

October 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

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VVC INSTRUMENTS

## Flashback



The Flashback photo for this month features a Renault c1914. It was photographed on an Annual Rally down on the Peninsula, I believe in the 1980s. We are always very hopeful of gaining any feedback on who owned the car and any possible history. It is always nice to see these big Renault's as now we often only see the AX twin cylinder model. Please help us to identify the car, maybe the model, the year, who owned it then and maybe now and any other relevant information by responding to the Editor.

Just a bit more of an update on some of our preceding Flashback cars: The c1914 Austin in our July edition was responded to by three gentlemen, who gave us a great insight into the car's history and possible whereabouts. It was suggested by Damian O'Doherty that the car was possibly in Canberra. Ian Irwin, who pretty much knows all that goes on in the ACT, believes the car is not there. The great photo Damian sent through shows a small amount of the number plate, and it appears to be one of those small slim NSW plates. So maybe the mystery remains, where is it now?

The other update is of the Talbot c1914 that belonged to Albert Blashki, featured in the August Flashback Column. David Lang sent us a reply taken from Albert's book, where it stated that the car was sold to Sydney via the Shannon's Auction. Alan Meredith very kindly helped out me and contacted John Hughes and they are both of the opinion that the car MAY HAVE been purchased by Ian Polson in the U.K. I have emailed Ian Polson in England but as yet have not had any reply. So maybe we will have to wait on the outcome to see if the car may have left our shores. I again thank all the people who have contacted me in attempting to solve the mysteries of the Flashback Column.

Last month's column featured a BSA. Read all about this vehicle in a fascinating article with information very kindly supplied by Ian Irwin (See page 24 for details).



## Coming Events

19 October 2021	<b>Natter Night &amp; AGM Zoom link:</b> <a href="https://us02web.zoom.us/j/88982270205?pwd=U3RvTzRuWktQNVNlckFhY1diSERjdj09">https://us02web.zoom.us/j/88982270205?pwd=U3RvTzRuWktQNVNlckFhY1diSERjdj09</a> Meeting ID: 889 8227 0205 Passcode: 146067
9 November 2021	<b>Natter Night November</b> Details to follow
23 November 2021	<b>Mid Week Event / Lights Display</b> Clubrooms 11am - 3pm

## Major Events

13 - 14 November 2021	<b>Annual Rally Weekend</b> Contact: Ben Alcock
17 - 20 March 2022	<b>RACV 1 &amp; 2 Cylinder Rally - Horsham</b> Rally Director: Daryl Meek <a href="mailto:fafnir@iinet.net.au">fafnir@iinet.net.au</a>
29 April - 1 May 2022	<b>RACV Pre-1905 Pioneers Run - Ballarat</b> Rally Director: Greg Smith
9 - 10 July 2022	<b>RACV Midwinter Rally - Rosebud</b> Contact: David Jones
9 - 11 September 2022	<b>RACV Four &amp; More Rally - Beechworth</b> Rally Director: David Boyd

## National Events

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	<b>National Veteran Vehicle Rally - Busselton, WA</b> Contact: Peter and Pauline Hume <a href="mailto:busso2021@gmail.com">busso2021@gmail.com</a> More information: <a href="https://veterancarclubofwesternaustralia.wildapricot.org/event-3737504">https://veterancarclubofwesternaustralia.wildapricot.org/event-3737504</a>

# NOMINATIONS NOW OPEN

## McKaige Trophy

### Annual Award for the Best Club Member

- History:** In memory of Mrs McKaige Snr,  
wife of G. P. McKaige and mother  
of E. C. McKaige
- Criteria:** To be awarded annually to the 'Best  
Club Member'. Club officers &  
committee members to be ineligible.
- First presented:** 1963



Nominations to be received by 31 October 2021, to the Club President, Ben Alcock via email: [president@veterancarclub.org.au](mailto:president@veterancarclub.org.au) or posted to; President VCCA (Vic) PO Box 2300, Mount Waverley Vic 3149.

# President's Message

By Ben Alcock

Like most of us, I am really starting to miss the social interactions that our hobby brings. It gets harder and harder to find that light that will see us back out in our cars. However, working on our 2022 calendar there are some very exciting events planned and it will be a big year of motoring – I think I wrote that about this time last year, except this time I think it's the real deal. I'm starting to get very excited about the prospect of next year. I've even put in my annual leave requests already so that I don't miss anything.

As I come to the end of my first 12 months as president, I have been reflecting on what we as a Club and the committee have achieved. I think I can safely say that along with Events Director, Callum Walsh, we have had to cancel and postpone more events and have had to conduct more online meetings in the last 12 months than ever before. We have been able to successfully implement and run our Natter Nights (and committee meetings) via Zoom, which has been incredibly successful and I'm so proud of all our members that have been able to embrace this technology to keep us all connected and the club moving along. This will be with us in some form well into the future.

We have also been able to keep up an incredible Brass Notes through these times, again keeping our members informed and up to date as well as entertained. I'm sure you will all agree we are still receiving a great publication each month. Along with our editor, Greg Smith, I would thank every person who has not only contributed but also made contact with members requesting information and sharing knowledge. It really does make Brass Notes that little bit better.

This year we were also able to run our membership renewals online for the first time which was a great success, our highest (and quickest) return of membership renewals in years. On top of this we now have our new membership applications available online on our website and we have already received a few applications using this method. Thanks to Michael Holding and Geoff Payne for all of their work on both of these projects. For those members that don't have email or computer access, we will be contacting you shortly to make sure you aren't left out.

December Natter Night is marked as being our Annual Awards Night. One of the trophies that we will be awarding is the McKaige Trophy - Annual Award for the Best Club Member. This trophy is to be nominated by the general membership, all of us. The criteria for this award are very simple:



"To be awarded annually to the 'Best Club Member'. Club officers and committee members are ineligible"

This means that I would like to receive your nominations for this

very prestigious award by the end of October. You can nominate for this award by contacting me via email or post. Phone calls will be accepted if this is the only option. I would love to be inundated with your worthy recipients.

As you may have noticed, we were recently asked for feedback on the proposed CPS changes. We, like most other car clubs, presented our feedback only to find that there has been virtually no changes including the eligible age for vehicle entry and no changes to charges. We will continue to monitor the changes happening here and keep you informed.

## NOTICE OF DECISION

### Road Safety (Vehicles) Regulations 2021

I, Ben Carroll, Minister for Roads and Road Safety and Minister responsible for administering the Road Safety Act 1986, give notice in accordance with section 12 of the Subordinate Legislation Act 1994 of my decision to make the proposed Road Safety (Vehicles) Regulations 2021 (the proposed Regulations).

A regulatory impact statement in relation to the proposed Regulations was made available for public comment from 11 June 2021 until 8 July 2021. The Department of Transport received 1060 submissions.

After consideration of the submissions in accordance with section 11 of the Subordinate Legislation Act 1994, I have decided to proceed with the making of the proposed Regulations with the following amendments:


- Maintaining the eligibility for club permit registration at 25 years (there was consideration of increasing the eligibility to 30 years).
- Reinserting regulations relating to the Hazardous Area Authority. These requirements are to remain in the proposed Regulations until corresponding amendments are to be made to the Bus Safety Regulations 2020.
- Amendment of penalty amounts for certain offences under the proposed Regulations.
- Other minor, miscellaneous, and technical amendments.

The following regulatory requirements have also been omitted from the proposed Regulations. However, I intend to implement these reforms through amendments to the proposed Regulations after the proposed Regulations commence:

- Regulations which would have required vehicles over 15 years of age to be recorded on the written-off vehicles register when classified as a statutory write-off or a repairable write-off.
- Requiring light vehicles or light trailers with a fixed gas fitting to present a gas certificate or gas compliance plate at the time of registration of that vehicle or trailer.
- Amendment of the eligibility for registration concession by charitable or benevolent organisations.

Dated 8 September 2021

THE HON. BEN CARROLL MP  
Minister for Roads and Road Safety

Department of Transport

Last month's Natter Night was again well attended. We were invited to join in with the VSCCA as they held a virtual tour of the National Motor Museum in Birdwood, South Australia. It was a great walk around with the museum's Curator, Matthew Lombard, and was very well received by over 230 log ins who watched on. I think it's a great initiative for clubs to start sharing each other's guest speakers when we have interesting things and common interests, especially now that Zoom meetings are here to stay. As I've said before, we will continue to have our meetings streamed online even when the clubrooms are back in action.

*Stay safe and well,*  
*Ben Alcock, President – VCCA (Vic)*

# Presidents Annual Report 2021

## Veteran Car Club of Australia (VIC) Inc.

### Victorian Presidents Report 2021

The Club began this year with an abundance of enthusiasm after the year we were dealt in 2020. Our first breakfast run, January 2021, saw a record in both attendees and cars attendance. It wasn't long until we were fighting lockdowns again and we had a very in and out year with postponed events and restrictions in place. Luckily, we were well versed in online meetings for our general meetings and we had our monthly Natter Nights and committee meetings on ZOOM, as well as in the clubrooms when possible. This has proved very successful with our regional and interstate members now able to participate in our clubs' meetings. I am extremely proud of our members and their uptake of the new technology. We as a club have adapted very well and will continue to use these mediums into the future for the benefit of all members.

Our membership has continued to grow and we welcome new members at most meetings, a very positive sign for the club with all of our new members owning veteran cars. It has also been great to see some of our 'older' members' cars coming back into commission after years of retirement. This year has seen our members sharing of information and restoration tips and tricks sky rocket with most of us spending more time at home than normal, we have all had to be a bit more adventurous and try new things. Our members have really embraced our social media platforms to ask for advice and share their tips as well as through our new comings and goings section in Brass Notes, keeping everyone up to date with the movement of our cars, both new and old.

Brass Notes is always well received by our membership. Our new editor, Greg Smith and his editorial team do a fantastic job to get this magazine published each month while keeping up the high standard we have come to expect. We have been lucky to have a large number of contributors this year, especially when we have had a lack of rally reports and photos we would normally rely on.

Work in our library and archives is an ongoing project that Daryl Meek looks after and has done a great job of digitizing images and ephemera, from new donations and existing sources. It is an ongoing process that regularly unearths treasures that have been long forgotten. A lot of these items we are able to use in Brass Notes and our members enjoy helping with the "what car is it?" section.

We were fortunate enough to be able to run the RACV 1&2 Cylinder Rally in Cobram, the RACV Pre-1905 Pioneers Run in Ballarat and the RACV Four & More Rally in Geelong, supported by the very popular breakfast runs and day events. Each of these events were very well received and a big thank you and a huge

amount of appreciation was given to the rally directors for all of their efforts in running these events under the Club's COVID Safe Plan. We were also fortunate enough to be able to secure RACV sponsorship of our 5 major events for a further 2 year contract, which will continue the long and successful relationship between the RACV and the VCCA (VIC).

The scrutineering & safety team continue their work; in support of those members who may need help and direction with restoration issues and more particularly, matters related to roadworthiness and the road-going capability of their car(s). Bob Ballinger remains our Technical adviser and Brian Hussey (Chief Scrutineer) is there for all of the above, both operating state wide for members' convenience with additional safety officers in each region of the state supporting them.

I would like to thank and acknowledge the work of the executive team, the support they provide our committee is very much appreciated and their work allows us to continue letting our members enjoy our Club and hobby. The committee works well, and our online meetings have meant that we are able to reach further around our state and minimises driving for those not close to the clubrooms.

We are very disappointed that we had to cancel the already postponed RACV National Veteran Vehicle Rally in Swan Hill and very hopeful that 2022 will be a better year of motoring for all of our clubs. We look forward to joining with our interstate counterparts again soon!

*Keep safe and well,  
Ben Alcock  
President VCCA(VIC)*

## MEMBERSHIP

### WELCOME TO NEW MEMBERS

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

- Max & Diana Vormister from Figtree NSW with a 1909 Renault (ex-Kim Coillet)
- Francis & Elayne Ransley from Wynyard TAS with a large collection
- Russell Ward & Shirley Drew from Hamilton with a 1912 Empire Tourer Model 31



# Annual General Meeting 2020/2021

## 2020 Minutes

**Tuesday, 20 October 2020 commencing at 8.02 pm of the Veteran Car Club of Australia (Victoria) Inc. Via Zoom On-Line Meeting**

1 One Proxy was received from Joan Forryan and a quorum was declared by the Secretary.

2 Darren Savory moved that the 2019 Annual General Meeting minutes as printed in Brass Notes be accepted. Seconded by Brian Hussey, and carried.

3 Paul Daley moved his President's annual report on the activities of the Club during the 2019-2020 year as read in the October 2020 Brass Notes. Seconded by John Stanley, and carried.

4 Claudia Holding moved the Treasurer's report and presentation of financial statements of the Club for the 2019-2020 year. Seconded by Peter Hammet, and carried.

5 Claudia Holding moved that the annual membership subscription & joining fee for the 2020-2021 year remain unchanged. Seconded by John Prior, and carried.

6 Claudia Holding moved the Appointment of an auditor for the 2020-2021 year as Gerry Howell. Seconded by Peter Hammet, and carried.

Paul Daley introduced David Provan and the President vacates his chair

7 Election of the executive and general committee positions for the 2020-2021 year.

## NOMINATIONS FOR EXECUTIVE AND COMMITTEE POSITIONS

The following nominations for executive and general committee positions have been received.

POSITION	NOMINEE	PROPOSER	SECONDER
President	Ben Alcock	Jack Alcock	James Dunshea
Vice-President	Daryl Meek	Fiona Lane	Ben Alcock
Secretary	Darren Savory	Claudia Holding	Michael Holding
Treasurer	Claudia Holding	Michael Holding	Darren Savory
General Committee	Geoff Payne	Joan Forryan	Alan Lethborg
General Committee	Callum Walsh	Daryl Meek	Ben Alcock
General Committee	Michael Holding	Claudia Holding	David Provan

## 2021 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

## NOMINATIONS FOR EXECUTIVE AND COMMITTEE POSITIONS

The following nominations for executive and general committee positions have been received.

POSITION	NOMINEE	PROPOSER	SECONDER
President	Ben Alcock	Jessica Holt	James Dunshea
Vice-President	Daryl Meek	Ben Alcock	Fiona Lane
Secretary	Darren Savory	Michael Holding	Claudia Holding
Treasurer	Claudia Holding	Michael Holding	David Provan
General Committee	Deborah Alcock	Ben Alcock	James Dunshea
General Committee			
General Committee			

# Editorial

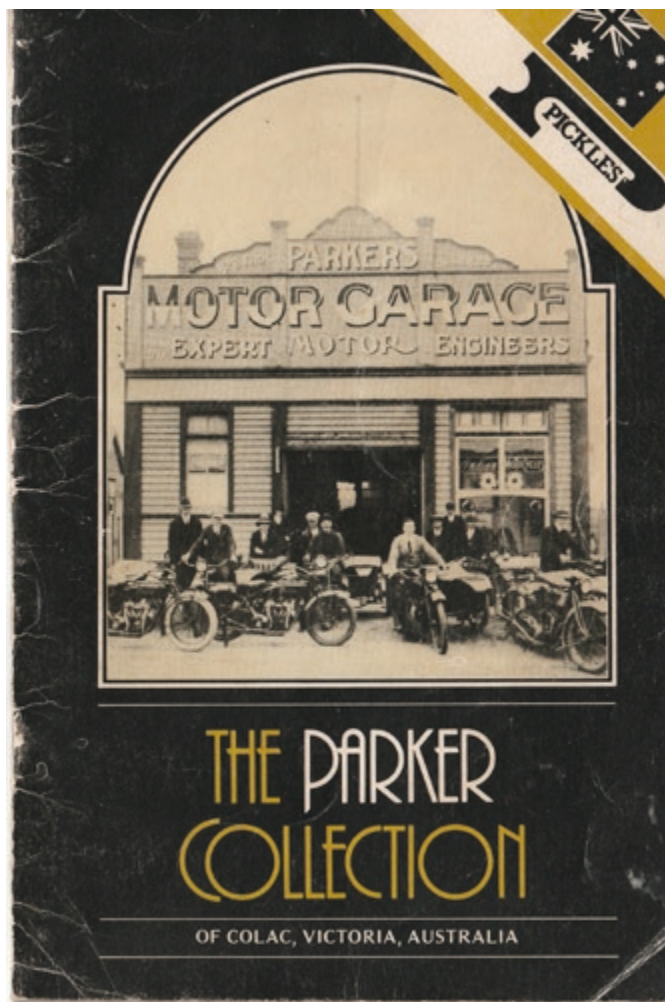
By Greg Smith

Apparently I have a new nickname – short story, book, glass, opaque and others, all because my mind is very easy to read and look into. I say this, as after my last editorial I immediately wrote this one. A couple of “clever” members sent me material on subjects I had written about in this editorial, but had not shared in the September writings. How did they know what I was considering to write about? My mind is obviously an open book!

In September I mentioned how we needed to tap into the knowledge, information, experience and also the resources of our “senior experienced” members to record history. I was of the opinion that a series maybe written on the Hotchkiss fire engines that were in our club. Not long after that my mind raced off to another couple of very important collections that were both located in Victoria that has shaped and supplied many, many vehicles to our Club and other Veteran Clubs around Australia. I am referring to the Parker collection at Colac, and the Taylor collection located at South Melbourne. These collections were extensive to say the least, and in the Taylor collection alone, a very large percentage of the Talbots in our club came out of here. The August flashback Talbot of Dr. Peter Crook / Albert Blashki was one such car.

I believe for history sake these collections should be written about and recorded. Some of the editorial team are somewhat reluctant, as the topic and vast amount of vehicles is too extensive. To open the conversation and then record this is to open “Pandora’s Box”. Being a glass half full type of person, it was suggested to me by one “clever” member to write a general article on the collection followed by a monthly item on individual vehicles, and this would supply material for several years. Current owners could submit what they know about their vehicle, and this could be added upon subsequently by Brass Notes readers who have additional information. Seems a perfect scenario to me! What do you think?

Update: One of the editorial team, Daryl Meek, is very keen to hear from anybody wishing to contribute their knowledge on the Parker Collection. Please feel free to advise him with any information you have. Looks like we will be away and racing!



Copy on loan from Graeme Splatt

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# Letters To The Editor

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*G' Day Greg*

As a member of VSCC I very much enjoy the electronic version of your club's Brass Notes newsletter.

I note there may be some interest in doing an article on Hotchkiss Fire engines.

My maternal grandfather, William John Montgomery (Monty died 31-Aug 1953) bought a fire engine possibly from Eastern Hill, c1950s? It was for the purpose of gaining a pump and it sat in the yard of W. J. Montgomery & Sons Pty Ltd at Casey St. Tatura for many years until Martin, my father's younger brother, started it.

The resultant trip down to and around the racecourse did not answer the question of what speed it would do, as Martin wisely decided the aged tyres may not stand more speed as the massive sandstone flywheel was gaining more momentum the further he went .

The truck was returned to the yard much to the annoyance of the yard foreman Fred McMahon, as it was forever in his way. Dad (Jack) contacted Sargent Bert Gale who had some involvement with the local fire brigade. The truck was removed and Dad was still awaiting payment half a century later.

I shall go through the family archive to see if any photos exist.

*Regards  
Monty*

*Trevor Montgomery*

I thought this will be an easy task to track down the "Tatura" Hotchkiss, as I seemed to recall in the back of my mind reading about a clue, way back in the early 60s, about a Fire Engine being available at Tatura. I went about contacting all the "Hotchkiss Experts" such as Russell Beach, Alan Long, David Smallacombe, the Tranter family, and Arthur Hayes. All drew a blank except for Arthur Hayes who had a recollection of going to the Tatura area with the late Gerald McKenna (who owned a Hotchkiss Fire Engine in the early 60s) where he thinks they saw a Hotchkiss, but at a property owned by Captain Edge at Toolamba (about 10km from Tatura). They were basically escorted from the property by the Captain, so things don't really match with what Monty has explained to us. Is there anyone who may be able to trace this Hotchkiss Fire Engine in Tatura? All help gratefully accepted.

*-Ed.*



*Arthur Hayes 1913 Hotchkiss at Newham CFA Headquarters*



# Front Cover Motorcycle

By Graeme Jarrett

Our front cover features a motorcycle with sidecar in the Alexandra district of Victoria, circa 1915.

This photograph was taken by Lindsay G. Cumming (1894-1979), photographer of Alexandra. He lived there 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.

The identity of the machine is unknown; a vee-twin engine is fitted (of unknown make). However we do know, from the Victorian motor vehicle registration records of 1915, this machine "17 177" was owned by J.L.G. Cumming (probably Cumming), Alexandra. Due 25th July 1915.

The sidecar is a very well appointed affair, having a windscreen, a hood and a door – manufacturer unknown. The identity of the passenger is thought to be a relative of Lindsay Cumming – possibly his mother. She appears in a number of his motoring photographs, in particular in model T Fords.



This third photo by Cumming, also in the Alexandra area, shows a motorcycle sidecar roughly attached (with fencing wire) to a Fordson tractor. This is clearly an unworkable folly – posed for the camera.

These photographs and supporting information are from the Lindsay G. Cumming Collection, State Library of Victoria. These works are out of copyright. We wish to thank the State Library for providing these images free of charge in high resolution format.



This second photo by Cumming, also in the Alexandra area, shows a motorcycle outfit of unknown identity. However, the engine is recognisable as a **Precision Big 4**, in my opinion. The sidecar is very similar to that on 17 177 and believe it is by the same body builder.

We do know, from the Victorian motor vehicle registration records of 1915, this machine "**17 359**" was owned by **C. Whiting, Alexandra**. Due **8th August 1915**.



# The Hogg Family 1909 BSA 15/20hp

By Daryl Meek & Fiona Lane

In late April 1910, twenty two year old Miss Fanny Parramore of Launceston, Tasmania, registered a new motor vehicle. The 1909 BSA was assigned registration number 502 and, at the same time, Fanny was awarded a licence to drive a motor car.

The car had been ordered through the Melbourne Motor Garage, situated at the corner of Collins and Spencer Streets, who had become the Victorian agents for BSA in early 1909, adding to their existing agencies for Metallurgique, SCAT, Mors, Riley and Lorraine Dietrich.



This BSA was amongst a later order of models delivered in 1909. A report in June of that year noted that the newer models differed from the earlier models by the removal of the transverse rear spring, allowing for location of the fuel tank lower at the rear of the vehicle a feature of this car.

On arrival in Melbourne, the chassis number 397 was sent to the Melbourne Motor Body Co. for creation of the coachwork before being delivered to Miss Parramore in Tasmania.

*The Melbourne Motor Body Building Company was established in 1907 after being acquired by Harley Tarrant and the Tarrant Motor Company. Originally situated in Lygon Street, Carlton, it was one of the pre-eminent coachbuilding companies in Victoria, becoming the Melbourne Motor Body and Assembly Co. in 1927 and subsequently Ruskin Motor Bodies (1930-1947).*



When delivered, the vehicle attracted the attention of the local press and was described in detail by the motoring writer "Spark" in the Launceston Examiner. The comprehensive description can be found at the end of this article.

Miss Fanny Parramore had no intention of driving the BSA herself. It was a wedding present for her sister and new brother in law, Miss Mary Elsie Parramore and Mr Harry Gillett.

The Parramore girls were from a wealthy Tasmanian family whose family holdings included estates around Ross in central Tasmania. Harry Gillett was the co-headmaster at the Launceston Church Grammar School. Mary and Harry were married in Launceston on 31 March 1910, following which "Mr and Mrs Gillett left on their wedding tour in their new motor" with Mrs Gillett "in a travelling costume being a cream serge coat and skirt, and a mole and blue motor hat".

On 29 December of that same year, Mary Gillett gave birth to a daughter, Margaret Curzon Gillett. The following day, Mary Gillett died from complications of childbirth. The baby, Margaret Gillett, was raised by her Aunt, Fanny





Parramore, who went on to marry her widowed brother-in-law, Harry Gillett, in 1913. The occasion of the marriage creating somewhat of a scandal in Tasmanian society of the time.

The year before they married, and even though Fanny had previously been awarded her licence to drive, in July 1912, both Fanny and Harry registered as "Drivers or Riders of Motor Vehicles". They obtained sequential numbers 1711 and 1712, Harry obviously standing in line behind Fanny!

By 1916, the BSA was registered in Harry's name, still carrying registration number 502.

The BSA has remained in the family ever since. Margaret Curzon Gillett eventually married into the Hogg family in 1935 with the motor car remaining part of that family line ever since.



The BSA was maintained in running condition and in 1962 entered in the Veteran Car Club of Tasmania Golden Fleece Rally under the control of Mr E T H Jowett of Launceston.

Margaret's son, John Hogg, eventually became custodian of the BSA and, under his guidance, the vehicle was maintained in running condition and stored securely. His sons, Tim and Sam, now maintain the family connection. In 2010, the BSA was fettled to operating condition and made an appearance at the National Veteran Rally held in Launceston.

By 2018, the BSA was being stored on a family property in Launceston. Circumstances led the family to consider parting with the vehicle and this is when I became involved.

Tim had asked me if I could advise of the best manner to go about selling the car. With little hesitation, I encouraged the family to reconsider disposing of the vehicle as, in my opinion, it now formed an integral part of Tasmania's motoring history, having been retained by the one family for more than a century.

As a concession, I was asked if I knew of anyone from the veteran community who might be interested in retaining custody of the vehicle on loan. A father and son team from the Veteran Car Club immediately came to mind.

Move forward to early 2021 and with trailer on tow, the BSA was loaded in Launceston and consequently embarked on its first journey out of Tasmania in 111 years.

The car has found a new, albeit temporary home and is presently undergoing basic rejuvenation before reappearing on a club event sometime soon. The generosity of the Hogg family, particularly John, Tim and Sam, cannot be overstated. An arrangement has been reached of mutual benefit to all parties and a piece of Australian motoring history has been retained for the future. Let's hope that similar provisions can be made regarding other club vehicles and for the future of the VCCA itself. (See pages 31 & 32 for more photos).

Description of the car from the Launceston Examiner, 19 April 1910.

The car "is excellently equipped with Stewart speed meter, luggage grip, Cape cart hood, wind screen and other refinements; 815 x 105 Dunlops are fitted; petrol is carried in a large capacity tank at the rear of the tonneau, and is pressure fed through Bowden filters to the carburettor, the gas supply being controlled by pedal accelerator. The chassis is of the upswept type at the rear, the tonneau being well forward of the rear wheels, thus making the car an easy rider. The body is finished in dark green, with black lines, and the upholstery matches the finish of the bodywork, wide high doors both front and rear making driver's and tonneau seats very warm and comfortable. The internal spring catch mechanism for operating the doors is a vast improvement on the old style. The engine is rated at 15-20 hp, the cylinders 90 x 155 mm, cast in pairs, two inspection doors in crank case enabling ready access for adjustment of big end bearings; valve side of engine is enclosed, a practice now adopted by all the standard car makers. Bosch dual ignition system is part of the equipment of this and other types of B.S.A cars; lubrication is by shaft driven pump, oil being retained in a sump in the crankcase, refilling being affected by means of a handily placed oil well forward of the foot board on the left hand side. Water cooling is by gear-driven pump, the cooling fan being placed as part of the flywheel, thus obviating any source of trouble from broken fan belt or spring drive. The brake design is excellent, side hand brake levers operating powerful internal expanding brakes on rear hubs, whilst the foot brake is of the 'loco' type, operating on the shaft. The gears are operated by a gate change and changing is affected without any noise or jar. Judging from the power under the bonnet, this car should be capable of a good turn of speed when required and should romp up all the hills between Hobart and Launceston."

# Even More BSAs

By Daryl Meek

In putting together the story of the Tasmanian 1909 BSA, it was astonishing what additional information came to light. It seems that there are quite a few more of these vehicles that have survived the passage of time. But then again, should a relatively high survival rate come as any great surprise given the combination of necessity and ingenuity demonstrated by some of our forefathers.

The current Veteran Car Club Vehicle Register indicates that there are at least four other BSA motor cars known within the Veteran Car Clubs. Two are in WA, one in NSW and one in the ACT.



Whilst in the process of collecting the 1909 BSA from Tasmania, the Hogg family passed on images of two other BSA cars previously known within VCCA circles.

One of these was of the Roseby BSA, the image of which was passed on to the Editor and is shown in this month's Flashback response. The above car was the sleeve-valve BSA that previously belonged to Eric Rainsford.



Whilst on the topic of this month's Flashback response, I can shed some light on Greg's query as to what happened to the Roseby BSA after it came up for sale a few years ago. The above car is the one that appeared in Just Cars. The seller was Adam Thomas, of Adam's Prestige & Classic Motors in Pambula, a business that no longer exists.

We don't know who the successful purchaser was, but if anyone does, please let us know.

The eagle eyed may also have noticed that the vehicle situated behind the green BSA is actually the ex-Eric Rainsford 1913 BSA.

Club member, Brendan Walsh from Shepparton, also alerted me to the existence of another 1909 BSA in SA. Brendan had noticed an article in the December 2018 newsletter of the Gawler Veteran Vintage & Classic Vehicle Club. Trevor (Bill) Johnson had been a stalwart of the club and had passed away the previous month at the age of 91. At the time of his death Bill had nearly completed the restoration of a 1909 BSA that had been in his family for more than 100 years.

With the assistance of Brendan Walsh and Terry Parker, we have been able to establish that the BSA had been purchased new by a doctor from Hamley Bridge, near Gawler, and was sold in 1920 to Stan Johnson of Pinery. It remained in the family, never moving very far from the districts north of Gawler. Originally a tourer, Bill Johnson restored the car as a roadster.

On Bill's passing the vehicle has fittingly remained in the family, now in the safe custody of Bill's son Kym and still in South Australia.

The ever reliable Terry Parker was also able to provide the amazing image from his archives showing the BSA in its original Tourer form.





Terry was also able to provide a great story regarding the recovery and restoration of another BSA from South Australia, one that he had seen the remains of in a loft many years before hand. This was a 1912 BSA Roadster with a sleeve valve engine. This car eventually left Australia for the UK, as an incomplete restoration, when the owner relocated. Eventually restored, it still exists in the UK. A great story, but perhaps for another edition of Brass Notes.



In rounding out of these tales of “Even More BSA’s”, I have to include the recent, Covid-19 enabled, completion of another BSA engine. The 1908 motor was recovered from a collapsed shed in Gippsland, having served time powering a saw bench. After acquiring the motor, the restoration was completed by BSA motorcycle guru, Doug Fraser. Doug is a very talented engineer who operates Emu Engineering in Carrum Downs. Anyone have a BSA chassis in need of a motor?

For those of you who are computer equipped, the full 3½ minute video can be found on YouTube.

<https://www.youtube.com/watch?v=dle6TufHe8w>

With thanks to BJ Walsh, Terry Parker and the Gawler Veteran Vintage and Classic Vehicle Club.

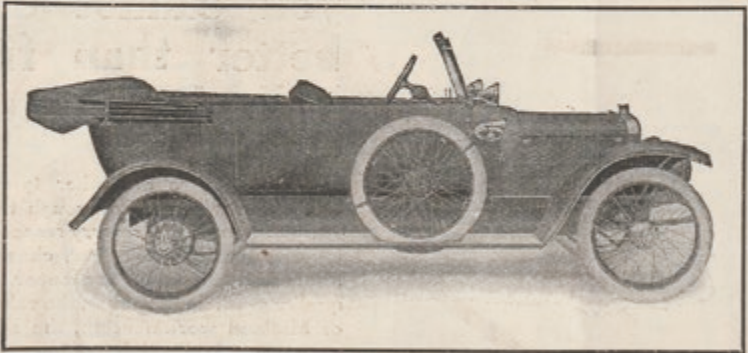
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# “Flashback” Response And More BSA Cars

By Graeme Jarrett

Further to the theme of BSA motor cars of September last – both Front Cover and ‘Flashback’

Re Brass Notes September 2021 – page 2 FLASHBACK – BSA CAR.

This photograph appears to show a 1912 model BSA motor car of 13.9 hp. The body is consistent with the standard factory offering at that time.

The car was often seen parked outside an antique shop in Beechworth, northern Victoria. The then, and current owner are unknown to me, as is the current location of this vehicle.

Clearly these cars enjoyed a popularity here in Victoria and Tasmania.

The accompanying shots show a similar car (not the same one) in rural Victoria.



The car carries a registration number ‘12 250’ and is assumed to be a Victorian car. In that event, this number does not appear in the 1915 registration records.



The same car appears in another shot along with other vehicles on a Red Cross excursion. Note the white disc with red cross on each of the vehicles. It is thought this was an outing for returned soldiers from the Great War (WW1, 1914-18).

## BSA Photograph

*These photographs were supplied by Terry Parker. They show the BSA as found and also after restoration.*

Laurie Vinall recovered the BSA from Brighton, and it was restored by Cyril Cook for J Hobden. It went to the Paltridge family, then Eric Rainsford, and is now interstate.

The BSA had a Daimler sleeve valve motor, hence the smoke.

*They are from his book (which is well worth purchasing) 1933-1964 Veteran and Vintage Events in South Australia by Terry Parker -Ed*



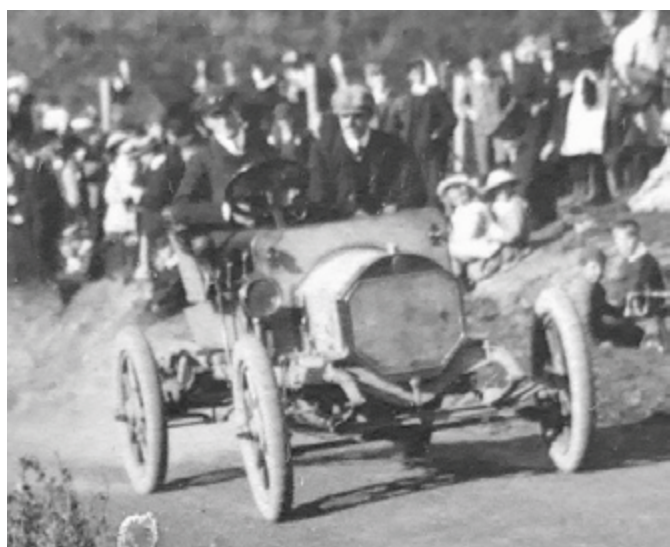


# BSA in Tasmania Trial and Hill Climb

By Andrew & Frances McDougall

In the first photograph we have C.G. Saul driving his BSA on the Tasmanian Reliability Trial of 1909. It is on the far right pictured next to a Renault and De Dion Bouton.

In the next photographs it is pictured in a "lighter racing form" with much of the body removed, mudguards removed and anything else that was removable to save weight to participate in the 1909 Dennison Road Hill-Climb. There were huge crowds to watch these events, showing how popular and intriguing these cars were, as they were still a relative novelty only available to the more, wealthy sect of society.



# Learnings From A Mis-Spent Youth

By Michael Holding

**SPANNERS – What do all those numbers and letters mean?**

**The top one is easy.** We all know the number 17 on one end of this metric spanner tells us it fits a hex bolt or nut that measures 17mm across the flats.

**The middle one is easier.** This S.A.E. (Society of Automotive Engineers) spanner even tells us that the measurement of "1" is the distance across the flats (AF).

**The bottom one is trickier.** 9/16 W 5/8 BS. What does that mean?

The Imperial (British) system refers to the bolt diameter, not the "across the flats" measurement of the head. Originally, a Whitworth (W) bolt head was one size larger than the head of its modern day equivalent. In 1929 the British Engineering Standards Association formalised a "smaller" head Standard (No.193) as several industries had started using the smaller head found on a British Standard Fine (BSF) bolt. The smaller head bolts were then adopted more widely during World War II to save metal. Today, BSW and BSF have the same sized heads.

So basically, our 9/16 W 5/8 BS spanner fits a pre-WWII 9/16" BSW bolt but also the larger, modern 5/8" BSW bolt. Although the BS actually stands for British Standard, I think of it as "bolt size" (BS) when selecting a spanner for an Imperial bolt.

**More useless information:**

British Morris and MG engines from 1923 to 1955 were built using metric threads but with bolt heads and nuts dimensioned for Whitworth spanners and sockets. In 1923, Morris Motors took over the French Hotchkiss engine works which had opened a subsidiary plant in Coventry during the First World War. The Hotchkiss machine tools were producing metric threads, but metric spanners were not readily available in Britain at the time, so fasteners were made with metric thread but Whitworth heads.



# Cyclecar Corner – Engine Failure

By Graeme Jarrett

Some of us are amateur (self-trained restorers) who do our best to get a car on the road and endeavour to make our early vehicles reliable. Sometimes the best laid plans of mice and men are apt to go astray – Robert Burns.

A local evergreen Humberette owner needed to carry out some necessary restorative engine work on his water-cooled Humberette. With the best advice from those around him he ventured forward, obtained new aluminium pistons, complete with modern rings (oil controlled) and embarked upon an engine rebuild. This involved additional works to the lower end of the engine.

Sadly, it would appear that all of this work and expense have come to nothing. The engine seizing while out running on the road. The net result was the piston was destroyed, so too the connecting rod (badly bent) and cylinder barrel (broken). The bottom end of the engine also sustained some damage.



This picture shows a new piston alongside that which was destroyed in the Humberette engine. It would appear that the piston had seized at the top of the bore and the connecting rod has pulled the bottom half of the piston out.



This picture shows the resultant damage to the connecting rod; clearly this is made of very malleable steel.



This shot shows the broken water-cooled barrel from the Humberette.

There are many reasons why this failure has occurred, namely: -

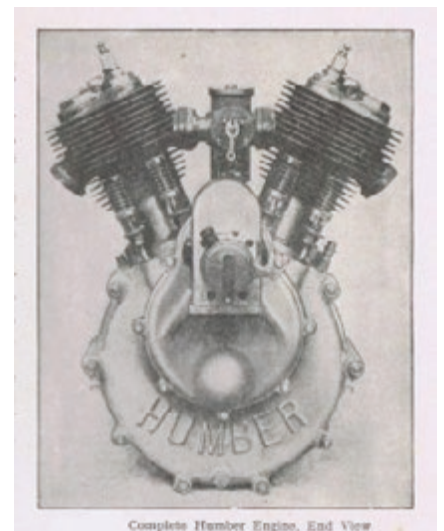
1. Insufficient piston clearance in the bore – new pistons.
2. Insufficient ring gap – new rings.
3. Insufficient oil supply.
4. A taper in the bore – not identified.
5. Pistons incorrectly machined.
6. Insufficient boss clearance – across gudgeon.

It may be any one of these or a combination that has caused this unfortunate situation.

A similar air-cooled version of the Humberette engine.

Kevin, we wish you well in the restoration recovery of your engine.

Input to this column is invited and welcome.





# Albert Jones - Photographer

By Graeme Jarrett

Further to the publication of a De Dion Bouton car on the front cover of Brass Notes August 2021.

In that photograph, behind the steering wheel of a De Dion Bouton car, was Elspeth Brown. As a result of publication we have been contacted by Peter Brown, of Bullarto, Victoria. He is the nephew of Elspeth (Ella) Brown. He was so excited to see a picture of his aunt in Brass Notes. Please refer to an article covering Peter's account of the family.

Ella Brown married the photographer and orchardist Albert Jones and much of his work features in the archives of the State Library of Victoria. This photograph of a SCAP motor is worth publishing as a part of this interesting coincidence.

In the picture below can be seen Peter Brown's Aunt Ella at the steering wheel; Albert Jones' mother is also seated in the car.

This SCAP is believed to be a 1924 model and carries Victorian registration number **54 017**. The Victorian registration records show this car in March 1924 as – **"54 017 Albert N Jones, Wattle Glen. (S.C.A.P. 9.5)"**.

In the picture (right) can be seen the photographer, Albert Jones, husband to Elspeth Brown.



*This photograph kindly provided by the Eltham District Historical Society.*

Albert Jones was a prolific photographer who travelled widely; most of his work is in the Yarra Valley and Gippsland. Motor cars do not especially dominate in his work but do include shots of Hupmobile,

Studebaker, Star, Stoewer, Loreley, FN, SCAP and others. Some of these shots will be shown in future issues if there is sufficient interest. His other works are a mixture of landscapes, public gatherings, buildings, horse races and rural scenes.

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

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



# Findings, Feedback & Follow-Ups

By Peter Brown, John and Janet Paas



When our good friend Peter Brown from Bullarto saw the old photograph on the front cover of the August 2021 Brass Notes he told us that he simply couldn't believe his eyes, for there sitting behind the wheel of the lovely De Dion Bouton was his Aunty Elspeth (Ella) Brown.

Peter (born 1936) has filled us in with his recollections of the people and stories behind this car, as well as a few little extra tidbits after that.

Ella Brown was born to Peter Jerome Augustine Brown and his wife Agnes (Peter's grand-parents). Over a period of 21 years Agnes gave birth to 11 children, amongst whom were Peter's father Edward Forrest Brown (born 1910) and of course his Aunty Ella Brown (date of birth unknown but many years older than Edward). All of the eleven Brown children were home-birthed in the family home at Bullarto.

Ella never drove but she did court and eventually marry her sweetheart Albert Jones who owned the De Dion. Albert affectionately nick-named his car the Ding-Donger! Albert was a keen photographer and prior to owning this motor car would ride his pushbike to dances and debutante balls, taking photos with his glass-plate camera. Peter does not know how old the youthful-looking Ella may have been in the De Dion cover photograph, nor the year when she and Albert were wed. After their marriage it seems that time was spent in Hamilton with Albert working as a gardener and Ella giving birth to their only child Joy. It is presumed that the De Dion had been rendered immobile by this time and had been left at Albert's parents' property at Wattle Glen because they drove back from Hamilton in a SCAP. The SCAP had a weak differential and so Albert had a Chev diff and assembly installed. When Albert was finished with the SCAP, Uncle Reg (Ellas's brother) bought it, hot-rodded it and sadly blew it up.



*Elspeth Brown (left) and first cousin Hettie (right)*

When Albert's parents passed away he and Ella were either bequeathed the family property at Wattle Glen or arranged to buy it outright (Albert had a brother). Peter is unsure of the events surrounding this but they became market gardeners – either continuing what Albert's parents had begun or starting from scratch, themselves.

Albert dismantled his abandoned De Dion and the engine was used to drive the irrigation pump at the dam to water their market garden at Wattle Glen. Uncle Albert passed away in 1955-56 aged 73 and Aunty Ella remained at Wattle Glen. A chap undertaking a De Dion restoration project had heard about this 'engine' in the paddock, called in on Ella to have a look at it and ended up buying it along with some other parts from the De Dion.

During the Depression Albert and Ella bought a 1924 Dodge from a warehouse in Melbourne which had cars stacked up on ramps. One particular car was sitting at quite an impressive height at the top of a ramp. Albert asked how on earth they had gotten it up that high, to be told that they had driven it up there. Albert thought that if this car itself can get up there, then that was the car for him! Albert converted the Dodge into a ute, painted it bright red and used it to cart vegetables every week into Melbourne from their market garden at Wattle Glen. Albert would drive the Dodge no faster than 25mph cruising speed which he firmly believed would keep the car in good running order. However, when it began using a lot of oil he had the engine re-conditioned and after that he reckoned that it would drive anywhere. He and Ella would take the Dodge to Bullarto and Daylesford every Easter and Christmas to spend holidays with family and friends. Albert was also a keen gold prospector. He had already found a little gold at Wattle Glen and decided to drive up and be a part of the excitement surrounding the gold finds at Wedderburn in 1950. On the trip there, he dropped Aunty Ella off at Bullarto to catch up with family while he proceeded in the Dodge to Wedderburn.



According to Peter, Uncle Albert had no time for T Model Fords or the Essex and owned the Dodge until he died. To him the Dodge was the Rolls Royce of cars.

That's all we have for you. Thank you to Peter Brown for sharing his reminiscences about this early photo. It has meant such a great deal to him. A love of motoring has rubbed off on Peter, who owns and drives a selection of old vehicles including a 1925 Morris Cowley and a 1929 Morris Cowley Ute, 1928 T Model truck and 1919 T Model fire-truck as well as a 1950 Morris Oxford and 1954 Morris Minor. In more recent times he can be found patiently and skilfully building up a 1928 Chevrolet tow truck from a well-worn chassis and engine. It is rising like a phoenix from the ashes and quite impressively too.



*Peter Brown (left) and member John Paas (right) at the rear of the Chevrolet tow truck.*

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# Early Ballarat Motoring, Part 2

By Daryl Meek



Changing face of the Doveton Woollen Mills c1910, c1940 and c2020

## C E Denniston and Ballarat's 2nd Registered Car

In the April edition of Brass Notes, the first of a series of items featuring early motoring in Ballarat was published. These stories are mainly based around my ongoing research into the early Victorian registrations. Part 1 told the story of number 29, Ballarat's first registered vehicle of make unknown. Welcome to Part 2.

In 1909 the Victorian Government passed the Motor Car Act. Coming into effect in January 1910, it enacted the regulations that required all vehicles in Victoria to be registered and drivers to be licensed.

The second vehicle in Ballarat to be registered was given the registration number 43. It was issued in the first days of 1910 to a car belonging to Ballarat resident Charles Edward Denniston of Armstrong Street. Charles was the manager of the Doveton Woollen Mills, having taken over this role from his father.



Charles had been a keen motorcyclist and motorist since at least 1903. In November of that year the Ballarat Star reported that "Mr C E Denniston, manager of the Doveton Woollen Mills, had occasion last week to make a hurried visit to Melbourne and, instead of waiting for the train, obtained a 2 $\frac{3}{4}$  hp Comet Minerva motor cycle from Messrs Endean and Wilson. The down journey occupied 4 $\frac{1}{2}$  hours, but this duration was due to an accident to a tyre, which was cut through. Mr Denniston had to wait for over an hour until a friendly cyclist came along with a repair outfit. The return journey occupied only 3 hours, which is equal to railway

time. Only one stoppage, for the purpose of filling the carburetter tank, was necessary."

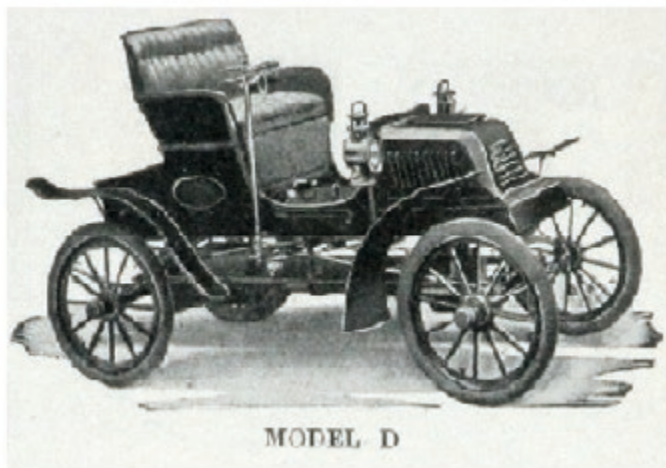
Cycle makers Endean and Wilson were located at 59 Sturt Street and were already manufacturers of the Comet cycle. Like so many other cycle firms of the time, they had taken to installing proprietary engines into cycle frames.

In April 1905 the then 37 year old Charles appeared in the Ballarat City Court to contest two charges, one of "furious driving" and another of "driving on the wrong side of the road at the intersection of Doveton and Sturt Streets". As part of his defence, Charles conducted a test in his motor vehicle in an effort to prove that it was impossible to take the Sturt Street corner onto Doveton Street at the speed alleged by Constable Thompson. The vehicle that Charles owned in 1905 is not named, it described as being of "5hp with a maximum speed of 18 miles an hour when containing three persons".

Mrs Denniston also gave evidence in her husband's defence stating that she was out in the car almost every day and was familiar with motor driving. She indicated that she was not at all alarmed by her husband's driving on the day in question and he was probably driving more carefully than usual as they had baby in the car with them. Whilst the charge of furious driving was dismissed, Charles was charged 20 shillings for driving on the wrong side of the road.







*Some 5hp vehicles available in Australia c1905 -- Oldsmobile, Minervette, Crestmobile and Wolseley*

The Denniston's remained in Ballarat until relocating to Melbourne in 1918 after Charles sold the Woollen Mills to the Myer Emporium.

Sadly, Mrs Dennison died from burns in 1926 after being "very careless with her cigarettes" and somehow ending up with her clothes on fire. She had previously been ordered by her physician to take up smoking for her health. Charles died in 1944.

Unfortunately, Victoria's earliest registration records do not indicate the vehicle, so we don't know what make of car C E Denniston was driving in either 1905 or 1910. Any thoughts?

## B.S.A. Photographs

*By Greg Smith*

During WW1, "gas-bag" cars and light vans were a common sight on London streets. Coal gas was the fuel of these converted vehicles. The capacity of this tremendous balloon, however, was equivalent only to about one gallon of petrol. Here pictured is a B.S.A. Laundaulet adapted for coal gas propulsion.



# Workshop Notes – Part 3

By Doug Fulford

Thanks for the wonderful feedback I have been getting from “Brass Notes” readers. I really enjoy your calls, especially given the social isolation of extended lock down. Tim Harris suggested the use of a lubricant to make driving screws easier. Great tip. Soap, beeswax and candle wax are the traditional candidates and silicone spray a more modern alternative. Soap does attract moisture and if used in an exposed situation may possibly promote rusting. Silicone spray could be an issue with subsequent painting. Beeswax is hard but can be softened by melting and mixing with mineral oil or raw linseed oil. I have a recipe to try – just waiting for the ingredients to arrive.

In part 1 of this series I mentioned some limitations of timber as a material and how to overcome them to a fair degree. There are a couple more limitations that weren't really relevant to the job at hand at that time. However they do come into play when we require curved pieces. These extra limitations are that it can split along the grain and it's lack of malleability. That's because timber will pretty much fail if you try to stretch it. However under the right conditions it can be compressed to some extent. There are at least three ways around these issues that may be relevant to veteran vehicle restoration namely:

1. Make the part from a series of segments suitably jointed.
2. Cold lamination
3. Steam or heat bending.

The first of these is really only suitable for larger sections and relatively large radius curves but is fairly straight forward. So I am going to concentrate on the remaining two options.

Typically when you bend any material it will stretch the material on the outside (convex side) of the bend and compress it on the inside (concave side). Timber has almost no ability to stretch before failing so we need a way to prevent that. Cold lamination achieves that by building the piece up from a series of thin laminates. Because the laminates themselves are thin the dimensional change required in each is very small. Steam bending achieves that by using heat to increase the ability of the wood to compress and bending it in such a way as to prevent stretching. In either case it is important to have straight grained, blemish free timber. A knot is an almost certain point of failure. Species selection is also important – more on that later.

Steam bending has the advantage of authenticity and the fact that the result will look like a single piece of wood (if exposed and clear finished) because it is. Mind you a well laminated piece can look pretty convincing too, unless closely examined. Steam bending does suffer from quite pronounced spring back, so to get the piece to come out the correct shape you have to over bend it. Determining by how much can be a bit of a trial and error process. Whilst the resultant moisture content

of the wood does help to some extent, heat is the prevailing factor in steam bending and timber can be successfully bent using heat alone. It just happens that steam is the ideal temperature for bending timber. Cold lamination has the advantage of very minimal spring back so your former can be made true to shape.

The first curved piece that I need to make attaches to the back of the steel frame that holds the front seat squab. It extends above that frame to serve as an attachment point for the upholstery that forms the backrest. It doesn't show so its a good candidate for a first attempt at cold lamination. The curvature is fairly tight at each end. It is also tapered along its length as well as at each end. The first step is to determine how thin the laminates need to be to safely and easily bend to the required radius..

Obviously, the thicker they are the less number of laminates you will need which makes the job a bit quicker and simpler. I cut some thin strips of timber on my table saw and ran them through the planer thicknesser. Mine will only adjust down to 3mm thickness. At that thickness neither Tasmanian Oak or Pine would bend to the radius required. I am going to experiment with some other species. You can get your planer thicknesser to process thinner sections by fixing a sheet of melamine coated board over the base plate.

However I found an easier alternative, namely using edging veneer. This is real timber cut into strips using a “knife”. Whilst most veneer is around 0.6 mm in thickness it can be obtained in 1.8 mm thickness. Bord Products (<https://www.bord.com.au/product-category/edging/>) can supply unglued edging in a variety of species. The good news is that American Ash is pretty much the least expensive (note that I didn't say cheap) and available in a wide range of widths – up to 54 mm – so wide enough for this piece and for the hood bows when I finally get there. They will deliver anywhere in Australia.



*The piece to be made, the former template and a single laminate*

The required shape was marked out on a piece of 18mm MDF. It was cut out with a jigsaw just outside the line and then sanded back to the exact shape (or as close as I could get it) using a disc sander. To get the former thick enough 3 layers of MDF were required.



The other two were cut out in a similar fashion and then trimmed to the exact same shape as the first piece using a flush trim router bit.

If the laminates were just clamped to the former with a series of clamps the thickness of the resultant piece would vary – it would be thinner where the clamps were placed and thicker between clamps.

One way to overcome this is to cut another former, this time to match the outside shape of the piece.

Then cut that into a series of segments each of which can be double clamped at the appropriate angle. I opted to try using a restraining strap instead. The laminates need to be kept in line with the former so a series of metal strips were screwed to the underside of the former. The laminates can then be clamped vertically after bending to both keep them in line and prevent any tendency to warp. Obviously with multiple laminates, there is going to be a lot of glue oozing out so it is important to prevent the laminates getting irretrievably stuck to the former, the restraining strap and any clamps. So the parts of the former that come into contact with the laminates were covered in clear packaging tape.



*The completed former*

A really great piece of advice I got was to do a trial run without glue. Once the glue has been applied to the laminates you don't have time to modify anything and you really want everything you need to be ready to hand. I had to make a few adjustments including adding some clamping holes. The one thing this doesn't replicate is the increased tendency for the laminates to move relative to each other because the uncured glue acts as a lubricant.



*The trial clamping*

The triangulated framework that provided anchoring points for the strap ratchets was a quick job out of scrap timber. Based on my experience I might well build a stronger more adjustable version using steel sometime in the future. But it was adequate to the task and the "Brass Notes" deadline waits for no man. So with some trepidation the glue was mixed and applied to the laminates. I did this in the relative cool of the evening to give me a longer working time with the glue. The former and the restraining strap were covered in cling wrap. The epoxy will adhere somewhat to the cling wrap which is there as a sacrificial layer.



*Glued up, wrapped up and clamped up*

The next day the piece was removed. There was no noticeable spring back. The cling wrap had stopped it sticking to anything. The cling wrap mostly came away and where it didn't, it and the excess glue sanded off fairly easily. All in all a most satisfying result.



*The result*

## Be Safe

I always try to take adequate safety precautions in the workshop. But the other day I was using an angle grinder to cut some steel when I noticed that my hand and stomach were getting rather hot. The shirt I was wearing had caught on fire. I managed to extinguish it fairly quickly but lesson learned – I wasn't wearing suitable clothing for the job at hand.. Leather welding jacket and leather welding gloves are now on order – thanks Vivian.



# September Flashback Response

By Greg Smith and Ian Irwin



*Original photo of BSA around the 1919 period at Bomalong Station.*

I am constantly amazed, and almost in bewilderment, with the amazing responses that have come in on the Flashback column throughout the past year. For instance, when I think back to the image of the little c1904 Siddeley that was published in Flashback in May, the responses that were received and published in June, were just astounding. We learnt that the Siddeley was purchased in England while on a business trip, the body removed, and the running chassis sent back to Australia in 1910. Arriving in Woodend from Port Melbourne via the train, the vehicle was then driven to Trentham where a homemade body was constructed, reputedly becoming the first car in that town. To have original photographs surface, taken by Colin Dennis's (member) Grandmother, of this vehicle and its transformation to appear more "modern" over a period of time was truly remarkable.

That story, along with this month's flashback narrative is also remarkable. I am indebted to Ian Irwin (Veteran Car Club ACT) for his information and resources in presenting it to us. To be completely honest, when I placed this BSA in the flashback column I was not expecting that many people would know this vehicle, as it had, to my knowledge, not been used on many, if any, of our events at the time the photograph was taken. I only decided to use the BSA since we had such an amazing photograph on the front cover of Andrew McDougall's great grandfather and I thought the Flashback BSA would complement it.

I was wrong. What we have recently learnt about this BSA has again defied my expectations. When pictured, the car belonged to Andrew Roseby, who lived at Beechworth. But let's go back to the beginning.

On the 8th of July 1914, Syd Roseby purchased the BSA from London Motor Exchange for £252/10- having received a £2/10- discount. The invoice details it as 'one shop soiled 1913 BSA'. A copy of the detailed invoice is shown (below, page 25).

Previously, Ian Irwin had taught with the cousin of Andrew Roseby, and she allowed Ian to copy from



*Ron Craze participating in 1970 International Rally in the BSA.*

a book which documented their family history. Of particular interest was the purchase of the car in the UK and its shipment to Australia, not without drama in the English Channel, as this was the early stages of WW1.

Once it made Australian soil the BSA was registered in NSW with the number 13329. It is interesting to note that Syd Roseby's business partner, Joe Wright, also bought a BSA and the two cars were shipped to Sydney at the same time. Syd's car remained in Sydney for a period, then went briefly to Katoomba. From there it went to Bombalong Station, located between Canberra and Cooma, where the family hoped to escape the global "Spanish Flu" pandemic of 1919. See photo of the car (top left) pictured at Bomalong Station around this period.

Over the years it was converted into a farm ute, a common practice on farming properties. Fortunately, the body was retained and was located submerged in nearby water when the car was found, still on the property, by Ron Craze (VCCA NSW) in 1957. Ron lived at Bowral and met Ian in the early 1960s, enjoying a wonderful friendship until Ron's passing. Ian rode in the BSA on several runs. Ron was also instrumental in assisting Ian in finding the running gear of 1404, Ian's Rolls-Royce Silver Ghost, in 1975.

A black and white image of the restored BSA with the hood up and side curtains all round appeared on the cover of the March 1970 edition of Spit and Polish, the VCCA NSW equivalent of Brass Notes. At the time it carried the concessional registration plate 078, later carrying 082. See photo (top right) taken possibly on International Rally 1970.

When Andrew Roseby, a grandson of the original owner, located the car at Port Macquarie from a story in a regional newspaper, the Rosebys approached the Craze family and purchased it. When Andrew's father John was reunited with the car, he had not seen it for 65 years! The car had come full circle returning to the original family. It was photographed back with the family in the Ovens and Murray Advertiser in January 1992.



A faded copy of a fax cover sheet dated 4.3. 1999 reveals that Andrew later sold the car at auction to Andrew Lidden QC whose professional chambers were in Macquarie Street, Sydney.

In a strange twist, some 16 years later, Ian had a rare opportunity to visit part of a collection of some 1000 vehicles in the Southern Highlands of NSW. Here, in a giant shed and amongst many more cars, was the BSA standing right beside the ex-Eric Rainsford BSA of 1913. When the owner of all these vehicles died just several years ago, some of the cars in the estate were progressively cleared. I happened to spot the BSA in Just Cars magazine maybe 2 years ago. Where they are now is not known to us. Ian believes the white BSA was sold to a Victorian owner. See picture (right) of the 2 BSAs.



The BSA parked next to the ex-Eric Rainsford white BSA in the Lidden Collection of cars.

**The London Motor Exchange**  
Telephone: 2809 Mayfair.

NEW CARS OF ALL MAKES SUPPLIED  
HIGH CLASS SECOND HAND CARS  
BOUGHT, SOLD, AND EXCHANGED.

LONDON AGENCY AND SHOWROOMS B.S.A. CARS. 8th July, 1914.

S. H. ROSEBY, Esq.,  
c/o Bank of New South Wales,  
Threadneedle Street, E.C.

**INVOICE.**

To one short-wheeled 1913 model B.S.A. car, 110x100 Continental tyres, complete with hood and screen, oil side and rear lamps, 2 self-contained gasolene headlights, horn, pump, jack and tools .. 2252 10

The original selling price of this car in the year of 1913 with the accessories as specified above was .. 2343 10

The prices ordinarily charged for separate parts when sold separately for home consumption in the country of export are as follows:

Gasolene without screen .. .. .	235 14
Body and fittings .. .. .	51 14
Five 110x100 Continental covers and five 110x100 tubes .. .. .	24 15
Two gasolene headlights .. .. .	5 0 0
Three oil lamps .. .. .	3 20 6
Horn .. .. .	4 0 0
Windscreen .. .. .	15 0 0
Hood .. .. .	1 0 0
Spare wheel .. .. .	2 8 0
Tools .. .. .	3 8 0
Pump, jack and roll of tools .. .. .	3 8 0

I, Thomas W. Gillett, an Agent authorised to make this declaration on the behalf of the supplier of the Goods described in this invoice, and I hereby declare that the net price charged to the Australian purchaser for the complete car is not less (except where otherwise specially indicated herein) than the net price charged to each purchaser of similar complete cars for home use in this country; and I further declare that the net prices shown hereon for the separate parts and accessories are not less than the net prices which are or which would be obtained for such parts and accessories if sold separately for home consumption in this country.

WITNESS: E. E. Holden  
Dated: 4th July 1914

Thos. W. Gillett  
By: 4th July 1914

**The London Motor Exchange**  
Telephone: 2809 Mayfair.

SHOWROOMS & OFFICES  
24 BAKER STREET  
LONDON - W.

NEW CARS OF ALL MAKES SUPPLIED  
HIGH CLASS SECOND HAND CARS  
BOUGHT, SOLD, AND EXCHANGED.

LONDON AGENCY AND SHOWROOMS B.S.A. CARS. 8th July, 1914.

S. H. ROSEBY, Esq.,  
Bank of New South Wales,  
Threadneedle Street,  
London, E.C.

*Thos. W. Gillett*  
*Norman*

**INVOICE.**

To one 13.9 P.S.A. car, standard .. .. .

Painted dark green and complete as per catalogue with hood and side curtains, screen, oil side and rear lamps, horn, pump, jack and full kit of tools, five detachable wheels and tyres, one pair of P.S.A. headlights and brackets .. .. . 2255 0 0

Less cash discount as agreed .. .. . 2 10 0

2252 10 0

N<sup>o</sup> 222 9.7.1914  
Paved Cheque  
P<sup>aid</sup> £252-10-0

LONDON MOTOR EXCHANGE: .. .. . paid on payment of price.

Thos. W. Gillett

By: 8th July 1914

8th July 1914

**B.S.A. THE CAR FOR THE OWNER-DRIVER.**

**The Birmingham Small Arms Company, Ltd.,**  
—Motor Department, Sparkbrook, Birmingham—

# “T” Ford Time – Border Ford

By Graeme Jarrett



There are few places on the planet where the T Ford did not venture. This shot was taken near Pinnaroo (SA) close the Victorian South Australian border. The purpose of the excursion is unknown.

The two registration numbers on the one car are interesting and not often seen. In Victoria it was a requirement for interstate based vehicles, to obtain a **Victorian Pass** prior to crossing into Victoria. It would appear that this pass was only current for one week. Clearly some motorists living close to the Victorian border found it most convenient to register the vehicle in both states. This requirement was repealed from the “Victorian Motor Car Act 1909” (9.(1,2,3,4 & 5)) in 1915, I believe.

From the radiator, the Victorian number **Vic 13 332** was allocated to **G Fuller, Pinnaroo** – from the 1915 registration records (Jan 1st).

From the radiator, the South Australian number SA 3868 was allocated to **Geo Fuller, Pinnaroo, 20 hp Ford**.

George Fuller drove, in one day, from Pinnaroo to Ouyen and back again – a round trip of approximately

280 kilometres (Wed 3rd March 1914). That is not very far in today’s terms, however, in those days that road would have been little more than a sand track in the bush.

George Fuller (probably) with the T Ford outside the Commercial Hotel, Pinnaroo. The hotel is still there and has changed very little in the ensuing years.

The Ford T appears to be a 1913 model.





# Private Classifieds

## FOR SALE

Carburettor (brass) – S.S. Smith & Son Ltd. Patent dates variously 1908 – 12. Four (4) Jet model – year unknown. This one has a throat size of 35mm – noted as “35B”. It appears to be complete apart for one jet and bowl securing nut. Some damage to throttle spindle end. This is a second-hand item requiring restoration. Price on Application (plus postage).



**Contact: Graeme Jarrett**  
**Mob 0455 041 994**  
[graemejarrett@gmail.com](mailto:graemejarrett@gmail.com)

## FOR SALE

BOSCH - Control Panel for dashboard – year unknown. It is complete apart for one fuse holder and one fuse. The key is a modern (home-made) replacement – does function. Some minor damage. This is a second-hand item requiring restoration. Price on Application. (Plus postage).



**Contact: Graeme Jarrett**  
**Mob 0455 041 994**  
[graemejarrett@gmail.com](mailto:graemejarrett@gmail.com)

## FOR SALE

RADIATOR – unknown marque. This radiator has defied identification for a very long time. Does anyone know its identity? Some damage to the core – largely at the rear. There is also corrosion to the bottom tank – requiring replacement. It is made of brass with high nickel content – sometimes called “German Silver”. It is 690mm high and 580mm wide. This is a second-hand item requiring restoration. Price on Application. (Pick up only).



**Contact: Graeme Jarrett**  
**Mob 0455 041 994**  
[graemejarrett@gmail.com](mailto:graemejarrett@gmail.com)

## FOR SALE

A nice pair of CAV NB Headlights for restoration or maybe as is for a driver-you decide. Complete with lamp/bulb holders and glass lenses. Email/phone with any questions. A good number of additional photos are available on request.



Open to sensible offers or trade for parts of, or complete CAV Model F Headlights - with cash difference either way.

## Contact:

**Simon Bayley**  
[smbayley@icloud.com](mailto:smbayley@icloud.com)  
**0438 297 067**



**Alex Brown**  
[alexanderabrown@icloud.com](mailto:alexanderabrown@icloud.com)  
**0438 297 167**

## FOR SALE

R/H Lucas Petroleum Motor Lamp , side light . Incomplete \$100 .

**Contact: John Horswell**  
**0413314196**  
**Email**  
[jraymondh@hotmail.com](mailto:jraymondh@hotmail.com)



## FOR SALE

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

**CONTACT: Paul Williams**  
**M: 0408 691144.**



## FREE TO A GOOD HOME:

Circa 1915 REO 30/35hp 4 cylinder motor, transmission and rear end.

**Contact: Russell Holden**  
**M: 0422 219 911**

# Private Classifieds

## WANTED urgently

for 1914 WATER-COOLED Humberette:  
Passenger side cylinder and both conrods.

### Contact:

Kevin Brooks, 23-25 Canopy Place, Burpengary  
4505 Qld.

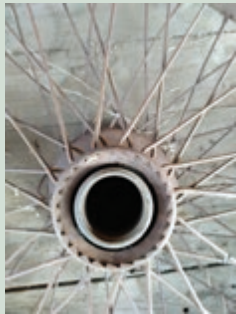
**Ph: 0412 720 035. brooks@goanna.tv**

## WANTED

4 early Rudge Whitworth 8  
spline wheel to hub screw on  
locking rings , or one to copy  
. O/D of male thread approx.  
74mm .

**Phone John Horswell**  
**0413314196**

**email**  
**jraymondh@hotmail.com**



## WANTED

Any parts for, or information  
about four cylinder Saxon  
cars in Australia.

One Radiator cap for a 1917  
Saxon. (I have the motor  
meter just need the cap, plain  
or dog bone).

Twenty Captive Nut wheel  
lugs "Kelsey" brand and  
twenty high tensile fluted  
bolts 2 1/4 x 7/16 with large  
heads stamped P4 on the  
top.

Any information about a  
Saxon Roadster in Ferntree  
Gully or Boronia area during  
the 1960-70s would be  
appreciated.

**Contact: Mick Newham**  
**Email: a\_newham@bigpond.com**  
**Mobile Phone: 0400 119 814**



## WANTED

Veteran motorbike project, preferably with most of  
its parts.

**CONTACT: Paul Williams**  
**M: 0408 691144.**

## WANTED:

Oiler / Dripper. Similar, but  
not necessarily identical, to  
pictured.

Large capacity – ideally around  
1/2 pint (300 millilitres)

**Contact: Michael Holding**  
**M: 0407 008 895**

**E: mholding@netspace.net.au**



## FOR SALE:

Rare triple trumpet exhaust  
horn complete with the 3 reed's  
still intact. Still makes a great  
noise when I used my air hose  
to check.

**Asking Price \$300**

**Contact: Kurt Schulz**  
**M: 0402 117 788**



## FOR SALE:

Fiat oil gauge. \$300.00

Lucas no.10. 12volt electric  
horn. Deep loud note. Circa  
1913 \$900.00.

Diets "OCTO" kero driving  
lamp. Complete with burner.  
\$150.00

Globe dead-easy run board mount tyre pump.  
\$200.00.

"Nonpareil " brass bulb horn ,complete with  
operating reed.

As is needs T.L.C. \$200.00

**Contact: Graeme Edward**  
**Ph: 5334 6548 M: 0409 850 192**





# Natter Night Meeting Minutes

## **NATTER NIGHT MINUTES**

### **VCCA (Victoria) Online Zoom Meeting**

**On Tuesday, 14 September 2021 @ 7.32pm**

#### **1. Opening**

The Clubs President, Ben Alcock, welcomed all to our online September Natter Night. Ben also announced following our meeting we have been invited to join the VSSCA Zoom meeting tour through the National Motor Museum in Birdwood, South Australia. An exciting treat for us.

#### **2. Attendance**

There were 26 logins (40 people) online and visitors who attended the meeting.

#### **3. Apologies:**

David Inglis, Jennifer Atherton & Rick Thege, David & Kath Wright.

#### **4. New Members:**

Max & Diana Vormister from Figtree NSW with a 1909 Renault (ex-Kim Coillet)

Francis & Elayne Ransley from Wynyard TAS with a large collection

Russell Ward & Shirley Drew of Hamilton with a 1912 Empire Tourer Model 31

#### **5. Treasurer's Report**

Claudia advised the Swan Hill refunds have all been processed. The badges are expected shortly.

#### **6. Events**

Past Events

Nil due to lockdown.

Future Events

Breakfast Run late September – Cancelled.

Mid weeks lights display 19/10 potentially.

RACV Annual Rally in November – details to be confirmed pending COVID restrictions.

National High wheeler Rally Mount Gambier 22-26/11, no decision has been made at this time to cancel.

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

National Brush Rally 20-23/4/22.

RACV Pre 1905 Rally 29/4-1/5/22.

National 1&2 Cylinder Rally Narrandera 8-14/5/22.

RACV Mid-Winter Rally 9-10/7/22.

RACV Four & More Rally - Beechworth 9-11/9/22.

Busselton National Veteran Vehicle Rally 23-28/10/22.

#### **7. Library & Archives Report**

Nil. Unable to attend clubrooms until lockdown ends.

Daryl advised the CPS Review by Vic Roads has been announced with very few changes. It remains at the 25-year cutoff. Nothing to impact our members.

#### **8. Wanted, For Sale or Swap**

The ex- Ray Mayles 1912 Daimler is up for sale at a Shannon's Auction in November.

Michael Holding's 'friend' is looking for a large glass oiler (1/2 pint) for an early veteran to sit on the motor.

Alan Long is after a Hotchkiss AD camshaft, happy to borrow to make pattern and return.

#### **9. Items of General Business**

Catherine Strutt advised she organized an F.N. enthusiasts Zoom meeting with local friends and overseas friends (some in Europe). A wonderful initiative, Catherine thanked the Club for the use of our Zoom account. Ben Alcock advised the Club is happy to facilitate meetings like this for all members.

**10. AGM & Next Meeting: 8.00 pm on Tuesday, 19 October 2021**

**11. Meeting Closure 7.54pm**



## VICTORIAN VINTAGE

**Custom made wooden spoke wheels**  
Wooden spoke wheels for all types of makes and models 19"-25 " to suit your steel felloe's and hubs. Sand blasting and painting of felloe's and hubs available.  
Restoration, panel and paintwork also available.

Contact Matt on mobile 0409 402 772  
or email [mattweeks@icloud.com](mailto:mattweeks@icloud.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

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

**VICE PRESIDENT**  
Daryl Meek (Fiona)  
t 0407 881 288  
e vicepresident@veterancarclub.org.au

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Darren Savory (Jennifer)  
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e secretary@veterancarclub.org.au

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t 0402 484 036  
e treasurer@veterancarclub.org.au

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t 0447 766 724  
e events@veterancarclub.org.au

**IMMEDIATE PAST PRESIDENT**  
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Geoff Payne (Sue)  
t (03) 9560 6837

Greg Smith (Denise)  
t 0447 395 233

Deb Alcock  
t 0412 777 676

Peter Hammet (Joan)  
t 0428 282 631

Michael Holding (Claudia)  
t 0407 008 895

**FIVA REPRESENTATIVE (TAVCCA)**  
Andrew McDougall

## **SUB-COMMITTEES**

**DATING**  
Andrew McDougall

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

## **EVENTS SUBCOMMITTEE**

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

**SUBCOMMITTEE:**  
**CLUBROOMS MANAGEMENT**  
Geoff Payne and Jim McCaffrey

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

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

**SAFETY COMMITTEE / SCRUTINEERS**  
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t 0418 561 910  
Bob Ballinger (Helen)  
t 0439 488 386

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e editor@veterancarclub.org.au

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e editor@veterancarclub.org.au

**WEBMASTER**  
Ben Alcock  
t 0404 917 366

**ENVIRONMENT & SUSTAINABILITY**  
Frances McDougall

**PUBLICITY & COMMUNICATIONS**  
Callum Walsh

**AOMC & FEDERATION DELEGATES**  
Daryl Meek  
Andrew McDougall

**TRADITIONAL OWNERS' LIAISON**  
John Stanley 0409 001 836

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

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

Download the application form at  
veterancarclub.org.au.

## **BRASS NOTES**

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

## **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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PP 100018064

## **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.



Find us on  
**Facebook**



# The Hogg Family 1909 BSA 15/20hp

