<b>CANCELLED</b>	<b><del>RACV National Veteran Vehicle Rally - Swan Hill</del></b> <del>Rally Directors: Michael &amp; Claudia Holding</del>
<b>CANCELLED</b>	<b><del>13th National Veteran Motorcycle Rally - Manjimup, WA</del></b> <del>Contact: Sharon Rudler shaz.muzza@westnet.com.au</del>
22 - 26 November 2021	<b>National Highwheeler Rally - Mount Gambier, SA</b> Contact: Noel and Sue Holbrook (03) 5561 2954 or chugalug@westvic.com.au
8 - 14 May 2022	<b>National 1 &amp; 2 Cylinder Rally - Narrandera NSW</b> <a href="https://www.vccansw.com/narrandera2022">https://www.vccansw.com/narrandera2022</a>
23 - 28 October 2022	National Veteran Vehicle Rally - Busselton, WA

## 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.

# President's Message

By Ben Alcock

This latest lockdown has hit hard. I think everyone will agree that the current way of life is getting tougher as COVID-19 continues to rule and ruin our fun. I didn't expect to still be writing about it this far down the track and I certainly didn't expect that we would have to make the extremely tough, but necessary, decision to cancel the 2021 RACV National Veteran Vehicle Rally after already postponing it for 12 months.

The work that Michael and Claudia put into this event is extraordinary and the efforts they were going to in the last few months to overcome every hurdle that COVID threw at them was an absolute mammoth effort. On behalf of all our members, and all the entrants I would like to thank both Michael and Claudia for all of their work on this event, we all appreciate it. Once the dust settles and we can get a clearer picture of the future I am excited at being able to see this event reappear in some format.

While we are finding ourselves with more home time, it has been great to hear of more and more restorations being started, and even better, finished. Simon Anderson gave us a talk on his recently completed Brush project, and we have a few more stories lined up for future dates. If you haven't already shared your restoration update with Greg for Brass Notes, please think about doing so, it really is a great way of keeping all our members up to date and enthused to keep on working on our own projects.

With only a month to go until our annual general meeting, I would like to remind everyone that we have 2 vacancies on our committee and would welcome new faces to this. We meet once a month, via Zoom, which means it's now even easier to join in (no travel time or night driving). This club doesn't run itself; it takes a team effort and our current team is a great one so if you have had any thought about joining, now's the time to do so. I, along with all the executive team and committee members would be more than happy to answer any questions so please feel free to get in touch.

In these trying times, it's easy to lose focus, and at the risk of sounding like a politician, don't forget that we are all in this together. We are a club that has a strong membership and its times like this that our comradery really shines through. While we all look forward to being able to catch up in person and drive our cars, if you need help with something or just want to talk to someone different, please open the membership directory and make a phone call. I've received, and made, several phone calls over the last few weeks and it's been a lot of fun reminiscing over old rallies, events and past members.

*Stay safe and well,*

Ben Alcock  
President – VCCA (Vic)

# Financial Reports

By Claudia Holding

## STATEMENT OF COMPREHENSIVE INCOME FOR YEAR ENDED 30 JUNE 2021

Ordinary Income/Expense	Jul 2020 - Jun 2021	Jul 2019 - Jun 2020
<b>Income</b>		
Club Event Entry fees	17,845	42,623
Donations received - general	1,438	1,030
Donations received - library	736	1,116
Interest received	1,079	1,214
Natter Night Proceeds	294	370
Newsletter/Advertising received	680	650
RACV Sponsorship applied to events	7,500	15,000
Sale of Club Stock	1,067	190
Sale of Club History Books	90	783
History Book Postage Received	30	120
<b>Membership Subs &amp; Joining fees</b>		
Membership Subs Rec'd - Print	14,663	15,380
Membership Subs Rec'd - Email	7,396	0,793
Joining Fees Received	200	130
<b>Total Membership Subs &amp; Join fees</b>	<b>22,259</b>	<b>22,303</b>
<b>Total Income</b>	<b>52,904</b>	<b>86,003</b>
<b>Expense</b>		
Annual Return Expense	60	60
Bank & Credit Card charges	317	0
Club Event expenses	24,095	50,725
Cost of Stock sold	000	117
Depreciation expenses	1,477	1,887
Donations paid	0	500
Insurance	2,555	2,330
Low Cost Asset write off	188	118
Maintenance & Repairs	0	1,200
Miscellaneous expenses	0	169
Natter Night expenses	851	1,170
<b>Newsletter printing and distrib</b>		
Newsletter printing	11,108	10,344
Newsletter postage	4,797	4,436
<b>Newsletter printing and distribution</b>	<b>15,905</b>	<b>14,780</b>
On-line Communication	1,233	798
Postage and telephone	676	1,287
Postage - History Book	0	151
PayPal Expenses	0	3
Printing and Stationery	180	117
Rent of clubrooms	0	343
Subscriptions to other Organisations	329	080
Swap Meet expenses	0	165
Trophies and Awards	444	1,245
Website expenses	4,243	3,104
<b>Total Expense</b>	<b>53,949</b>	<b>87,066</b>
<b>Net Ordinary Income</b>	<b>(1,045)</b>	<b>(1,063)</b>
<b>Other Income/Expense</b>		
<b>Other Expense</b>		
Jas A. Munro Project	5,806	3,504
<b>Total Other Expense</b>	<b>5,806</b>	<b>3,504</b>
<b>Net Other Income</b>	<b>(5,806)</b>	<b>(3,504)</b>
<b>Net Income</b>	<b>(6,851)</b>	<b>(4,567)</b>

## STATEMENT OF FINANCIAL POSITION AS AT 30 JUNE 2021

	Jun 30, 2021	Jun 30, 2020
<b>ASSETS</b>		
Current Assets		
Cash and cash equivalents	158,766	123,771
Inventories	427	854
Other assets	1,489	1,327
Total Current Assets	160,682	125,952
Non current assets		
Property Plant & Equipment	41,765	42,776
<b>TOTAL ASSETS</b>	<b>202,447</b>	<b>168,727</b>
<b>LIABILITIES</b>		
Current Liabilities		
Event Spon. rec'd in advance	500	0
Event Fees rec'd in advance	39,470	0
Membership Subs rec'd in advance	12,480	11,880
Provision for Book Projects	0	20,827
Total Current Liabilities	52,450	32,707
<b>TOTAL LIABILITIES</b>	<b>52,450</b>	<b>32,707</b>
<b>NET ASSETS</b>	<b>149,997</b>	<b>136,020</b>

## EQUITY

Retained Earnings	136,020	162,083
Equity changes due to Provision for book publishing projects	20,828	(25,000)
Net Income	(6,851)	(1,063)
<b>TOTAL EQUITY</b>	<b>149,997</b>	<b>136,020</b>

## STATEMENT OF CHANGES IN EQUITY FOR THE YEAR ENDED 30 JUNE 2021

	Retained earnings
Opening Balance at 1 July 2019	162,083
Reduction in Equity due to Provision for book publishing projects	(25,000)
Deficit attributable to the entity	(1,063)
Closing Balance as at 30 June 2020	136,020
Equity changes due to Provision for book publishing projects	20,828
Deficit attributable to the entity	(6,851)
<b>TOTAL</b>	<b>149,997</b>

## SUMMARY OF MAJOR EVENTS DURING THE YEAR

EVENT	INCOME \$	EXPENSES \$	SURPLUS DEFICIT \$
2021 1&2 Rally	12,635	12,651	(16)
2021 4 & More Rally	5,285	5,154	131
2021 Pre-1905 Run	7,425	7,437	(12)
<b>TOTAL</b>	<b>25,345</b>	<b>25,242</b>	<b>103</b>

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### AUDITOR'S REPORT TO MEMBERS OF THE VETERAN CAR CLUB OF AUSTRALIA (VICTORIA) INC No. A0097964Y

In my opinion the accompanying accounts, being Profit and Loss Account for the year ended 30<sup>th</sup> June, 2021, and the Balance Sheet as at the 30<sup>th</sup> June, 2021, have been drawn up so as to give a true and fair view of the transactions of the Club for the period and of the assets and liabilities as at the close of the period.

G. Edwin Howell, CPA  
12<sup>th</sup> August, 2021

### NOTE:

Signed original of the Auditor's report is available for inspection.  
Contact the Treasurer, Claudia Holding

# Editorial

By Greg Smith

In compiling Brass Notes you get to talk to some special and interesting people. Just recently I have been in contact with a few, that I will term, “senior experienced” people. The conversations were wonderful, and have prompted me to expand my thought process to wanting to learn more. Here I was, conversing with people who have a veritable wealth of experience and knowledge with Veteran vehicles, and if I just listened, and asked a few pertinent questions, I could get schooled in a perfect history lesson.

In Brass Notes we constantly supply information, and we often pose questions and provide a forum, to hopefully extract extra information to more complete a story. On many occasions we do get those relevant facts and pertinent data and end up putting all the elements together to complete the puzzle, and in my mind we all gain from this.

A perfect example of this is the phone conversation I had with Russell Beach the other day. Those of you who do not know Russell, he has been a country member for nigh on 60 years. Russell has owned veteran motorcycles, a Hotchkiss Fire Engine, and a veteran F.N. He rang me to inquire if I have had any response to the Austin in the Flashback column from July. In a quick summary of his conversation with me, he said how he knew the Austin well, and it belonged to the Percy Brother's in the early years and there had been an article written on the vehicle in the newsletter. He found the article and went through it with me, and now we all benefit as we all now have the early history of the Austin. Thanks to Russell's knowledge and experience (and memory) a flashback photo of an Austin has become so much more than just a photo, it has now a place in history, as a very early club car that more of us now know about.

2020 saw a four part series in Brass Notes on the Rolls Royce Silver Ghost's that have been in our club, excellently portrayed by Ian Berg. This was a much loved read by many of us. On talking to these “senior experience” people it got me thinking, why not do a similar series on the Hotchkiss fire engines that have been a big part of our club especially in the early days.

I am extremely confident if we got the information off people such as Russell Beach, Alan Long, David Smallacombe, the Gibbs family, the Tranter family and others, we would have an amazing article. Where were they found? Who owned them? Record the chain of ownership. Which were re-bodied into other bodies? And where are they now? All the answers to these historic questions would make fascinating entertaining material.

We have the knowledge, we have the information, and we have the people who actually know these facts, so I believe we need to record this history before we no longer have these resources. Let's tap into our “senior experienced” folk.

# Annual General Meeting

**All members are notified that the 2021 Annual General Meeting will be held at the Clubrooms, Lynden Park, Wakefields Grove, Camberwell and/or by Zoom Conference on Tuesday, 19 October commencing at 8.00 pm.**

## AGENDA

- 1** Opening and welcome by the President
- 2** Apologies, proxies and declaration that a quorum for the meeting is present
- 3** To confirm the minutes of 2020 Annual General Meeting
- 4** The President's annual report on the activities of the Club during the 2020-2021 year
- 5** The Treasurer's report and presentation of financial statements of the Club for the 2020-2021 year
- 6** To confirm the annual membership subscription and joining fee for the 2021-2022 year
- 7** Appointment (and fix any remuneration) of an auditor for the 2021-2022 year
- 8** Election of the executive and general committee positions for the 2021-2022 year
- 9** Honorary Life Membership Awards

Pursuant to Rule 9(2) of the Club's Constitution, an Honorary Life Member shall be a member of longstanding who has performed outstanding and distinguished service for the Club. The appointment of a member to Honorary Life Membership is the ultimate expression of the Club's gratitude to that member for his or her generous support of the objects of the Club.

## 10 Closure

## APPOINTMENT OF PROXY

In accordance with the Club's Constitution (Rule 34), each member is entitled to appoint another member as their proxy if they cannot attend the meeting, by notice given to the Secretary in writing (by hand, post or email no later than 24 hours before the meeting) or the form may be given to the Chairperson before or at the commencement of the meeting. An opportunity to request a Proxy Form will also be given by the Secretary at the September Natter Night being convened via Zoom. Alternatively, please contact me and I will post or email the form to you.

## MORE INFORMATION

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

*Darren Savory*

*Secretary*



# July Flashback Response

By Graeme Jarrett, Damien O'Doherty & Russell Beach

Graeme Jarrett responded regarding information on the c1914 Austin. The car was owned by Harry Souter a member of our club in the 1980's. He lived in Mallacoota; such a great distance from Melbourne very likely precluded him from attending many events.

As to the assembled parties. Bill Sides is present but doubt whether the other party is Barry Gomm – more similar to Alan Collis, in my opinion. The current location and ownership of the car is unknown to me.

Also Damien O'Doherty advises he is fairly confident that the Austin in the July newsletter is a 20hp of 1914. It did reside in Melbourne but was sold to Canberra. A 2006 photograph attached, and I believe the car to still be in Canberra. Wally Nye sent me the photograph (and others of the same car) and of course was full bottle on the car and ownership, but alas Wally is no longer with us.

We had a wonderful phone call from one of our knowledgeable experienced members the other day wondering whether I had received any feedback on the July Flashback Austin. On realising I had none, he then went on to say how he knew the Austin and remembered there had been an article written on it in an old newsletter.

The person who rang me was Russell Beach, a member of our club for almost 60 years. He then went to work to find the article. Turns out he found it in the May edition of 1963. I hope he did not start at recent editions and then go backwards till he found it! We thank Russell for his "detective" work and wonderful memory and the following article gives us the history of the July Flashback Austin. When I put this Austin in the Flashback column I was very much unaware it was a car from our club's very early history, so here is the Percy Bros. Austin article.



## Finding and Restoration of a 1914 Austin Vitesse Tourer.

By M. Percy, VCC.

### Chapter One: Discovery:

The story begins in 1948 when Bert Aylward and myself were in partnership in a garage business in a small town known as The Rand, on the Urana Road approximately fifty miles from Albury.

One day in this eventful year I had a call to go to a property known as "Murrnong", approximately five miles further on towards Urana, but a mile off the main road, to make some repairs to a 1938 Dodge. While attending to the repairs I casually glanced across at an open shed about 100 feet away, and to my surprise saw what appeared to be a very old touring car, noticing that it was an Austin, as if faced towards me and the badge and name was unmistakable. The car was all in one piece. I did not have time to examine it thoroughly at the time, but it was obviously very dusty and had not been used for some time.

### Chapter Two: Acquisition:

The years rolled by until 1953.

By this time I had left The Rand and teamed with my two brothers at their garage just out of Dandenong. It was at this time that in casual conversation I made mention of the old Austin I had seen whilst at Rand. They immediately asked me to see if I could possibly get it, so I rang the Postmaster at Rand, and asked him to check with the present owner of the property to see if the car was still there. This fact was confirmed so I then got in touch with the owner by phone and asked him if he would care to dispose of the vehicle to us. His immediate reply was yes, but only if we took the lot and not just a few pieces. He informed me that the car had been dismantled by a young employee, who had since left.



I then set about teeing up some transport with which to bring the car to Dandenong, and was fortunate as my wife's brother-in-law who lived in Albury owned a semi-trailer transport and was quite eager to do the job. The next day I set off for Albury, where we contacted the brother-in-law Jim Elliot (since deceased) and also another brother-in-law Bert Aylward.

We then set off in the semi, delaying at another transport depot only to load a mobile crane which came in very handy, arriving at "Burrnong" (that sounds like an Aboriginal word - perhaps someone knows its meaning?) As the owner said the car was in pieces, the chassis frame - with just the engine, firewall and radiator on it - was up on blocks with the body alongside on boxes, all under the protection of branches of a giant pepper tree. Then came the hunt for missing parts, front and rear axles, wheels, in another part of the same yard, smaller items, including gearbox, steering box, running board brackets, numerous tins of bolts, screws and washers and the very precious magneto were all in a small room about 8ft, by 8ft, which was part of the very large shed in which I had first sighted the car. This shed was as well lit as the Black Hole of Calcutta, and to make the search harder, there were bits and pieces of old harness and jinker or buggy parts.

The lifting of the heavy parts was quite simple with the aid of the mobile crane. Loading all we could see pertaining to the car, we went to the owner's house (mansion more like it) which was reputed to have some twenty or more rooms. I would dearly have liked to explore it, however time would not permit. Suffice to say I was led through a long hall to a large billiard-room cum-library approximately 20' x 40' where the owner made out a receipt for a nominal sum.

We went back to Albury that evening and Jim said he would bring the Austin direct to Dandenong the next day which was more than I had dared hope for. The trip back to Dandenong was uneventful and the unloading to safe storage at Percy Bros. went off without a hitch.

#### Chapter Three: Restoration:

Firstly I took inventory of parts in hand for the car, and found that the carburettor was missing, the distributor points were incomplete, oil gauge missing and of course items such as lamps and horn had been removed from the vehicle many years before. However we were really very fortunate as basically the whole of the car mechanically and the body work (excluding the upholstery) were quite well preserved. For instance there was only one piece of woodwork, and that only in a door, which had rotted and needed replacement.

On checking the engine with the handle, I found it extremely hard to turn, so I removed the pots and found that they had been put together with some heavy grease! Rings and bearings were in excellent order: the only replacement necessary was a water pump bearing.

The steering box was checked and found 100%; the transmission box, dirty and full of old grease, but very sound when cleaned up; then the diff. was stripped and found to have two faulty thrust races which were replaced.

In the meantime my brother was stripping and cleaning the bodywork and painting same. This all occurred over a period of six years during which we ordered and received four new 880 x 120 B.E. tyres from Dunlop in England, at only £17.18. 0 each plus local tubes.

The car was fully registered in October 1959 and after some local trial runs completed the November Sorrento Rally without incident, and many runs since.

#### Points of interest:

This car was originally owned by Dr. Bell of Macquarie Street, Sydney on whose former property it was found. His two sisters are believed to be living in Melbourne where they came after selling the property to Mr. McArthur (approximately 1951).

We firmly believe by various facts relating to the car that it had covered less than 10,000 miles to the time of restoration.



# August Flashback Response

By David T Lang & Greg Smith

David T Lang was quick off the mark with a detailed response to the August Flashback Talbot. David was a personal friend of Albert Blashki who was the owner of the Talbot at the time of the photograph. Albert was a past president and esteemed member of our club and finished the restoration of the Talbot after acquiring it from another member, Dr. Peter Crooke.



*David T Lang & Zander.*

Albert wrote several books about his life and these were predominately given to his family, but David was also one of the chosen few to receive these books. In the book "Determination Defies Defeat" Albert wrote of the cars he owned over the years, and the following are his words about the Talbot.

".....Along the way, you get all sorts of offers for cars and you buy them. Then you get tired of them and you sell them again. Another car that I had for a few years was a 1914 Talbot. This car was originally being restored by Dr. Crook from our club. It was one of the old Taylor collection cars, a fourteen horse powered car. Like most of the English cars with that horsepower, it was "overbodied" for the amount of power it put out. The framework was generally made for a Landaulette body, a huge thing, seven foot two inches tall. Stan Holland and Ern Cobb and I decided I would buy it and we would finish off the restoration between us. Ern and I bought it in shares of \$6000 each and worked on it and got it going. Then Ern "got the stitch" with it and didn't want to keep going and asked about buying his share out. We worked out how much we had spent on it, which was \$10,000 in materials we didn't take our time into account. So I paid Ern \$7000 and we kept that car for a few years. It was quite a delightful car to drive, as long as you weren't driving up hill. It was pretty weak on hills but it had beautiful steering and

marvellous brakes and wire wheels. Towards the end of my ownership of it, I decided that I was too old to be swinging the handle on it and I had an electric starter fitted underneath the car, driving the flywheel in front of the gearbox. That made it just as easy as a modern car to start. Eventually I thought that I really didn't want to keep it any longer. Pat and I wanted to go on rallies where we were together and we didn't want one driving one car and the other driving another car. I didn't want to lend the car to other people because they would never bring it back in the same condition as I wanted it to be in, so I put it up for sale and it was sold through Shannon's for \$33,000. I got \$30,000 after paying for advertising and commission. It went up to Sydney and the chap who has it has been very happy with it. ...."



*Those who knew Albert would be surprised he listened to the "Boom Box" on the front seat. Pictured at start of an Annual Rally at the Exhibition buildings.*



*Pictured is Dr. Peter Crooke fettling with the 1914 Talbot he started to restore.*



*The 1914 Talbot of Albert Blashki, mid-restoration, at the Sports Day held between the Vintage Drivers Club and the VCCA (Vic.) in February 1984*

# Front Cover BSA

By Frances & Andrew McDougall

Our cover this month features a glorious looking BSA. It again comes from Andrew McDougall who is the Great Grandson of the owner P.O. Fysh. We believe the photograph was taken when the car was almost new, and it shows P.O. Fysh and wife Jean seated in the 13.9hp BSA. The photo is exhibited in the Club rooms of the Veteran Car Club in Launceston. It was taken when P.O. Fysh was president of the Tasmanian Automobile Club in 1912 and that is captioned on the photograph.

This car was driven by P.O. Fysh in the 1912 Reliability Trial from Launceston to Burnie. They had two cars entered, with the Napier being driven by the chauffer, Tolson. See the article on pages 14-15 for details on the 1911 and 1912 TAC Reliability Trials.

Frances was able to gather further newspaper articles from the Daily Telegraph during 1912 on the news of the Fysh BSA impending arrival, and subsequent delivery from F. Paine and Son body builders.

## **DAILY TELEGRAPH Launceston 20 APRIL, 1912 PAGE 5 MOTOR NOTES by EXHAUST**

The writer hears that the T.A.C. president has on order one of the new B.S.A. light cars. The model, which is the latest thing in B.S.A. construction, has occasioned quite a little talk among auto folk, because embodied in it are several features copied from the much-abused American cars. Mr Fysh's car will arrive here towards the end of next month. The two-passenger body is to be built locally. The principal features of the B.S.A. run-about are the Knight sleeve engine, three-speed gear box, Rudge-Whitworth wire wheels, and electric headlights, lighted by a C.A.V. dynamo.

## **DAILY TELEGRAPH Launceston 24 AUGUST, 1912 PAGE 4 MOTOR NOTES by EXHAUST**

Another interesting light car that has occasioned a deal of motor chat is the 12-14 Knight B.S.A. chassis which was opened up this week for Mr P.O. Fysh of Arthur Street. Special interest is attached to the performance of this model in Australia, because embodied in its construction are several innovations entirely new to English and Continental makes. As soon as an opportunity presents itself the leading features of the B.S.A. will be described in these columns. The car's body which is almost ready for the finishing touches is being built at the establishment of Messrs F. Paine and Son. It is of the torpedo run-about type and capable of carrying three adults.

## **DAILY TELEGRAPH Launceston 17 SEPTEMBER, 1912: PAGE 7**

The finishing touches are being given to Mr Fysh's new Knight BSA by the body builders F. Paine and Son and it should be seen on the road today or tomorrow. The body is a torpedo run-about type.

Frances also found an article on F. Paine Carriage Builder, where it mentioned that Mr Paine's handsomest job yet turned out to be the torpedo body made to order for Mr P.O. Fysh. This has been highly commended by all the leading motorists in the State.

(Ed Note: I tend to agree with this statement as the BSA with the sporting torpedo body is extremely pleasing to the eye. Once again we have been blessed to have Frances and Andrew, contribute this wonderful photo and information for our front cover.)

## MEMBERSHIP

### **WELCOME TO NEW MEMBERS**

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

- Kelly Anderson & William Murphy of Mt Eliza.



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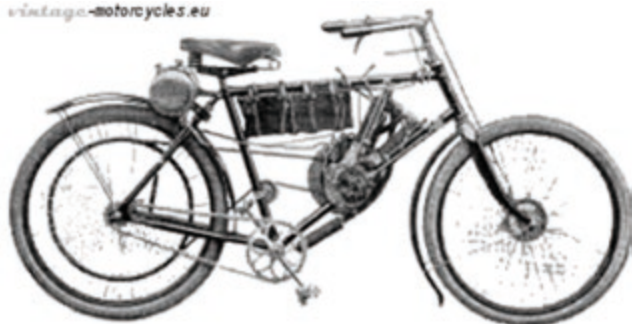


# What Is It? - Response

By Peter Fagan

In response to the "What is it?" article, that was way too easy. It is clearly a 1903 Type C Clement V twin clip-on, the big brother to the singles that Mick Turner and I have. More importantly, I am interested in the "Where is it now?" If it can be tracked down, I would be interested in acquiring it. Who's shed is it hiding in?

[vintage-motorcycles.eu](http://vintage-motorcycles.eu)



The picture below shows the missing letters from the crankcase in the article. BTE S.G.D.G. is an abbreviation for 'Breveté sans garantie du gouvernement', meaning 'patented without government guarantee' and is not a manufacturer's mark



For the interest of our members, I thought I would share what I know about the Clement clip-ons without going into any detail about the man himself and all the Clement automobile and motorcycle ventures he was involved in. That would take too many pages and would make an interesting article for later

Made in France, the first Clement clip-on engine was offered in 1902. Known as the "Type B" it had a bore and stroke of 55mm x 60mm giving a capacity of 143cc with a rated hp recorded in various articles as either 1½ hp or 2hp.

By early 1903 the model range of clip-on engines had been expanded to include the larger single cylinder with a bore and stroke of 60mm x 70mm giving a capacity of 198cc and hp, again quoted differently in period advertisements as either 2hp or 2¼hp. This engine was known as the Type D.

Also available in 1903 was a V twin, the same as the one in the "What is it?" article. The V Twin had a cylinder angle of just 25 degrees, and a bore and stroke of 55mm x 70mm giving a capacity of 330cc. The angle

of the clip-on bracket meant the engine was angled forward with the front cylinder running parallel to the bicycle frame diagonal tube as seen in the picture (left). Sometime in 1904 the small single was dropped and the twin was increased to 425cc by increasing the bore and stroke to 60mm x 75mm with a rated horsepower of 4 ½. The V twin was now also available with a more traditional mounting in a frame as we know it in most veteran bikes with the engine standing upright. For whatever reason it was still a Type C.

Here is a link to the sights and sounds of a Clement V twin.

[https://www.youtube.com/watch?v=nYA9h\\_q3JE4](https://www.youtube.com/watch?v=nYA9h_q3JE4)



All of the engines mentioned above had overhead atmospheric inlet valves and over head mechanical exhaust valves. The head was detachable, held down by 2 long external tie rods coming up from the crankcase and a bridge across the top of the head. There was no head gasket, the mating surfaces being lapped to form a tight seal. Ignition was available in either a battery coil or trembler coil with the spark plug in the side of the barrel.

The crankshaft, in fact the whole engine, is quite simple. It has an external flywheel and only one long main bearing. Shown on the right in the picture below, the big end journal is cantilevered from the counterweighted web of the crank shaft and the con rod is only kept on the open-ended shaft by the piston. To disassemble the engine, the head and barrel are removed, and the con rod slid off the crank shaft and lifted out. The crank shaft then is removed via the large cover on the timing side once the flywheel has been removed from the drive side. The timing is driven by the end of the crankpin engaging in a fork on the timing inside of the timing cover.







Drive was through a twisted leather belt to a rim bolted to the spokes of the rear wheel, driven via a pulley behind the exposed flywheel. These days round polyurethane belts are commonly used as replacements for the original leather version. A simple adjustable idler pulley is fixed to the down tube of the frame to prevent the belt from slipping. Starting was achieved like many motorcycles of the day - pedal furiously with the exhaust valve decompression operated, get up to speed and release the decompression. Starting on a bike stand to warm the machine up before pedalling off is paramount to preserve ones' energy for the day.

Bikes were offered with coaster rear brakes and a crude front brake consisting of a pad pushing down into the surface of the tyre. However with no clutch, stopping also involves raising the decompression to cut the motor and pedalling off again on the re-start like most fixed drive motorbikes of the period.

When running well the bikes can cruise at 30kmh all day, depending on gearing, with just a light pedal assist needed on some hills. Top speeds of 40kmh can be had on flat roads and a tail wind. Downhill, only the fear factor will hold you back.

These lightweight, compact and high speed engines were very successful. Known engine number sequences suggest more than 4,000 singles were produced between 1902 and 1904 with a reasonable number surviving. Twins however are quite rare.



These engines were offered in several countries as either a complete motor-bicycle using locally made frames or as an engine kit to fit to the owner supplied bicycles.

In France these bikes were manufactured and sold as Clement and later Clement-Gladiator.

Overseas the engine was used by a number of manufacturers. In England the engine was imported by

Robert Garrard and sold as Clement-Garrard with the frames produced for Garrard by James Landsdowne Norton, or as a Clement-Garrard engine kit. When Norton decided to produce his own motorcycle, the first model was powered by one of these Clement engines.



Clement-Garrard was by far the most successful manufacturer outside of France, but they were also built in Wales (Garanew Cycle Company), Scotland (Victoria Cycle Company), USA (Clement Cycle Motor and Light Carriage co.), Sweden and possibly elsewhere.



The underlying beauty of original owners being able to use your own bicycle to fit an engine kit to is that now no one can argue what is original or correct - there must have been literally hundreds of different frame and tank configurations that were fitted with Clement engines and this must drive the "Originality Police" crazy.



# Letters to the Editor

By Greg Smith

Hello Greg,

I am seeking any assistance that any members may be able to offer on the actual location, believed to be in Bendigo, of the Rolls-Royce in the accompanying photo. The photo appeared on Facebook early in January 2021, having been placed by a Bendigonian.

When placed on social media, the identity of the make and model of the car was being sought, and after being picked up from the site in the UK, it was sent to me to identify. It is patently my own Silver Ghost, the 1910 model Chassis 1404, with its second body fitted, when owned by James R. (Raymond) Hartley who had imported it from the UK, post-WWI. Other photographs of the car in the era have confirmed the car's identity beyond any doubt.

I have been in touch with the person who placed the photo on the social media, and the Historical Society in Bendigo, but the identity of the location and the distinctive house, which may well still exist, has not yet been established. I am keen to identify the lady at the wheel, but that will of course be very unlikely, but she could be an ancestor of someone in the region today.

I realise this is all a long shot now, but maybe someone from the region may recognise the site.

The full history of the car is known, and is the subject of a substantial, profusely illustrated book getting ever closer to publication, so any clues to the solution of the mystery Bendigo site would be most welcome.

Hoping you can find a space to include this in a forthcoming issue of Brass Notes.

Best regards,

Ian Irwin

(V & VCC ACT Inc.)

Letter to the Editor.

First of all I would like to congratulate you, Greg, on your fabulous job of editing Brass Notes. Over the years we have had some extremely good editors and you certainly are maintaining, if not exceeding, the high standard.

Yes I did once own the little v-twin engine that was featured in last months newsletter but regrettably I no longer possess it, selling it at Ballarat Swap years ago to someone unknown to me. I have always been inflicted with the trait of selling things when I shouldn't have and not buying other things that I should have. Back in the late nineteen eighties a now late friend of mine discovered a very early 1920's Austin 7 over Coburg way. Because I had a trailer I was summoned to help and we went and collected it one Saturday, to say the house and garden was unkempt would be an understatement. Many of the A7 bits were partly buried in the soil or the undergrowth. When extracting some of these I came across the little engine, half buried in the soil, sitting in a pool of water. I had to let water drain out of it before putting it in my car. The owner had no idea what it was and I really don't think he knew or remembered that he even owned it. More recently it was identified as a Clement. It had been in the open or partly buried for a long time going by its condition, internals frozen, exterior valve gear etc. nearly rusted away and the alloy crankcase was in a perilous state, crumbling away in places. Still It would make a great paperweight.

Regards,

David Smallacombe



# Tasmanian Automobile Club Reliability Trials 1911-1912-1913

By Frances and Andrew McDougal

For the 1911, 1912 and 1913 Reliability Trials P.O. Fysh entered the Napier which was driven by chauffeur, George Tolson. The 1911 Reliability trial was as per usual, travelling from Launceston to Hobart and return. (see page 35 for further photographs)

In 1912, P.O. Fysh also entered and drove his 13.9hp Knight BSA. This Trial went from Launceston to Burnie and return. The Napier won the event and P.O. Fysh came 5th in the BSA with no loss of points and it was the first time that he had driven his own car in this event. (See page 36 for photo)

An Extract from the Examiner November 18th 1912 page 3.

The trophies allotted for the contest were won by the following competitors: Tasmanian Automobile Cup (donated by Mr. A. K. Applegate), for winner of combined contest--P.O. Fysh, Napier (G.Tolson chauffeur). Continental Challenge Shield Class "D" (donated by Continental Tyre Company) E. Edwards (Vic.). Itala (owner driving).

Dunlop Tyre Company's Trophy, Class "C"--P.O. Fysh, Napier (G. Tolson chauffeur).

Dunlop Tyre Company's Trophy for Motor Cycles--W.H. King, on 3 1/2 Matchless J.A.P.

Champion Challenge Cup (donated by Mr. John King) to be won three times in succession

--W.H. King, 3 1/2 Matchless J.A.P. Mr. W.H. King has now complied with the conditions, and becomes the winner of the champion cup.

P.O. Fysh's Trophy--P.O. Fysh, 1; J.L. Craw, 2; C.S. Timmins, 3. These three each scored points for the aggregate.

The same two cars were entered for the 1913 Trial but this time the Napier retired due to engine trouble and P.O. Fysh came 3rd in the BSA. They also travelled to Bushy Park the home of Sir Philip Fysh and this is recounted in the newspaper extract on the next page.



1911 Trial. At Bushy Park. NAG and Hupmobile. See page 36 for close up version



1911 Trial. Austin at Oatlands control



1911 Trial. Itala C.S. Saul at Oatlands Control



Daily Telegraph Launceston  
November 10th 1913 page 6.

Nearly all the competing cars, and a number of Southern motorists made the 37 mile trip to Busby Park today. They were there for afternoon tea at the invitation of Sir Philip Fysh, and all the guests much appreciated the host's hospitality. Ideal weather conditions prevailed, and the run both there and back was really charming. The guests were received by Sir Phillip, and a number of ladies handed round afternoon tea on the picturesque lawn and gardens

(ed. Sounds like a delightful afternoon)

Also, both his sons Phil & Gordon entered this Trial on motorcycles, Phil on an Enfield came 14th and Gordon on an Abington, retired. Of note Gordon was 14 years old.

Extract from the Daily Telegraph November 10th 1913  
Page 6.

No accident of a serious nature occurred during the run, although the motor cyclists, J. King and G. Fysh, have retired. The former's trouble was caused through a horseshoe getting foul of and breaking the chain, and the latter's owing to carburettor troubles.

P. Fysh (Royal Enfield) had trouble through loss of a back axle nut.



1912 Trial. Latrobe Control. Austin at front S. Tulloch-Scott.



1912 Trial. Le Guir W.J. Sheilds (Victoria).



1912 Trial. Itala E. Edwards



# “T” Ford Time – The Swimmers

By Graeme Jarrett

There are a few cars that can float; the model T Ford is not one of them. To venture into the unknown fathoms is a risky adventure as much as it is today as it was then.



This Ford T appears to be a 1916 - 1918 model. Clearly it is doing a fine job of navigating a flooded roadway. In this instance it is near Alexandra, I believe.

Source of information - Lindsay G. Cumming Collection, State Library of Victoria.

Lindsay Cumming (1894 – 1979) lived in Alexandra and set up a studio and bike shop in the main street c1910, he was later a bee keeper and he ran a Ford dealership. His photographs document the history of the Alexandra district between c1910 and c1950.

This photograph is out of copyright.



Another T Ford suffering at the hands of its owner; they are clearly out of their depth. This car has a sporty look about it; the wire wheels are a nice addition.

The body looks rakish and lower than expected on a Ford model T.

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# The High Tension Magneto – Help Is Not Far Away – PART 2

By Andrew McCallum and Graeme Jarrett

*"When I first talk to a magneto owner, I like to find out what trouble they are having with it. Is it just under performing, or is it not working at all. **Rarely a re-magnetise can fix it.***

*Then whether it is a hand crank or kick start machine or electric start.*

*All attaching parts should be supplied including the distributor cap or pickups, points cap and drive shaft nut. Direction of rotation looking at the drive end should be specified and the finish that is required on the outside after overhaul. (Old patina, just cleaned up, or looking like new.)*

*On stripping the magneto I note any missing or broken parts, worn screws. Anything that is loose or just not right, especially arcing from the high tension circuit. After 100 years or so of use, misuse and overhaul, many things can change and may not be quite right.*

*The parts are cleaned by me and external casing parts sent to a special **"metal water blasting"** expert to bring them back to looking like new, if that is required.*

*Finally the magneto is run on the test bench to check its operation, especially at low RPM and no missing though the rev range. Also listening for any unexpected noises and checking the advance/retard mechanism is also a must.*

*Two cylinder magnetos are also tricky to get right if they are 40°-50°, as they are a compromise to get the two sparks at these angles. They can be made to work well, as designed, you just have to make sure it is all working correctly.*

*Give me a ring, I'm happy to have a chat and see if I can help over the phone, or the magneto needs looking at.*

**I test and re-magnetise at no charge."**

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

Give him a call; you can reach Andrew on 0408 592 636 - Or email him at bugatti37a@gmail.com



*The coil is rewound and new capacitor fitted. Slip-ring is skimmed in the lathe to ensure it is running true. Parts replaced if required, then assembly is meticulously carried out ensuring correct fitment for optimal performance. This is particularly important at low RPM, IE when starting, as magnetos generate a better spark the more the revs increase.*

*If items need painting, this is normally done with gloss black paint and baked prior to assembly.*

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# A Journey Into Pre-05 Motoring

By Peter Fagan



*The following is another in the sequence of the Pre-1905 vehicles that were on our last RACV Pre-1905 Pioneers Run. We have had the 1900 Victoria Combination, the 1900 De Dion Bouton Vis-à-vis, the 1904 De Dion Bouton "Daisy Belle", and this month we feature one of the Motorcycles, the 1904 Clement-Garrard of Peter Fagan. Next month we are hoping to have Gavin and Nick McNeil writing about their 1903 Wolseley. The request for more photos and articles on these types of vehicles has been overwhelming and we are happy to provide these to you, the readers. We appreciate your feedback.-Ed.*

Prior to the inaugural pre-1905 rally in 2018, I received a call from Greg Smith. Knowing I was a keen veteran bike enthusiast, he asked if I would like to ride Mick Turner's 1904 Clement in the first event, as he had just finished restoring it but was overseas at the time and could not attend. I didn't hesitate to say yes even though I had no idea what I was being offered.

I arrived at Ballarat to be presented with Mick's motor-bicycle and my immediate thought was that it looked like a lot of fun. I was told Mick had the bike running but had only conducted a very short shakedown ride. After breakfast on Saturday morning and we set about

starting the bike on the rear stand. Once we got the hang of where to place the controls it started and ran quite well. Unfortunately, riding it showed the first weakness as we kept breaking the drive belt at the joiner after only a few hundred metres. The furthest we travelled was out of the motel and up to the first corner. As it was getting late, and the other vehicles were leaving I decided to park the bike and ride with tail end Charlie. The forecast was for rain, so we moved the bike into the bathroom of the motel unit where it was safe and dry. Any oil leaks were easily cleaned from the tiled floor. The motel did not charge extra for undercover secure parking.

The belt issue was solved with the addition of some super-glue into the barbed joiner and I enjoyed a fantastic ride on the Sunday, completing the return journey with only one small issue of the alignment of the idler pulley that was easily fixed. I could not keep the smile off my face and said to Greg and others that I need one of these.

Then in March 2019 I had a call from Greg who was at the National Veteran Motorcycle rally in Tasmania. The conversation went something like this.



Greg : *"Peter, your bike is for sale on Ebay and if you don't buy it I will"*

Peter: *"Deb there is a bike for sale on Ebay" (Peter shows Deb the picture and the price)*

Deb: *(without really looking closely)" yes that's ok if that's what you want"*

The auction got to within a few hundred dollars of the "buy now" price and it looked like it was heading over that, so I just hit "buy now" to seal the deal.

The Clement was advertised with all the glowing sales pitch of a rare museum piece, completely original with solid tyres and in running order, but as we know things are never as they seem. I asked the seller if there were any registration papers, and his reply was *"no, why would I want to run something that old and valuable on the road"* clearly he was not cut from the same cloth as some of us. It turns out he had purchased the bike through Yesterdays (motorcycle dealers in Holland), imported it for his museum, and on-sold it a few years later without doing any work on it. Unfortunately we do not have any history of the bike other than prior to it being sold by Yesterdays it had passed through the hands of a well-known European bike collector who is somewhat of a Clement expert.

When the bike was delivered Deb's first comment was *"Is that all it is, I thought you were buying a motorbike"*

With only a few months to the next pre-1905 run I didn't have a lot of time to work it out. The first obvious issue was there was no ignition system! The points and wires were there but no coil or battery. The leather battery case was stuffed with 1985 English newspapers, so I

assumed it hadn't run since having some work done 35 years ago. The points and lobe profile indicated the ignition had been a vibration coil set up as the lobe was a very sharp and short duration, indicating that the points would be closed for a very short time. This was convenient as I had a spare vibration coil from the IHC that fitted perfectly. The next issue were the solid tyres. I wasn't sure if they were original as by 1904 pneumatics were common and appeared in all the Clement advertisements, but maybe some owners still used solid tyres to avoid punctures. Solid rubber would not make for comfortable road use, so I managed to track down a nice set of new Westwood profile 28 inch bike wheels with a coaster brake and nice looking white tyres from the Netherlands that are still made for the Dutch Bike Company. The original solid tyred wheels have been retained for safe keeping. The nickelled parts of the bike were covered in faux patina, a smear of blackening that easily washed off with metho.

While waiting for the new wheels to arrive I managed to start the engine despite a couple of small fires when the leaking fuel ignited. I hoped that issue would just go away on its own. More on that later. The fuel tank is divided into petrol and oil, the intention being that the oil is regularly pumped into the engine by the rider reaching behind to operate the pump. Something was



odd with this set up and I soon realised that the dividing wall between the fuel and oil compartments had been removed. Apparently this was a common conversion to get a larger fuel capacity, but in this case it didn't have the final piece of the conversion which is a drip oiler directly into the crankcase. I added one of these, blocked off the oil outlet on the tank, and that problem was fixed.

I departed for Ballarat having only started the bike in the shed and no ride miles on it (deja vu). Arriving around midday on Friday the bike started easily, and we completed a few laps around the motel quietly confident of a good weekend ahead.

On attempting to start it on Saturday morning it had become temperamental. It was hard to start, and then leaking fuel and backfiring lead to several "thermal incidents" in the motel car park. When it did go, it would only complete half a lap of the motel complex before stopping with what seemed like fuel starvation. All sorts of remedies were tried - from bigger fuel lines, playing with inlet valve spring weights, float height adjustments to stop the flooding, ignition timing adjustments, etc, etc. We managed a few more spectacular "thermal incidents" before we decided to abandon the day and have another crack in the evening.

Sunday dawned and still we hadn't had a lot of luck, but things were improving. I put the Clement on the back of the car and drove to the lake where it was unloaded and miraculously started and ran just fine. I proceeded to ride the short distance to the lunch stop, completing many laps of the block in front of the Café as I didn't want to stop!

Back in the garage over the next few months I fitted a modern viton needle and seat in the float bowl, found the correct atmospheric valve spring pressure (300 grams or 250 for easy starting), opened up the main jet size slightly to 0.75mm and all the problems were solved.

A rally with the Antique Motorcycle club and the 1&2 cylinder run at Cobram proved the bike was getting better each outing. A bit of fiddling to get some more advance on the ignition and we soon found we could cruise at 30 kph all day. A belt joiner failure at Cobram was easily fixed and the hollow belt was replaced with a solid one in time for the 2021 pre-1905 rally.

We completed every mile of the 2021 pre-1905 rally without a hick up. No "thermal incidents" and the major hill we were warned about was the only place that required a reasonable amount of pedal assist. I now have a wonderful reliable machine that is easy to use, easy to maintain, easy to transport on a bike rack on the back of the car and doesn't take up any room in the shed. Life is sweet.....

What's involved in riding? The controls consist of 3 levers - Advance / retard that also doubles as the exhaust decompression lift when moved passed full retard, a throttle lever and a choke lever (fuel and air). To run the engine the throttle is left wide open and the speed is controlled by the ignition timing. A little choke is all that is needed pulling out of slow corners.

Stopping is by back pedalling the coaster brake, which is very effective on a light machine, far better than my 1914 Triumph. You soon learn to judge corners and traffic lights to avoid having to shut down the engine with no clutch. Lots of left hand turns followed by U turns at intersections to keep moving. Starting on a bike stand to warm the machine before pedalling off is paramount to preserve ones' energy for the day.

My late father had a French pre-1905 project that he was working on before he passed away, a 1902 Rochet-Petit that unfortunately never saw the light of day. I am sure that if the Pioneer run had been established while he was still with us it would have spurred him on to finish his project. So there is a sense of satisfaction that I now own a French pre-1905 vehicle

Many thanks to Greg and Mick for letting me ride in the initial event and highlighting the bike when it came up for sale. I can thoroughly recommend these magnificent machines as a very attractive low cost entry into pre-1905 motoring. The Clement Racing Team is looking to expand !!!





# “What Is This Car” – Response

By Graeme Jarrett and John Stanley

Hi Greg,

Re Brass Notes August 2021 – page 18 – Sorrento street scene photo of a car with a tram.

This photograph is an interesting one; the tram is particularly large and dominating and the car also is significant.

In my opinion, I believe the car is a HUDSON, circa 1910-11, a 20hp four cylinder model. It has many of the typical features of that marque, in my estimation. If a clearer photo was available it might be possible to see the triangular badge below the radiator filler – typical of



Hudson practise. The lower placement of the radiator does suggest a speedster type.

The front parts of the mudguards is more typical of American body makers which tends to indicate this one could have been a complete car fully imported.

The front axle has a shape largely used by Hudson, particularly on their early models – note the similarities with the photos herewith.

Refer photo of two similar cars.

The car carries a registration number that appears to read '7536' and is assumed to be a Victorian car. In that event, this was issued to the holder, F. Davis, 48 Queen St, Melbourne – due for renewal, 11th May 1915.

Graeme Jarrett



Hi Greg,

I think I can identify this quite precisely. It is certainly an Empire but not an Empire 20 made by the Empire Motor Car Co that was liquidated in December 1911. I think it is a car that was made by the Empire Automobile Co that was formed after the liquidation, in 1912 or maybe 13. The new company used many of the old stock items (wings, radiator, front axle). It is possible that this car has the 20 HP original Motor Car Co engine, but it probably has a new 25 HP engine that the Automobile Co introduced.

You cannot see this from the photo, but this car would not have the Stutz transaxle used by the Motor Car Co. The windscreen and hood were only offered by the Automobile Co. I think this car would have been marketed as an Empire 25.

The car in the photo appears identical to the Empire that (?) Cuppleditch had in Sth Australia. I can attach a photo of his car and you can see that it does not have the gear change and handbrake on the RHS. But the front all looks the same as my Empire 20.

John Stanley.



# Workshop Notes (Part 2)

By Doug Fulford

## [Continuing observations made while restoring a 1915 SD four cylinder Studebaker tourer.]

Back in 1914 (yes the old “buy next year’s model now” marketing subterfuge is nothing new) Studebaker could source timber 12 mm thick (probably nominally ½ inch) and 240 mm wide. It’s used under the front seat so it’s not structural. These days you could use plywood but in the spirit of originality I decided to edge laminate some Tasmanian Oak. I figured that 12 mm probably wasn’t thick enough to support a biscuit joint but maybe it is. Anyhow I don’t have a biscuit jointer. Clearly jigs were needed to keep the two pieces in line edge to edge whilst they are being clamped. I made some jigs from 70 mm by 30 mm DAR pine. Both pieces top and bottom had a cut-out 20 mm wide and 10 mm deep. The two pieces to be laminated are put in the jigs so that the glued joint is inside the cut-outs so that the work pieces don’t get glued to the jig. Hopefully that will all make sense when you look at the accompanying picture. I cut the pieces to be laminated over length so I didn’t have to be too careful that they matched exactly end to end and was content to square the end up after the glue had set. Update: You can purchase Tasmanian Oak tongue and groove overlay floorboards 12 mm thick. This would probably be a better option. They are much more widely available as conventional floorboards commonly 19 mm thick. I will probably use the latter for the floorboards and running board bases (Readily available in Victoria, including recycled ones, but somewhat harder to track down here in NSW.)



Talking of originality there are quite a few slotted head countersunk steel wood screws used in the timber frame. This style of screw is no longer stocked in regular hardware stores. I purchased a range of such screws in different gauges and lengths from the following Australian web site:

<https://www.thewoodworks.com.au/shop/hardware/wood-screws-list-of-all/woodscrew-countersunk-slotted-head-natural-finish-mild-steel-50-pcs-detail>

They couldn’t supply all the sizes I wanted so I ordered some from the USA from Blacksmith Bolt & Rivet using the following website: <https://www.blacksmithbolt.com/>. They can also supply countersinks, stop collars and taper drills as well as solid rivets. On their web site there are several useful links to technical data on taper drills and countersinks together with recommendations

on the size taper drill to use for each screw gauge for softwood and hardwood. The Sutton Tools Ezi-Sizer gauge is great for checking the gauge (and length for that matter) of screws as you remove them from an original frame.

Even using the drill size recommended for hardwoods I struggled to get 12 gauge screws in. I tried a tang through screwdriver with a hex at the top. Put a spanner on the hex only to discover that if you put enough torque on it, the hex rotates but not the blade. “#%&\*\$@!” Dug out an old hand brace with slotted screwdriver bit and got them screwed all the way in. They still make the braces but I couldn’t see anyone selling new slotted screwdriver bits with the square tang. If you come across one on your travels I suggest that you buy it. Grab a brace too if you don’t already have one.

While we are on the subject of vintage tools that are worthwhile acquiring, vintage Stanley mitre saw sets like the one pictured is well worthwhile grabbing at a sensible price. Using it you get a guaranteed straight cut between 45 and 90 degrees. Plus since the timber is now supported on both sides of the cut it avoids unnecessary splitting at the end of the cut.

Nothing to do with making timber frames but another vintage tool worth picking up when the price is right is an old fashioned copper block soldering iron.

When these cars were made the bodies were made on jigs and came down a chute to be united with a chassis. Whilst the chassis made a good initial jig to make sure that the geometry of the base frame was correct it got in the way of some operations. So once it was at a stage where it was structurally sound it was removed from the chassis and put on a couple of saw horses. Much better for my back too!

I have had some great input from members on steam bending and cold laminating curved timber sections and am planning to have a go at both methods. I also need to decide what chassis I am going to use, make the necessary repairs including some re-riveting and have had some very helpful advice passed on to me about that. So my crazy idea does seem to be working and your input would be gratefully received. If the editor can keep finding space in the magazine you might have to put up with my ramblings for some time to come.





# Cyclecar Corner

By Graeme Jarrett

## The Early Scene In Melbourne – Agents Or Not

The arrival of Cyclecars in Melbourne and other state capitals seemed like a haphazard affair – at least in my early experience. Certainly there were agents for some of the mainstream marques but many were privately imported.

In the veteran era cars such as GWK, Humberette, Bebe Peugeot and others were handled by well-established dealers who also carried a range of other marques.

Some examples of these include: -

- **Bebe Peugeot** – Brodribb Bros., St Kilda Road, Melbourne. They also offered the **Chota Cyclecar** (with Buckingham engine). Refer advert.

### BRODRIBB BROS. PTY. LTD.

A fine display of motor-cars was exhibited by Messrs. Brodribb Bros. Pty. Ltd., of St. Kilda road, Melbourne, comprising an 18-40 h.p. Opel, to seat 7; an 18-22 h.p. Hotchkiss, fitted with a handsome torpedo body in grey, with nickel fittings; a 12-16 h.p. Lion Peugeot, single seat; a 12-16 h.p. Hotchkiss, with torpedo body; a 6 h.p. Baby Peugeot; and a 6-8 h.p. Chota cycle-car.

- **DUO Cyclecar** – Burrells, 628-630 Bourke Street, Melbourne. Refer advert.

**“Everybody’s Duoing It!”**  
No need to wonder why,  
**The DUO is so good and neat,**  
**They cannot pass them by.”**

SYNOPSIS—

## Duo Cyclecars

**BRITISH Manufacture,**  
**J.A.P. 8 h.p. Engines,**  
**Simple and Strong,**  
**Perfectly Reliable,**  
**Extremely Economical,**  
**£175 complete,**  
**At BURRELL’S,**  
**628-630 Bourke-street.**  
**Inspect – then BUY.**

- **Merlin Cyclecar** – Windsor Motor Co 12A Chapel Street Windsor. They also offered the **Crescent and Globe. The latter with a van body! Other unspecified Cyclecars were also available** Refer advert.

**CYCLE CARS.**—Inspect the following, all British made:—**MERLIN**, 8-10, water cooled, shaft drive, 3 speeds, reverse, gate change. **CRESCENT**, 8-10, water cooled, 5 speeds, reverse, friction drive. **GLOBE**, Commercial Van, 10 h.p., water cooled, Aster engine, cheap, running, simple. **CYCLE CAR**, 8 h.p., J.A.P. engine, belt drive, variable gear, owner must sell, £75 cash.

Send for Catalogue of the above, post free. Trial runs arranged.

**WINDSOR MOTOR CO., 12A Chapel-street, Windsor. Phone 1430, Windsor.**

- **Buckingham Cyclecar** – Edmunds & Skilton, 419 Lonsdale Street, Melbourne. As well as offering a complete car they also offered a complete chassis. Refer advert.

**CYCLE CARS.**—Buckingham, complete hood, screen, &c.; also Chassis, motor-cycle, as part payment. Edmunds and Skilton, 419 Lonsdale st. Phone 9799.

- **Omnium Motor Carrier** - Cyclecar (based) – Burrells, 628-630 Bourke Street, Melbourne. Refer advert.

### TRADESMEN'S DELIVERIES.

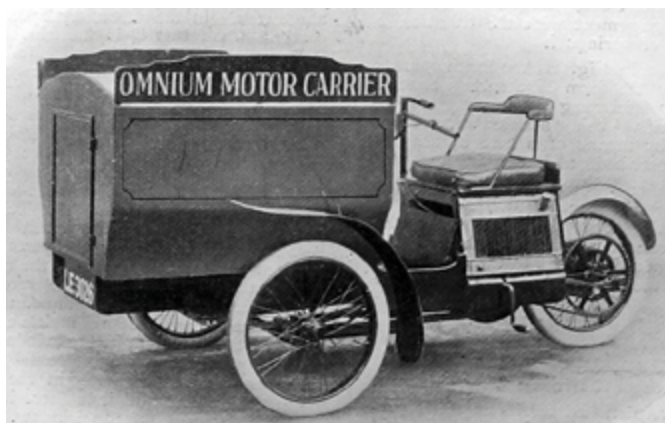
Be Up-to-date, Move With the Times.

Call and inspect the

### “OMNIUM” MOTOR-CARRIER.

Simple, strong, reliable, economical; water-cooled. Trials arranged. Prices reduced.

**A. BURRELL and CO. PTY. LTD.,**  
**628-30 BOURKE STREET.**



- There were others too that I have not found agencies for, including **La Ponette**, **Marlborough**, **Wilton** and **Turner**. The latter of these was offered by Alec Jewell; the agency for which seems to have sent into receivership and bankruptcy.
- There were more than a few that seemed not to have had agents here: **Morgan Cyclecar** and **GN Cyclecar** were (apparently) not represented. I do expect the survivors that exist were private imports – all those years ago.
- Input to this column is invited and welcome.



# Swan Hill – The National Rally That Didn't Happen

By Michael and Claudia Holding



August 16th saw the announcement that the RACV 2021 National Veteran Vehicle Rally was cancelled. The news affected various groups in differing ways but basically, all were gutted.

Although most of the entrants who lived south of the Murray had already reconciled that the NSW border would be closed, many of our NSW, Queensland and ACT friends were living in hope of a last-minute reprieve. The official cancellation devastated everyone.

The accommodation properties, who had been holding 200 bookings for almost 3 years were shattered.

The Swan Hill community, local services clubs, caterers, and the local car club were also devastated. So many people were excited at the prospect of 200 of our century old vehicles motoring around their towns and on display.

## Thank you

Our thanks are extended to our sponsors, the RACV, Old World Lamps and the Swan Hill Rural City Council with special thanks to Sarah Rogers (Economic Development & Events Officer.)

Club members Ben Alcock, David Provan both played a hand in pulling this event together. A special commendation to Scott Emmerson for producing our promotional video (years ago) and to Stan Bone and Catherine Strutt who spent countless hours designing and crafting our rally trophies. Local organisations and individuals supported us in every way they could. David Daley and Carol Sutton from the Swan Hill Vintage & Classic Vehicle Club, Julie Sutton from the Nyah Progress Association, and The Swan Hill Regional Information Centre were with us all the way.

## So, what happened?

From the initial planning in 2017, our Vision was to produce an event that would provide "WOW experiences" on every day and would attract as many of our fraternity as possible. We thought we had it in the bag: a riverside Welcome Function, paddle steamer cruises, a world class sound and light show; a team of chefs to prepare our Rally Dinner in the art deco Town Hall, quiet runs and interesting destinations.

...and then the Coronavirus hit.



When the rally was re-scheduled to 2021, we naively thought - "The work is done - just press the go button" ...Wrong.

Social distancing limits had canned all our functions. Our welcome cocktail party was re-located and re-organised 3 times, as was the rally dinner. Originally booked for 300 people, the Town Hall could now, due to COVID restrictions, only cater for 92. We devised an outside function sharing the boundaries of two venues to cater for our now, 400 guests. Kitchen capacity and logistics eventually shut down that plan so we moved to a Golf Resort across the border still at 400 people.

Venues were unable to cater for our daily field of 400 so we divided them into 6 groups and planned 3 rallies in one, rotating each group with a different group each day so we all travelled with as many people as possible. This meant 6 rally books, 6 lanyard itinerary



cards and 3 start locations, and the infrastructure and manning to make it work. We also found some new activities and destinations. All good. We were back on track with a WOW event; a ride across the Murray River on a cable punt, attendees arriving at the Welcome Function aboard a paddle steamer and much more. This was just 6 weeks ago

...and then the NSW border restrictions hit.

The likelihood of the NSW border remaining closed meant we lost NSW, Queensland and the ACT as well as our trailer parking, our punt river crossing, 2 lunches, the final dinner and sadly, our Bush Poetry Recital.

With only the southern states available to attend, could we pull off an event with a National feel? Probably not! But the alternative was to have No Event, and we still had more than 200 paid entrants champing at the bit to attend.

We worked our way through the hurdles. As late as one week before cancellation, we replaced our trailer parking, were re-writing route instructions, finding alternative open-air venues and re-negotiating with our caterers. We had no Rally Dinner or Gaslight Parade but the event was still alive. The WOW factor was conspicuous by its absence but remember the alternative - No Event.

### What was the straw?

The final straw came when it was obvious our total attendee numbers would drop below the magic 200. This number is significant because in Victoria, it is the threshold for classification as a Public Event - Tier 3, allowing us to legally have larger numbers in our gatherings (with increased COVID safety precautions).

All our plans were based on the expectation that Victoria's cap on "Gatherings in a Public Place" would slowly return to the workable level of 100. It is currently now down to 10.

Our contingency plan, if the cap didn't reach our required level, was always to re-unite the groups and register each morning start, each morning tea and each lunch as Tier 3 Events. More red tape and procedures, replacement rally books, re-located infrastructure and manning but deemed do-able.

Once we dropped below 200 attendees, this contingency option was lost.

Under "Gathering" rules, group morning starts of more than 10 people would be forbidden, as would morning teas and lunches of more than 10, in a public place. Even our Wednesday car display would be borderline permissible.

So, with no welcome function, no morning starts, no gatherings for meals and other activities and no rally dinner ...we were done.

### So where to from here?

We were planning to find a 44 gallon drum and have a sacrificial burning of the reams of paper amassed over the past 4 years but realised the same "public gathering" restrictions that shut us down, would only allow 8 people to join us. There is already a push to resurrect the rally, in some form. We found some great things to see and do around Swan Hill and it would be a shame to lose it all. Who knows? It might happen, but for now Claudia and I are enjoying the euphoria of an event planning free world.



# Comings Goings and Restorations

By Greg Smith

Graeme and Sandra Splatt's Humberette has had a couple of years of very bad luck. You may remember it caught fire at the Hamilton 1&2 cylinder rally a couple of years ago, but Sandra managed to extinguish it easily with a blanket she got as a wedding present many years prior. This year just before the 1&2 cylinder rally at Cobram the Humberette suffered a catastrophe when they blew the top off a cylinder. I believe Graeme has got one from Colin Sargent who had some cast up as spares for his Humberette and Ian Sargent has done a wonderful machining job on the cylinder and now has it ready to install again, which is very good news.



I heard on the grapevine that the Renault AX of the late Kim Coillet has headed north of the border to a new home. We hope it is not lost to us, and visits for one of our 1&2 cylinder rallies. It is a car that was on our first rally as the Veteran Car Club way back in 1955.



I also had contact with a couple of people who have been working very hard to meet the deadline to enter the National Rally at Swan Hill. The first was Warwick Landy who has completed a Model T Ford for the event. Find here his comments he sent me and the accompanying photos.

*"I have attached a couple of pictures of my recently completed 1916 Model T pick-up which I have built as a tribute to the Victorian importers and distributors of the Model T, Tarrant Motors. The signage on the front header is copied from an original 1916 Tarrant sales Brochure."*





*I look forward to catching up with you at the Swan Hill Rally. I will be bringing the T pickup and maybe the 1911 Rudge M/C. My Dad attended a National Rally when I was a baby, with both the Rudge and the Model T. It would be fun to re do what he did!"*

Regular contributor Murray Murfett kindly sent an update on his Buick restoration. Basically it is up to final painting and re-assembling. It is a wonderful restoration and he should be justifiably be proud. Here are his words.

#### Restoration Update/Murray Murfett

I've been beavering away on my 1911, Model 32 Buick Runabout to try and be ready for the Swan Hill Rally. In fact I had a call 'out of the blue' a few weeks ago from the Rally Directors Office (not Claudia, but her assistant Michael) who I'm sure was just checking on my progress and giving me a subtle bit of 'hurry up!.

So, I'm on full throttle, with the Swan Hill Rally fast approaching, and my instructions to Michael to keep it a strict secret from me if there were any doubts, so that I don't lose momentum!

Currently I'm finishing off the painting of body and guards and the fiddly bits (using old-fashioned brushed enamel paint on the wooden body) and learning a lot of new painting vocabulary such as show-through, rub-through, opacity and orange-peel, in addition to taking a renewed interest in weather forecasting!

And in some ways, the Covid visitor lockdowns have assisted, with our spare bedroom instead being very useful for accommodating the full set of 'curing' mudguards and bonnet panels. A Covid cure no less!



Unfortunately Swan Hill National Rally has been cancelled, but please no one tell Murray as we need that Buick on the road. We do wish to thank Michael and Claudia for all the hard work they have done in organising what would have been a spectacular rally, because what it has also done is spur a lot of action in many sheds to get cars up and ready for the event. So although they may be disappointed, as with a number of us, there has been a silver lining. It provided a real catalyst for restoration.

## Learnings From A Mis-Spent Youth

By Michael Holding

No mechanical tips or hints this month. Instead, some bigger picture learnings.

My **MANTRA**: "Don't let the old man in." Plagiarised from Clint Eastwood, 91 years old and still working. I chant this mantra aloud when I catch myself thinking I am too old to undertake a physically tough task.

My **ETHOS**: "The things I make may be for others – but how I make them is for me." You can borrow this if, like me, you spend more time in your workshop doing jobs for other people than working on your own projects.

My **ESSENTIAL RULES FOR A HAPPY LIFE**: Rule No. 1 "Never put up your hand to run a National Rally during a pandemic."

# Findings, Feedback and Follow-Up

## In Response to Model T Fords being painted Black

*Dear Greg*

Regarding Model T colours, I understood that the early Model T's were available in a variety of colours, to the owner's choice of course. The painting initially was largely hand done, in the body assembly shop above the production line. I have seen many photos of the workforce involved in the processes of hand painting, sanding and finish polishing, admittedly not necessarily in the Ford workshops. And there were lots of jobs there.

I understood the 'any Colour so long as it's Black' slogan (which adorned one of my favourite T shirts in my University days) was a function of the evolution of mass production of spray painting. Initially the equipment used was primitive, where the car was wheeled over a pit, equipped with a re-circulating pump and the paint was almost sprayed on the cars with little more than a garden hose, with much excess spilling into the pit beneath. It was then to be pumped back for the next cars in line.

Presumably in Australia anything went. If the local body builders were clothing the imported chassis, they were still very much hand painting beyond Veteran times.

So 'Any colour so long as it's Black' must relate to the automated assembly lines.

I believe the Black commenced in 1914 at the time of his better mass production at the Rouge plant.

Also, it would have cost time and effort to change colours in the primitive painting set up. And Henry hated spending money.

Rumours had it, Black dried faster too.

I have seen photos of a couple of very original Model T Fords where the black paint is decaying to the point where the spray patterns are obvious, showing up the original shape of coverage.

This is a finish definitely worth preserving by the very lucky owners in my opinion.

You really have to admire Henry Ford and his efforts. Producing 15 million cars over a 17+ year period in 4 continents, with many years where 1 in every 2 cars on the worlds roads were Model T Fords, means he must have been doing many things right!

I am sure there are many Gurus who will correct some of my details, but overall, the black is a function of cheap, affordable mass production at its very finest, with limited equipment available.

Presumably it made making black and white movies easier too.....

*Cheers*

*Stuart Griffin*

## In response to the Model T Colour Question

*Dear Greg*

I will be interested to read of comments re your enquiry about colours of Model T's in Australia. Many and varied reasons, but our supply was mainly from Canada, mostly supplied in chassis or knocked down form and our local importers and body builders such as Duncan & Fraser and Tarrant had the option to paint them largely to customer order in whatever colour they liked.

The 1917 Trade embargo prohibited the import of complete cars which was designed to kick start the local car body building trade. This further contributed to our Model T's appearing in a variety of colours.

Our USA counterparts always enjoy attending Model T rallies in Australia as they enjoy the array of authentic colours on our cars. In more recent times I have noticed a shift with many of the USA black T's now sporting a variety of different colours.

*Regards*

*Warwick Landy*

The following photo has come from Frances and Andrew Mc Dougall:



*A photo of a BSA wheel that Andrew has hanging up in the factory. It came from his grandfather Gordon's garage, who always said the wheel was off the BSA that his father P.O. had owned. Thought it might add a bit more to the BSA story.*

*(What a fantastic find and memento to still have something of your Great Grandfather's BSA. – Ed)*



### In response to the August front cover

*Hi Greg,*

I refer to the wonderful photo of the De Dion Bouton pictured on the front cover of Brass Notes – August 2021 edition and the comment on page 5 by Graeme Jarrett.

The De Dion Bouton pictured on the front cover could be a two seater runabout. It does not have a circular De Dion Bouton badge at the top of the radiator.

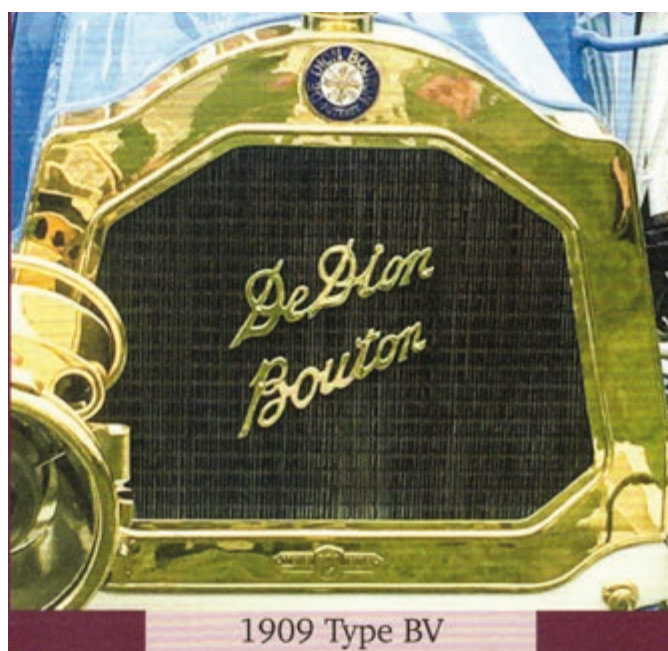
Furthermore, the written name is placed in a horizontal position across the middle of the radiator. In most instances the name is positioned about one third from the top.

On this basis the De Dion could be a single cylinder vehicle. 1907 Type AU or 1908 Type BG.

The 1908 Type BG single cylinder is the closest match.

*Cheers*

*Peter Hammet.*





# Benbar Lamps

By Ken Hall & Greg Smith



*Sizaire et Naudin*

Had a great phone call from one of our members, Ken Hall, who resides in Tasmania. After our recent Brass Notes ken wanted to comment on how lights are re-branded. He asked me if I knew about the brand Benbar, as his lovely Sizaire et Naudin has this brand on the car. I said I had seen the brand and it was a H&B (Howes and Burley) lamp re-branded. Another brand is Dreadnaught as they too are re-branded H&B lamps. So in essence we have three identical lights with three different badges.

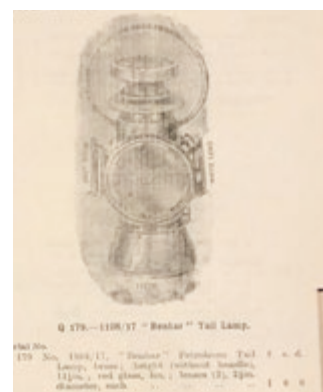


He then asked me if I knew the origin of the Benbar lights. I said I did not know their origin, at that point Ken then “schooled” me into how they came from the Australian company Bennett and Barkell, which were manufacturers of the B&B (Bennett and Barkell) motorcycle, of which Ken also owns one of these.

I was then also shown how Bennett and Barkell LTD. also were manufacturers of bicycles and had a huge import business and sold an amazing amount of articles, and had agencies in Sydney, Dubbo, Maitland, Newcastle, Tamworth and Wagga. Their catalogue was over 160 pages in size, so you can imagine the scope they covered with their imports. This phone call was just another in my learnings from other members within our club.



*1917 B&B (Bennett and Barkell) Motorcycle*



*(Ed. Note: we were unable to give a photograph of the Benbar lights on Ken's Sizaire as the car is presently in the museum in Launceston, and not at Ken's home.)*



# Private Classifieds

## FOR SALE

Magneto's DU6 FF4 FU4 –All with good spark  
Rudge Wheels 2 X 20 inch Lockband 72 Short  
Beaded Edge Rims 3 X 765X105 70 Spoke.  
1 X 820X120 76 Spoke  
1 X Small French Front Axle  
1 X Alloy French Oil Box

**Contact: Brian Arundale**  
**Evandale, Tasmania Ph. (03) 63918698**

## FOR SALE

Here is the 1912 Daimler Knight Sleeve Valve Motor 20hp, for sale.

Complete car, needs work on engine to run.  
Spares included.

**Offers over \$55k sought.**  
**Car is located in Western Australia.**

**Contact: Nathan Sharp M: 0439 984 440.**



## FOR SALE

Rally badge for the 1 & 2 Cylinder Rally in Castlemaine 1993.



It is in fine condition, no scratches or dings – never fitted to a motor car. A real “Collectors” item.

**Price \$35.**

**Contact: Graeme Jarrett M: 0455 041 994.**  
**graemejarrett@gmail.com**

## 1911 Renault AX

Superbly restored in all respects – nothing to spend

Model with mechanical oil pump – no oiling required

Complete with fully equipped purpose designed transporter trailer (quad wheel) and full set of brass covers

**\$75,000 as a package**

**Located in Ashburton, Melbourne.**  
**Contact: Peter Moloney M: 0411 869 705**



## FOR SALE

1917 2 3/4 HP Douglas Motor Cycle

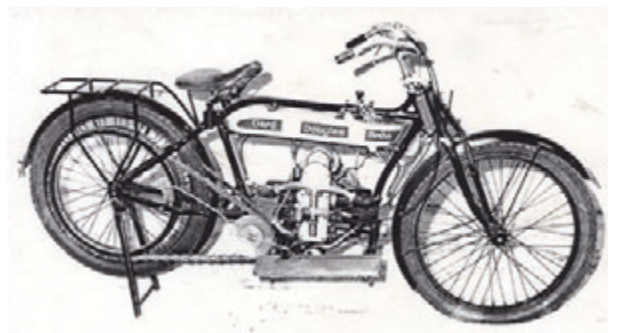
Engine No: 39A39, 2 speed belt drive.

New leather tool paniers, new valves, valve guides and springs.

Bought off Milledge in Elizabeth St in 1986.

**Price: \$15,000**

**Contact: Peter Matthews M: 0408 175 610**



# Private Classifieds

## FOR SALE

Marj Ellis from South Australia advises that the sale of their 1911 Prince Henry Vauxhall A11.517 has been extended and will be made available for purchase by anyone in Australia until Tuesday 31st August 2021.

**Contact: Marj Ellis M: 0417 542 200**

*Ed. Note: I am sure Marj Ellis would entertain a phone call as soon as possible after this date.*



## WANTED:

c. 1914 or earlier electric, running board mounted, brass trumpet horn suitable for 1914 Sunbeam

c. 1914 Bosch Dual Ignition Coil Switch. Also looking for a good condition Bosch Magneto – a ZU4 and either a ZR4 dual or DU4 dual with a straight shaft at the end of the winding shaft drilling for a retaining pin. (Not tapered with a key and not threaded for a nut)

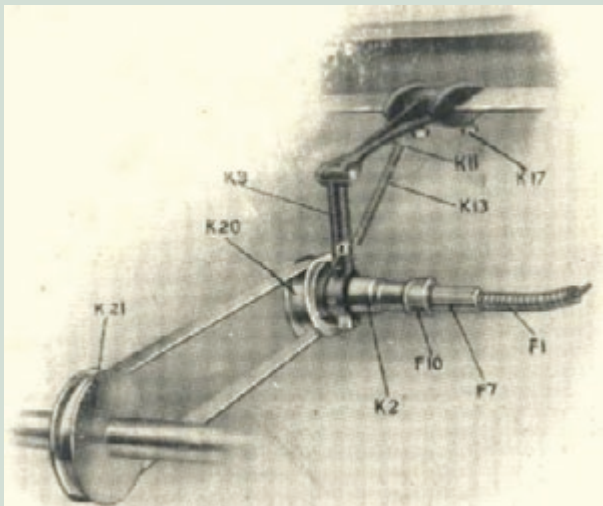
A Watford/North & Sons Chassis Mounted Bracket - K11 and Swing Arm - K9 and a Watford Speedo Cable approx. 5 or so feet - F1

**Contact: Alex Brown M: 0438 297 167**

**E: alexanderabrown@icloud.com**

**Or Simon Bayley M: 0438 297 061**

**E: smbayley@icloud.com**



## WANTED:

Speedometer wheel drive and gear mechanism to fit inside wheel hub as shown.



(to attach to a wire spoked wheel)

**Contact: Peter Hammet M: 0428 282 631**

**E: phammet@ozemail.com.au**

## WANTED:

2x large veteran Budd wire wheel nuts, both left hand side.



1 x front left hand thread hub as shown.

I do have for trade/part trade 2x smaller Budd nuts (both left hand thread) and original small spanner.

**Contact: Richard Rose M: 0418105243**

## WANTED:

1916-18 Model T Tourer.  
Older restoration considered.

**Contact: Daryl Meek M: 0407 881 288**

**E: fafnir@inet.net.au**



# Natter Night Meeting Minutes

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## VCCA (Victoria) Online Zoom Meeting On Tuesday, 10 August 2021 @ 8.05pm

### Opening

The Club President, Ben Alcock welcomed all to our online August Natter Night. Ben also welcomed our guest speaker tonight, member Mr. Simon Anderson, who will speak on the restoration of his 1910 Brush, accomplished this year.

### Attendance

There were 32 logins (41 people) online and visitors who attended the meeting.

### Apologies:

David Inglis, Jennifer Atherton & Claudia Holding.

### New Members:

Kelly Anderson and William Murphy of Mt Eliza.

### Events

#### Past Events

RACV Midwinter Rally in Rosebud cancelled due to lockdown.

#### Future Events

Events Committee meeting 17/8.

Mid weeks lights display 24/8 – Covid dependent.

RACV National Veteran Vehicle Rally 10-15/10 in Swan Hill. Michael talked about the safety of the event and the challenges they are facing. Recent entries have been received.

RACV Annual Rally Nov 13/14.

VSCC Two wheel brake run to be held in December (Covid pending).

RACV 1&2 Cylinder Rally - Horsham 17-20/3/22.

### Treasurer's Report

Funds in accounts \$158k

Swan Hill money \$35k

Funds Available \$122k provided by Michael Holding

Curry Printing has been sold and we now know we had very good prices in the past. We expect our printing prices to rise this year – committee working to ensure we minimize clubs exposure.

### Library & Archives Report

Nil. Unable to attend clubrooms until lockdown ends.

### Wanted, For Sale or Swap

Darren Savory advised a 1912 Daimler Knight is up for sale in WA. 20hp. In Brass Notes shortly.

A 1916 to 1918 T Model Ford is sought, Contact Daryl Meek.

## Items of General Business

Ben Alcock advised the Committee will be seeking quotes from numerous printers as the printing on Brass Notes is a significant cost to the running on the club.

Ben Alcock advised memberships are overdue. There are only 50 outstanding. Those unpaid will not receive September Brass Notes.

**Next Meeting: 8.00 pm on Tuesday, 14 September 2021**

**Meeting Closure 9.02pm**



*Jack Burrell's FIAT Zero*

## Where Are They Now?

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*By Callum Walsh*

### Fiat Zero Edition - Update

Thank you to those who have contacted me with information and recollections of Fiat Zeros.

Amazingly, with the help of Grant Vormister, we were able to track down Jack Burrell and his Fiat Zero within 24 hours of Brass Notes being emailed out! I have since spoken to Jack a couple of times which has been very helpful. Jack's Zero was acquired by his father in c1938 from the second owner and taken to their property where it was broken up for different uses around the farm. Jack began reuniting the pieces in the 1970s and finished the restoration in 1986. The car is still in running and registered condition.

I'm still looking for any information about the other vehicles listed last month. If you can share any information or historic photos of Fiat Zeros, it would be greatly appreciated.

Thanks,

Callum – 0447 766 724 – callumwalsh92@gmail.com

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

**ABN:** 61 276 214 581

**PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY**

**CLUB MAILING ADDRESS**  
PO Box 2300,  
Mt Waverley, VIC 3149

**PRESIDENT**  
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## **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**  
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**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.

## **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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# 1911 Tasmanian Reliability Trial



1911 Trial. Arrol Johnston H.C. Heathorn at Oatlands Control.



1911 Trial. Young Gordon in the centre of photo (no cap, hands in pockets).



1911 Trial. Argyll C. Bourke, Standard F.B. Jackson on the bridge heading towards Bushy Park.



1911 Trial. Napier, Delauney-Belleville, De Dion Bouton.



1911 Trial. Fysh Family in the Napier at Campbell Town.



1911 Trial. Delauney-Belleville F.J.Gunn.

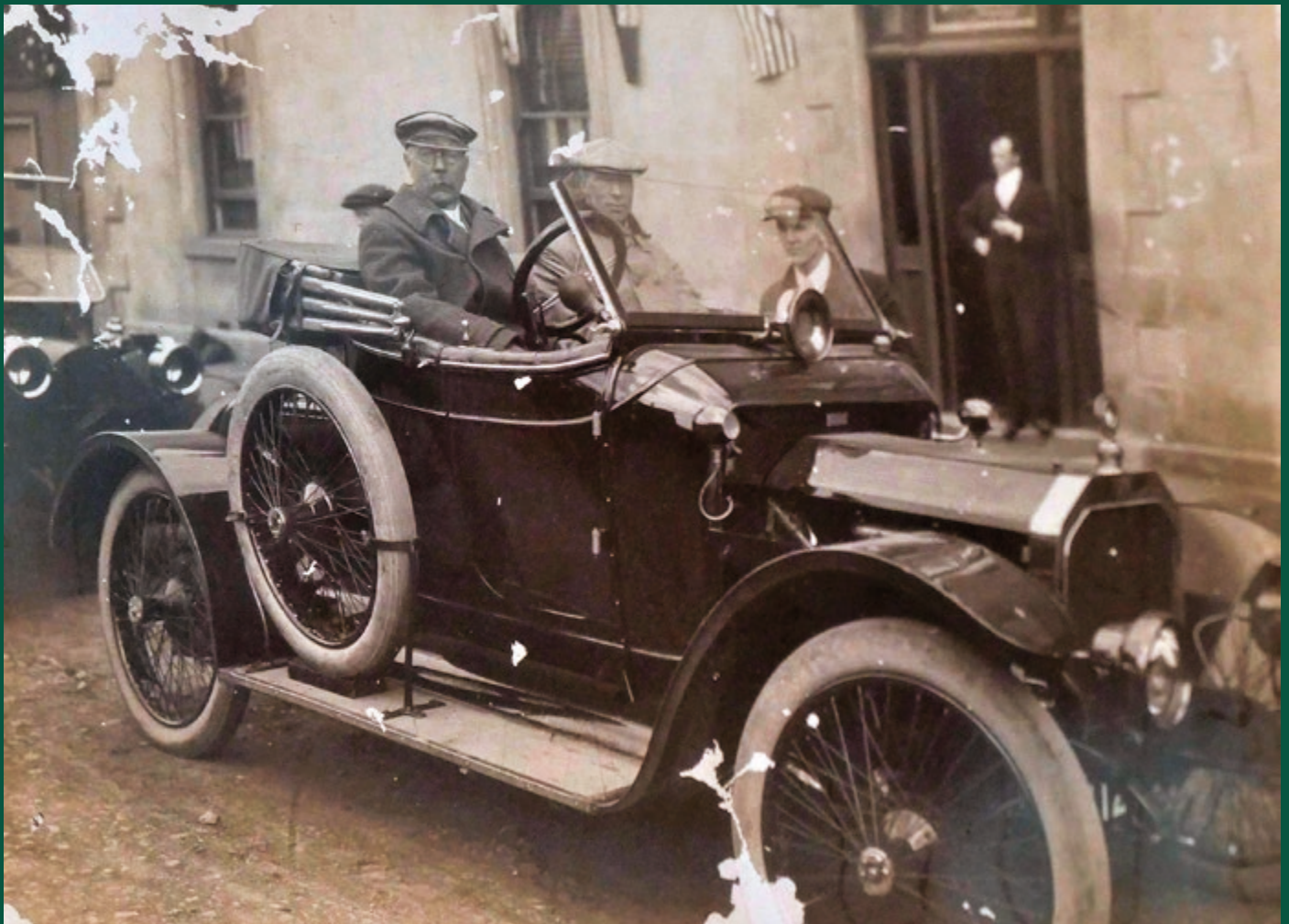


1911 Trial. F.N. P.C. Smith and Delauney-Belleville F.J. Gunn at Campbell town Control/Lunch stop.



1911 Trial. Standard F.B. Jackson.





*The BSA with P.O. Fysh driving on the 1912 Reliability Trial.*

*Thank you Andrew and Frances McDougall for allowing the use of these fabulous photos of the Tasmanian Reliability Trials of 1911 and 1912, many of which have come from the family album of Gordon Fysh. I would also like to acknowledge the brilliant work done by the editorial team of Daryl Meek, Graeme Jarrett, Calum Walsh in identifying the vehicles on the trials for me to caption. Ed. Greg*



*1911 Trial at Bushy Park, the home of Sir Philip Fysh. NAG in foreground. In the background is the three generations of the Fysh Family.*

*Left to Right; Gordon, P. Oakley, and Sir Philip. Sir Philip was premier of Tasmania and a member of the Constitution drafting Committee for the first federal parliament.*