

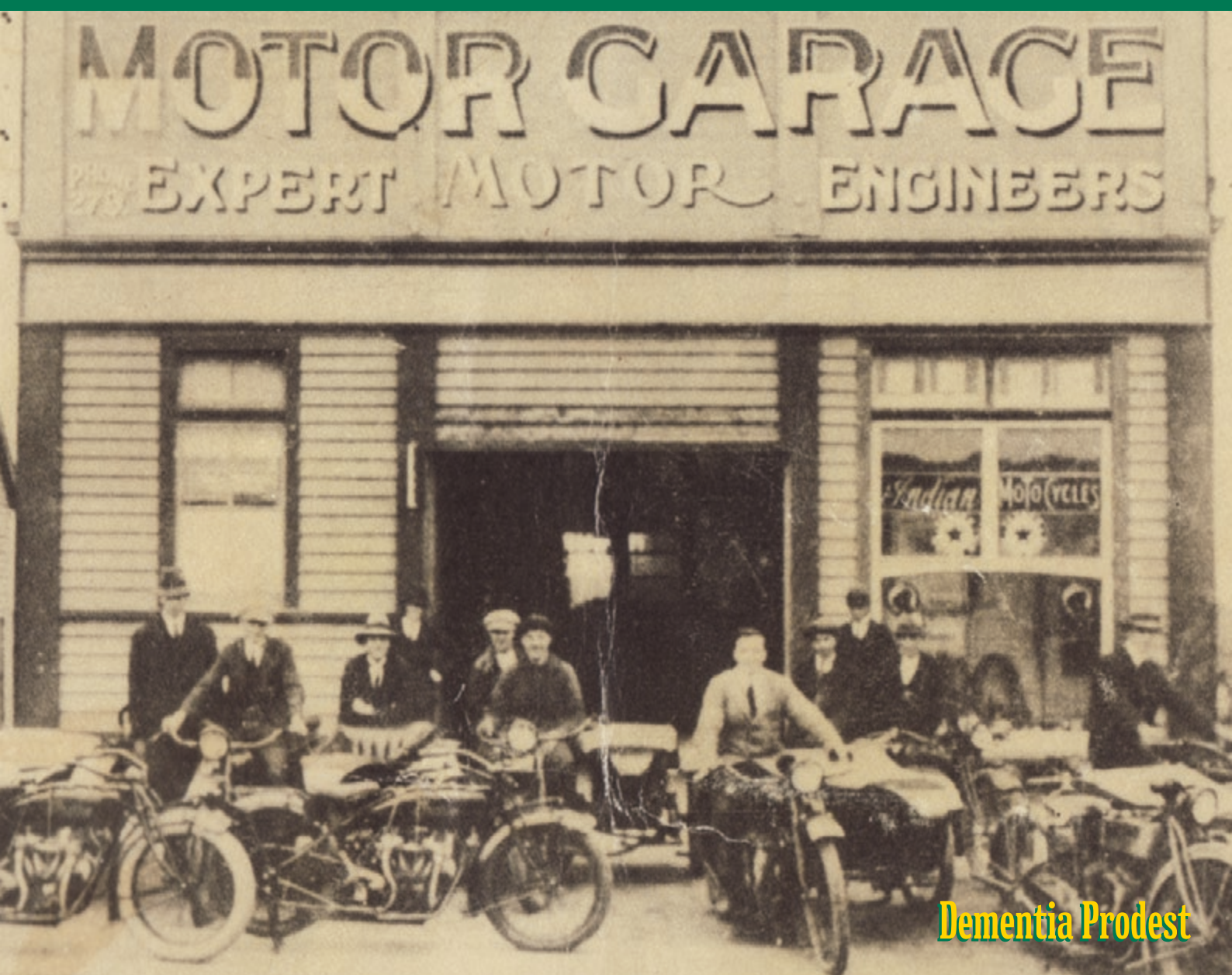
June 2022



Brass Notes

www.veterancarclub.org.au

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



Dementia Prodest

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

Patron: Mr Geoff Cosgriff,
President and Chairman, RACV

CONTENTS



The RACV is the principal sponsor of the Veteran Car Club of Australia (Victoria) Inc.

President's Message.....	4
Letters to the Editor.....	4
The Florence Thomson Tour 2022: A Story.....	5
Cyclecar Corner – Chota & Buckingham.....	6
“T” Ford Time – Country & City.....	7
The First Automobile	
fitted with Pneumatics – Part 2.....	8
2022 National 1 & 2 Cylinder	
Veteran Vehicle Rally.....	10
1908 I.H.C. Buggy.....	15
Parker Auction Part 3.....	18
Findings, Feedback and Follow-ups.....	20
“What Is It” Responses.....	24
Natter Night Meeting Minutes.....	25
Private Classifieds.....	26
Events.....	29
2022 National 1 & 2 Cylinder	
Veteran Vehicle Rally - Narrandera Photos.....	31

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

Flashback

This photograph was taken at the first VCCA Vic Argus Rally in 1955.

It is a 1915 model T Ford with Tarrant body. The removable rims would have been a later modification.

Is anyone able to assist with the owner at that time and also the current or subsequent owners.

Any and all input is welcome. Anyone?

This accompanying photograph is from the State Library of Victoria (SLV) – photographer Gordon Fraser. We thank them for their generosity in making this available in good quality high resolution digital files - on line.

Thank you to Ian Berg.



Coming Events

14 June 2022	June Natter Night - 8:00pm - Ballarat Vintage & Classic Car Club – Ballarat - 690 Humffray St S, Golden Point VIC 3350 https://us02web.zoom.us/j/81401098079?pwd=NIJMeDIiVGJORERXUGFwNVM0SUpvUT09 Meeting ID: 814 0109 8079 Passcode: 329461
12 July 2022	July Natter Night 8:00pm Meeting (Clubrooms and Zoom)
7 - 9 October 2022	Motorclassica - Concours & Saturday Display Contact: Daryl Meek

Major Events

8 - 10 July 2022	RACV Midwinter Rally - Rosebud Rally Directors: David & Julie Jones
8 - 11 September 2022 (note date)	RACV Four & More Rally - Beechworth Director: David Boyd
30 September - 2 October 2022	RACV Pre-1905 Pioneers Rally - Ballarat Director: Greg Smith
4 - 6 November 2022	RACV Veteran Car Club Annual Rally - Warragul Directors: Scott & Craig Emmerson
16 - 19 March 2023	RACV 1 & 2 Cylinder Rally - Cobram Rally Directors: Daryl Meek & Fiona Lane

National Events

18 July - 11 August 2022	Brisbane to Broome Rally Directors: John, Graeme, Peter & Graham - jonathan44wightman@gmail.com
23 - 28 October 2022	National Veteran Vehicle Rally - Bussleton, WA https://veterancarclubofwesternaustralia.wildapricot.org/2021-National-Veteran-Rally
21 - 25 November 2022	National High Wheeler Rally - Mount Gambier Entry Contact: John Hill 0400 247 243 Accommodation: Holbrooks 03 5561 2954 chugalug@westvic.com.au

MEMBERSHIP SUBSCRIPTIONS

MEMBERSHIP SUBSCRIPTIONS ARE DUE SOON
 Subscriptions expire on July 1st and are payable by July 31st.

With this edition of Brass Notes or as a separate letter, you will receive a 2022/2023 Membership Renewal Form.

Membership fees have been held at the same level for 5 years.

Our **on-line renewal system** allows members to update their details and pay their membership subs using their computer, tablet or smart phone and a credit card.

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

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

President's Message

By Ben Alcock

I'm writing this month's message on the back of back-to-back rallies that I have been lucky enough to attend. The National 1&2 Cylinder Rally in Narrandera was a great event hosted by the VCCA (NSW) and they had a good turnout of cars and with a good representation from Victoria. You will read all about it in the coming pages. I left that event to come back to Victoria and attend the B40 rally in Castlemaine, which you will read about in next month's Brass Notes. It's fair to say I'm already looking forward to our next event.

David and Julie Jones are watching the entries roll in for the RACV Mid-Winter Rally – if you haven't already, head over to the webpage:

https://veterancarclub.org.au/?page_id=5741

to see all the information and enter (if you can't access online entries and would like to attend, please contact Michael Holding or myself).

Our June Natter Night will be taken on the road, and our first stop is Ballarat (Vintage & Classic Car Club – Ballarat - 690 Humffray St S, Golden Point VIC 3350), we have had a lot of interest so I'm looking forward to seeing how we go. If it works well, we will do a different area in a few months' time.

Until the next one, stay safe and well,

Ben Alcock,
President – VCCA (Vic)

LETTER TO THE EDITOR

From Phillip Johnstone:

I note the Model T registration number 10361 shown on p.18 in the May edition of Brass Notes was registered to:

*L McFarland of Crimea St, St Kilda,
according to the AOMC records.*

Brown's
Whitemetal & Mechanical
Service

Andrew Brown
0466 061 002



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

LETTER TO THE EDITOR

For Information

AX Renault engine block and gearbox

Bill Trollope has the wooden patterns for an engine block and gearbox. The block is the internal exhaust model.

I am told it will fit the model with an external manifold.

I am looking for a foundry to make the engine block castings.

I have a foundry for the gear box. One of the photos shows how we added material thickness to the web of the arms to prevent breakage.

I had some made last year and the price was \$750 for the gear box casting and \$1,760 for the cylinder block casting.

I expect the price to increase due to the current situation in the country at the moment.

Please let me know if you know of a foundry capable of making the engine block. The last ones cast were in CGI (composite graphite iron) as used in diesel engine blocks.

You will have to get the castings machined.

I need expressions of interest so I can start the ball rolling for a current price.

Please contact me email wwt@bigpond.com
mobile 0408 274 839

The more who order one the cheaper they will be.



The Florence Thomson Tour 2022: A Story

By Catherine Strutt

29,30 April-1 May

The Florence Thomson Tour is a brilliant weekend event for women drivers and their heritage aged vehicles and celebrates the pioneering spirit and contribution of women to Australian motoring. In 1905, Florence Thomson was the sole female entrant in the Dunlop Reliability Motor contest from Sydney to Melbourne, successfully completing the five-day trial in a six horsepower Wolseley. Her incredible and enjoyable trip was not without its troubles and our recent weekend, if only a fraction of her five days, was also not without its troubles.

There were 61 female drivers with cars from nearly all eras, the majority from the 1960s and '70s. There was a healthy gang of Morris Minors with lady drivers and lady passengers dressed in smart 1950s dresses and functional "garage girl" uniforms. I parked the FN up behind a 1925 Wolseley black beast that looked like a rocket on wheels and behind me a quaint little Citroën 2CV named Dolly pulled in followed by fellow veteran car driver, Jessica Holt, in the 1914 Overland with her passengers, Cooper, Amy and Jeff. It eventuated that Jessica and I were the only veteran era car drivers on the tour.

The Florence Thomson Tour was unlike any other car rally I'd been on. The friendship that we experienced from other tour participants and the camaraderie, inclusiveness, humour and support amongst the women motorists of all ages (and male/female passengers) was refreshing and inspiring.

If you have the opportunity to attend a future FTT either as a passenger or a driver, I would strongly encourage you to grab it with both hands and enjoy the positive experience.

Catherine has written a comprehensive article on this event. To see her passion and devotion, please click the link to our webpage, for so much more of what transpired on this weekend:

<https://veterancarclub.org.au/?p=5819>





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



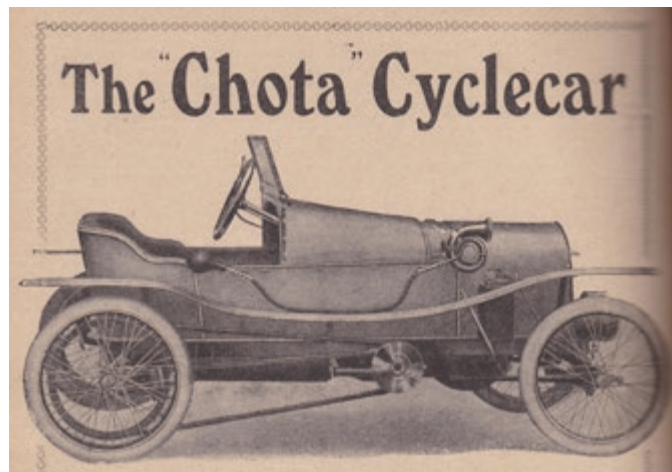


Cyclecar Corner – Chota & Buckingham

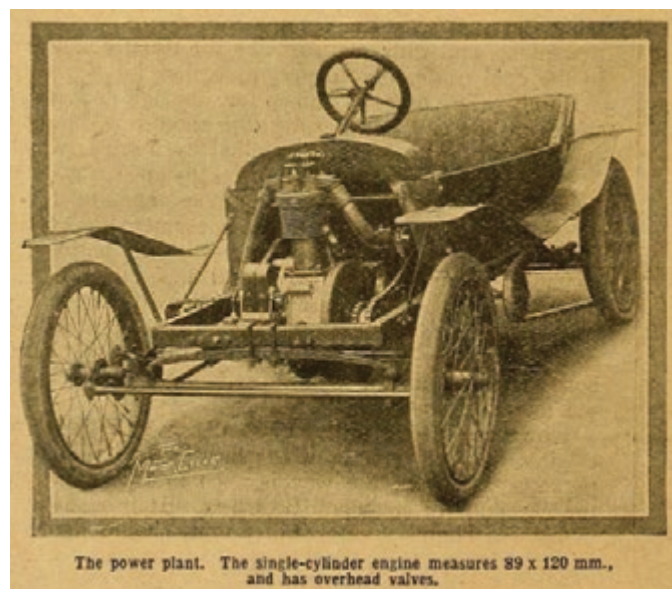
By Graeme Jarrett

The Buckingham Company in Spon Street, Birmingham started life as an engine manufacturer.

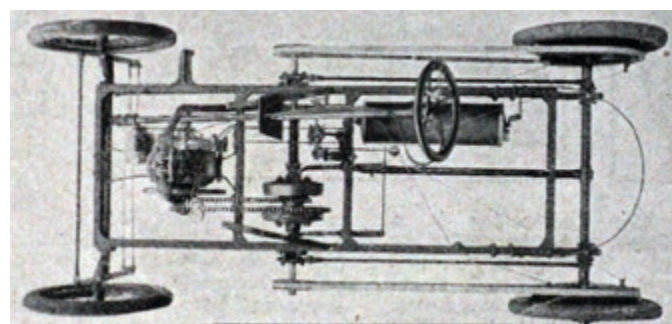
In December 1912 the first of a series of Cyclecars was launched, it was called Chota (Hindustani for small). For power, the company used its own designed and manufactured Buckingham engine, rated at 6hp (89 x 120) of 746cc capacity and air-cooled. It was a small machine, light in weight, two speed transmission (designed by Buckingham), belt final drive with creditable performance.



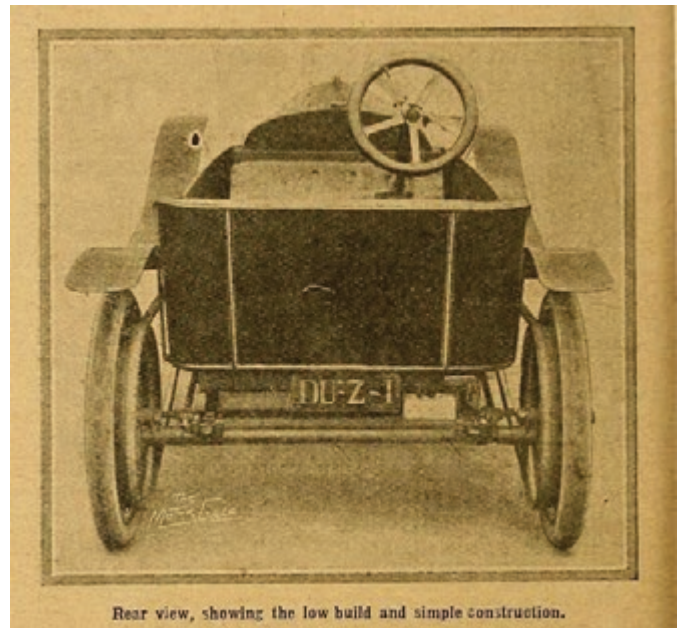
Chota Cyclecar of 1913 – side view



Chota Cyclecar of 1913 – front view

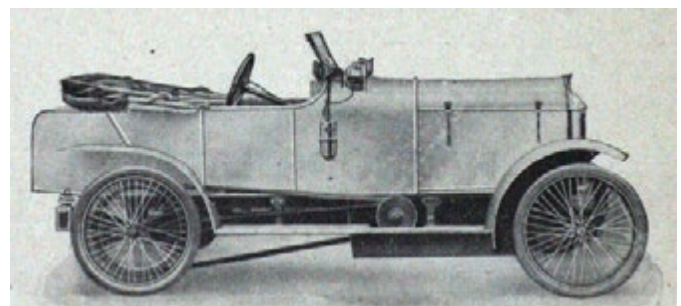


Chota Cyclecar of 1913 – plan of chassis



Chota Cyclecar of 1913 – rear view

In September 1913 the name Chota was dropped in favour of Buckingham, a new twin engine was developed and available in the newly named machine. It was a 90 degree vee-twin of 1095cc capacity (89 x 88) rated at 8hp.



Buckingham Cyclecar of 1914 – side view

At the same time other engines were developed including a 90 degree vee-twin of 1500cc (89 x 120) rated at 12hp. All engines were now available in either air or water cooling.

BUCKINGHAM

OLYMPIA

Stand 35

ENGINES AND CYCLECARS

ensure maximum

Power

56.78 m.p.h.
World's 750 Record.

Durability

Harry Loag's 5,000 Mile Trial.
No trouble.

AND Economy

80 m.p.g.
See numerous successes.

On north Corner of Brooklands Mr. J. F. Buckingham put up three new 750 c.c. Cyclecar records with Single Cylinder Buckingham engine:-

KILO -- 39½ secs. = 56.78 m.p.h.
1 MILE -- 1 min. 3½ secs. = 56.49 m.p.h.
3 MILES -- 5 min. 34½ secs. = 58.65 m.p.h.

Sole Manufacturer:
J. F. BUCKINGHAM,
 Engine Specialist,
 Spon St., Coventry.

"T" Ford Time – Country & City

by Graeme Jarrett

Its founder J. F. Buckingham found success in motor sport and made claims that his was the fastest Cyclecar.

His engines were also supplied to other Cyclecar builders.

The production of both Chota and Buckingham cars extended from 1912 until 1923 when production ceased. Some of the latter cars were produced in the Alvis car factory (Coventry) – approximately thirty (30) were made there.

Production was suspended during World War I and during the conflict Captain Buckingham, the company owner, gained fame as the inventor of the tracer bullet, which was used against airships.

In Melbourne the agent for the Chota was Brodribb Brothers Pty Ltd of St Kilda Road. They also sold Hotchkiss, Opel, Lion Peugeot, Hispano-Suiza and Bebe Peugeot.

Also in Melbourne, A. S. Cohen sold the Buckingham from 1914 at 424 Smith Street Collingwood. Another agent was also selling these cars at the same time – unusual for such a marque.

The late Alan (Bob) Chamberlain did build a Cyclecar along Chota lines utilizing a Buckingham engine. It survives in Shepparton.

Input to this column is invited and welcome.



The car below is a 1918 (or possibly 1919) model T. It was registered (18 151) to A. Wiseman, Glenroy. The location is outside the Read department store in Chapel Street, Prahran.



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.



INSTRUMENT REPAIRS
Veteran Vintage Classic
Speedo, Tacho, Clock,
Temp, Oil, Amps, Fuel
Brendan Walsh 0418-103739
114 Hayes St, Shepparton 3630
vvcinstruments@gmail.com
f VVC INSTRUMENTS



CLOCK'IT
PRECISION MADE, SUPERIOR QUALITY CABINETS
Scott Staples
T 03 9720 6580
F 03 9720 9152
M 0419 710 039
E scott@clockit.com.au
Makers of Custom Cabinets
Domestic, Commercial, Industrial
All Cabinets Designed and made
to your Specifications
Please visit our web site **www.clockit.com.au**

The First Automobile fitted with Pneumatics – Part 2

By Rodney C Anderson

The *Michelin* – No. 46 – the last to start in the *Paris-Bordeaux-Paris Course* of 1895 was also the last to reach *Bordeaux* on 13 June at 1.10 pm – 27 hours behind the *Panhard et Levassor* – No. 5. And far too late to receive the welcome organised by the *Bordelaise* including the *Maire de Bordeaux*, other notables, the curious and the sportsmen who had come from Paris by train.

With the burners still roaring the indefatigable *Andre* and *Edouard* turned around and headed back agreeing ‘an unconvincing performance that could only be overcome by successfully reaching Paris!’

The story continues ...

On the return leg of the course, they had to undertake the usual tyre and spoke changes. It is also reported that the gearbox had packed it in losing 2nd gear by *Poitiers* and not long thereafter, 3rd gear. Using 4th gear going downhill and on the flat, otherwise 1st gear.

At *Tours*, it is reported that ‘... a race steward compounded their misery:

‘... you are disqualified.’

‘Why?’ *Edouard* innocently asked.

‘For using spare parts attained elsewhere. Where you changed your spokes.’

‘Say what you like, but I’m not stopping. I’m going to Paris.’

Art. 12. Any repair along the way, of any kind whatsoever, may be made only by the personnel mounted on the car and with the repair equipment carried by each car; any infringement will result in disqualification.

Then ‘at *Blois* during refuelling, their overheated motor caught fire. They managed to put it out swiftly without damage.’ Fires and explosions were not uncommon given the ignition system used on the Daimler motor. The ‘hot tube’ system comprises a pump to pressurise the petrol in a separate tank that is connected to the burners positioned under the porcelain or platinum tube protruding from the cylinder block [not unlike a spark plug that in time replaced the tube].

Alcohol is put in a saucer at the base of the burner that is lit to warm the burner before the tap at the bottom of each burner is opened (to allow the petrol to spurt out) with one hand while trying to stand back as far as possible and reach out to the top of the burner with the lit taper in the other hand and woosh! At times it is necessary to crouch to avoid the flames that gush out from under the cover over the motor and upwards, when reaching in yet again to adjust the taps until the colour is right and the burners are roaring! The motor thereafter will continue to run without much fuss. The danger with this system is that the flame is vulnerable to being extinguished by the wind or impurities. And if that happens going along on the flat with all the attendant sounds, including the clunking of the chains, it is difficult to pick up that a burner has gone out. Difficult that is until the fumes from the petrol still coming through fill the void surrounding the motor – then boom!

For *Andre* and *Edouard* time was running out – they had to be in Paris by 5:00 pm on 16 June when the allotted 100 hours were up and the officials of the Touring Club would finally be able to pack up and leave the *Restaurant Gillet*, that had been their HQ for the last five days.

Time was up when a rumour began to circulate that the *Michelin* brothers were not far away.

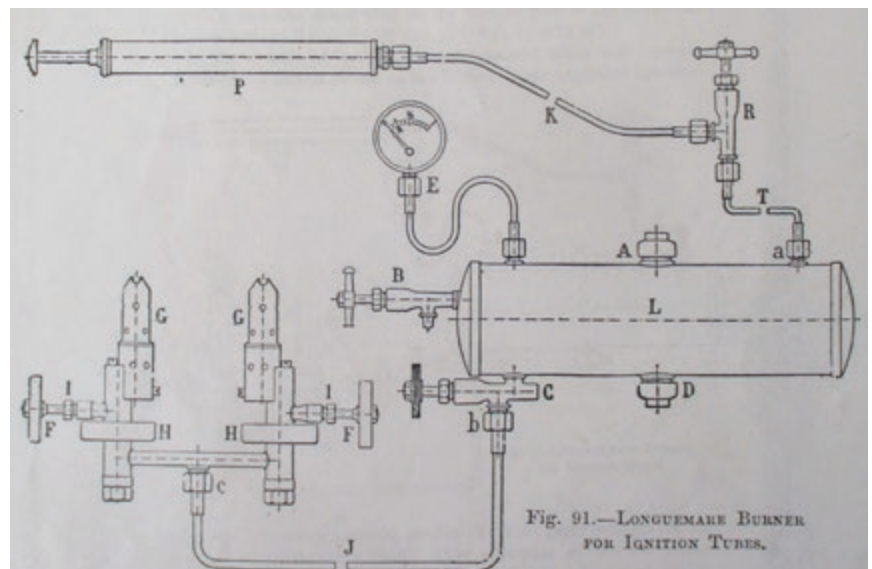
Four hours and 30 minutes after the official deadline, the ordeal came to an end with the arrival of No 46 – one of the most heroic feats of endurance in the annals of the automobile.

The Officials at the time are said to have ‘hung on to salute their feat of human and technical prowess’.

The ordeal over, *Edouard Michelin* was in prophetic mood claiming to say

‘... In 10 years, all cars will be running on pneumatic tyres.’

As it turned out ten years on, all cars were indeed running on pneumatic tyres. Further, in 1905 the *principales victoires* of all the main races save for the last one – the Vanderbilt Cup in America – were running on *Michelin* tyres.



An illustration of the “Hot Tube” ignition system.

In 1989 Michelin reconstructed a replica of No. 46 to revive the memory and enrich the history of the automobile with a unique piece – the *Michelin* – the first automobile fitted with pneumatics nicknamed ‘L’Eclair’.

In 1995 a complete set of *Michelin* pneumatics, the same as those fitted to Entry No. 46 in the 1895 *Paris-Bordeaux-Paris* course, was made by Hubert Vedry in a small work-shop – described as a ‘time warp’ – attached to the *Conservatoire de Pneumatiques* at *Michelin* located on the *Rue Henri-Barbusse* in *Clermont-Ferrand* using the same method and equipment including the actual moulds used in 1895.

On Sunday 11 June 1995 a commemoration to mark the centenary of the *premiere demonstration pneumatiques du monde* bewildered the crowds making their way from the station along the *Place d’Armes* to the *Chateau de Versailles*.

Then at the same time as the start on 11 June 1895, a member of the *1ere Association Francaise des Collectionneurs de Voitures Anciennes Les ‘Teuf-Teuf’* Fondée en 1935 was waved off to the applause of the crowd that had gathered to witness an attempt to commemorate the centenary of the *Paris-Bordeaux-Paris* course – something the organisers said was impossible 100 years on! The ‘official’ celebration of the centenary of the *Paris-Bordeaux-Paris* course took the form of a rally that departed *Bordeaux* in time to arrive at the headquarters of the *Automobile Club de France* on 11 June 1995.

Like the rumour circulating in *Paris* on 16 June 1895, another rumour was circulating in the environs of *Place de la Concorde* and the *Automobile Club de France* on Sunday 11 June 1995 soon after the ‘official’ procession arrived in *Paris* from *Bordeaux*.

The press reported on the rumour as follows:

‘... At the headquarters of the *Automobile Club de France*, at the arrival of the commemoration of the *Paris-Bordeaux-Paris*, an incredible rumour was circulating ...’ that an attempt was being made to commemorate the *Paris-Bordeaux-Paris* on their own and without assistance.

When it became known that it was true that someone had commemorated the centenary of ‘the world’s first automobile race’ on their own without assistance, the rumour that had been treated as a joke was then described as being a ‘miracle’.

The following year *Michelin* used the same equipment and moulds to make a set of pneumatics for their entry in the centenary celebration of the 1896 Motor Car Club Tour from *London* to *Brighton* that carried ‘*Bibendum*’ across the finish line on *Madeira Drive Brighton* riding on air!

The replica of No. 46 is on display at *L’Aventure Michelin* in *Clermont-Ferrand* opposite the *Marcel-Michelin Stadium*.

Grateful acknowledgements to various contributors to a presentation copy of *Paris Bordeaux Paris* inscribed ‘Best wishes to Rodney Anderson from Bordeaux Robert Panhard 3-7-07’ and *La Vie de l’Auto* for the excerpts used in this story – along with *Le Sport Automobile en 1905 [Michelin et Cie 1905]* and a souvenir booklet titled *Michelin Premiere Automobile sur pneus* [n.d.]

Bonne route

Rodney C Anderson

Melbourne May 2022



A replica of No.46. The Michelin.



Artist's view of No. 46. The Michelin

2022 National 1 & 2 Cylinder Veteran Vehicle Rally



Line up in the carpark at Leeton.

NARRANDERA NSW 8th-13th May

Sunday by Peter and Judy Fitzgerald

Sunday 8th

Registration in the afternoon at Lake Talbot Caravan Park.

Civic Reception held at the Old Theatre Building from 6pm.

Welcomed by the Rally Director Robert Fordham who introduced his team.

Laurie Garrod, Geoff and Louise Yeomans.

Robert explained that the local Wiradjuri Elders call Narrandera "a place of many lizards". Narrandera also has a large Koala sanctuary....hence the cover design for the Rally Book.....a Koala driving an open car with a Lizard on the mud guard.

Mayor of Narrandera Shire Cr Neville Kschenka welcomed the rally participants; spoke about the important "Food Bowl" of the Murrumbidgee Irrigation Area. He presented a cheque for the reception and invited us to a smorgasbord of entirely local produce. Lilly Pilly Wines were a feature, as well as beer, fruit juice, processed meats, cheeses, dips, bread and olives. An absolute feast! The smorgasbord was catered for by the local Lions Club members with absolute perfection.

We were offered locally designed and produced stubby holders (koalas and lizards) as a memento. It was a great evening and opportunity to renew old pre- COVID friendships.

Day 1 by Peter and Judy Fitzgerald

Monday 9th

Assembly was at Marie Bashir Park (Twynam St.), 8.30 for a 9.00am. departure. (Very cold 2 degree C. morning).

A group of rally participants, ladies and gentlemen, braved the cold and dressed in fashion of the era of the cars, Splendid to be seen!



Mayor flagging off Grant Vormister & Melisa Cornish in the 1906 Reo.



Glenn Ridolfi with Scott Emmerson as passenger in the 1908 Cadillac.



Peter and Judy Fitzgerald in the 1911 Maxwell.

Robert gave us our instructions for the day.

The very friendly Mayor, Neville took great delight in flagging us off to begin our adventure!

We drove via an interesting, historical scenic and agricultural route including large walnut groves to Leeton.

Many of Leeton's buildings were constructed or renovated between the two wars, leaving a wealth of Art Deco features.

The Hydro Hotel (1919) and the Roxy (1930) are typical of the style.

Vehicles were directed to park in a well-placed oil absorbing carpark close to the main street.

The locals were fascinated by our display. As usual, I managed to make several short trips in our Maxwell with locals aboard.

Many rallians dispersed to explore the town and enjoy the eateries on offer.

No shortage of venues.

Unfortunately for us, the Roxy Theatre was closed for renovations.

However, virtually all the other Art-Deco buildings were accessible.

We personally met a lovely veteran of the Second World War and a lifetime local who made the comment to us 'that nuts are not food'!

The current rice processing plant was originally a fruit cannery!

The scenic return trip, as was the outgoing journey through walnut groves in various stages of growth, rice fields, orchards, vineyards and a multitude of the more traditional agricultural undertakings. A pleasant day had by all.

See what tomorrow brings!

The Fitzgeralds!

Day 2 by Julian McNeil

The trip to Morundah

Today the weather was fine and after Mondays run to Leeton we had cleared out the cobwebs from our carburettors. The route itself was flat and scenic. I was happy to be able to give Brian Hussey and Jill a ride in the tonneau. We arrived at Morundah with few drop outs and we were met with an old hotel and next to it was a very large white shed. It soon dawned on us that the key man was the cook, the hotel proprietor and the mayor all rolled into one and marked out by his white shirt with colourful birds all over it – apparently he has a collection of such shirts. In around 2006 the community all of 20 souls under the leadership of the mayor, decided that they should do something special for the town and settled on building an Opera House, after



Julian & Jane McNeil taking Brian Hussey and Jill Bartlett in the 1904 Darracq.



Lunch inside the Opera House at Morundah.- note the doors on the walls.



Two Rover vehicles parked in front of two Darracq vehicles.



Amazing metal art work.

all, look what it had done for Sydney. This was duly done with the help of a lot of fundraising and grants by building both a pig shelter and an Opera house in one, hence the large white building. Their slogan was 'To bring the Arts to the Outback' and the success they have had has been fantastic. They enlisted the help of Opera Australia and their first two performances of Carmen were sold out within about 4 hours. Being an opera tragic I am not surprised with such a wonderful opera but this has been followed by Cosi fan Tutti and others such as Der Fledermaus and subsequently ballets and concerts.

The lunch that they put on for us was also truly phenomenal, with rack of lamb for over 200 people the first as good as the last. It must be one of the best lunches I have enjoyed on such a rally.

After lunch we had our own, ? spontaneous, performances of Australian Bush Ballads recited by Doug Fulford and Kevin Brooks. Doug excelled with 'A Bush Christening' and 'How McDougal topped the score'. Kevin responded with 'The Man from Ironbark' – a favourite of mine I just love how 'flowing beards are all the rage down there in Ironbark'. Doug finished with a poem originally from America about a chap entrusted with the odd task of buying a bra for his wife. He was assisted by the fact that the bra size he ordered was the same as his own hat size. Vivian subsequently had to field off a number of intrusive questions, although we all wondered why Doug wore a hat that seemed a bit too small for his head!

The trip home was fortunately without incident but we all felt that we had experienced a wonderful slice of Australian rural life.

Day 3 by Norm Clark and Cheryl Humphries

Fisheries Centre and Glendale Orchard

We awoke to the prospect of another great rally day with a short run out to the fisheries and another short hop to the Glendale Orchards, however to be on the road for an 8.30am briefing required a Lance Armstrong effort to turn the Triumph 1912 bike motor over - or at the very least a generous dose of a stimulant- in my case a good strong coffee (Lance should have followed my lead!!!) A fabulous group of bikes including 2 Harley Davidsons, a Rudge Multi, a Bennet and Barkel, a Precision and 2 Triumphs were entered on the rally.



Mathew Wright 1918 Harley Davidson, Mark Gascoigne 1914 Triumph, and Norm Clark 1912 Triumph.



Agro the big Murray Cod.



A few in discussion around the fire in front of the Murrumbidgee River.



The motorcyclist's lined up with their catch of the day.

On the bikes we don't have the luxury of a navigator, and it's a sheer impossibility to read the route and ride at the same time so all the riders are grateful for the volunteers who put out the directional arrows on each rally day and post warning signs to alert other drivers to the slower vehicles on the road - having a b-double semi pass you at speed can generate enough wind to blow you right off your riding line!

Our first stop was the NSW fisheries where we learned about the protection and management of the native fish species in the NSW river systems. I had spent a large part of the previous night pondering how I could catch and then carry a Murray Cod on the back of the bike only to realise that whilst Rob had planned a great day, he hadn't factored in the hours required to lure a Murray Cod on to a line. However, not too deterred, the riders did go fishing and caught a brown cardboard trout each which can be verified using the photo evidence attached! (See bottom photo page 12).

Our second stop was the Glendale Orchard - via an unauthorised/accidental detour into a bio security station (we all, like sheep, followed the leader). On arrival at the orchard gates, we were faced with a Paris to Dakar style driveway - 2 skinny wheels and a very soft sandy surface provided for an interesting, slippery slide into the orchard. The challenging entry was worth the effort - we were treated to a delicious morning tea and lunch with spectacular views of the Murrumbidgee River together with loads of parking among true Australian bush, mass plantings of proteas to explore, and rows and rows of orange trees and hazelnut trees to wander around - a fabulous spot.

After a delicious lunch around the campfire, grey clouds gathered so we headed back to home base through the sand, back on to the bitumen, along the quiet country roads to Narrandera where we all reflected upon another great day of rallying; of enjoying the opportunity to ride with a host of other wonderful vehicles at just the right pace for a 1 or 2 cylinder bike, and of breathing in the Aussie eucalyptus smells - while keeping eyes on the road, the oil and fuel levels, pot holes, gravel and wet patches on the road, and the vehicle in front and behind!

Day 4 by Kelly Anderson

Narrandera to Ganmain

One word to describe the day? Wet.

For those game enough to brave the weather (4 veteran cars in all - with 3 of those from Victoria), there was a simple drive on the backroads to Ganmain. With scenic views (when you could see more than 50 metres), and some local wallabies and kangaroos, the roads wound through numerous cattle and sheep stations, bringing you out into the small town of Grong Grong. Featuring not much aside from the old pub undergoing restorations, an undercover area at Grong Grong sports grounds provided a bit of relief for those already soggy from head to toe. Tea, coffee and chocolate biscuits were welcomed by the small crew that gathered.

Continuing on through the town of Matong, which boasts a primary school and not a lot else, the weather started to improve. Upon arriving in Ganmain, the locals

happily turned out despite the weather, to see the vehicles that arrived and were thankful for their journey.

For those that had elected to stay dry, there were opportunities to visit the historical museum, covering every topic you could think of, and many of the local stores. Lunch was served at the local hall - featuring a delicious meat pie and vegetables, followed by scrumptious apple pie with custard. It was a welcome reward to the team which were daring (or stupid) enough to make the travels without a covered roof, windows or doors.

Thankfully, the return journey back the same way home was much drier and enabled passengers to actually enjoy the country surrounds. A couple of short showers however did remind you, you weren't quite there yet. Perhaps the best part of the day was the welcome reward of a warm shower and dry clothes once you got back.



The intrepid Victorians ready for the wet trip to Ganmain.



John Handley and Peter Fitzgerald, in the 1909 Darracq, ready to face the elements.



Lunch in the Ganmain Public Hall.

Day 5 by Doug Fullford

Come Friday morning and the damp souls who had ventured out bravely (madly?) in Thursday's downpour were still trying to dry out clothes and footwear. The sky was grey and the morning cool but no rain. It was heartening to see most of the entrants back out in their veteran cars for the run to Yanco Agricultural High School. Our intrepid rally director was indisposed so Laurie Garrod filled in for him. The route was described as "undulating" but there was really only one rather minor undulation which we topped in the Cadillac at over 20 mph despite being four up. Although Irrigation Way is the main road between Narrandera and Yanco the traffic wasn't as heavy as one might have feared. Morning tea and lunch were at the school. The students came out in groups throughout the day. There was a degree of confusion about what was happening and when, which meant that the majority of the cars had left before the final group of students appeared. The onset of some light, misty rain didn't help in that regard either. It was unclear as to whether or not we could offer students a little ride around the car park. It was a pity that our interaction with the students wasn't a bit more structured as I felt that we could have generated a lot more interest and made the sessions more educational and fun.

Finally it was time to head back to our accommodation and dress up for the rally dinner, the finale of a most enjoyable rally. The food was wonderful as was the camaraderie of the participants. I'm not sure what happened or why but the seating arrangements bore little relationship to the lists filled out at the start of the rally. That is not a complaint as it helped us make new acquaintances. We had people from Victoria, New South Wales and Queensland at our table. It does seem a pity to have people sitting with friends from their own state whom they see regularly when they are at national rallies which give you an opportunity to meet with like-minded people from all round Australia. I had the privilege of reading a couple of poems I had written during the rally. David Hume won the longest distance travelled prize and Andrea Holden the hard luck prize – the tongue in cheek explanation being that "her father broke her car". The chassis on the 1902 Thomas had cracked. It was great that prizes were also awarded to those brave individuals who had endured the wet weather to take their veterans to Ganmain the day before. (See end of article). It was a pity that rally director, Robert Fordham, wasn't well enough to attend and receive in person the accolades he so richly deserved. However Louise Yeomans did a great job as compere and kept the event moving with some interesting pieces of advice about clothing for automobilists from veteran times. There was a stream of announcements about upcoming veteran vehicle events so even if your calendar wasn't that full before the final dinner it quite possibly is now. The next national 1 & 2 cylinder veteran vehicle rally will be held in Western Australia in 2024 and the details will be available shortly.

LIST OF PEOPLE WHO DROVE THEIR CARS TO GANMAIN

Simon and Tess Anderson 1910 Brush

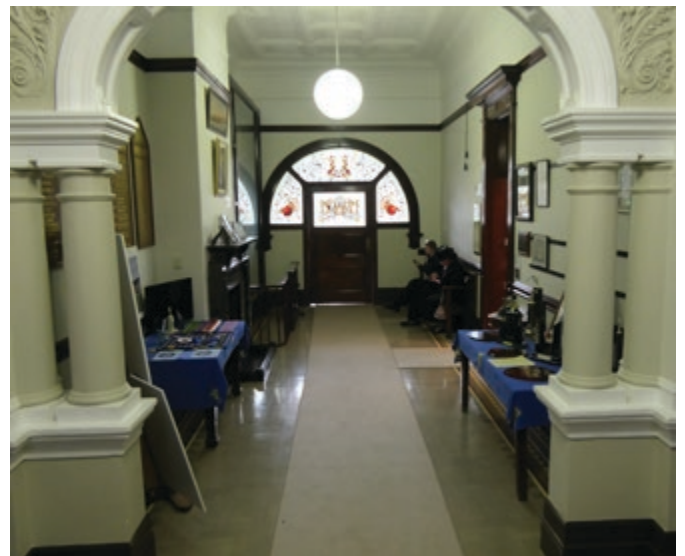
Rob Anderson and Will 1910 Renault

Greg Smith and Kelly Anderson 1909 Schacht

John Handley and Peter Fitzgerald 1909 Darracq



Frances Hall driving her father's 1909 Sizaire et Naudin.



Inside and outside the Yanco Agricultural High School.

1908 I.H.C. Buggy

by Francis Ransley, O.A.M.

1908 I.H.C. Buggy

Or

How To Have A Buggy When You Dont Have A Buggy

During the early part of 1980, I was visiting Mr. McLaughlin of Deviot in Tasmania. Mr. McLaughlin had a very interesting yard consisting of ferns, blackberries, long grass and iron of all types. I told him I was restoring a 1926 Ford T Roadster and was on the lookout for something earlier to restore. Doug told me that he was collecting steam stuff and that if I could find some interesting bits, I may get a deal with him.

I had at Wynyard, on a farm belonging to my brother, a bit of steam stuff and was told that he did not have time to come and look. If I got some photos and took them to him, he would see if what I had was any good to him. I duly did this and after some umming and aahing he said he would trade my steam engine "for the bits of an IHC motor buggy, over there under the blackberry bush".

Well! After a good look, at best I could see were some hubs and axles, a couple of rims, and what looked like finned pipe. However I was assured that most of it was there. Of course I knew exactly what an IHC buggy should look like, having only heard of it 10 minutes earlier, and there did not look too much to me. How right I was! I was told to bring up the steam engine and parts and I could take the IHC home.

A couple of weeks later I got the steam bits loaded and headed up to the Tamar. Upon arriving at Doug's yard, I was told to get the buggy parts out of the blackberry bush and put the steam bits in the same place. I then, with Elayne's help, started dragging bits out, 3 wheel rims, a steering box, bare motor, some fan bits, front and back axle with springs and hubs, gear box and motor frame. Further digging turned up manifolds, fans and some odd bits.

Of course, in the previous fortnight, I had done some homework on the IHC buggy and had a bit of an idea of what I should expect. I had obtained most of the car, with the only major parts missing being the ignition coils, carbie, generator, and oiler. I asked Doug about them and he was rather vague about whether or not he had them.

Upon arriving home I laid out what I had. Apart from 3 rims, I did not need a trailer as most would have gone into the boot of the Falcon. What a job! I made a list of obvious missing parts and started to ask around.

A few weeks later I met up with the Technical Officer from the northern section of the V.C.C.A. (Tas.) Malcolm Matthewson, whose claim to fame was being the "Indian Guru", but this is another long story. Malcolm told me he had heard that I got the IHC from Doug and that he knew where Doug had got it from. It was next door to where Malcolm was reared at Lilydale in

Tasmania's north-east. A Mr. Charlie Lowe had bought the car new in 1908 because "it looked like it would be good in the mud and was not much different to his horse buggy".

Malcolm said that he knew the people who had the farm, and if I wanted, he would arrange for both of us to have a look around the property for any remaining pieces. Now, this farm was owned by Mr. Lowe's son-in-law, Arthur Scott, who in the 40's had developed severe stomach pain, and certain that he had cancer, sent his wife to Launceston to spend time with their daughter. When she left, he promptly got a gun and shot himself. The post-mortem disclosed that he had gall-stones. The family were naturally shattered by the loss and Mrs. Scott never returned to Lilydale, renting the farm to the Erb brothers, their next door neighbours.

Some weeks later a date was fixed and I found myself, with Malcolm, on the Scott farm. It was like a time warp. The house was as it was left, 40 years earlier, with rotting curtains, preserved fruit in the cupboard, plates on the table, pots on the wood stove, beds made and a pile of "Weekly Times" in the corner near the fire-place, but all in a state of slow decay. Outside, one shed had fallen down and been bulldozed into a heap, but the other shed and barn were still standing.

We started looking and in about 2 hours we had an engine mount, fan, barrels and crankcase, not bad for an afternoon's work. However I still needed the oiler, carbie, timer, gearshift, spring hangar plates for the rear axle and the spring mounts for the front, with the corner brackets.

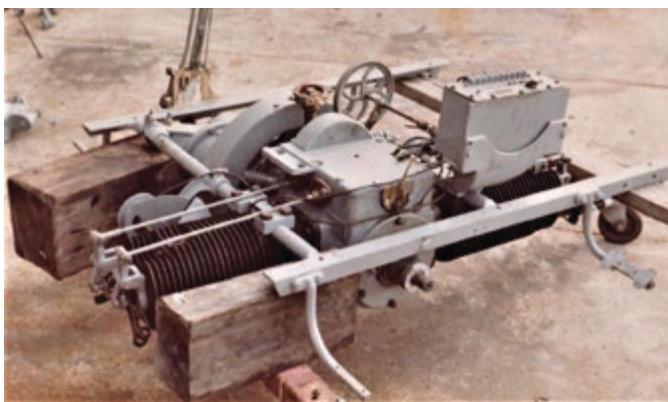
Over the next 6 months, I borrowed, begged and cast a variety of the missing parts. I made a rim and found a most unlikely chap at Tunbridge in the Midlands, who would make wheels, an excellent result and at a reasonable price. I made a fortune for Telstra ringing Yaninee, Mt. Gambier, Warnambool and a host of other places around Australia.



The IHC up on wheels.

I received a lot of help from the late Laurie Vinall who loaned me a lot of parts for copy, as well as exchanging my diff housing for one that has the transmission brake. John Hill from Mt. Gambier had received Mike Sheenan's buggy to re-upholster and while it was stripped, 2 bodies were made, one for me and one for him. I also persuaded John to part with one of his oilers, and as it was for an autowagon, I had new worm and bull gears made to reverse its direction. I had to chase up a bracket also, a stationary engine friend had a suitable carby, and a friend of mine in Yolla made me a coil box. I should also point out that Doug McLaughlin did have the lubricator, carby and generator however, when I asked if he would part with them, I was told that he was now collecting antique printing presses and print, and if I found some, a deal would be possible.

During this time I had some good luck and bad luck. The good luck was that "The Chronicle" a newspaper in Smithton, Tasmania, dating back to the twenties, was having a cleanout and I was able to buy the lot. Doug was very enthusiastic about it and agreed to find the IHC bits for me, but despite many visits over the next few years, I never managed to get any of the parts owed to me, or an explanation. Meanwhile, restoration carried on. The motor was freed up, bearings were renewed and timer made, clutch was relined, gearbox and jackshaft were fitted to the frame, and I had the motor running for my Dad to hear just before he died in 1981. After observing the frame sitting on four 44 gallon drums, running without a muffler, he asked me if it really was much better than a horse.



The motor all assembled in the sub frame.

I only had a very few of the spoke clamps for the sprockets so a number were cast for my buggy as well as Doug Clarkson's in Bendigo. I also made brake rods, shoes, and all the truss rod fittings. The gearbox was, and still is, a major problem. Sometime in the distant past, the gearbox had had an explosion and a new half had been cast in brass, from a pattern made up of the glued up bits, what a mess. When the machining was done, the cutters went right through the box at one spot and the reverse idler is not even square with the other gears. If anyone has a gearbox housing that they would part with, please let me know and I would buy or trade. This single item has reduced the use I would like to give the buggy, as I am always frightened it will blow up again.

Anyway, finally paint and upholstery were done and the motor tuned, and then that first run down the street, dogs barked, people stared, horses bolted and housewives took their children in doors – a dangerous weapon was on the road!



The body all painted and the upholstery finished.

Some months later an advert appeared in one of the car magazines for an IHC hood and bows with brackets. I raced to the phone but alas I was too late. George Edwards, from Albury had got it first. Now this bloke with the hood did not want to sell it, he only wanted to trade it for specific motor cycle parts. George, myself and several others registered interest, were given an option to find, I think it was, 4 items out of a list of 12. With George Edwards getting first, I was given second.

Two weeks later I got a call from Sydney saying that George had been unable to come up with the goods and now it was my turn. Of course having a fortnight to "tee-up" some possible bits, gave me a month in total to organise things, and I eventually came up with 4 items the chap was happy with. The deal turned out to be a windfall, for as well as getting a hood I got a box of parts including 2 timers, valve chambers, cam and gears, oiler pulley, oiler belt and much more. I arranged for a friend to do the swap over and he told me that when he went to the house and had a cup of tea, there was a set of 8 original, mint, brass lamps with the IHC logo, on the mantelpiece, and I think they are probably still there.

Well the buggy now had a hood and looked A1, with the result that it won Best Restoration and Concours at the V.C.C.A. State Rally in March, 1982. This happened about two weeks after I had set a new Australian water speed record for the 7 litre class at 142.9 mph. on the Tamar River, what was to be my last boat run.

From the sublime to the ridiculous!

With the buggy winning trophies came photos and publicity and, a week later, I had a phone call from Mr. Charlie Lowe Jnr. of Burnie, who was the son of the original owner, and at 85, wanted to see the buggy again. After much polishing, a date was set and Mr. Lowe Jnr., his daughter, grand-daughter and great grand-daughter, arrived for photos, and of course, over a cup of tea, the stories started to flow.

Mr. Lowe told me that his father was very mechanically minded and had two sawmills powered by steam. He was also very frugal and therefore it did not take him too long to disconnect the lubricator, as it used too much oil. Charlie Jnr's job just before church each Sunday, was to clean the buggy, put petrol in and give each of the oil pipes 2 drips of oil, start the motor and warm it up ready. He also told me he was in charge of the exhaust cut-out and on hills where dad thought the buggy was not pulling properly a number 9 boot would come down on his small foot. His other jobs included fiddling tremblers when the battery was low or in wet weather when the engine missed, resulting in many shocks. His father used to shut the engine down when descending hills and Charlie Jnr's job was to get out, lift the running board and stand on the mudguard brackets, and crank up the motor before the buggy came to a halt at the bottom of the hill. Sounded dangerous to me!

He told me a story about a couple of "bachelor" neighbours who used to get picked up on the road by his dad. This morning apparently, Charlie had not had the time to put in the rear floorboards by the time dad arrived to leave and, as only the two of them were going, he laid the mat back down on the floor. Unfortunately for young Charlie, Dad stopped to offer a lift the neighbours who promptly vaulted in, only to go all the way through to the road.

He told me of another trip involving the neighbours, when Dad could not hold the buggy on the hill. Father managed the corner, just! However the unfortunate brothers finished up the blackberry bushes and as Charlie Jnr. remembers it, it took 2 hours to cut them out.

I mentioned Malcolm Matthewson earlier, well his mother had a number of lifts in the buggy and later described it to Malcolm. "That it was 2% better than walking". Another interesting thing that Charlie told me was that in 1916, when petrol was hard to get and expensive, his father took out the buggy motor and fitted a steam engine. Charlie's job was to care for the boiler which was mounted in the rear seat. He told me his father started many grass fires throughout the summer and was the destroyer of many blackberry bushes. He described the buggy as a sight to behold on a dark night with full steam and a shower of sparks, rising high into the sky. Sadly Charlie Lowe Jnr. died in 1989. I still regularly get phone calls from Lowe family descendants, wanting to buy back Grandfather's buggy.

The buggy did the whole of the National 1&2 Cylinder Rally in Devonport in 1989 and 1997 and I took it to Kyneton for the Highwheeler Rally. It crossed the Nullarbor to participate in the Highwheeler rally, held in Esperance, WA. I find it a good performer and very reliable, and apart from the weaknesses referred to earlier with the gearbox, I would have no hesitation in driving it anywhere.

I did have one worrying moment during its restoration, when Elayne, who gives my workshop a good cleanout (bless her), took all the pram irons for the hood to the local tip. It was a very relieved buggy owner who, after a 2 hour search, found the irons. "Phew"

I would like to thank a number of people who helped me considerably with the restoration of my IHC. These include the late Laurie Vinall, John Hill, Ian Tillbrook, Jeff Wolfgang, Noel Holbrook, Mike Sheehan, Doug Clarkson (deceased), and Ivan Smith. It is great when so many people put in an effort to bring back a piece of motoring history and I am proud to be its owner, or should I say its custodian!

There are always a few surprises and the unexpected, in the old car movement. A few years after I got my IHC mobile and had participated in various rallies, I was on a V.C.C.A. state rally in the north, and one of the hub rallies took us to a roadside park just out of Lilydale, and opposite an old house with a derelict shed fronting onto the road. Of course some of our members are very curious (not me), and after lunch a couple of adventurers got into the shed for a look and came over to me and said "the seat off your buggy is in the shed". I said, "Oh sure," but I still went for a look anyway, and lo and behold there it was, the front seat of my buggy! It was very rotten and only good for patterns, but I have it, and it is another link between my buggy in 1908 and now.



Rear view of the IHC.



The completed 1908 IHC Buggy.

Parker Auction Part 3

by Daryl Meek

In the March and April editions of Brass Notes, we published Noel Holbrook's and Frances Ransley's personal recollections of the Parker Auction, held in Colac on 23-24 October 1982.

These two accounts give some idea of both the anticipation, enthusiasm and disappointment leading up to, during and subsequent to the sale of this collection of predominantly veteran vehicles.

Nowadays, many enthusiasts recount the bidding wars and, for the time, the significant prices that were paid.

On the other hand, there are others who consider that the amounts realised were, in many cases, fantastic value for money. After all, where else in Australia were the pickings going to be so plentiful and diverse.

Regardless, the Parker Auction remains one of the defining moments in Australia's veteran vehicle movement.

In forthcoming months Brass Notes will publish "Where are they Now," a series that will focus on the fate of many of the individual car, and motorcycles, 40 years after the event.

However, before we do, the following is a complete listing of all of the vehicle lots sold at the auction including the prices realised. Purchasers have not been identified.

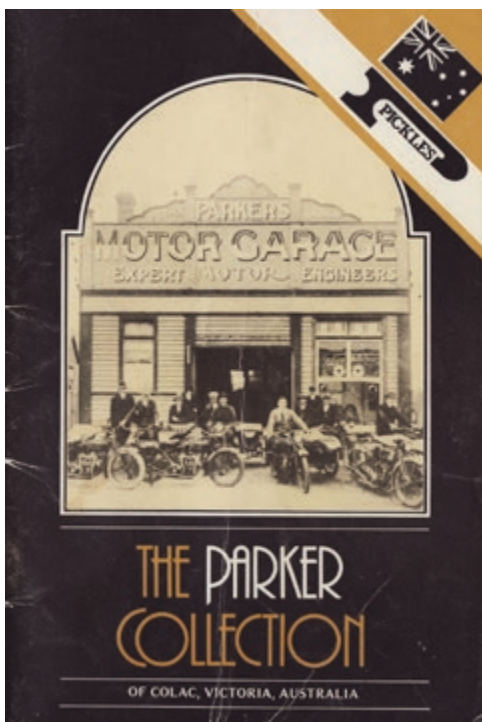
Please note that this list is as per the auctioneers catalogue, so some of the descriptions provided will differ to what we know of the vehicles today.

There are also gaps in the sequential record where items were either removed from sale, were something other than a historic vehicle, or allocated to collections of parts.

Parker Auction

23-24 October 1982

Lot	Date	Item	Price Realised
21	1920	Henderson Motorcycle	\$1,000.00
22	1915	Indian Motorcycle & Sidecar	\$5,300.00
23	1925	Excelsior Motorcycle	\$3,100.00
24	1923	Harley Davidson Motorcycle	\$3,800.00
25	1910	Hupmobile	\$8,000.00
27	1902	Torbenson	\$5,700.00
28	1912	Armstrong-Whitworth	\$6,100.00
29	1907	International	\$12,600.00
30	1905	REO	\$9,000.00
31	1903	Oldsmobile	\$16,400.00
32	1915	Chandler	\$12,900.00
33	1914	Ford	\$5,700.00
34	1909/10	Brennabor	\$6,000.00
35	1923	Stanley	\$12,000.00
36	c1926	Harley Davidson Motorcycle	\$2,600.00
37	c1913	Indian Motorcycle	\$1,200.00
38		Reading V-Twin Motorcycle	\$750.00
39	c1914	Metz	\$6,000.00
41	1919	Scripps Booth	\$4,600.00
42	1904	Haines & Grut	Passed in at \$34,000
43	1912	Benz	\$18,000
44	1927	Excelsior Motorcycle	\$2,850.00
45	1911	The Lewis Motorcycle	\$2,850.00
46	c1903	Griffon Zedel Motorcycle	\$3,400.00
47	1927	Indian Motorcycle	\$2,000.00
48	1908	Maxwell	\$12,000.00
49	c1908	De Dion Bouton	\$17,000.00
50	1909/12	Buick	\$7,250.00
51	1914-18	Renault Taxi	\$4,200.00
52	1908	Kiblinger/McIntyre	\$11,600.00
54	1912	Indian Motorcycle	\$4,700.00
55	1914	Precision Motorcycle	\$4,100.00
56	1959/60	Satex Motorcycle	\$550.00
57	1907	Brush	\$11,000.00
58	189?	Haynes	\$14,500.00



The front cover of the official catalogue for the auction.

Lot	Date	Item	Price Realised
59	1909	Austin	\$16,500.00
60	1901?	Panhard et Levassor	\$10,500.00
61	1909-11	Swift	\$6,750.00
62	c1904	De Dion Bouton	\$20,000.00
63	1914	Indian Motorcycle	\$6,400.00
64	1912/14	Triumph Motorcycle	\$2,700.00
65	1920	Harley Davidson Motorcycle	\$11,000.00
66	c1910	Maxwell	\$12,500.00
67	c1910	Darracq	\$8,250.00
68	1909	Renault	\$11,000.00
69	1899	Pope Waverly Electric	\$7,400.00
70	1905	Vulcan	\$15,000.00
71	c1918	George Stilwell Motorcycle	\$3,600.00
72	1926	Indian	\$2,700.00
73	1917	Indian	\$4,100.00
74	1918	Cleveland Motorcycle	\$2,700.00
75	1912/13	Indian	\$8,500.00
76	1925	Douglas	\$3,600.00
77	1912	FN Motorcycle	\$4,000.00
78	c1916	Ford	\$3,500.00
79	1909-11	Austin	\$10,200.00
80	1918	Triumph Motorcycle	\$3,500.00
81		Harley Davidson	\$3,000.00
401	c1920	ABC Motorcycle	\$5,300.00
402	c1913	Indian Motorcycle	\$5,100.00
403	1916	Indian Motorcycle	\$5,300.00
404	1914	Humberette	\$16,400.00
405	1913	Hupmobile	\$8,000.00
407	1926	Indian Motorcycle	\$3,200.00
408	c1917	Excelsior Motorcycle	\$3,700.00
409	1907	International	\$8,000.00
410	c1917	Reading Standard Motorcycle	\$1,000.00
411	1918	Avions Voisin	\$3,700.00
412	1935	Oldsmobile	\$1,600.00
413		Vauxhall	\$1,350.00
414	1919	Oldsmobile	\$11,200.00
415	1917	Buick	\$4,500.00
416	1910-12	James Motorcycle	\$3,400.00
417	c1915	B&B Motorcycle	\$4,500.00
418	c1923	Indian Motorcycle	\$1,000.00

Lot	Date	Item	Price Realised
419	1939	Standard	\$350.00
420	1917	Overland	\$6,600.00
421	1914	Minerva	\$8,000.00
422	1913	Excelsior Motorcycle	\$3,000.00
423	c1917	Douglas Motorcycle	\$2,600.00
424	c1918	Zenith Motorcycle	\$6,200.00
425	1924	Essex	\$950.00
426	1939	Chevrolet	\$1,600.00
427	c1947	Rover	\$2,200.00
428	1926	Dodge	\$7,500.00
429	1930	Chevrolet	\$4,100.00
430	1910	International	\$7,300.00
431	c1912	Lewis Motorcycle	\$475.00
432	c1904	Motoreve Motorcycle	\$400.00
433	1912	NSU Motorcycle	\$2,800.00
434	c1903	Minerva	\$7,200.00
435		De Dion Bouton	\$7,750.00
436	c1912	Daimler	\$8,500.00
437	1924/25	Ford	\$2,300.00
438	c1919	Talbot	\$1,500.00
439	c1912	Phanomen	\$8,500.00
440	c 1920	Precision Motorcycle	\$2,000.00
442	1927	Indian Motorcycle	\$1,550.00
443	1939	Buick	\$4,200.00
444		FB Holden	\$3,200.00
445		Laffly Road Sweeper	\$2,700.00
446	1924	Essex	\$600.00
447	1929	Chevrolet	\$6,000.00
448	1907	International	\$13,000.00
449	1912	Overland	\$6,000.00
450		Baker Electric	\$5,800.00
452	1925	Indian Motorcycle	\$1,850.00
453	1910/12	Premier Motorcycle	\$2,100.00
454	1912	Lewis Motorcycle	\$2,700.00
455	c1915	P&M Motorcycle & Sidecar	\$4,350.00
456	1904	Darracq	\$8,000.00
457	c1916	Hupmobile	\$1,800.00
458	1917	Indian Motorcycle	\$7,600.00
459	1930	Excelsior Motorcycle	\$6,600.00
460	1936	Indian Motorcycle	\$4,000.00

Findings, Feedback and Follow-ups

1913 LA BUIRE (OLD YELLA)

By Ken Russell

I have been following with interest the contributions in Brass Notes regarding La Buire and in particular the ones in our club including my Old Yella. Although there appear to be very few remaining in existence, I can remember being privileged to be on a rally a long time ago where three La Buire's participated and if the folklore is to be believed, there are only five in existence. What a memorable occasion that was to enjoy. For years there were usually two La Buire's on rallies, the other being the late Bert Lamshed's, which Bob Ballinger was good enough to make driveable again after we had lost Bert. Otherwise La Buire's would have been even rarer. Good on you Bob! You are a wonderful friend to the old car movement but we should leave you alone so you can finish off some of your close to completed projects, so you can have the fun you provide to us.

I have heard many versions (some quite comical) of how to pronounce the name La Buire, so I enquired when I was in France. It is La B...wee...errr. So, no more schoolboy French please. Unless you want to make me smile. The car derives its name from where it was made in France, the district of La Buire in Lyon which still exists today. (Information obtained due to research carried out by a learned friend. Thanks Ian)

I first saw Old Yella when it arrived back at the RACV Noble Park after completing an Annual Rally in the 1980s with a lot of other shiny veterans. I went there to see the Hotchkiss owned by the late Eric Dunshea (chairman of Dunlop) being driven by his son Howard who was State Accountant of Dunlop and a person I had had professional dealings with over many years. He was the grandfather of James Dunshea who is now the driver of the same car and a very active Club member. You all know James and the car.



1911 Hotchkiss owned by Howard Dunshea at this stage.



The 1914 Daimler owned by George Edwards at this stage.

Besides the Hotchkiss, two other cars caught my eye. One was the big Daimler owned by an Albury member George Edwards. The car had a magnificent large eagle mascot on its radiator cap. The other was Old Yella owned by the late Ernie Cobb. I struck up a conversation with Ernie and discovered he lived a few minutes away from where I lived. We were friends ever since. We did the Brighton run in 1990 in the late Ron Hobb's (father of member Sue Payne and father-in-law of Geoff our Registrar) 1904 De Dion Bouton which Ernie had spotted for sale and which I was glad to buy, and I still rally today with the help of Brian Scudds. I had fitted the present body to accommodate Jean Cobb and my wife Judy because when I bought the car, it only had seating for two. Ron said he would have liked to have fitted the body I had had made. Bruce Walker did the pin lining and has done so on all of my cars ever since. There is none better than him. I am grateful to have met Bruce and also have him work on my cars and even one of my magic stage illusions.

I am the third owner of Old Yella. The first was a farmer near Geelong who in due course adapted the car to run his milking machines. Ernie talked him into selling the car to him for 50 pounds. He told the farmer he would have liked to have offered him more for the car but that was all he had. He managed to get it for that huge sum.



Ernie was a technical teacher at RMIT when it was a trade school. Many tasks required to be carried out on the La Buire were done by his students. Over the years a number of persons have spotted the car and come up to me and said they had worked on it at RMIT. One such person is Club Member Bill Lindsay who only last month at a Club meeting reminded me of the panel work he did on Old Yella.

About 34 years ago Ernie asked me if I had some funds as he would sell me Old Yella. I grabbed the opportunity and, although not cheap, was grateful to get it and have loved it ever since. It turns out that I saved it from going overseas because Ernie, before offering it to me to buy, offered to sell it to a wealthy car collector in Perth who fortunately did not want to buy it. Two years later that person was killed in a helicopter crash and his collection was offered for sale overseas.

If you refer to The Complete Encyclopedia of Motor Cars 1885 To The Present by G.N. Georgano, and look up La Buire you will find the photo that has been used is that of Old Yella, complete with permit plate 100 which it still has. What is interesting is it is stated that the car is in the National Motor Museum, which it never was because it was delivered new in Geelong. Old Yella has appeared on many calendars and in printed works and is probably the most well-known veteran La Buire, with its distinctive round nose radiator, in existence. I hope it remains in the Club for many years even if not driven by me but rallied by my family.



Recent sighting of the La Buire!

Andrew Winter has been playing a very good detective role and has been in touch with Bill Heeney. Bill Heeney was one, who has recently seen the "Flashback" La Buire. Back in 2019 the La Buire was still owned by Ray Turner. Ray has shifted from Queanbeyan to another town in regional NSW and this is where the photograph was taken by Bill of the La Buire. Bill had sold his 1912 10/12hp Austin to Ray Turner and when delivering the car to Ray took this photo.

Andrew also felt he had some information on the La Buire that existed in NSW (possibly Dubbo) but has been unable to find what he thought he had. He did

write that he believed the photo of this La Buire tourer was the car in question. This car is pictured now in Europe. Can anyone else help, whether this vehicle was indeed in NSW before now ending up in Europe?



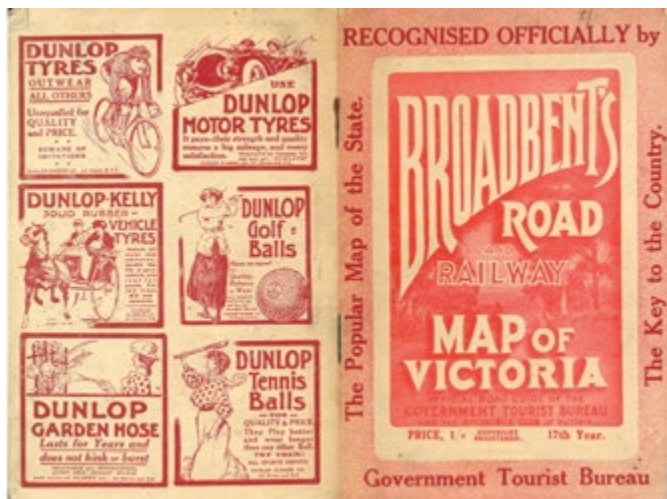
The LaBuire still owned by Ray Turner.



The ex NSW La Buire now in Europe.

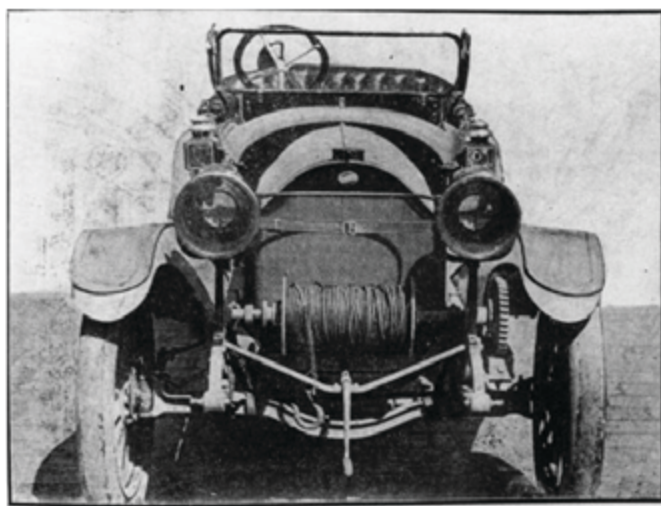
La Buire Advert

Doug Fulford has solved one of the mysteries of why there seemed to be a link with Geelong and the surviving La Buires we have had in our Club. In fossicking through his collection of old motoring maps and guidance devices he found the Broadbent's, Road and Railway maps from 1912. Amongst the maps there were several adverts, and one paramount to our interest was one advert from J.C. Brown and Co. of Geelong. It states that they were the sole representatives for Australia and New Zealand for La Buire vehicles. I now completely understand why so many of the surviving La Buire vehicles here carry the J.C. Brown name plate. I also understand why so many were bodied at Everett and Sons of Geelong. Thanks for the clarification Doug.



Broadbents map of Victoria.

Back in the April edition of Brass Notes Laurie Kathage provide us with information on the Cotton motorcar which was built in Glasgow under the instructions of Mr. A. J. Cotton to meet the needs of the squatter's specifications. The car contained a specifically designed winch to help the vehicle navigate the tough Australia terrain. Les Johnson a self- confessed Overland enthusiast, has contributed an article featuring an Overland motorcar encompassing one of these Cotton winches on a 1912-13 model Overland. We thank Les for his contribution. Would one of these be valuable on the Brisbane to Broome event?-Ed



1912-13 Overland photographs taken in March 1915 with Cotton Winch

A Self-Contained COTTON OVERLAND Hauling Gear

This photo illustrates what is purely a colonial device. Notice the coiled cable in front of the radiator. This is the self-contained hauling gear, a device that is extremely valuable for a car that does a deal of cross-country work - as this car, which belongs to a very well-known Queenslander Mr. A. J. Cotton, has done. On coming to a standstill in mud or sand, the hook is carried forward and made fast, the wire cable unwinding to a distance required. A dog clutch is then engaged which applies the engine power by medium of chain drive to a shaft which works with the cog wheel shown on the right. Thus, by the power of the engine turning the windlass, the car gradually winds itself out of the difficulty until it reaches the hook at the end of the rope, and conclusion of the delay.

LA BUIRE CARS
12, 15, 24 H.P.
J. C. BROWN & CO.,
GEE LONG.
Sole Representatives for Australasia and New Zealand.

Garage - MALOP STREET
Engineering Works :
CORIO STREET
CARS FOR HIRE.
'Phone 280. NIGHT ATTENDANT.

The advert from J.C. Brown in Geelong, showing they were the sole representatives in Australia and New Zealand for La Buire.

The La Buire Story from Brass Notes September 1994

By Ray Maher

The following is a reprint of the 1912 La Buire restoration as told in the September edition of 1994 in Brass Notes by Ray Maher. The story is an excellent

account of what occurred during the exploration and restoration of his car. We now find very few accounts like this with fewer restorations occurring from such a small starting point. Ray did an outstanding job and it is lovely too again recount the restoration journey his La Buire took. -Ed



THE LA BUIRE STORY

Having restored two vintage and one classic car, I had a yearning to maybe one day restore a brass age veteran.

I had known of a La Buire block and crankcase (no sump or pistons etc.) in the district, so one Sunday in 1983 I decided to see what more could be found out about it. I uncovered the history of how the car arrived in the district, the property owner's brother drove it from Echuca in 1938, from there it received the usual farm treatment, wrecked and made into trailers. Scrounging through three properties (around sheds, under bushes, in scrap heaps) I found the following parts. One old trailer still had the diff. complete under it including the torque frame which connects to the centre crossmembers. Another remains had the front stubs welded to a steel beam with both hub-caps still there. The Snakey wheels had been cut down and 16" rims fitted. Lying in the grass I spied the steering box still with the advance retard accuation parts still attached. The owner said that would be of no use, but I knew otherwise and it is the only one that I have found since. The last four feet of the chassis rails were welded together to form the pull of a farm trailer still in use. Another trip and four ft. of a Dodge chassis welded to his trailer, and the La Buire bits were mine.

Searching the scrap heap, I unearthed the quarter elliptic springs mounting plates, rear spring bosses and back centre crossmembers of the chassis, also I found two brake pedals on a shaft, one pedal for transmission and one for wheels. I then went back to the farm with their engine block and found the steering column, aluminium firewall bracket, one windscreen post and one bonnet side with brass hinge and lifting handle on it. On a third farm I found a set of five hoodbows with brass fittings. On contacting La Buire owners, Ern Cobb and Bert Lampshed, I discovered that another chap once had a motor and gearbox 80mm bore in the 1960s and that some 70mm parts had gone to Dubbo. I went up to John Smith in Dubbo, who had nearly completed a very nice restoration of a 1914 70 mm tourer. John had a radiator from some La Buire bits that had been found near Lake

Cargelligo, the rest going to Albury. I got the radiator and a magneto off John. On the way home I called in at a sheep station near Hay to follow up a clue on an early Ford V8 and noticed a sawbench mounted on a chassis with 815 x 105 Snakey wheels. On enquiring about it, the manager said "you can't have them, I'm still using that sawbench." I asked where it came from, when told Oxley, I mentioned the name of my brother-in-law's father. He said "Rex, I done my jackerooing under him." A deal was then done that if I remounted the sawbench on pneumatics on another chassis, I could do a swap. Jack Tomamichel later went up with me to lend a hand (and go wire hunting).

The chap who had the 80mm parts in the 60's had sold them about 1970 and couldn't recall who bought them.

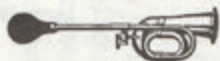
Brian Street had kept his brass notes magazines and found an add wanting parts in 1071. I rang the number and chap still had the parts. I kept in contact with the chap in Albury for five years and eventually swapped a trailer load of parts for the La Buire bits, which yielded a badly bent chassis engine block front axle, sump and gearbox casings, fuel tank (filler pipe and fittings later put into new tank) three guards and running board bracket. One week later the chap with the other 80mm parts rang to say he would sell. This yielded the motor and gearbox plus steering wheel and column, oil flow meter, water pump plus a 1913 diff. and wheels from which I made one wheel out of the two.

Now I had enough to start the restoration. The Swan Hill motor was only two numbers different, must have come out in the same ship. The motor was seized and took a lot of dismantling. I then sent it to Bruce Feldtman at Dookie for a rebuild and then I reassembled it. The chassis was straightened on Doug Suttie's press and the better parts from Swan Hill welded in. Doug also helped later on with lathe work. New kingpins were made by Daryl Pendlebury and the front axle assembled using Swan Hill stubs and new bearings. The gearbox needed only new bearings and my son Stephen made one half of a herringbone gear which had teeth chipped. The clutch is of heleshaw type oilbath with 60 steel discs. The plates were worn in the langwarrin clutch, but after cleaning the red dirt off the Lake Cargelligo clutch, I found the plates were

perfect (can't beat a dry climate). The diff. had two crown wheels and two pinions with the pinion shaft going through the housing and running a transmission brake at the rear, this system enables the rear wheels to have a permanent camber. The diff. was in good condition needing only seals, pinion bearings and thrust bearings, 48" long rear springs with taper leaves were a problem, until I found an old trailer with Armstrong Siddeley diff. and springs under it while on an old car run. (Amazing what more you notice higher up at a leisurely pace). I returned the eyes to $\frac{1}{2}$ ", I also did the same at the front using Austin springs.

After recentering the wheels, re-lining brakes etc. I was then able to reassemble a complete rolling chassis. Another better radiator was purchased in Melbourne. Stephen cut a La Buire sign out of brass to fasten to the front of the radiator and a new cap. A new radiator badge was made copying off Bert Lampshed's, who as luck has it, happens to be an engraver.

On a holiday in 1989 I rang the previous owners of the property near Lake Cargelligo who had moved to Ballina. They had the chassis plate and said I could have it. So we drove up 200 km and were given it. We also drove to Canberra to get a look at the advance and retard mechanism I was missing on the steering column, I was then able to make it plus a quadrant lever to match the throttle one made by Stephen.



Are wives being cynical or are they correct when they "suggest" that all holidays have an ulterior motive? The missing parts of the windscreen posts were picked up at swap meets as were the brass lights, generator, correct carburettor, etc. I made new guards using the old ones as patterns and made a new tourer body to my own design and fitted it to a new timber frame. As I had one bonnet side I was able to make a new aluminium bonnet with brass hinges after getting 1" flutes pressed in the sides. After painting it burgundy (top coat applied by Mark Bushby) and running gear in Blue-grey with cream wheels. Several club members gave a hand lifting the body on to the chassis. The car was then ready for upholstery. I made up seat springs and took the car over to Quambatook and helped Keith Elliot who has done a beautiful job with the buttoned leather seats and the canvas hood. The motor runs well and the clutch and gearbox are good to use. I am having trouble with overheating, at the moment so road testing is limited yet to iron out any bugs.

Many thanks to everyone who has helped me with this project over the years. It has been greatly appreciated.

RAY MAHER.

STATISTICS

1912 La Buire made in Lyon, France.
Bore 80 mm. Motor No. 8505. Stroke 160 mm.
H.P. French 12 - British 15 (stronger horses in France?)
Gearbox 4 forwards. Wheels 815 x 105
Clutch Multi Disc Heleshaw type.

"What Is It" Response

by Greg Smith

I received more information from the, "What is it?" response on page 19 of Brass Notes May 2022 edition. When Doug first showed me the mystery vehicle my first response was, I stated it was possibly a Nagant. Doug looked quite surprised, and said he didn't know of such a marque. His look was of this guy must be an "identity guru". It was pretty much left at that. I then received the following email

Hi Greg

I am attaching the photo I showed you in Ararat. On the way home we stopped in again and I got a probable identity on the car. The information was apparently supplied from the Birdwood Museum - a 1910 model Nagant-Hobson 14/18hp 90 mm bore 130 mm stroke 3300cc. Chassis cost 700 pounds, body added 150 pounds. It was recorded in the family history book.

Regards

Doug

We now have a possible identity of the vehicle, but please feel welcome to contribute further information on what this vehicle's identity may be.



“What Is It” Response

by Graeme Jarrett

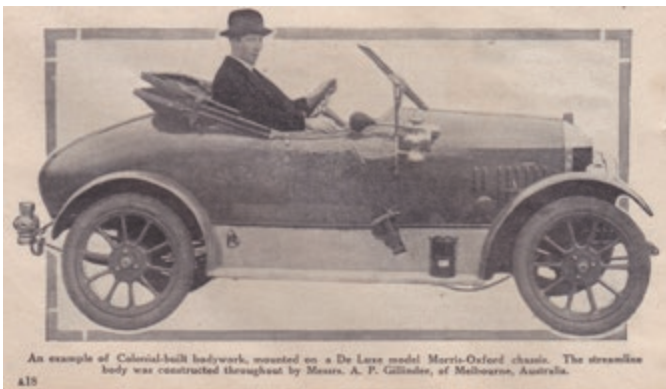
The two offerings last month are most interesting.

The first one of these is for all the world very like a **Maxwell**, and probably is – that bump in the radiator is indicative of the marque. It is unusual in having with a rather avante garde body style (for Maxwell) – “bumblebee back” and, for its era, detachable rims.

The vehicle featured below is a Maxwell of a similar era.



This style of body was not typical at that time but I have seen other similar shapes on cars in Melbourne. This Morris-Oxford de luxe is a 1914 model and is similar to the Maxwell in question. The work on the Morris was completed in June by Gillinders – body builders for Mr A. P. Gillinders for his own use. Refer below.



The second offering is an unusual car. It resembles in many respects - a **Nagant**.

They were made in Belgium (Liege) and were also sold in England under the name of Nagant-Hobson by the agent in London H. M. Hobson Ltd. They were also known to be called plain Hobson.

I suspect this car is a the 14/18 hp model (2799cc capacity)

Nagant cars were known to have arrived variously in South Australia and NSW (14/16hp model). In Victoria; Mr George Tye of Elwood owned a 24/30hp 7 seater model – sold it by auction in May 1919.

Natter Night Meeting Minutes

NATTER NIGHT MINUTES

VCCA (Victoria) at Clubrooms and Online Zoom Meeting

On Tuesday, 10 May 2022 @ 8.02pm

1. Opening

The Club President, Ben Alcock, welcomed all to the May Natter Night from Narrandera.

2. Attendance

There were 21 members present in the clubrooms and 24 online, a total of 45 who attended the meeting.

3. Apologies:

Jennifer Atherton.

4. New Members:

Nil

5. Events

Past Events

Good Friday Hot Cross Bun Run at Braeside Park – good numbers and over \$1,000 raised.

Flinders Motoring Heritage Easter Sunday

Florence Thomson Tour 29/4-1/5 – Catherine Strutt gave a great recap of the weekend, article to be in Brass Notes.

Future Events

National 1&2 Cylinder Rally Narrandera is on now.

B40 Rally, Castlemaine 13-15/5 – 20 cars

RACV Mid Winter Rally 9-10/7 David Jones is full steam ahead, waiting for the weekend to happen. Entries will open this month

Motorclassica 7-9/10 – 10 Veteran spots available in the Concours and we will have a club display over the weekend as well, contact Daryl Meek

RACV Four & More Rally in Beechworth is progressing well, entries out soon

6. Library & Archive Report

Nil.

7. Wanted, for Sale or Swap

Jim McCaffrey said Lea Coillet is selling 6 of Kim's motorbikes shortly.

Andrew Brown is after Morris 8 brake parts

Ken Hall is after a muffler for a 1915 BSA

8. Items of General Business

June Natter Night will be held in Ballarat and streamed via Zoom, clubrooms will still be open also.

9. Meeting Closure 8.25pm.

10. Next Meeting: 8.00 pm on Tuesday, 14 June 2022.

Private Classifieds

SERVICES AVAILABLE from our member Jeff Alcock

Timber bodies, new panels, spray painting, upholstery and light engineering.

Located in Keysborough.

Contact: Jeff Alcock
M: 0425 519 959

WANTED

Bonnet catches as per photo. Likely to have the part number "790" stamped on the flat section.

Contact: Andrew Brand
ph 0414 219 250.



WANTED

1914 BSA Model K Muffler.

Can Swap 1914 Triumph Muffler or purchase outright.

Wanted Also

Carburettor to suit a 1907 Aerocar.

Contact: Ken Hall
T: 03 62659017
M: 0409975112

WANTED

Wanted to restore a small one or two cylinder car needs to be pre'05. Mechanically needs to be almost complete. Not worried if it does not have body. Prefer to have all information you have sourced while in your ownership .

Contact: Alan Miller
M: 0417283897 or
T: 0296065086 and leave a message.

FOR SALE

1909 Buick Model F 2 cylinder

The Model F was the original Buick design and produced from 1905 to 1910. With an underfloor mounted 22hp 2 cylinder engine these cars are one of the most popular and powerful cars to be seen on One & Two tours in the HCCA in America but are very rare in Australia. Imported in 2014 and rallied most recently at Ararat, it was fully restored in the 1990s from a complete and original car with everything correct even down to the muffler. It has original accessories including, windscreen and hood, and when restored a new crankshaft and a hidden starter motor were installed. New tyres and coils have been fitted by me. It is a fabulous, highly usable and powerful car for One & Two rallies.

\$85,000 which is way under replacement if you were to import a comparable one now.

Contact: Ian Berg
e: bergathol@gmail.com
p: 0419 364427



FOR SALE

BOSCH – Dashboard mounted electrical switchbox in good overall condition. This is really a quite nice one. One fuse-holder is missing. The key is also missing – aren't they always! The top of one button is also lost. No fuses present. These parts are relatively easy to make at home on a simple lathe. This is a second-hand item requiring restoration. Price on application.



BOSCH – Interior lamp, dashboard mounted. Lovely item. This one is complete except for globe. It is quite large – not seen one this size previously. This is a second-hand item requiring restoration. Price on application.



ZENITH – Dashboard control fitting for triple diffuser carburettor. Includes complete (believed) mechanism at rear. This is a second-hand item requiring restoration. Price on application.



LE NIVEX – Fuel gauge (Weymann patent). Nice condition – not tested but the adjustment does operate needle setting to zero etc. This is a second-hand item requiring restoration. Price on Application.



LE NIVEX – Fuel (air) device for use with Fuel gauge (Weymann patent) – for dash mounting. Nice condition. This is a second-hand item requiring restoration. Price on Application.



OILBOX – DASHBOARD MOUNTED. This is really a magnificent and very rare item. I expect it will have been fitted to a high quality German (Mercedes perhaps) or European car in the veteran era – probably pre 1908 era. It was made by Ernst Eisemann & Co., Stuttgart (Maybach patent). It is missing a few drippers (easy to make); the drive mechanism and original oil tank cap is in place. The glass viewing tubes are mostly



damaged and can be replaced. This is a second-hand item requiring restoration. Price on Application.

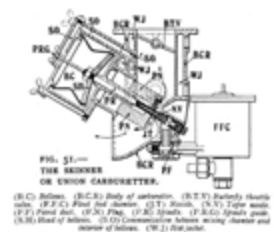
RADIATOR – unknown marque. This radiator has defied identification for a very long time. Does anyone know its identity? Some damage to the core – largely at the rear. There is also corrosion to the bottom tank – requiring replacement. It is made of brass with high nickel content – sometimes called “German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



BOSCH Magneto - model ZA4 (No 1 801 571) - in reasonable condition. A healthy park is present. The Bakelite points cover cap is missing (as usual) – so too the earth connection screw. These parts are relatively easy to make at home on a simple lathe. This is a second-hand item requiring restoration work. Price on application.



S.U. Carburettor (Skinner's Union) – This carburettor is absolutely unique! I have never seen one as early as this – truly remarkable, in my opinion. I believe it was made during the period 1904 – 1909. It is all brass construction and extraordinarily heavy for its size. It is complete with original leather bellows, float & needle and slide mechanism. This one is updraft – common at that time. This is a second-hand item requiring restoration work. Refer to sectional drawing below (circa 1908-09). Price on application.



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

MOTORCYCLES FOR SALE



•Offers are sought for the following veteran motorcycles:

•1915 BSA Model K- **SOLD**

•1915 Douglas

•Also for sale:

•1964 Honda CB77

•1979 Ducati Darmah

•2009 BMW F 800 ST

•1937 Carlton

•? Honda C90

Contact: Jim McCaffrey

M: 0413 010 602

FOR SALE



Pair of wheels, Wood spoke, wooden felloes, beaded edge rim. Approx. 26" diameter. In good original solid condition. Possibly originally from a cart or similar, but can be rehued to suit a vehicle.

\$400.00 the pair.



Stanley steam car, model 735, circa 1920. Sales book of 20 pages. Sole agents Geo S. Millar Melb. and Sub agent C.E. Briant, Ballarat.

\$90.00.

Wagner instruction manual for 1914 starter and generator equipment 32 pages. \$75.00.

Westinghouse instruction manual for Huppmobile. Lighting, ignition, generator & starting equipment. Circa 1916-1920, 32 pages

\$75.00.

Contact: Graeme Edward

T: 53346548

M: 0409 850 192

Donation to the Club - SOLD

Too late. You weren't quick enough!

We are pleased to report the brand-new mobile gantry, donated to the Club by Doug Fulford, has been sold. The donation netted \$500 for the Club.

We all thank Doug for his generous donation.



GARAGE SALE

18th June

10am onwards

55 Avonhurst Drive

Glen Waverley VIC 3150

Alan Lethborg - Ph 9560 8299

Events

2022 RACV MIDWINTER RALLY - ROSEBUD

Entries have now opened, and close on Sunday, June 26th.

Here we are, on our 3rd attempt to run the Midwinter Rally on the Mornington Peninsula. Even until recently, it has been an "on again - off again" saga.

We are looking forward to seeing our old car friends once more, so please consider joining us on this event.

Rally headquarters is the Rosebud Country Club complex incorporating the Fairways Resort. We have reserved 30 rooms. Book your accommodation NOW as the motel is about to release these rooms to the general public. Be quick!

On the Friday afternoon, we will have a short shakedown run from around 2pm. after which we can all gather for an informal meal at the country club.

You may have read that the submarine has sunk. - Good Grief! Well, a phone call confirmed it was just naughty press and the Submarine association is still afloat. We will travel across the Peninsula to visit the Victorian Maritime Centre at Crib Point on the Saturday.

We will then drive to the Balnarring Hall for lunch and onto the Point Leo Estate Sculpture Park as the afternoon's entertainment.

The Rosebud Country Club will host the Rally Dinner on Saturday night. The 3 course meal will be attended by bag lady, Crooked Claudia, who will gratefully accept your monetary support of your favourite cold cranker, regardless of the odds.

The Cold Start Competition will be held in the carpark of the Fairways Resort on Sunday morning and then we are off to lunch at The Boneo Discovery Park.

Off-site trailer parking has been arranged.

Visit the club website, www.veterancarclub.org.au for on-line entries which are now open but if you have any concerns at all about using the system, contact Michael Holding on 0407 008 895, who will step you through it or provide an alternative process.

When: 8th July – 10th July 2022
Where: Rosebud, Victoria
Contacts: Rally Directors: David and Julie Jones
0416 287 797
davidjones60@bigpond.com

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



**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

Further Information:

Please contact the Rally Director: Hamish McDonald

Phone: 0488142159

Email: brushownersregister@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

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

PRESIDENT
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

SECRETARY
Darren Savory (Jennifer)
t 0438 873 053
e secretary@veterancarclub.org.au

TREASURER
Claudia Holding (Michael)
t 0402 484 036
e treasurer@veterancarclub.org.au

IMMEDIATE PAST PRESIDENT
Paul Daley (Lena)
t 0417 583 064
e paul.daley@neo.com.au

COMMITTEE MEMBERS
Andrew McDougall (Frances)
t (03) 9486 4221

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

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:
26 Windella Cres, Glen Waverley, 3150

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

EDITOR
Greg Smith
e editor@veterancarclub.org.au

LAYOUT EDITOR
Roger Berg
t 0403 727 228
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.

Unless specified otherwise, articles may be reproduced with acknowledgment to the author and to *Brass Notes* of the VCCA (Victoria) as the source.

The editorial team reserves the right to edit or omit any material submitted for inclusion in *Brass Notes*. The decision to publish a letter in *Brass Notes* is the decision of the editorial team.

PRINT POST APPROVED
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

2022 National 1 & 2 Cylinder Veteran Vehicle Rally – Narrandera

Photos by Frances McDougall



Trevor Paynter in his 1906 De Dion Bouton.



Norm Clark taking off on his 1912 Triumph.



Laurie and Marcia McGrath in their 1909 Reo.



Andrew Winter and Alison King on their 1904 Minervette.



Line up of Maxwells at the NSW Fisheries.

2022 National 1 & 2 Cylinder Veteran Vehicle Rally – Narrandera

Photos by Frances McDougall



Peter and Jill Hawkins 1907 Darracq parked behind Simon and Tess Anderson's 1910 Brush.



David and Deidre Robinson's 1910 Renault parked next to Peter and Chris Templer driving the McNeill's 1907 Darracq.