

May 2022



# 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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# Flashback



This month we feature a Mercedes with an unusual, but apt body style for such an upmarket vehicle. I am unable to state where the photograph was taken or even when it occurred, but I would hazard a guess in the late 1980s.

Please help us out on who owned this very desirable Mercedes. Can anyone also help with details of this vehicle and possible history? Also, does anyone know the whereabouts of this particular vehicle now? This was quite a special type of vehicle so I am sure someone must be able to help us find out further on this car. Please contact the editor with any relevant information.

Last month we featured a very unusual La Buire car and did receive some feedback on it. Refer to page 24 for the details. If anyone is able to provide extra information after reading the responses, as it often promotes our memories, please contact the editor.



*Mercedes on a rally, in between the 1909 Daimler of Neil Ferguson (now Rick Thege) and the 1916 Dodge of Gordon Griffith.*

## Coming Events

29 April - 1 May 2022	<b>Florence Thomson Tour - Victorian Goldfields</b> <a href="https://www.aomc.asn.au/florence-thomson-tour">https://www.aomc.asn.au/florence-thomson-tour</a>
10 May 2022	<b>May Natter Night - 8:00pm</b> <a href="https://us02web.zoom.us/j/87348426024?pwd=VjZVZVBHVksWZFkwaTE5R2JQQUZWUT09">https://us02web.zoom.us/j/87348426024?pwd=VjZVZVBHVksWZFkwaTE5R2JQQUZWUT09</a> Meeting ID: 873 4842 6024      Passcode: 273600
13 - 15 May 2022	<b>B40 Rally - Castlemaine</b> Contact: Stuart McCorkelle 0423 939 053
28 - 29 May 2022	<b>Historic Winton Races</b> Winton Raceway - Winton
14 June 2022	<b>June Natter Night - 8:00pm</b> <a href="https://us02web.zoom.us/j/81401098079?pwd=NIJMeDIiVGJORERXUGFwNVM0SUUpvUT09">https://us02web.zoom.us/j/81401098079?pwd=NIJMeDIiVGJORERXUGFwNVM0SUUpvUT09</a> Meeting ID: 814 0109 8079      Passcode: 329461
12 July 2022	<b>July Natter Night</b> 8:00pm Meeting (Clubrooms and Zoom)

## Major Events

9 - 10 July 2022	<b>RACV Midwinter Rally - Rosebud</b> Rally Directors: David & Julie Jones
9 - 11 September 2022	<b>RACV Four &amp; More Rally - Beechworth</b> Director: David Boyd
30 September - 2 October 2022	<b>RACV Pre-1905 Pioneers Rally - Ballarat</b> Director: Greg Smith
4 - 6 November 2022	<b>RACV Veteran Car Club Annual Rally - Warragul</b> Directors: Scott & Craig Emmerson

## National Events

8 - 13 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>
18 July - 11 August 2022	<b>Brisbane to Broome Rally</b> Directors: John, Graeme, Peter & Graham - jonathan44wightman@gmail.com
23 - 28 October 2022	<b>National Veteran Vehicle Rally - Bussleton, WA</b> <a href="https://veterancarclubofwesternaustralia.wildapricot.org/2021-National-Veteran-Rally">https://veterancarclubofwesternaustralia.wildapricot.org/2021-National-Veteran-Rally</a>
21 - 25 November 2022	<b>15th National Highwheeler rally at Mount Gambier SA is back on</b> Entry Contact: John Hill 0400 247 243 Accomodation: Holbrooks 03 5561 2954 <a href="mailto:chugalug@westvic.com.au">chugalug@westvic.com.au</a>

### Front Cover

Our front cover photograph has been very kindly provided by Chris Duncan and is from the collection of FN guru Doug Marshall. The photo depicts one of the vehicles that were part of the William Ying collection. Ying was an avid photographer and as such we are fortunate that he took quality photographs, often with his family. The FN has two of the Ying girls, Dot and Nancy, and was taken c1920. The car is a c1910

FN type 2100 with serial number 551. This FN was reputedly the first car owned in the township of Maldon. Maldon and Billy Ying's home town of Maryborough were reasonably close, thus we surmise that is how it became part of his daily drive and later part of his collection.

Further details of William Ying and his fine collection are featured on page 14 in a two part article. We again thank Chris for his contribution.



# President's Message

By Ben Alcock

Our April Natter Night was a success with dinner in the clubrooms before our meeting. With an unfortunate cancellation of the caterers for the night, days before the event we were forced into plan C and luckily, we have an amazing team of helpers in the kitchen that are always willing to help out, and while they might have got a small surprise to find out they were on dinner duty as well they jumped at it and it was a great night. A very big thankyou to all of the helpers who helped on the night, especially to Kath Wright and Maggie Bone who always stay back to make sure the rooms are clean and tidy after our meetings.



The RACV Midwinter Rally is fast approaching and David Jones is busy putting the final touches on the rally. We will have entry forms and more information later this month, but don't forget to book your accommodation now for the weekend. The Fairways Resort (03) 5950 2111 has got a group booking for us, use David's name or Veteran Car Club to secure your discounted rate.

Finally, I will be in Narrandera for the National 1&2 Cylinder Rally along with other Club members for this month's Natter Night so it will be an online meeting. The club rooms will still be open as per usual and you will see and hear the presenters from the big screen. This will be followed by our June Natter Night being held in Ballarat, again our clubrooms will be open to watch the meeting on the big screen. Our Secretary, Darren, will be in the rooms for both of these so feel free to join him if you can't make it in person.

*Stay safe and well,*

*Ben Alcock,  
President – VCCA (Vic)*

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## MEMBERSHIP

### WELCOME TO NEW MEMBERS

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

- Chris & Charmaine Bagot of Jindivick with a 1912 Ford T Tourer.
- Murray & Julie Wright of Bunkers Hill with a 1915 BSA M/c and a 1913 Royal Enfield M/c.



## VICTORIAN VINTAGE

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## LETTER TO THE EDITOR

*By Craig Gillingham*

*Dear Editor,*

*Re Motorcycle photograph – front cover page*

*I believe the Indian motorcycle is a 1915 model year single. The 1915-16 used the valanced front guard, but this one has the Headstrom carburettor and Dixie magneto which narrows it down to 1915. There were Indians sold here after WW1 (1914), but there weren't many, so 1915 single would be very, very rare. 1917 Indians were totally different using a saddle tank and a Schebler carburettor. Hoping this is helpful.*

*Re Billy Ying*

*W. H. Ying's garage still exists in Maryborough. It's on Google Street View, 76 Alma Road. It can be*

*clearly seen; the building has "W.H. Ying Garage" above the door in large lettering. Refer photograph.*



*I believe it is currently used for storage by an electrical retailer, Retravisson or similar.*

### Response To Last Month's Letter To The Editor:

*Dear Len,*

I was most interested to see the article regarding your Fiat Tipo 1 in the latest issue of Brass Notes and extend a very warm welcome to the ranks of veteran Fiat ownership. I recall seeing your Tipo 1 on a rally in New South Wales some years ago and noted it was a very fine vehicle. The extensive article on Bill Atkinson's Tipo I in this issue of Brass Notes will be very timely for you. You mentioned that you are seeking information on Tipo 1 Fiats and I hope the following will be of interest.

The photo (attached) was taken shortly after the completion of an extensive restoration of my 1911 Tipo 1 bis which I acquired in 2006. It had been in storage for 54 years after being discovered under a bridge at Goulburn in 1962 where it had been driving a water pump. The body had been removed but, with the exception of the foot pedals, it was mechanically complete and unmolested. The original tool kit and history of its ownership accompanied the car. Having the low steering column rake, it was easy to establish that this was the two seat Spider version and, with the help of a couple of photos, a new body was expertly made by two members of our club, Rod Cripps and Jeff Alcock.

I was completely unaware of Tipo 1 Fiats when I acquired my car but with the help of a few Fiat contacts I discovered there was an extremely complex series of Tipo 1 models.

The first Tipo 1 model (your car) was released in 1908 with an N.A. series engine. This was a new direction for Fiat as it was aimed at the medium price market. For some reason it was quickly revised and a new version, the Tipo 1 bis (modified) with a 51 series engine was introduced in 1910, and was current until 1912.

Further modifications took place in 1912 and it became the Tipo 1A with a 51A series engine. This engine was also fitted to the smaller Fiat Zero which was also released in 1912.

Adding to the complexity, a Tipo 1 T (taxi) model with the N.A. engine was produced between 1908 and 1910, and re-introduced (with gaps) between 1912 and 1921 using the type 51A engine. A Tipo 1 Furgone 9.8cwt van was also produced from 1911 to 1915 with the Tipo 1 T mechanical specifications.

In summary, the Tipo I model range comprised:

Tipo I, N.A. series engine – 1909

Tipo 1 bis, 1910 – 1911

Tipo 1A, 1912 – 1914

Tipo 1 T (taxi) 1908 – 1910, revised & re-introduced – 1912 – 1921

Tipo 1 Furgone (van) 1911 – 1915.

Australian Fiat importers, Garratt's in Sydney, were extremely active in this period and fortunately a reasonable number of Tipo I's have survived over here. Garratt's had their own body works and every Tipo 1 that I am aware of has an Australian body. Your 1909 model is definitely in the minority of Tipo 1's in Australia and overseas.

These cars were extremely well designed and engineered but please let me know if you would like any further information or help with your car. And, most importantly, I wish you many years of enjoyable veteran motoring with your Tipo 1.

*Best regards, David Wright*





# RACV 1&2 Cylinder Rally – Ararat

*By Doug Fulford, Noel & Sue Holbrook, Frances McDougall*

## **RACV 1 & 2 Cylinder Rally - Ararat 17-20 March 2022**

*By Doug Fulford*

The inaugural Victorian One and Two Cylinder Rally, was held in Castlemaine in 1992 with around 25 veteran vehicles attending. The event has been held every years since and has prospered and grown with around 70 veteran vehicles entered this year. This included 11 bikes, two three wheelers and several steamers. The event attracts interstate entrants. This year there were six entries from NSW despite the fact that several NSW based “regulars” were unable to make it. There were three entries from South Australia. This year’s rally was going to be held at Horsham but the rally director was forced by circumstances to resign. So Claudia and Michael Holding stepped in in November 2021, moved the location to Ararat and put the rally together in record time.

We decided to take Vivian’s recently acquired 1905 Cadillac Model F to the rally. Although when we bought it, the car was allegedly “ready to rally” that wasn’t quite so and it hadn’t been driven further than our front gate. So we hadn’t yet had it in top gear. In a way I felt guilty bringing such a car on a rally but we really needed some advice on how to drive it. What better way to learn than on a rally with our 1905 Cadillac, Neil and Glenys Walker’s 1906, David Provan’s 1907 and Alan Esmore’s 1908 plus the expertise of Assistant Rally Director, Michael Holding.

Rally headquarters was the G’Day caravan park. It seemed rather small with narrow roads and tight turns and there was certainly a bank up of cars and trailers all trying to book in at roughly the same time. However as it turned out there were plenty of spots suitable for unloading your veteran and parking your tow vehicle and trailer and the cabins were nice and comfortable.



*1905 Cadillac Vivian and Doug Fulford*

Thursday afternoon was set aside for an, at your own pace shakedown run of some 25 km. It was designed to show you the layout of the town, the park where the

daily starts were to be held, and the location of the golf club, which was to host both the welcome function and the rally dinner, and several local tourist attractions. The maps and the instructions were laminated and individualised according to the accommodation option you had chosen - a lovely touch. Being new to the car we just drove to town to enjoy a late and much needed lunch.

The welcome function started a 4:30 pm which could have meant an early bed time except after quite a hiatus with respect to veteran rallies there were too many good friends to catch up with. The finger food was nice especially the prawn skewers, and served by the golf club staff so that everybody should have got some.

Friday morning we motored to the start for the daily briefing. Michael Holding advised that the first part of the day’s run was the most challenging of the whole rally – mind you we later learned that there was a repeat dose on the Sunday morning. He had done all the routes in his Cadillac and only needed low gear near the top of a few hills so he expected that everyone would be fine. Our Cadillac seemed to be flying in top but gutless in low so we were forced to abort mission on the first long hill. Rather than cause problems we elected to return to the caravan park and revert to our tow vehicle. Retracing our steps we got an SOS call from a friend who had run out of petrol. I regretted not having brought our jerry can so I purchased one from a nearby garage and filled it with petrol. Putting it in the tray of the ute I discovered that I had, in fact, brought our can with us.

Morning tea was at the Pomonal Estate and consisted of scones with jam and cream. Yummy! There were other options, including what may well have been savoury scones. But with a seemingly unending supply of scones with jam and cream I wasn’t about to check out the alternatives.

Then it was on to Halls Gap Zoo which features well over 160 native and exotic species set on a 53 acre property. With the zoo being a mere 7 km from Pomonal Estate it was good that we could wander around the zoo observing the animals while trying to build up an appetite. Mind you the deer that were wandering freely round the zoo had no such need as they made it plain to anyone with a brown paper feed bag that they expected you to feed them. At that point Vivian handed her feed bag to me as I could hold it further away from their reach. Vivian absolutely adores all sorts of critters so the zoo was a perfect antidote to the fact that we hadn’t been able to get there in our Caddy.

Lunch was delivered to the zoo and what a lunch it was. We enjoyed lovely sandwiches and wraps, a wide choice of fruit and a range of juices. There was so much food. I would have liked to have eaten more of it but there is a limit. We left three boxes of sandwiches at the front gate for the staff. Those they didn’t eat that

day were destined for the cool room so the staff may be dining on gourmet sandwiches for the next week or so.

Afternoon tea was at Moyston Hall where the cars were lined up in the street so that the local newspaper could get pictures of them. I was so full after lunch that I didn't dare investigate what was available in the way of food but couldn't say no when Vivian brought out a slice of cake. On returning to the caravan park Michael Holding was able to take some time out of his busy schedule to tune the mixer on our Cadillac. That greatly improved the ability of our car to climb hills.

That evening there was a tour of the facilities of AME Systems (Vic). The company specialises in the manufacture of custom wiring harnesses for a range of heavy industries including transport, aerospace, defence, rail and special purpose vehicles, with a heavy emphasis on quality control. It provides employment for over 250 people. I think everyone who availed themselves of the rare opportunity to partake in the tour found it most rewarding. Our guides were all employees doing so on a purely voluntary basis which speaks volumes for company morale.

Come Saturday morning we headed to the start feeling rather more confident, our Cadillac having benefited from the late afternoon tune up the previous day. The going was considerably easier than the previous day's run. Morning tea was at Willaura, a leisurely 37 km run. The Cadillac was happily motoring at around 25 mph (40 kph) and I was starting to get the hang of driving it. Low gear was only needed briefly twice near the crests of two hills. Morning tea was at the Country Fire Authority Hall and we were spoiled by a wide selection of sandwiches, slices and cakes. I checked the petrol tank and discovered it was rather low – it is not very big and we were presumably still running a bit on the rich side. I walked down to Willaura Motors but it was shut. Luckily the proprietor showed up, having had to travel to Ararat, just in time for us to fill up before we had to head out on the next section of the day's run.



*Cadillac at Willaura Motors*

Our lunch destination, the historic mansion, Narrapumelap, near Wickliffe was a mere 7 km away. Not much time to build up an appetite. The current owner, Kevin McIntyre, who has undertaken the herculean task of restoring the building and the surrounding gardens to their former glory, gave an interesting and impassioned talk on the property. The property, originally a sixteen thousand hectare sheep run was established on the Hopkins River in 1841 by an illegitimate Polish emigrant who claimed royal descent, John Dickson Wyselaskie. He lived in a wooden hut while having a Gothic Revival bluestone mansion with a massive central tower designed and constructed. An imposing set of cast iron gates were erected at the entrance to a mile long avenue of European trees.

On Wyselaskie's death in 1883 the property was purchased by Gerald Neville Buckley, son of Mars Buckley, founder of Buckley & Nunn Department Store. In 1909 he purchased a Schacht motor buggy from the major pastoral and agricultural company Dalgety & Co, who were the Australian agents for Schacht. It was mainly used on the property itself and some local trips as it wasn't really quick enough to be used for longer trips to Melbourne. After many years of apparently fruitless chasing Greg Smith finally acquired this vehicle some 22 years ago. It was an emotional occasion as Greg was there in the vehicle and able to give the current owner a trip around some of the property.

The property was acquired by the McIntyre family in 1951 as part of their agricultural holdings. The house was left unoccupied as it was seen as being uneconomical as a home. As a result it became subject to looting and vandalism and while it remained basically structurally sound it was considered almost beyond resurrection. But the then young Kevin McIntyre was fascinated by the building which eventually led to him taking on the task of restoring it and re-establishing majestic surrounding gardens. This is, of course, an ongoing process. With the recent re-topping of the central tower, designed with aid from a photograph taken for the local newspaper in 1879, means that the structure is basically complete. The gardens are well established. Kevin was able to complete two very large and intricate flower pots from the broken fragments. The original pair of lion statues, specially commissioned at the time, guard the entrance to the house.

Kevin's philosophy is to do as much of the work himself as possible. He also likes to work out how to do things for himself rather than to seek help. Kevin and his sister had been up since 2:00 am making sandwich platters with his signature secret recipe filling. We had a wonderful time admiring the house and strolling through the magnificent gardens.





*The Smith 1909 Schacht returns to its original home*



*Cars at Seppelts Great Western Winery*

Eventually it was time to leave this magic place and head to Maroona Primary School for a delicious afternoon tea. More food! And with a three course rally dinner, to follow that evening. On the way our Cadillac failed to proceed at the top of a hill – hopefully only a sheared pin – so it had to be put on the backup trailer. Disappointing, yes, but it was performing so much better than the previous day thanks to Michael Holding. It's going to be a great car and by then I seemed to have pretty much worked out the basics of driving it.

The rally dinner was held at the golf club. There were the usual negotiations over swapping out the alternate serves. The food was wonderful – the salt and pepper calamari I had was perhaps the best I have ever had. There were the usual thank you speeches between entree and main course with special enthusiasm for Claudia and Michael Holding who had stepped in to organise the rally at the eleventh hour. Bill and Robyn Betts, who had had a major accident en-route to the rally, were announced as very deserving recipients of the Ron Hobbs Trophy. After the main course Greg Smith gave a fascinating account regarding the history of his 1909 Schacht Model K and how he eventually managed to acquire it. Everyone was having such a good time that the bus trip back to their accommodation was put back 15 minutes.

Sunday morning it was good to see quite a few cars and bikes still running and not yet put on trailers for the trip back home. Our destination was the Seppelt Great Western Winery with the same hills to conquer as on Friday morning. Vivian and I were in David Provan's 1907 Cadillac which was certainly up to the task. No sooner had we arrived than we were part of a tour of the heritage listed "Drives". The Drives are a massive series of interconnected passages that served as underground cellars carved out of the decomposed granite bedrock. The winery was founded by Joseph Best in 1865. He employed out of work gold miners to dig out the drives by pick and shovel. On Best's death in 1888 Great Western was purchased by Hans Irvine. In 1890 he employed a French wine maker, Charles Pierlot, to pioneer the production of "methode champenoise" sparkling wines in Australia. The Seppelt family acquired the winery in 1918.

As part of the tour we were shown lots of historic wine making and packing equipment. Equipment and methods have changed substantially over the years. Seppelt is now part of a large conglomerate of wine making companies. Fruit is still grown here and some wine produced but it is all packaged at Wolf Blass. Activity at the Great Western site is once again on the increase.

That only left lunch, the trip back to our accommodation and lots of heart felt good-byes. It was a truly wonderful rally, expertly put together by Claudia and Michael Holding in a relatively short space of time. There's not much left to say other than if you have a one or two cylinder veteran, don't miss the 2023 edition of this fabulous event. And if you don't have one maybe, start looking for one now. You have just under, twelve months. Don't say you weren't warned.

### **Our Ararat**

*By Noel & Sue Holbrook*

Congratulations to Claudia and Michael Holding for overcoming the problems of organizing an event in these cautious times. It was so good to be in an open car driving through the bush at a speed that is so relaxing.

For us, the Ararat 1&2 was the first event we have been to for some time. We chose to take the 1909 International that hadn't been out since 2016. Ararat, being the cars comparatively home territory, at Jung seemed to be fitting. So with a check over, clean up, and service with a half km shake down around the block and loaded. It was just a short trip for us this time to our G'Day Parks accommodation in a lovely setting and readied ourselves for the Friday run of 108 km.

We were the second car off from the start, as we would be the slowest car on the rally, but soon had to pull over for a clutch and belt adjustment. The first section was a lovely quiet tree lined road winding around and up and down crossing hills as we disturbed a pair of kangaroos and passed a small holding with dozens of belladonnas in bloom. We got down to the relatively flat plains east of the Grampians where we drove north with great views on the left to the Pomonal Estate for morning





*1909 International Noel and Sue Holbrook*

tea. Then another seven kms to visit the Zoo and our designated lunch, hopefully not the lion's! Those very lively Meerkats we see on TV were very sleepy on the day. One person mentioned that they were glad that it was rest time from the sales pitch!! By now we had become used to the buggy's usual noises again – were the new hearing aids a good idea?

Then back to Moyston for lovely cakes and a cuppa, where an Ararat local, who had a photograph of a family buggy, was directed to us. It was our motor buggy that his grandfather and great uncle in Jung had purchased new, back in 1910. After chatting about the buggy leaving the farm and subsequent life we were late leaving and were finally caught up by the backup - it's a bit like being followed by a police car. Despite using our reserve fuel we finally run out of fuel on the edge of town - one way to check the mileage on a full tank. The backup had already given away their cans of petrol, but graciously, Geoff and Sue Payne drove Sue in to fill our can. When back at the camp I found a leak at an oiler pipe that needed to be rectified, you need these little jobs to keep your hand in, you know.

Next morning we went up to the start for another 108km day. But on inspection, the leak had persisted, so back to camp and in the modern for the day with an early return for repairs. The morning stop was in Willaura where the fire engines were out on the grass opposite so we could eat in the CFA building. Then along more open countryside with the winding Hopkins River on our left to Wickliffe. Then turning on to a dirt road and through estate gates and a long drive, lined by oak trees with boughs over the road just allowing the highwheelers to go under and we parked under their shade by the 2nd gate close to the Narrapumelap homestead for lunch and a look through the house

-with the tall ceilings and lovely veranda. This property is where the Schacht motor buggy of Greg and Denise Smith started its working life. Many camera shutters were clicking as the Schacht drove in front of the house's tower with the owners on board. We left to ready our buggy for tomorrow's run, the final day, missing afternoon tea. Michael had promised us coffee and a biscuit but we never saw biscuits – but at every stop the locals provided scones and cream, slices and cakes – yum.

During the final rally dinner Greg gave an informative talk on the history of their Schacht motor buggy that held every one's interest as he went through all the previous owners' involvement and why it will be living in his house for maybe more than the first 37 years that it was at Narrapumelap. Thanks Greg.

Sunday dawned warm again as we headed off, again over the same tree lined road of the Friday start that seemed to be more down than ups but this time into a mist from low clouds which cleared. A bridge closed for work gave us a detour on a non-permanent road that was good apart from the odd corrugation where the loose gravel had bunched up by the modern traffic. We wound through trees then among the vines, as we got back on the tarmac close to the Great Western Seppelts Winery and drove into the car park and were directed down to the front for a photo. Many went on the cellar tours but we went back to the car park to meet again the Jung motor buggy owners' decedents as their son had come up from Melbourne. Noel gave them all a ride around the car park. The son was a mechanical engineer and loved the mechanics – may be when we part with the buggy it could go back to the original family!!!

As the rally finished at this point, we went back on the short route down the highway to load up and head for home. Although we missed driving the veteran one day, we covered 164km in an open car on lovely roads with friendly people and one highlight among many for us was meeting the decedents.



*The Jung International motor-buggy original owners*

## Victorian 1 And 2 Cylinder Weekend – Ararat: 17 – 20 March

*By Frances McDougall*

It's Sunday afternoon and the 1909 Sizaire et Naudin is packed back in the trailer ready for the trip home to Melbourne after a wonderful few days around Ararat. This was a fantastic weekend of rallying with like minded people and wasn't it great to be out in our veteran vehicles after the last two years.

For us this rally is the first time that the Sizaire has completed the whole rally – it is still a bit of a handful to drive and you really have to hold onto your hat, (we are not used to the speed of this car!) and it is a unique experience for us to be able to leave almost last but still end up almost first at the next stop!!

Congratulations to Claudia and her helper Michael on an excellent 4 days of wonderful company, picturesque scenery, interesting places to visit, quiet tree lined roads and then the food – great morning and afternoon teas and lunches. We were well looked after- perhaps too well in the food department – what do they say – rallies are a series of short runs between big eats!

Thursday afternoon and the caravan parks and motels were a buzz with cars and motorbikes being unloaded and lots of excited chatter as everyone caught up with each other – it has been a long two years. It was wonderful to have people again from the different states and for us to be able to pursue our wonderful hobby.

Friday's run took us over undulating roads, heading towards Halls Gap via the Pomonal Estate for morning tea – the scones were to die for! I was fortunate to have a ride in the Delage – I had swapped one fast car for another, up to the Halls Gap Zoo. The Zoo has been around for 40 years and has a wonderful range of different animals from cheetahs to monkeys, birds, snakes, reptiles, meerkats, lemurs, kangaroos, bison and red pandas to name a few. It is basically a free-range zoo with only the birds, snakes & reptiles in enclosed spaces. It was lovely to wander around the paths through the trees and then to have young deer come up to you. It will be well worth another visit.

The morning and afternoon teas have been catered by the local communities and they were out in force to see the cars. Friday night we had an amazing visit to AME Systems – a local Ararat business that employs around 250 people making custom built wiring looms/harnesses for trucks, buses, trams, trains, aerospace and defense vehicles. It is great to see an Australian manufacturing business that even exports to China. The wiring looms for the trucks were huge, especially when compared to a Veteran 1 & 2 that might only need one wire!

Saturday was the run to Narrapumelap Estate – this is an historic house that was owned by the Buckley family of Buckley & Nunn's Department store. The most important thing about this day's visit was that Greg Smith was taking the 1909 Schacht home. Mr. Buckley was the original owner and the car resided on the estate until 1940s-1950s. It was a lovely drive through Willaura for morning tea at the CFA before heading to Narrapumelap. Here we had a visit through the house

and up the tower before lunch. Greg took the present owners for a drive and the car was much photographed out the front of the house.

I was lucky again to have a ride in the 1908 Swift Deluxe roadster – this time it was swapping a fast car for a slower car, but I appreciated the slower pace and thank Vic for the opportunity to experience another car. Afternoon tea was at the Maroona School which has about 30 pupils and they were so interested in the cars and asked lots of questions and said "it was so cool" to see these old vehicles.

Saturday night dinner was a great evening with good food, good company and lots of chatter. Greg gave a talk about the Schacht and its connection to the house and his almost life long passion to own that car. There were also seven first time awards and Bill & Robyn Betts received the Ron Hobbs Trophy. This award is presented for persistence and tenacity in attending this 1 & 2 Cylinder event. The Betts are worthy winners as they come from NSW, have attended this weekend over many years and this year they still came even after having a car accident, on the way to the rally, in which their modern and trailer were written off and their 1908 AX Renault was also damaged. Fortunately Bill and Robyn came out of the nasty accident, relatively unscathed.



*Ron Hobbs Trophy recipients, Bill and Robyn Betts, with rally director Michael Holding.*

Sunday was a shorter run out to Great Western and Seppelts Winery for a tour of the miles of underground cellars where the champagne is kept as it matures. Lunch was in the old barrel room. Then it was time to load up, say goodbye and head home after a wonderful weekend.

Many thanks to Claudia & Michael and the Ararat crew of local members and car club people who helped with the day-to-day smooth running of the rally. Can't wait for the 2023 Weekend.



*1909 Sizaire et Naudin and 1909 Brush of the Anderson's.*





*Vic Ellis and Brendan Walsh in the Swift followed by the Splatt Humberette*

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# The First Automobile fitted with Pneumatics

By Rodney Anderson

## **The First Automobile fitted with Pneumatics**

Everyone knows *Michelin* makes tyres - but not everyone knows *Michelin* was first to demonstrate pneumatics on an automobile. And very few know the automobile used for that demonstration was a *Michelin*.

It all started with the *Paris-Brest* bicycle race of 1891 when for the first time 'un velo' was fitted with a pair of pneumatics made by *Michelin*.

Three years later in July 1894 all sorts of horseless carriages 'raced' towards *Rouen*. Fillings were tested along the way as none of the reported 21 contestants at the start that Friday morning at *Port Maillot* in *Paris* was fitted with pneumatics. The wheels were fitted with traditional iron bands or a solid rubber 'bandage' that allowed all the terrible vibrations coming from the *pave* to be transmitted directly to those on board. Mechanics also profited by repairing the various parts that ruptured going along or refitting or replacing pieces that had simply fallen off.

*Andre* and his brother *Edouard Michelin* were convinced that pneumatics needed to also be fitted to the automobile and were stimulated to search for a solution. The upcoming *Paris-Bordeaux-Paris* race loomed as the ideal opportunity to not only test but also demonstrate the solution - a cushion of air!

Without further ado, a comparison was made between the impact on a steel spoked wheel with a solid rubber tyre and another with pneumatics. The results were clear - the spokes failed on the one fitted with solid rubber but succeeded on the other.

The *Michelin* brothers then set about making three cars 'in house' for the purpose of demonstrating their pneumatics over 1200 gruelling kilometres!

On 3 June 1895 the convoy of *Michelins* is recorded as departing *Clermont-Ferrand* for *Paris*.

On the way up at *Orleans*, one of the *Michelins*, a modified Benz nicknamed *l'Hirondelle* [Swallow], broke down due to issues with the cylinder and was abandoned.

The second *Michelin* nicknamed *l'Araignee* [Spider] is recorded as being a Peugeot re-purposed to accommodate a Daimler marine motor with the larger diameter wheels at the front like the 1884 *de Dion Bouton et Trepardoux*.

There is a report the Spider had been wrecked on an earlier test somewhere between *Clermont-Ferrand* and *Moulins*. Maybe the Spider was re-built in time to be wrecked a second time. Either way, this *Michelin* does not appear in *Paris*.

Undeterred, the *Michelin* brothers drove on, arriving in *Paris* in time for the start in the remaining *Michelin* that had like the Spider been made up 'in house' at *Clermont-Ferrand* using a so-named *Type 3 Peugeot quadricycle* to fit a 4 hp Daimler motor ('... un

*quadricycle Peugeot type 3 a moteur Daimler de 4 cv.*.) On test 'under the cover of night' the mechanic forgot to re-adjust the brakes after a wheel change. When the brakes were next applied the wheels locked up and the car finished up against a tree and caught fire. The car was re-built but the more powerful 4 hp Phoenix motor in a chassis designed for the 2 hp V 2 Daimler motor proved 'awkward'. The imbalance and absence of differential gears on this *Michelin* made the steering imprecise and the car zigzag - hence the name '*L'Eclair*' [Lightning].

A trunk was fitted to the rebuilt car with drawers 'a little like a military caisson' to carry all the spare parts, tyres and inner tubes. Enough spares, tyres and tubes to get the *Michelin* from *Clermont-Ferrand* to *Paris* in time for the start on 11 June 1895 and then a further 1190 km from *Paris* to *Bordeaux* and back - a 'real raid car' ('... *en veritable voiture de raid...*').

The *Michelin* [Entry No. 46] with *Andre* and *Edouard* on board arrived at *Port Maillot* in time to be part of the column that set off slowly towards the official start opposite the entrance to the *Chateau de Versailles*, but not before everyone had time to have a good look at the pneumatics on the *Michelin*. It is said that '*Emile Levassor* couldn't believe his eyes when he saw the *Michelin* riding on air. One of the tyres was duly deflated to convince him.'

The size of the pneumatics was 1010 mm x 65 mm on the rear and 1000 mm x 65 mm inflated to 70 psi all round!

*En route* to the start, 'the parade itself was swelled by ... horse drawn carriages and spectators following on bicycle.' Keeping to 'a cautious average speed of 12 kilometres an hour', the prologue provided the chance for the public to discover the personalities and their vehicles.

'At nine minutes thirty seconds past twelve, a man dressed in white jacket waistcoat cravat and drooping brimmed hat appeared on the starting line.'

By 12:47 pm the organisers were getting worried for the fate of Entry No. 46 that had still to arrive. A comment is reported to have been made along the lines of '... how are they going to get to *Bordeaux* if they can't be bothered to turn up in *Versailles*'.

Entry No. 46 had suffered their first setback in *Paris*! Water had been poured into the petrol tank!!

By way of explanation as to how this may have happened, it is worth noting that the water required to cool the motor is poured into one of two tubes at the front - both tubes connect to the tubular chassis. The water is circulated through the chassis by a friction driven water pump running off the flywheel. The petrol tank on a contemporary Peugeot is set back behind these tubes under the seat, but the *Michelin* was configured differently to house a much larger tank that led to the filler cap for the petrol tank being in close



proximity to the tubes!

There was a further setback before the *Michelin* brothers eventually arrived at the start. The *Michelin* was then the last entrant in the *Paris Bordeaux Paris* to start at 1:17 pm to great applause from the huge crowd.

'The history of the race is rife with the tales of the trials and tribulations of its unfortunate competitors' and an ordeal for the *Michelin* brothers from the beginning. 'Tormented' for the entirety of the itinerary 'by worn tyres and broken spokes.'

'Not only did their skimpy overburdened tyres need changing every 150 km, but they also kept bursting on' uneven *pave*.

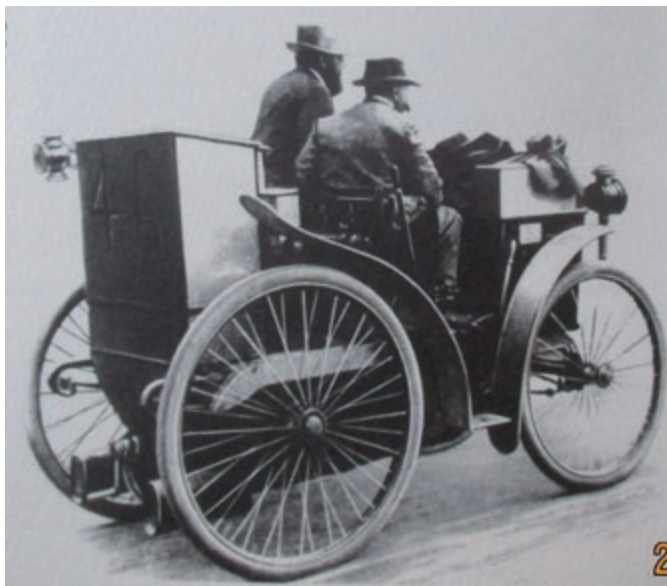
The *Michelin* brothers knew it was going to be tough, but certainly never expected the steel spokes to fail and their wheels collapse so readily.

They had brought a supply of 7 mm steel rods with them in reserve, but clearly not enough because they ran out of spokes and discretely sought recourse to 'an external source, something which the Draconian rules prohibited. Maybe they thought what the officials didn't see, the officials wouldn't know.'

Entry No. 46 reached *Bordeaux* 27 hours behind *Levassor* on 13 June at 1.10 pm.

An unconvincing performance that could only be overcome by successfully reaching Paris!

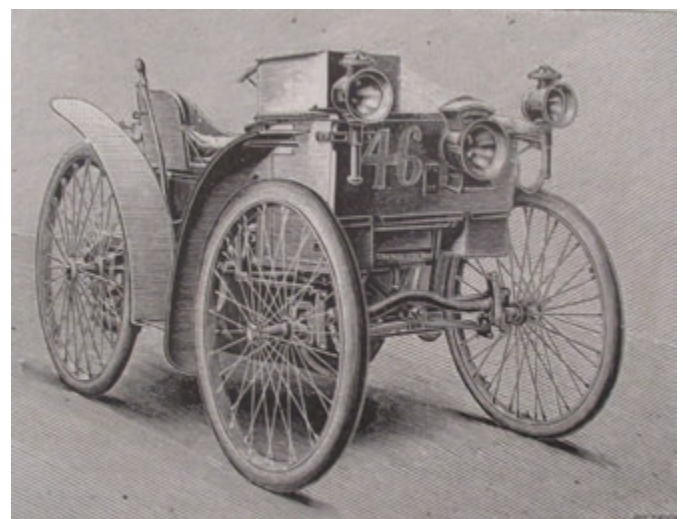
**To be continued ...**



ORLÉANS :		
N° 3	De Dion.....	4 h. 34'
5	Panhard et Levassor.	4 h. 40'
8	Peugeot.....	5 h. 36'
6	Panhard et Levassor.	5 h. 40'
28	Panhard et Levassor.	6 h. 48'
12	Roger.....	6 h. 56'
16	Peugeot.....	6 h. 57'
24	Bollée.....	6 h. 59'
1	De Dion.....	7 h. 1'
13	E. Roger.....	7 h. 54'
20	Serpollet.....	8 h. 9'
7	Panhard et Levassor.	9 h. 19'
37	Vincke.....	9 h. 38'
40	Delannoy.....	9 h. 45'
14	Duncan et Suberbie..	9 h. 46'
18	P. Gautier.....	10 h. 3'
46	Michelin.....	0 h. 45'

BLOIS :		
N° 3	De Dion et Bouton...	6 h. 20'
5	Panhard et Levassor.	6 h. 42'
15	Peugeot.....	7 h. 33'
6	Panhard et Levassor.	8 h.
8	Peugeot.....	8 h. 5'
16	Peugeot.....	9 h. 7'
12	E. Roger.....	9 h. 47'
28	Panhard et Levassor.	9 h. 47' 30"
1	De Dion.....	10 h. 20'
13	E. Roger.....	11 h. 5'
20	Serpollet.....	11 h. 10'
7	Panhard et Levassor.	0 h. 40'
14	Duncan et Suberbie..	2 h. matin
18	Gautier.....	4 h. 30'
46	Michelin.....	6 h. 30'
24	Bollée.....	8 h.



# William Ying

By Mick Turner and Bob Martin

*The following is a precis completed by Mick Turner on the extensive research completed by Robert (Bob) Martin on the life and vehicles of William (Billy) Ying. Bob was a neighbour of William Ying in Maryborough and has done an amazing amount of research on William. I thank Mick for the work he did on this project and Bob for allowing us to use his knowledge and resources he has compiled on this fascinating subject. We will be featuring this over the next two issues. - Ed*

## **William Henry Wong Ying.**

**1884 – 1964**

William was the son of Wong Ying who arrived from Canton via Hong Kong in 1862 to assist his uncle Sim Cum Yen in the running of his general store in Dunolly. Wong Ying and his family were prominent business people in Dunolly.

Born at his parent's hotel in Dunolly, William Ying went on to study at the Maryborough School of Mines as an Assayer. William would cycle from Dunolly to Maryborough to attend evening classes. He later motorcycled to classes. William was a talented sportsperson and photos exist of him in the premiership winning Dunolly Football Club in 1903, as a member of a cycling group and a member of the Dunolly Rifle Club. William was a keen amateur photographer and many photographs of landmarks and events in Dunolly, Marjorca and Maryborough exist today as a testament of his passion for the hobby. William also assisted the Maryborough Hospital in taking and developing X-rays and provided advice to the Dunolly Hospital Board on the purchase of equipment.

In 1911 he married Daisy Edmonds and both were well known for their community involvement. William and Daisy had four children – Dorothea (Dot) 1912, Nancy 1913, William 1920 and Margaret (Peggy) 1922.

William developed a keen interest in motorcycles and motorcars, going on to establish a successful motor garage in Maryborough. It is unsure exactly when this began, as William was assistant manager running three successful cyanide plants where alluvial claims were assayed, washed and cyanided, completing a course in mechanical engineering and working in the motor industry in the late veteran period and early twenties. It is known that in 1925 a Ford garage was opened in High Street Maryborough, by Messrs Wight and Ying. Primarily William would collect 'T' Model Ford chassis from the Geelong Ford plant, transport them back to Maryborough where they were mated with bodies from a variety suppliers. This also included utility bodies and sometimes mating bodies from older vehicles on to the 'T' Model Ford Chassis. William dissolved this partnership in 1929, and in 1931 he borrowed money from his sister and built a new garage in Alma Street, Maryborough. He created a successful automotive repair business at this address. During World War II, William closed this business to work on contracts for

the war effort. Towards the end of the war, William suffered a stroke and closed the garage permanently. William's wife, Daisy died in 1955, and William died in August 1964.

Over the years William collected many cars, motorcycles, parts and memorabilia. Some of the vehicles were re-bodied as part of the motor garage business, some were sold on and others kept. After William's death in 1964, there was a clearing sale to dispose of his collection. What was left or felt, to have no worth, was taken to the tip. (This included a trailer load of new old stock 'T' Ford parts).

## **What is currently known about William's vehicles is:**

1910 FN. We can refer to the March Brass Notes for details. The FN pictured on the front cover of this month's Brass Notes depicts how William received the car, and how good it was. At some period, probably around the 20s he re-bodied it to somewhat "modernise" the car and used it as his daily drive. He was very skilled and experienced in mating up bodies with different cars.



*FN Re Bodied*



*FN Johnny Van Schaik.*

The remains of the FN were purchased by John Van Schaik of Kyneton who built a new body for it. It was then acquired by Noel Parry in 1974 who, along with his wife Kath used it regularly in rallies as well as displaying it in their museum at Bli Bli Queensland. After it was advertised in 1988 Keith Wherry of Sydney



became the next owner and he retained the car until c1990 when it was again sold, this time at an auction at Darling Harbour. In 1992 it appeared in the entry list at a concours d'elegance event at the Royal Pine Resort, Surfers Paradise with the owner listed as Mr Kazus Hasegawa of Japan. It appears that the car has now somehow found its way home in the hands of a Belgian owner.

#### C1905/6 Acme-Minerva Motorcycle.



*A proud William Ying on his Acme-Minerva c1906. This motorcycle was built by the Acme Motor and Engineering Co. in Melbourne, and is fitted with a 2 3/4hp Minerva engine.*

I absolutely adore this photograph of William on this very early motorcycle, and the more I looked at it, the more I believed it was an Australian built motorcycle. It is so close in all respects to my 1904 Maldon motorcycle I decided to call a real expert on Australian built bikes. I approached Leon Mitchell who was able to confirm my suspicions. It has been wrongly captioned for many years, and I am sure Bob Martin the author of William Ying's story will be glad we have been able to clarify the correct identity of this motorcycle. Here is Leon's response -Ed

The Acme Motor and Engineering Company was an off shoot of Bennett and Darby's Acme Cycle Co. and was established, at 59-65 Little Latrobe Street Melbourne in 1904. Acme imported motor parts and cars, and built up some motorcycles which they sold under the Acme or (mostly) Liberty names. In 1905-06, for example, they advertised a motorcycle built using a Minerva engine in a B.S.A. frame set, which was sold as either Acme-Minerva or Liberty-Minerva. The premises were later used by J. E. Tilly (who built the engine for the Duigan aeroplane) and later after that E. W. Brown was another occupant. We are indebted to Leon Mitchell from South Australia for this information. Leon and Rob Saward are updating and expanding Rob's 1996 book "A-Z of Australian made Motorcycles 1893-1942".

**ACME MOTOR & ENGINEERING CO.**  
PROPRIETARY LIMITED

Having decided to clear the following lines,  
are offering, at Landed Cost,

Automotor Engines, 2½ h.p. .. ..	£12
Minerva Engines, 1904, 2 h.p. Set ..	£22
Rex, 3 h.p. Set, including Frame and Fittings .. .. .	£32
Chater Lea Frame Sets .. .. .	£6/10/-

*Acme Motor & Engineering Co. Pty. Ltd.,*  
*Little Latrobe Street, Melbourne.*

*Photo of 1904 Advert by Acme.*



*Nancy and Dorothea with their father's motorcycle photographed c.1920. With a Chater-Lea frame, Druid forks and a Peugeot engine, it is extremely likely to be of Australian assembly c. 1913-15.*

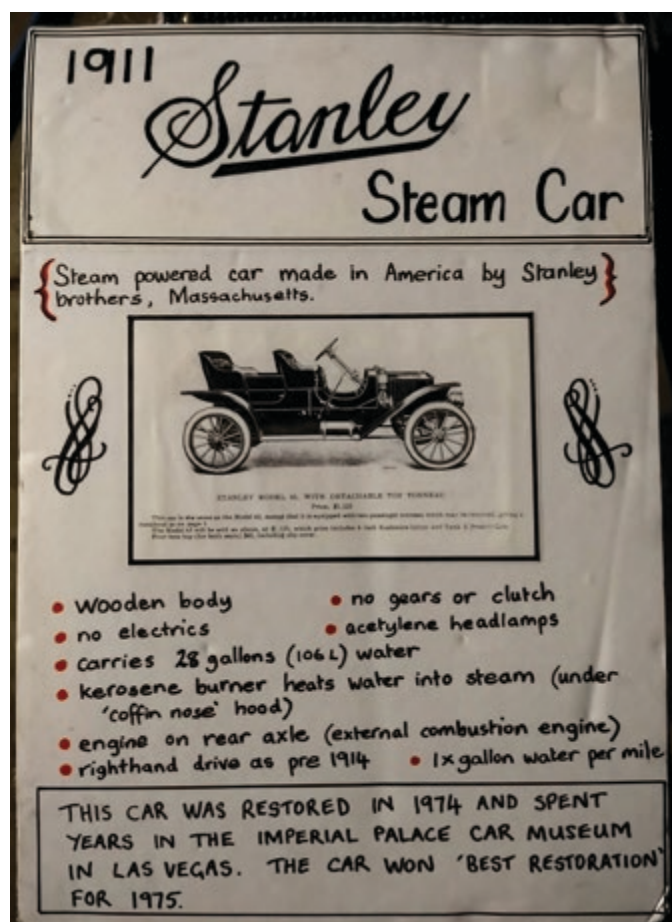
I have little information on the fate of the motorcycles, and there were many more besides these two. For a time Neil Burns of Maryborough owned the Douglas while William's son, William Edmonds, retained one of his father's favourites. His son in turn now owns this bike. A mention of the different surname is in order. On applying for a job at Port Kembla William's son was well aware of the continuing anti-Chinese feeling in the mining industry and for that reason took on his mother's maiden name Edmonds. He found it convenient to continue to use this when applying for service as a navigator in the RAAF during WW2.

All of the above has been taken and condensed – much of it word for word, from an excellent account written by Mr Robert Martin, Feb 2020. We are indebted for the work and the research undertaken by Robert.

*We will continue the account next month with many more of William Ying's cars -Ed*

# Story of our 1911 Stanley Steam Car

By Martin and Tina Smallman



Like 'snail mail' this little story of our 1911 Stanley Steamcar model 63 has taken a while to arrive (Paul Daley suggested it 7 years ago!). After all it is the nature of the steamcar to insist on patience from its owner... slow and steady does the job as you wait thirty minutes plus for take- off.

Mart is what you'd call a 'steamhead' and has enjoyed a lifelong fascination with steam power, restoring a traction engine and a number of stationary engines along the way. A 2012 trip to Kingfield Maine USA, the home of the Stanley Museum and a visit to an auction there led to his first ride in a Stanley Steamcar (1910, 20hp). Some lovely Americans took him under their wing and insisted on him being their guest. These friendships led to more visits and participation in steam car rallies in Colorado, Illinois, Rhode Island and Ohio. Fun facts: the welcoming and closing rally dinners were known as the 'Fire up' and 'Blowdown' and Tailend Charlie was the 'trouble trailer'. We were so welcomed and learnt lots about the machinations of running a Stanley, not to mention Tina 'enjoying' a ride in a Stanley doing 65mph down a Colorado mountain, after which the driver cooled the brakes with water, making more steam!

Finally in 2015 Mart found our 1911 Stanley Toy Tonneau, model 63 in Queensland. It was a beauty, having won the 1975 National First Prize at the

Antique Automobile Club of America, and spending some time in the Imperial Palace Antique Auto Collection Museum in Las Vegas. When Tina saw it rolling off the trailer in the sunshine the day it arrived home she truly grasped the appeal of a veteran car BUT then the fun started!



Getting to know your Stanley is an experience of pleasure and pain and we know there's a fine line. You can only be an authentic steam car owner if you've experienced singed eyebrows so Mart was welcomed to the 'club' soon enough. As for Tina she became quite nifty at exiting her seat in one bound to huff and puff and blow out fires under the boiler. We had much frustration with the pilot light but it's now replaced and with a better guard plus thermocouple to indicate a failure.

A rear tyre blasting off at speed (old inner tube valve was at right angles to rim opening) was another adventure but fortunately there were no neighbours out walking as it rolled off into the distance! New tyres, tubes and liners were in order as was a rebuild of the main burner and application of new refractory





around same. New stainless steel piston and valve rods have replaced the old pitted ones and both the 28 gallon water tank and oil tank needed re-silver soldering. D.G.Engineering Welding in Nth Geelong rate a mention as a great 'old school' father-son team.

The Stanley has certainly taught us to slow things down and take care with procedure, even with the loading/unloading of the trailer. "Is the roof down?" is now scrawled just inside the back of the trailer (enough said) and the day one ramp was used up- side down (with no overhang on the lip of the trailer) still gives us shudders. Somehow we got away with it ... good ole Stanley used the ramp to completely enter the trailer before the ramp fell with a bang!

We have immensely enjoyed a number of 1 & 2 Cylinder Rallies in the past few years, thanks to a great lot of friendly and welcoming members. The Stanley took a while to make an actual non stationary appearance but when it first all came together and quietly chuffed up to a good speed at Cobram 2018 we were overjoyed. With the power of ten horses, wind in our hair, we both still recall the thrill of the beautiful Stanley showing us why it is loved by so many. At the Bright Rally 2019 we had trouble with a stuck throttle at the Show and Shine. We were losing steam bigtime through the pitted valve and piston rods and the car could hardly be seen amongst the clouds! The public were delighted

with all the steam and weren't aware we had a major problem. Somehow we made it back to the trailer and another little job for Mart. We were delighted to win the Ron Hobbs Perpetual Trophy for our Stanley's perseverance with not one but two punctures in the heat and dust of Cobram, plus the leaking throttle problem.

Our Stanley has visited the Torquay Rotary Motor Show and won Best Alternative Fuel Vehicle a couple of times (no EVs participated). The Geelong Motor Revival '22 was also a terrific day and we both enjoyed the excitement and interest shown in the Stanley.

Finally, a quick guide to firing up our steamcar....1: make yourself a cup of tea 2: do all your checks including water, oil, burner fuel (kero or mixture) 3: heat pilot nozzle and main burner pipe 4: light pilot 5: enjoy cuppa for 30 minutes 6: light main burner (success indicated by 'whalesong') 7: build up steam and also fuel pressure 8: good to go!

Happy motoring to all and we wish you much enjoyment along the journey with your own amazing veteran vehicles.

Martin and Tina Smallman.

(Editor's Note: I am fascinated by these Steam Vehicles, but I would never want to own one! Thanks Martin and Tina, the 7 years was worth it)



# “T” Ford Time – Rural Victoria

By Graeme Jarrett

This photograph was taken in rural Victoria near Alexandra. It is a 1915 model T and has been seen previously with these same occupants, however, it was

painted a different colour! Yes, I am serious – even the number plate (same numbers) were painted in a different style! Perhaps it needed a makeover.



The car above (10361) does not appear in the 1915 (January) Victorian registration records.

This photograph (below) was likely taken on the Mount Buffalo Road – perhaps a tourist group in a hire car with driver. I expect it is a 1913 model.



The car above was registered (7397) to J. McPhail, 368 Bourke Street. Melbourne in January 1915.

These accompanying photographs are from the State Library of Victoria (SLV). We thank them for their generosity in making these available in good quality

high resolution digital files - on line. These works are out of copyright. They were taken by Lindsay Cummings, a local photographer who worked largely in the Alexandra region.



# What is it?

## What is it?

Our secretary received a request from a lady in Queensland who is writing her father's biography. She provided Darren with a photo taken c1913 of him in a car taken in Carlton, Victoria. She is very much hoping to identify the vehicle with the help of our members. She was told it was a Minerva.

Let's try and help this lady out by sending your thoughts through to the editor. It really is an amazing sporting type body on this car. My initial thoughts are that it is a Maxwell c1911, but I have never seen one in this configuration with a body like that. It seems to have accessories of U.S. origin, but don't be influenced by my thoughts in any way. Please send your ideas to the Editor.



## What is it?

When Vivian and I did the Benalla "Let's Rally Again" rally we found the drive from Sydney to be a nice day's effort towing a car on a trailer. So we decided that the Benalla area would be a good stop over on the way to Ararat. The Benalla Caravan Park was booked out so Vivian started looking in the Benalla area. We like farm stays because parking your towing rig is generally easy and you are mostly off the road and so safe from any "souveniring". Searching on the internet Vivian found "Mallum Creek", a charming farm stay, B&B on a lovely 80 acre property not far from the Tatong Pub. What's more it has a massive drive through shed so your whole rig can be under cover without unhitching and you can just drive out the other end the next morning. Perfect! And our hosts, Andrew and Anthea Lavis were both most accommodating and very charming. We had a lovely time chatting over dinner and having seen our cars Andrew promised to dig out a picture from around 1911 of a car his wealthy grandfather owned. Apart from the fact that it looked expensive, European, 4 cylinder from the length of the bonnet and the right era we were stumped. But I took a picture of the photo on my mobile phone confident that some "Brass Notes" readers would take one look and say "that's a .....". On our trip back from Ararat we stayed at the same place and found out a bit more about the car but we aren't giving that away just yet.

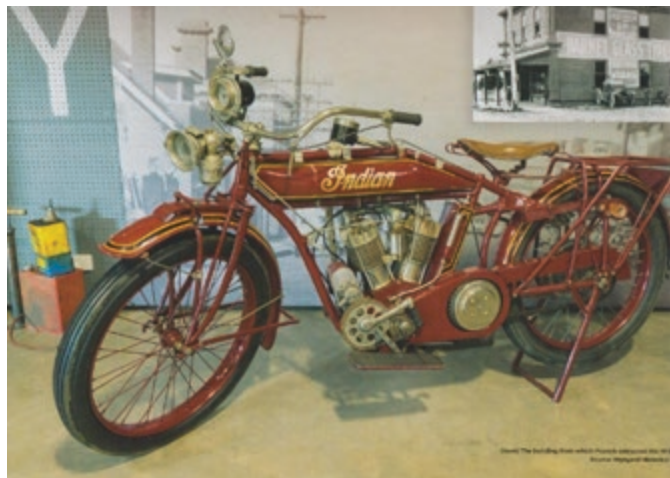
*Doug and Vivian Fulford*



# Findings, Feedback & Follow-Ups

By Francis Ransley

## The 1913 Indian



The Indian motorcycle was built in America from the very early years of the 20th century by the Hendee Manufacturing Company. This company was founded by George M. Hendee – who had originally built bicycles. In 1901 Hendee brought the brilliant engineer Karl (Oscar) Hendstrom on to design the Indian Motorcycle. By 1928 the Indian name was so well known and respected that the company changed the name to the Indian Motorcycle (spelt with no “r”) Company.

Hendee and Hedstrom were great pioneers in motorcycle design and they specialised in racing motorcycles. Indian motorcycles were second to none when it came to racing and they are still very much sought after today.

Hendee and Hedstrom produced a number of firsts in motorcycles; the world’s first gearbox, the first kick-start and the very first sprung rear wheel. My 1913 Indian has a fully sprung back wheel, which only came out in 1913. It also has a gearbox, albeit two- speed (prior to this they were single- speed motorcycles) and a kick-starter. Very few Indians of 1913 still have the kick-starter on them. They were known as “shin-skinners”- and if you have ever used one you would know why!

Indians were also the first motorcycle to be fitted with electric start (in 1915) and electric lights (in 1916). The electric start model was not overly successful due to the unreliable batteries of the day that let the starting system down. Batteries were so unreliable in those days that many vehicles which had electric start also had dry batteries as a back- up, so you could drive the car home if the wet battery failed.

This Indian motorcycle came to me by sheer chance (and a little cunning). I went into the public address business in 1973, as following the death of my wife I needed a job that allowed me to be at home more to look after my two small daughters. The same year, on a stinking hot day in March, I was working at the Wynyard Show when I came across a pioneering member of the

Wynyard township- a fellow called Jack Richardson. Jack had run a bicycle business at the building opposite the Wynyard wharf and Hotel for many, many years and so had his father before him. The family always lived upstairs and the motorcycle business, which started as a bicycle business was downstairs. He had closed the business and moved to Devonport to retire in the mid 1960s.

On that particular hot day in 1973, I was walking around the showground checking the PA system and there, sitting on the seat in the sun were Mr. and Mrs. Jack Richardson. I had not seen them for years so I sat down and we had a chat. They were saying how hot it was and how bothered they were (I would say that Jack would have been well into his eighties at that stage) so I offered for them to come over to my house so I could make them a cup of tea. My house was opposite the showgrounds only 100 yards from where they were sitting, so they accepted gladly. I had just finished my very first restoration, the 1922 Raleigh- and wanted to show Jack because I knew of his interest on motorbikes. He used to be an agent for Raleigh as well as Indian and other makes.

I made Jack and his wife a cup of tea. He had a look at the Raleigh and commented what a lovely job I had done. He asked me if I would like to restore an Indian- from about 1913-1915- to which I replied that I would love too! Upon asking Jack where I would find one he replied, “You know my old garage, down the chimney well there are a number of Indian motorbikes in parts”.

The chimney well had a framed tunnel that went all the way through the roof, separating the hot bricks from the structural woodwork. Jack drew me a map and pointed me to a particular chimney and said that I would find it very hard to locate the parts as they were down near the bottom on the ground floor. He said there was lots of stuff on top of the parts, which I would have to move out.

Armed with all that information and very grateful, the next morning I marched down to Joe Bugg who had the pub and also owned the building that used to be Richardson’s Garage. I said to Joe that Jack Richardson had told me that there was a motorbike in the chimney well. Joe was not happy to hear it, because he had had people in there previously tearing the wallpaper off the walls and lifting the floorboards looking for parts and there was not a screw or piece of wire left in the building. He said everything had been taken and there was nothing left to find. Joe would not even entertain the idea of letting me look in there, so I went home bitterly disappointed.

Two months later I got a phone call from Joe Bugg on a Saturday afternoon. He said that he had a bus tour coming into the hotel that afternoon and a number of televisions were on the blink and that he wanted me to look at them. I told him I would come down on Monday morning at 11am. There was silence on the phone. He



wanted the televisions fixed that afternoon but I told him that he had refused to do me a favour so why should I do a favour for him?

Joe relented and said that if I fixed his televisions that afternoon he would let me have a look in the chimney wells the next morning- so I went straight down and fixed the televisions. When Joe was paying me for the TV repairs, I said to him that as he thought there was nothing in there, and I thought there was, I would give him \$50 for anything that I might find in the chimney. We made a deal and home I went.

At precisely 10am the next morning down I went armed with a ladder, steps, rope, hook, block and tackle. Once up in the roof, you have no idea what I had to move. There were mattresses, ticks, blankets, boxes and rags. The chimney well I was working in was about six foot square and had a little two foot chimney coming out the top, which is not a lot of space to work in!

After about an hour I came across a front tyre, so I hooked the block and tackle on and tied it around the wheel and pulled it up. There it was- a 1913 Indian-all there. It even had the John King and Sons decal on the front fork. I got it out along with a whole heap of other Indian parts including wheels, frames and other bits and pieces.

As I was lowering it all down outside the building (which thankfully had a plank and a block and tackle for lowering things down from the upper floor to the ground) across the road came Joe who had obviously been keeping an eye on me. He said that he thought it looked like a lot more than \$50 worth. I told him that a deal was a deal, and true to his word, Joe kept to his deal.

By sheer luck of offering Jack Richardson a cup of tea, I got a reward. I rang Jack to tell him I had retrieved the bike. I was intrigued to know why a complete motorcycle in excellent condition had been put there in the first place. Apparently Jack's father had put in the chimney well in 1923 because he had traded it in. He said "it was too good to wreck and too old to sell".

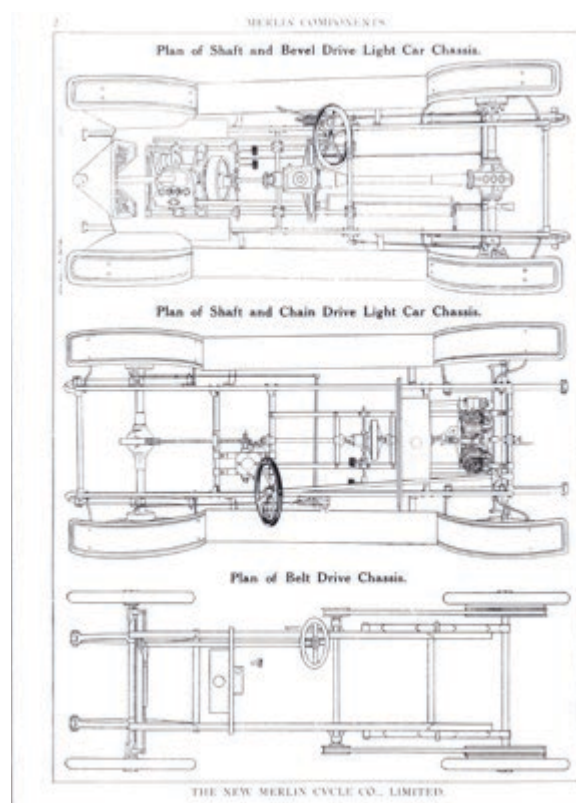
### **The New Merlin Cycle Company and The Autocrat Light Car Company.**

*By Mick Turner*

*As a follow-up to last month's Cyclecar Corner Mick Turner has provided more information on Merlin's and the associated company, The Autocrat Light Car Company – Ed.*

William Ivy Rogers owned both companies and they operated from addresses opposite each other in Birmingham. From the New Merlin Cycle Company everything from a running board bracket to complete running chassis could be purchased. Three configurations of chassis were offered.

My chassis is the 'Shaft and Chain Drive Light Car Chassis'. The South African surviving Merlin is a 'Belt



(South African chassis)

Drive Chassis'. The South African Merlin has an 8 h.p. JAP V twin, air-cooled engine. My Merlin has the 8 h.p. Precision V twin air-cooled engine.

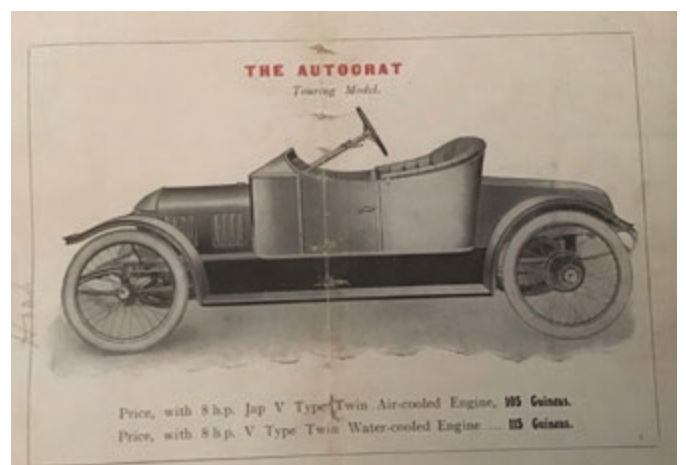
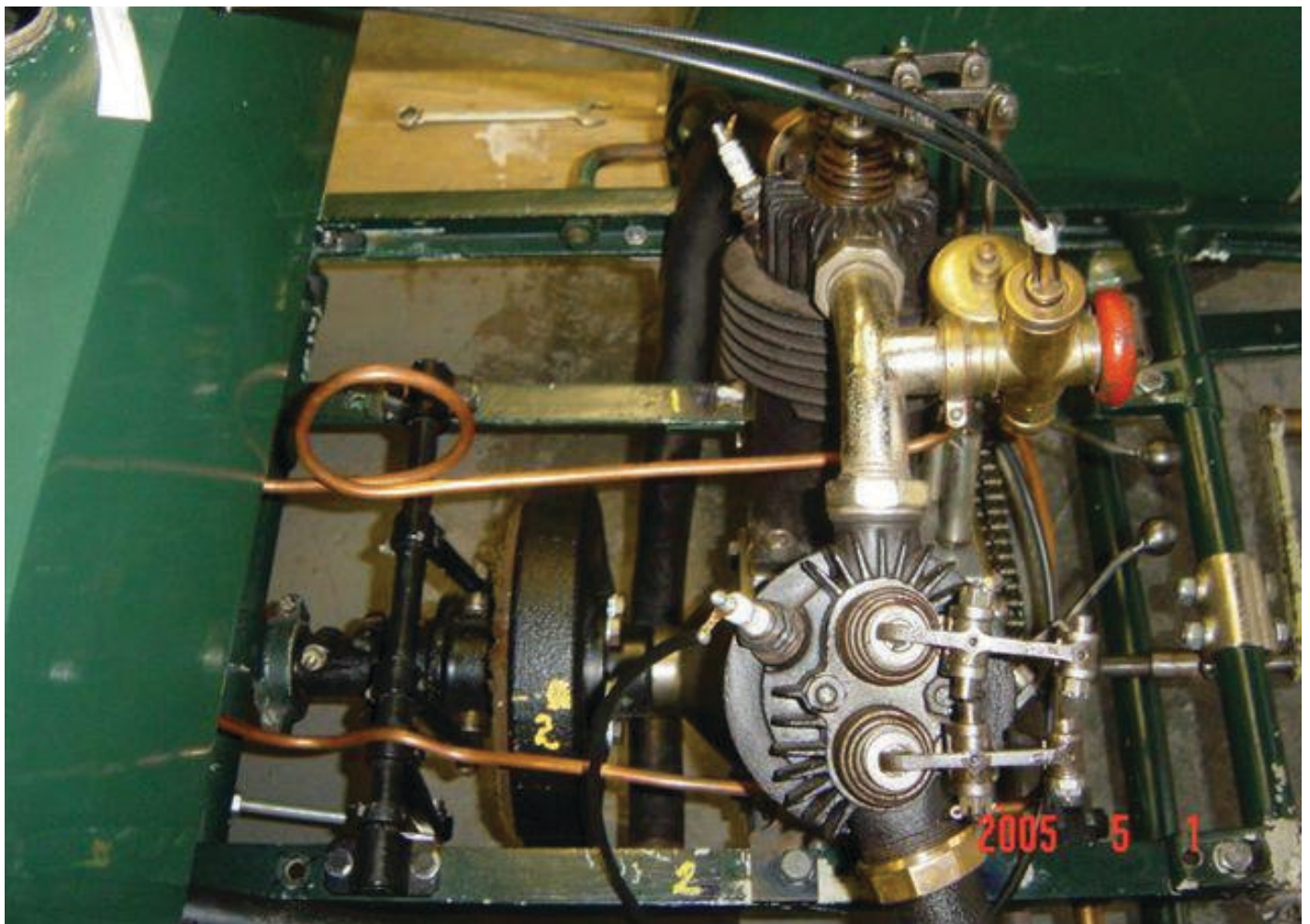
The Autocrat Light Car Company provided complete fully bodied vehicles. Engines were either air cooled V twins – 8 h.p. JAP, 8 h.p. water-cooled vertical twins or a water-cooled 8/10 h.p. four cylinder.

The chassis and all running gear provided by the New Merlin Cycle Company.

The Autocrat Light Car Company operated from 1913 'til 1926. Eventually taken over by Calthorpe.

The fact that only two vehicles survive in locations of Australia and South Africa is amazing.

The complete history of mine has been compiled by Graeme Jarrett and published in Brass Notes.



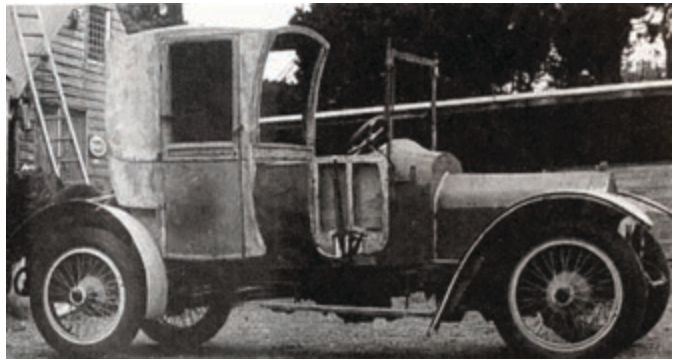


# Comings, Goings and Restorations

By Greg Smith

It has been a couple of months since some updates, as we have had an abundance of articles and contributions, for which I am most appreciative.

When I last wrote, a couple of Veteran Cars were being auctioned by Shannon's. I am able to report that the lovely Hotchkiss AG Tourer failed to sell. The wonderful 1914 Renault DG Roadster which was the ex-Rainsford/Peter Crauford car has been purchased by one of our members based in NSW. This is excellent news and hopefully we will see Neil Heilbrunn, the new owner out and about in this beautiful roadster.



We have recently featured a number of articles with FIAT content, so I thought I would share a restoration of a FIAT that is occurring in the north of the state. I particularly love the body on the car, with a wonderful original style that looks superb. The owner has had to re-make the rear deck, and has remanufactured this with aplomb. Most of the car has been put together, with the upholstery and hood the next project. Once this is complete, it will be disassembled for painting and then again re-assembled for completion. It should make an outstanding car.

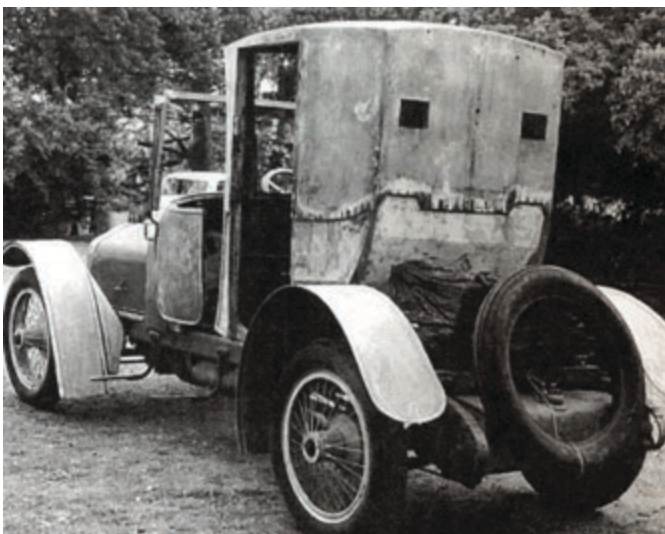


*1914 Renault DG Roadster*

Another piece of news is the Wolseley that we featured in the Flashback column back in March of 2021 has changed hands. It was shortly after we displayed the Wolseley in that column, the owners decided it should go to someone else, so it could be restored and used. One of our members has purchased this excellent project and we hope that the restoration work will be undertaken to see the Wolseley back on the road.



*FIAT undergoing restoration*



*Wolseley with unusual body style in new hands to be restored.*



# Flashback Response

By Andrew Winter, Ian Irwin, Greg Smith and Graeme Jarrett.

## Flashback Response

Seeing the photo in Brass Notes triggered some memory from years ago about a La Buire car I had glimpsed on a club run when we were members of the V&VCC ACT. We visited a home of Ray Turner who had a wonderful collection of cars – some were very rare including a La Buire. I was able to dig up some digital images that I took that day to check. Unfortunately they are of a small file size so resolution is not great. The collection was packed so tightly in the garage under the house that some vehicles were not really able to be seen. The La Buire was parked right at the back, but by zooming in one photo and checking against the photograph in Brass Notes, I reckon it is the same car! I also found a photo of the rear of the car so I must have been able to shimmy down the back somehow! This was in 2005 and I have no idea where the car might be now – perhaps Ray still has it in Canberra. According to my notes it is a 1908 model but I don't know if that is right.

Andrew Winter



## Flashback Response

The La Buire did come to Canberra, or rather to nearby Queanbeyan in the 1990s. The owner was Ray Turner. This was one of several cars owned by members that needed extra garage storage space over time, and I was asked if I could house it 'for a while' until alternative arrangements could be made. He eventually married and took the car to Queanbeyan. It was offered for auction via Wemyss Auctions in Canberra in 1997, but failed to reach the reserve. In 2008 it was again up for auction.

During the time I housed it, he left a file of documents relating to its restoration, which I duly copied. I am not sure where that is at present, but I'm sure I still have it. One interesting photo revealed a stamping on a chassis rail, from memory beneath where the cowl sits, proclaiming the car to be a 'VOITURE De COURSE' or 'Racing car.' I hope I can find this for you.

Ian Irwin

## Flashback Response by Greg Smith

In the Flashback column of last month (April) I mentioned that at one time our club boasted five examples of the La Buire marque. I had some doubter's express that this statement was untrue. Have I ever told untruths? I may have exaggerated or embellished somewhat to make a story better, but never untruths! One such person (un-named) asked me to prove it.

We all know about Ken Russell's "old yella" which is the 1913 La Buire that was restored and rallied by Ern Cobb before Ken's ownership. Originally this car was sold by J.C. Brown Motors of Geelong. Ern found the car on a farm near Geelong being used to power dairy machinery in 1959.



La Buire of Ern Cobb, now Ken Russell's



Ern Cobb was a technical school teacher. Here he is seen at the 'Melbourne Tech' body building section in the early sixties with the body of the 1913 La Buire. Apprentices were trained in this section and a number worked on the La Buire body

Bill Buchanan was one of our club's prolific restorers, and he restored this 1913 example back in the 50s. It was passed onto his son Eric, but I have no information of where it is located now. Perhaps others may be able to help in knowing where it is now. This car was also sold by J.C. Brown Motors of Geelong. It was found lying on a farm also near Geelong where it had been used as a general runabout.





*La Buire Bill Buchanan (Photo from Veteran and Vintage Cars of Australia- Malcolm Grant)*

Bert Lamshed owned this 1912 La Buire. He acquired this car from Don Sisley in the early 60s. Don rallied it in the early days when it was a totally different colour. After Bert acquired the car he conducted a full restoration and rallied the car consistently. It has changed hands twice since Bert, and now resides in South Australia in the custody of Alan Pitchers, who adores the car. This is another that was sold by J.C. Brown Motors of Geelong, and is bodied by Everett and Sons of Geelong.



*Bert Lamshed*

The La Buire Tourer shown here is one that is not so well known about. It was restored by the Late Ray Maher of Swan Hill. It was featured in the "what is it?" column in the August 1994 Brass Notes. The restoration process was then published in the following edition, and makes for very interesting reading – perhaps I will reproduce that article in next month's Brass Notes. Ray

and I met around this time when we swapped a pair of headlights, as he wanted larger ones, and I required a smaller pair. I believe the La Buire is still in the family. (I thank David Lang for doing the secretary/detective work to locate the Brass Notes editions).



*La Buire of Ray Maher*



The last La Buire to make up the five is the one restored by Stan Holland and was the car featured in last month's Flashback column. The responses and information prompted my memory and it was quite a special (racing) model from 1908, which I had forgotten. It was as stated, restored by Stan Holland who also restored the twin cylinder Maxwell which was campaigned by Jim McCaffrey/Kim Coillet, and now by Peter Fitzgerald. The La Buire was sold to Ray Turner in Queanbeyan sometime in the 90s.

The car was, as Ian Irwin indicated offered for sale in 2008. It was at the establishment of Classic Cars Sydney. In their advertising they stated that the coachbuilder on the original body plate was Everett & Sons in Mercer Street, Geelong. (This is the fourth of the five that has had a Geelong connection). The advertising also emphasised that the model of this La Buire was the extremely rare "Voiture De Course" – essentially a production racing car that the La Buire company built for a short period. The giveaway to its racing intentions is the position of the engine – significantly further back in the chassis, compared with its contemporaries – that was an aid to high-speed handling. The car was priced at \$120,000 at this time it was for sale in 2008. As to where this very rare La Buire now resides, is a mystery.





## Flashback Response

*By Graeme Jarrett*

So to the doubters, that is the five that existed in our club. The question of how many remain worldwide, I cannot help with certainty in this regard. I believe there is another La Buire in NSW similar to Ken Russell's model with the pointed radiator, so my uneducated guess of how many survive is really just that, an uneducated guess. I have read that there are a total of eight worldwide, but with six in Australia that certainly doesn't leave many more. In any case we have been fortunate to be associated with the amount we have encountered in our state.

The survival rate of the La Buire marque here is excellent; the agent, Browns in Geelong must have sold a good many of them.

Regarding your quest for who owned the five La Buire cars, I offer the following:-

1. Stan Holland owned and largely restored the featured car with polished bonnet. Where this car came from previously is unknown to me. It has been sold a number of times since Stan owned it. This car was offered for sale by Classic Cars Sydney (November 2010), and described as '1908 La Buire "Course" Sports Roadster'. Some real clarity needed there. Current location unknown.
2. Bert Lamshed owned the 1912 maroon car – currently in the Northern Territory (Allan Pitchers & Claire Bettess).
3. Ray Maher (Swan Hill) – restored a 1912 car. Its current location and owner not known to me.
4. Ern Cobb – restored a 1913 La Buire painted yellow and green ('Old Yellah'). This car is now with Ken Russell.
5. Bill Buchanan. This car (painted blue – a Bugatti colour) was active in the very early years of our club. Current location unknown.



*Brown's*  
Whitemetal & Mechanical  
Service

**Andrew Brown**  
**0466 061 002**



- White Metal bearings
- Model T Ford
- Mechanical repairs to all Veteran, Vintage & Classic cars



# Hot Cross Bun Run

By Ben Alcock

Our annual trek to Braeside Park for the Good Friday Hot Cross Bun Run was another success. This year was organised by the VDC with the help of the Chrysler Owners club who have a very useful kitchen trailer. Numbers were good, the weather was great, the urns full of hot water and the hot cross buns where plentiful, we were even treated to home filled easter eggs with M&M's by VDC president, Glenda Chivers. The Rosella oval was full of cars (veteran, vintage & Classic) and people, while the donation tins were being rattled, we managed to collect and donate over \$1,000 for the Royal Children Hospital, a huge effort and massive thankyou to the VDC for hosting this year and to all who attended and donated.



1908 Metallurgique



1912 Ford T Mark Herbstreit



Cooper Holt showing Rod & Maggie Cripps' 1912 Overland



1914 De Dion Bouton Peter Hammet



1912 Talbot of the Caffyn's



1908 Metallurgique Lindsay Vinen & family



1911 Hotchkiss James Dunshea

# Private Classifieds

## WANTED

I am looking for 1 useable second hand BE 30 x 3 1/2 tyre as a spare tyre

**CONTACT: Simon Anderson**  
**M: 0414 482 241**

## FOR SALE

Bosch DU2 magneto. Excellent spark. \$700 firm

**CONTACT: David Inglis**  
**Ph. (03) 9878 0496**

## MOBILE GANTRY FOR SALE - ALL PROCEEDS TO THE CLUB

Doug Fulford (Victorian Member, residing in NSW) has a brand new, unused, 1 tonne, mobile gantry, surplus to his needs. Doug has generously offered the unit for sale with all proceeds being donated to the Club.

Doug purchased the unit but had it half assembled when he commissioned a new double carport – with a fully supported steel girder.

The gantry was sold by Hare & Forbes (Machinery House) at \$979 (incl. GST) under the Code C188.

<https://www.machineryhouse.com.au/C188>

**Contact Michael Holding, 0407 008 895 or**  
**mholding@netspace.net.au with genuine offers.**

**Bidding has started at \$500.**

It will be sold to the highest bidder on May 12th. The gantry is now un-assembled and available for pickup in Werribee but can be taken to the Narrandera Rally if more convenient.



# Natter Night Meeting Minutes

**VCCA (Victoria) at Clubrooms and Online Zoom Meeting  
On Tuesday, 12 April 2022 @ 8.02pm**

## 1. Opening

The Club President, Ben Alcock, welcomed all to the April Natter Night, also welcoming those online.

## 2. Attendance

There were 35 members present in the room and 16 online, a total of 51 who attended the meeting.

## 3. Apologies:

Barry & Roz Smith, Jennifer Atherton, Jeff Alcock, David Inglis, James Dunshea, Glenn Banks-Smith.

## 4. New Members:

Chris & Charmaine Bagot of Jindivick with a 1912 Ford T Tourer.

Murray & Julie Wright of Bunkers Hill with a 1915 BSA M/c and a 1913 Royal Enfield M/c.

## 5. Events

### Past Events

RACV 1&2 Cylinder Rally. Andrew McDougall spoke of the excellent rally and thanked Michael & Claudia Holding for organizing the event, article and photos in May Brass Notes.

### Future Events

Good Friday Hot Cross Bun Run at Braeside Park this Friday

Flinders Motoring Heritage Day - Easter Sunday

Florence Thomson Tour 29/4-1/5.

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

B40 Rally, Castlemaine 13-15/5

RACV Mid- Winter Rally 9-10/7

Motorclassica 7-9/10

RACV Annual Rally Warragul 4-5/11

## 6. Library & Archive Report

Daryl spoke of Dorothy Bugg's interest in the family 1912 Pathfinder. After selling the car in 2015 at the Shannon's Auction, its location is unknown. Dorothy is writing about the family history with the car, and would like to know where it is now.

## 7. Wanted, for Sale or Swap

Doug Fulford has a mobile gantry for sale. Funds donated to the Club - contact Michael Holding as it's at his place for pickup by new owner.

## 8. Items of General Business

May Natter Night will be via Zoom from Narrandera, Club Rooms will be open as usual.

June Natter Night will be held in Ballarat, Clubrooms will be open as usual also.

## 9. Meeting Closure 8.20pm.

**10. Next Meeting: 8.00 pm on Tuesday, 10 May 2022.**



# Events

## RACV FOUR & MORE RALLY - BEECHWORTH

Just a brief summary of the progress of the RACV Four and More Rally at Beechworth.

Planning is well under way for the RACV Four and More rally from September 8-11. Based in Beechworth, we will be travelling some of the most scenic roads in the North East of Victoria. The rally will start with the normal short "Shake Down" run, departing at 2.00pm on the Thursday afternoon and will conclude with a short run and lunch on the Sunday. This will allow ample time for those who must leave to load up their cars and head home. I would encourage those who can, to remain in Beechworth and enjoy local attractions on the Sunday afternoon and depart the next day. 12 cabins are being held at the Lake Sambell caravan park, 10% discount for entrants. I leave it up to the individuals to phone the park on 03 5728 1421 and confirm their own booking.

**When:** September 8 - 11, 2022

**Where:** Beechworth, Victoria

**Contact:** David Boyd,  
0421 064 689





# B40 #2

## Rally

**13th-15th May 2022**

Entries are now welcomed for those drivers under 40 in cars pre 1940 for the B40 Rally #2 to Central Victoria



For further details and entry form, scan the QR Code.



## Invitation to attend the 2022 Veteran Car Club of SA Annual Rally for all vehicles built prior to 1919

# Goolwa, South Australia

**Rally Dates:** Friday 7/10/2022 – Sunday 9/10/2022

**Destinations:** The Rally will include drives with distances ranging between 52kms - 90kms.

**Reserve your accommodation now. . . . .**  
(SAY YOU ARE WITH THE Veteran Car Club of SA)

**GOOLWA MOTEL - (08) 8555 1155**  
30 Cadell Street Goolwa SA 5214  
[info@motelgoolwa.com.au](mailto:info@motelgoolwa.com.au)

**Further Information:**  
Please contact the Rally Director: Hamish McDonald  
Phone: 0488142159 Email: [brushtownersregister@gmail.com](mailto:brushtownersregister@gmail.com)



The Veteran Car Club of South Australia Inc.  
P.O. Box 193 Unley BC SA 5061

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

**ABN:** 61 276 214 581

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

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Mt Waverley, VIC 3149

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e president@veterancarclub.org.au

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e treasurer@veterancarclub.org.au

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Geoff Payne (Sue)  
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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

Callum Walsh (Francesca)  
t 0447 766 724

**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 – Ben Alcock.

**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:  
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**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**

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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.



Find us on  
**Facebook**



# RACV 1&2 Cylinder Rally – Ararat



*1906 Cadillac Neil Walker followed by 1910 Brush Paul Daley*



*1908 REO Shane Edwards passing the Willaura Hotel*



*1909 Renault Max Vormister*



*Motorcycles at Narrapumelap. 1917 B&B Frances Hall, 1913 Champion Darren Savory*



*1910 Renault Rob Anderson*



*1907 Darracq Peter Hawkins*



# RACV 1&2 Cylinder Rally – Ararat



*1907 McIntyre Warwick Bayley*



*1905 REO Byron Dobson and 1909 Renault David Inglis and Robyn Blackwell*



*Cadillac, Renault, REO*



*1910 Maxwell Robert Caffyn*



*1908 Wolseley Siddeley Brian Love*



*1910 Buick David Barnard*