

October 2022



# Brass Notes

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

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



*Dementia Prodest*

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

Patron: Mr Geoff Cosgriff,  
President and Chairman, RACV

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# Flashback



The photo this month, again, comes from member Graeme Anderson (of 1912 Adams fame). This image is a part of the collection of Tom Anderson (late), Graeme's father, and we think it is from a period around the early 1960s. It features a fairly rare Hillman that was a regular attendee of our rallies during these and later times. Please help us out with your knowledge, on who owned the car at that period. The owner standing beside the car looks justifiably proud. Who were the subsequent owners? Where is it now? Please help us out on any relevant history and information on this lovely little Hillman car, by contacting the editor. We would like to hear from you.

## Front Cover – Argyll

By Graeme Jarrett

Our front cover features an Argyll – a fine brand from Scotland. It was one of the big three marques (beginning with A) to be manufactured north of the border, Albion, Arrol-Johnston and Argyll. These were quality cars that sold widely. More than a good few of these found their way here and apparently gave good service at a sensible price – “value for money” as my Scottish ancestors would say.

This particular car was registered (No 484) in NSW to Mr Samuel R Shaw. In the 1915 registration records for NSW he is shown as living at 10 Willoughby Rd, Crow's Nest. He was also listed as the owner in 1916.

I believe this is the 12-14hp model, circa 1908. The body looks very similar to that offered by the factory in Scotland – probably not a local coachbuilder.



## Coming Events

7 - 9 October 2022	<b>Motorclassica - Concours Display</b> Contact: Daryl Meek
11 October 2022	<b>October Natter Night/AGM - 8:00pm Meeting (Clubrooms and Zoom)</b> <a href="https://us02web.zoom.us/j/89628819734?pwd=Qlk5ZEJLUHdtdzNZYXpsWUJ5eVh1dz09">https://us02web.zoom.us/j/89628819734?pwd=Qlk5ZEJLUHdtdzNZYXpsWUJ5eVh1dz09</a> Meeting ID: 896 2881 9734      Passcode: 641842
23 October 2022	<b>Shannons American Motoring Show 2022</b> Caribbean Park - Entry from Ferntree Gully Road Entrances north of East link
8 November 2022	November Natter Night - 8pm Meeting (Clubrooms and Zoom) Zoom link to be issued next month
12 - 13 November 2022	<b>Bendigo Swap Meet</b> Bendigo Show Grounds
25 - 27 November 2022	<b>Geelong Revival</b> Contact: Simon Anderson

## Major Events

30 September - 2 October 2022	<b>RACV Pre-1905 Pioneers Run - Ballarat</b> Director: Greg Smith
4 - 6 November 2022	<b>RACV Veteran Car Club Annual Rally - Warragul</b> Directors: Scott & Craig Emmerson
16 - 19 March 2023	<b>RACV 1&amp;2 Cylinder Rally - Cobram</b> Rally Directors: Daryl Meek & Fiona Lane

## National Events

23 - 28 October 2022	<b>National Veteran Vehicle Rally - Bussleton, WA</b> <a href="https://veterancarclubofwesternaustralia.wildapricot.org/2021-National-Veteran-Rally">https://veterancarclubofwesternaustralia.wildapricot.org/2021-National-Veteran-Rally</a>
21 - 25 November 2022	<b>National High Wheeler Rally - Mount Gambier</b> Entry Contact: John Hill 0400 247 243 Accommodation: Holbrooks 03 5561 2954 <a href="mailto:chugalug@westvic.com.au">chugalug@westvic.com.au</a>
2 - 8 October 2023	<b>2023 National Veteran Vehicle Tour - Griffith NSW</b> Contact: Roger Gottlob 0493 266 643 or <a href="https://griffith2023.vvccaact.org.au">https://griffith2023.vvccaact.org.au</a>

## LETTER TO THE EDITOR

### Letter To The Editor – Minerva

By Shane Edwards

Regarding the late Ted Ward's Minerva. It was offered for sale in about early 1990's and was located somewhere in the Dandenong Ranges near at Emerald. At about that time Ray Males was looking for a car. He ultimately bought Eric Grant's Daimler.

My memory was that Ray, Dad & I did go to look at Ted's Minerva. I remember the ever-ready starter motor on the front (under the radiator) which looked

very unusual. The price of the car was in the order of \$60,000. I remember Ray & Dad commenting on the price as being high and the car in need of a total restoration.

Finally the Mercedes car which Graeme maybe looking for, could have been broken up, as another Minerva owned by Bruce Bone had a very early (1904?) Mercedes engine in it. Bruce Nelson and a number of other people assisted in restoring both the original Minerva and the Mercedes engines. This Mercedes engine eventually found its way overseas (Germany).

# President's Annual Report 2022

By Ben Alcock

The Club year for 2022 was another successful, eventful year. We continue to run our Natter Nights as a hybrid online and in person meeting with committee meetings on ZOOM. This has proved very successful with our regional and interstate members now able to participate in our club's meetings.

Our membership continues to grow, we are lucky to welcome new members at most meetings, a very positive sign for the club and our movement. It has also been great to see some of our 'older' cars coming back into commission after years of retirement. Social media platforms in general for the veteran car movement have been very well received and continue to grow and allow for worldwide sharing of photos, videos and information.

Brass Notes is always well received by our membership and the editorial team led by our editor Greg Smith continue to do a fantastic job to get this magazine published each month. We have been lucky to have a large number of contributors this year ensuring that we have an interesting magazine full of articles, both old and new to engage with all our members.

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

We were able to run our full suite of events this year. Each of these events were very well received and a big thank you and appreciation was given to the rally directors for all their efforts in running these events. We were also fortunate enough to be able to secure RACV sponsorship of our major events with a 3-year contract which will continue the long and successful relationship between the RACV and the VCCA (VIC).

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

I would like to thank and acknowledge the work of the executive team, the support they provide our committee is very much appreciated and their work allows us to continue letting our members enjoy our Club and hobby. Thanks also go to our committee who help maintain the club and keep us running as we are, a special thank you to those that are stepping aside this year as we welcome some new blood to the team.

We look forward to 2023 in what we hope will be a great year of motoring for all of our clubs.

Keep safe and well,

Ben Alcock,  
President – VCCA (Vic)

## MEMBERSHIP

### WELCOME TO NEW MEMBERS

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

- Paul & Royce Fullard with a 1910 Fiat Tipo 1 under restoration.
- Richard Dalgliesh with a 1915 Humber
- Dean Dalgleish
- Rhys Dalgleish



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# Editorial

By Graeme Jarrett

My return to the role of editor is a very temporary arrangement – the real editor, Greg Smith is away, far from home, on various events.

We now live, like it or not, in the Digital Age and it does offer many benefits. Some years ago I served as honorary editor to Brass Notes for eleven (11) years; it is so very different now.

Printing, publishing are now on a new higher level and that does offer a better quality result along with a more streamlined production process. Life too, for the editor, is more convenient and can be largely all done from the comfort and convenience of home – in far off places. Receiving reports and other items already typed and in digital format is an absolute boon.

Paid professional are now more central to an improved outcome for Brass Notes and editor, in particular. This higher level has really helped in cementing our newsletter as the best of its type in Australia, and beyond.

Fitting all of the incoming material into the newsletter is a constant battle and most issues are full and overflowing. This makes it necessary to hold over some items, thanks for your patience and understanding

when you don't get published immediately or in the next issue. There is a limit on the maximum number of pages per issue, for financial reasons.

It is heartening to see Brass Notes is well supported by our members, thank you.

It is an honour to have been invited, if only temporarily, as editor. I do hope you enjoy reading and learning from this edition and many more under the editorship of Greg Smith.



*The temporary editor, Graeme Jarrett on the road.*

# Flashback Responses

By Brian Hussey & Ken Russell

## August Flashback Response

by Brian Hussey

Further to the photograph of the Minerva published in the August issue of Brass Notes.

Regarding Les Chapman – Minerva owner. Les Chapman was the Service Station Proprietor in Kongwak. Kongwak is an Aboriginal word meaning to catch or stop. It is situated about 120 km South East of Melbourne, in the foot hills of the Strzelecki Ranges, between Korumburra and Wonthaggi. It is stunning country often referred to as 'cup country', as in bra cup, because of the steep and rounded topography.

Les had two of the Minerva marque; a roadster and a much bigger tourer. The roadster was blue and the bigger car was yellow, such is my memory of a visit some 50 years ago. I have spoken to a member of the family and it is likely that both cars are still present there.

## September Flashback Response

by Ken Russell

Further to the photograph of the White steam car published in the September issue of Brass Notes.

This car is owned by Malcolm McInnes in Adelaide. It has been in his family for many years having originally been owned by his Father.





# Annual General Meeting

A reminder that the 2022 Annual General Meeting will be held at the VCCA (Victoria) Clubrooms, Lynden Park, Wakefields Grove, Camberwell on Tuesday, 11 October commencing at 8.00 pm.

## NOMINATIONS FOR EXECUTIVE AND COMMITTEE POSITIONS

The executive positions of President, Vice-President, Secretary and Treasurer (for a twelve-month term of appointment) as well as two general committee positions (for a three-year term of appointment) need to be filled this year. Members are advised that the following nominations for executive and general committee positions have been received.

POSITION	NOMINEE	PROPOSER	SECONDER
President	Ben Alcock	Darren Savory	James Dunshea
Vice-President	Daryl Meek	Fiona Lane	Rick Thege
Secretary	Darren Savory	Ben Alcock	Claudia Holding
Treasurer	Claudia Holding	Michael Holding	Darren Savory
General Committee	Andrew McDougall	Ben Alcock	Darren Savory
General Committee	Greg Smith	Darren Savory	Ben Alcock
General Committee	Peter Hammett	Ben Alcock	James Dunshea
General Committee	Steve Hobbins	David Provan	Deborah Alcock
General Committee	Craig Emmerson	Ben Alcock	James Dunshea

## APPOINTMENT OF PROXY

In accordance with the Club's Constitution (Rule 34), each member is entitled to appoint another member as his/her proxy if he/she cannot attend the meeting, by notice given to the Secretary in writing (by hand, post or email no later than 24 hours before the meeting) or the form may be given to the Chairperson before or at the commencement of the meeting. Please contact me and I will post or email the proxy form to you.

## DRAFT MINUTES OF THE VCCA (VICTORIA) 2021 ANNUAL GENERAL MEETING

1. The president, Ben Alcock, opened the meeting and welcomed everyone to the 2021 AGM.

2. **Apologies** – Joan Forryan, Jennifer Atherton, David Inglis & John Shiells.

3. **Proxies and declaration that a quorum** for the meeting is present (rule 36.2 - must have physically present or by proxy 5% of the members entitled to vote) – Ben Alcock confirmed we had a quorum with 39 members online.

4. **Minutes of the 2020 Annual General Meeting** (as presented in October Brass Notes)

Resolution: That the minutes of the 2020 Annual General Meeting, as published in the October 2021 edition of Brass Notes, be accepted.

Moved by Darren Savory. Seconded by Barry Smith. Carried.

5. **The President's Annual Report** on the activities of the Club during the 2020-2021 year (as presented in October Brass Notes)

Resolution: That the President's report, as published in the October 2021 edition of Brass Notes, be accepted.

Moved by Ben Alcock. Seconded by David Provan. Carried.

6. **The Treasurer's report and presentation of the financial statement of the Club for the 2020-2021 year** (as presented in September Brass Notes)

Resolution: That the Treasurer's report be accepted.

Moved by Claudia Holding. Seconded by Peter Hammet. Carried.

7. **Treasurer to confirm the annual membership subscription and joining fee** for the 2021-2022 year

Resolution: That the annual membership subscription and joining fee for the 2021-2022 year be accepted. Fees unchanged.

Moved by Claudia Holding. Seconded by David Provan. Carried.

8. **Appointment of auditor** (and fix any remuneration) for the 2021-2022 year

Resolution: That the appointment of Gerry Howell CPA as the Club's auditor (on an honorary basis) be accepted.

Moved by Claudia Holding. Seconded by Peter Hammet. Carried.

9. **Election of the executive and general committee positions for the 2021-2022 year**

David Provan announced there being only one candidate nominated for each **executive** position, **Ben Alcock** shall be declared President, **Daryl Meek** shall be declared Vice-President, **Darren Savory** shall be declared Secretary and **Claudia Holding** shall be declared Treasurer, all for a twelve-month term. There being only one candidate for the three vacant **general committee** positions, Deborah Alcock shall be declared elected to the committee for a three-year term.

10. Meeting was closed at 8.18 pm by the President, Ben Alcock.

# AGM Meeting Agenda

**VCCA (Victoria) via Zoom Meeting**  
**On Tuesday, 11 October 2022**  
**commencing at 8.00 pm**

## AGM AGENDA

1. **Opening and welcome** by the President – Ben Alcock

2. **Apologies** –

3. **Proxies and declaration that a quorum** for the meeting is present (rule 36.2 - must have physically present or by proxy 5% of the members entitled to vote) – Darren Savory

4. **Minutes of the 2021 Annual General Meeting** (as presented in October Brass Notes) – Darren Savory

Resolution: That the minutes of the 2021 Annual General Meeting, as published in the October 2022 edition of Brass Notes, be accepted.

5. **The President's Annual Report** on the activities of the Club during the 2021-2022 year (as presented in October Brass Notes) – Ben Alcock

Resolution: That the President's report, as published in the October 2022 edition of Brass Notes, be accepted.

6. **The Treasurer's report and presentation of the financial statement of the Club for the 2021-2022 year** (as presented in September Brass Notes) – Claudia Holding

Resolution: That the Treasurer's report be accepted.

7. **Treasurer to confirm the annual membership subscription and joining fee** for the 2022-2023 year – Claudia Holding

Resolution: That the annual membership subscription and joining fee for the 2022-2023 year be accepted.

8. **Appointment of auditor** (and fix any remuneration) for the 2022-2023 year – Claudia Holding

Resolution: That the appointment of Michael Dillon CPA as the Club's auditor (on an honorary basis) be accepted.

9. **Election of the executive and general committee positions for the 2022-2023 year** – David Provan

There being only one candidate nominated for each **executive** position, **Ben Alcock** shall be declared President, **Daryl Meek** shall be declared Vice-President, **Darren Savory** shall be declared Secretary and **Claudia Holding** shall be declared Treasurer, all for a twelve-month term. There were no candidates for the three vacant **general committee** positions.

10. **Closure**

Ben Alcock

In the event that you require a Proxy Form, please contact the secretary:

**Darren Savory**

t 0438 873 053

e secretary@veterancarclub.org.au

# Motor Racing Can Be Dangerous

By Graeme Jarrett

This may not be motor racing, however it is dangerous, in my opinion.



Please do not try this at home in a veteran car!

Stunts like this were often embarked upon by motor dealers who were keen to demonstrate the abilities and robustness of their marque. Not all of their exploits went to plan.

This shot was taken at the Benalla Show – the vehicle is thought to be an Oldsmobile. I expect it was photographed by the local photographer W. J. Howship (1874-1932) who took up business there after returning (survivor) from The Great War, 1914-18 (WW1).

The windscreen is absent, perhaps a safety precaution should the driver lose his seat in favour of a forward exit. The hat was firmly attached to give the impression of normality, and everything will be OK.

Come to think of it, might be safer in a car than on a horse. You be the judge.

# William (Billy) Ying – Feedback

By Alex Selley (WA)

**William (Billy) Ying – Feedback on Star**

**Note from Alex Selley**

Regarding Peter Carter's Star you mentioned in your newsletter (Brass Notes). That car was sold and went to England after being advertised here in W.A., with no interest.



# Cyclecar Corner – Morgans In Australia Pre-1919

By Graeme Jarrett

The history and documentation of pre-war (veteran) Morgan cars is a favourite hobby horse of mine – perhaps an obsession. There were a number of vintage ones here – not so much of an interest to me.

I have, so far, discovered the presence of four (4) early Morgans here, two (2) in Victoria, one (1) each in SA and WA. There may have been others – currently unknown to me.

The first car – in Melbourne, and in many ways the most interesting, is the car of Mr George Silcock who lived with his family in Moonee Ponds, an inner northern suburb of Melbourne, in the direction of Melbourne's larger airports. He was a projectionist and something of a minor eccentric – you have to be that way to own a three wheeled car such as a Morgan Cyclecar. Little is known of this car, even the registration records have not been helpful – Victorian registration number 4687.



The rather poor shot of it here is all I have for this very early car. It is quite unique and unusual in having the very early style bonnet. This indicates (to me) it is most likely a 1911 year production car.

In November 1911 (Victorian list) number 4687 was assigned to a certain C. M. McKnight Urana, NSW.

4687. McKnight, C. M., Urana, New South Wales.

It was not uncommon for cars residing in other states to be registered here. The vehicle marque was not identified in the Nov 1914 records or any currently available for this period.

MELBOURNE, 01ST JUNE, 1910.  
4680. Car. Barnet Glass & Co., 289 Swanston-street, Melbourne, 1st June, 1915.  
4681. Cycle. McClure, T. A., Mitre Lake South, 31st May, 1915.  
4688. Cycle. Pell, W., Castlemaine, 1st June, 1915.  
4690. Cycle. Scott, F., 588 Elizabeth-street, Carlton, 2nd June 1915

The second car – also in Melbourne. I have focussed on this 1912 model that arrived here in Melbourne in early 1913 (probably my car). The first owner (believed) was Mr Percival England of Pohlman St, Prahran (now called Abeckett St), and a Physical Culture Instructor. He lived opposite the Council Tip and Clay Pit – oh dear. He appeared in the popular press in this car in June 1913. The machine did not seem to suit him and he disposed of it soon after (in October). The car carried a number plate beginning in 10,5?? – the last two digits are unidentifiable.



First owner of the 1912 car, Mr Percival England. Credit Australian Motorist, June 1913 – Darge photograph.



Another shot of Percival England on probably the same day as the previous photograph.

The next time we see this early Morgan is when offered by a car dealer, Burrell's. This photograph was taken at the Royal Show (Melbourne), October 1913. Burrell was a great promotor of himself and his wide variety of vehicles. Cyclecars were a common line in his large stock. He had two sales premises in the city of Melbourne

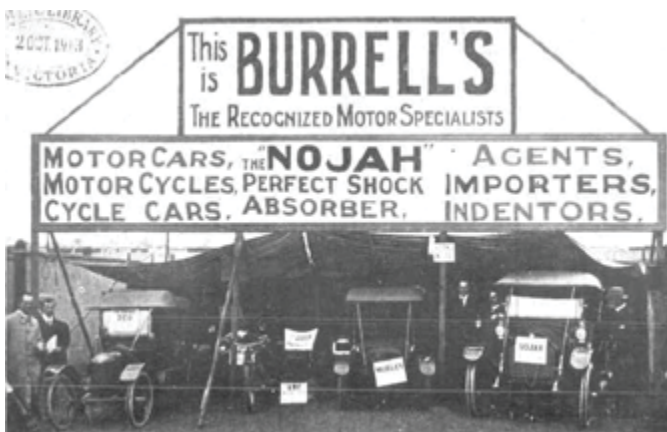


# Motor Car Record Breaking In Victoria

By Murray Murfett

Mention was made at the August Natter Night via ZOOM of an extended motor vehicle record attempt.

It so happens there was a 24 hour motor vehicle record attempt in the western district of Victoria. I suspect this was the matter referred to in the oration. Refer attachment from the Warrnambool 'Standard' Nov 23rd 1907.



Burrell's display at the Royal Show – Morgan second from right, with hood up. The Cyclecar on the extreme left is a DUO, for which he appears to have been an agent.

**The third car – in SA.** I do not have photograph of this one but did find it in the SA registration records. It was owned by various parties. It is believed there was one car only.

Price, A. G., Crafers, 8hp **Morgan** Cycle Car  
November 1, 1915

Price, A. G., Crafers, 8hp **Morgan**  
May 1, 1916

V. Z. Alderman, Kensington Gardens, 10hp **Morgan**  
J.A.P. April 1, 1918

R. V. Berriman, 18 Daphne St., Prospect, 8hp  
**Morgan** Tricar  
April 24, 1919

**The fourth car – in WA.** I also do not have photograph of this one but did find it in the WA registration records. It was owned by F O Gaze of Claremont, a Perth suburb.

Gaze F. O. Walter Street **Morgan** C 66  
Claremont Municipality 1915

Gaze F. O. Walter Street **Morgan** C 66  
Claremont Municipality 1916

The entry in the records indicate an ownership of two (2) years. The fate of this car is unknown.

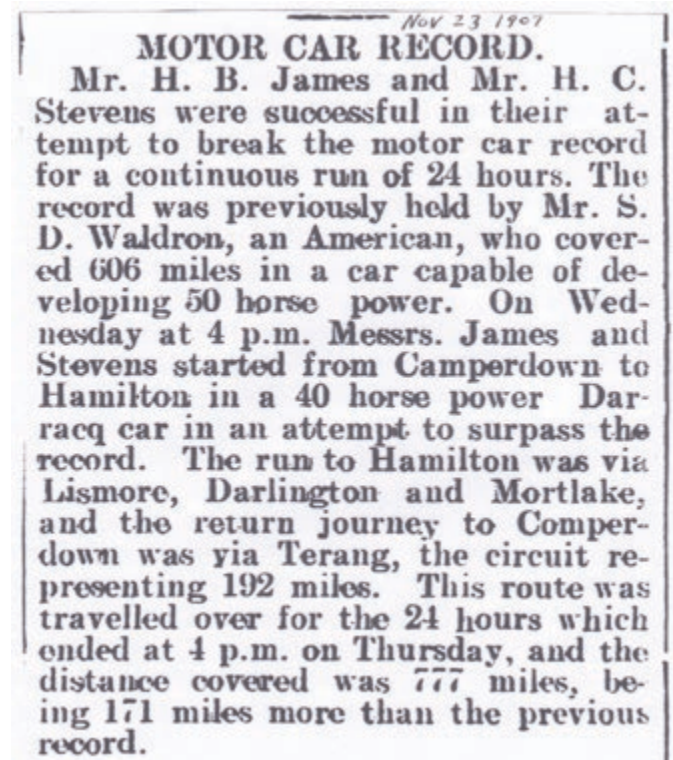
I have an expectation there were more than four veteran Morgans in Australia in the pre-1919 era, but have not discovered them – yet. If you have any knowledge or photographs I would be very pleased to hear from you. Please call.

**Graeme Jarrett.**

**Mob 0455 041 994.**

**graemejarrett@gmail.com**

Input to this column is invited and welcome.



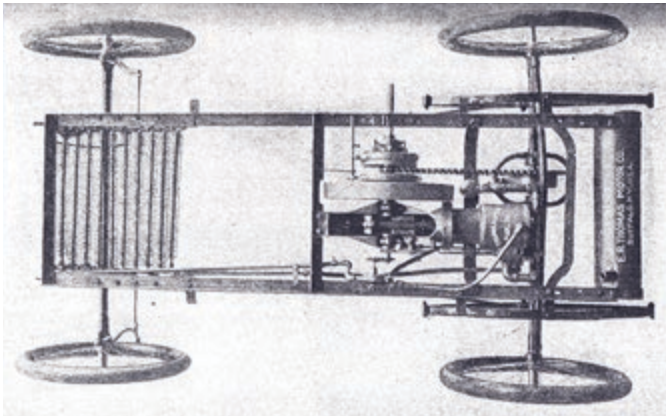
See page 31 for some images from the RACV Four & More Rally - a full article will be published in next months Brass Notes.



# What Is It – Response To September Offering

By Russell Holden

**Answer: a circa 1902 Buffalo 6hp motor.**



Well now, that was a surprise! Having searched the world for early E. R. Thomas vehicle parts, I've uncovered a few and some good ones, but not for over a decade now. So, it was very surprising to see the 6hp Buffalo motor highlighted in Brass Notes!

THE HORSELESS AGE

**IS YOURS A BUFFALO?**

1902

Model No. 7—BUFFALO, Sr.

**2—AUTOMOBILES—2**

No. 7—BUFFALO, Sr., with 6 H. P., medium speed motor, \$800  
 No. 6—BUFFALO, Jr., with 3½ H. P., high speed motor, 650

Attractive, Simple, Reliable, Efficient.

See them at the CHICAGO SHOW. Send for Catalogue. We refer you to

**BUFFALO AUTOMOBILE & AUTO-BI CO.,**  
 106 BROADWAY, BUFFALO, N. Y., U. S. A.  
 We use E. R. THOMAS MOTORS exclusively.

In 1900 *The Buffalo Automobile and Auto Bi Company* produced the Buffalo Auto Bi Motor Cycle and some early examples of the Buffalo Junior automobile, however serious production of cars most likely started in late 1901. The Buffalo Auto commenced as a proprietary vehicle (all parts purchased off the shelf from other manufacturers). One of those manufacturers was Erwin Ross Thomas who had been producing motor bike and marine motors since the late 1890's. The Auto Bi also used an E. R. Thomas motor in both 1½ & 2½ hp configurations. Coincidentally (or maybe not) E.R. Thomas was also the major shareholder in the Buffalo Motor Car Company.

The Buffalo Auto started as a spindly 3½ hp extremely basic (ugly) Runabout, the Buffalo Junior, reportedly with a 3 speed sliding selective transmission and tiller steering. However, as interest started to gain momentum, it was upgraded to the "Buffalo Snr" and eventually the "Buffalo Tonneau", both with the new

improved 6hp E. R. Thomas motor and fitted with the new "in vogue" 2 speed planetary transmission. The Buffalo Snr was still an "ugly" Runabout or Detachable Rear Entrance Touring. The Tonneau "the car for the family Man", as advertisements proclaimed, was a preview into what would become the 1st Thomas vehicle - the 1902 Model 17.

**All Eyes are Turned Toward the "Buffalo Tonneau"**

Includes all features usually found on \$500 cars.

6 Brake Horse Power Motor  
 Long Wheel Base—Easy Riding  
 Speedy, Reliable and a  
 Good Hill Climber  
 Double Acting Brake  
 Large Luggage Box for Touring

WE USE ONLY  
 E. R. THOMAS WORLD'S RECORD MOTORS

Model 15—Price \$300

Holds Records for Speed, Endurance, Hill Climbing and Minimum Repairs—ALWAYS READY

**Buffalo Automobile and Auto-Bi Co.**  
 1200 NIAGARA ST.  
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Send for descriptive catalog and testimonials

THE "AUTO-BI"  
 (The Original Motor Bicycle)

MODEL 4—PRICE \$175

## Changes in the E. R. Thomas Motor Company.

The E. R. Thomas Motor Company inform us about changes in their business as follows: D. Miller, a Chicago capitalist and first vice president and director of the Burlington Railway system, has acquired an interest in the company. The paid up capital is now \$387,500, which will be increased as fast as required. The works will be immediately enlarged and the output will be increased to 1,500 automobiles and 1,000 motor bicycles per annum. The company hopes to have 750 automobiles and 500 motor bicycles complete before the opening of the season, so that agents may rely upon a full supply.

On October 1 the Buffalo Automobile and Auto-Bi Company will be absorbed by the E. R. Thomas Motor Company, and the product will be marketed by the latter company, who will make every part of the automobiles and motor bicycles except the tires and batteries.

From *The Horseless Age* – Sep 10th 1902.

By June 1902, E.R. Thomas had exercised his influence over the Buffalo Company and started to manufacture most of the necessary components for automobile construction. By September 1902, the industry was



made aware that the Buffalo Automobile and Auto Bi Company would be superseded, effective 1st October, by the E. R. Thomas Motor Company with an injection of \$385,000 capital to produce a "King of Belgium" style Tonneau car, named after its maker. The plan was to produce 1500 vehicles and 1000 Thomas Auto Bi Motorcycles.

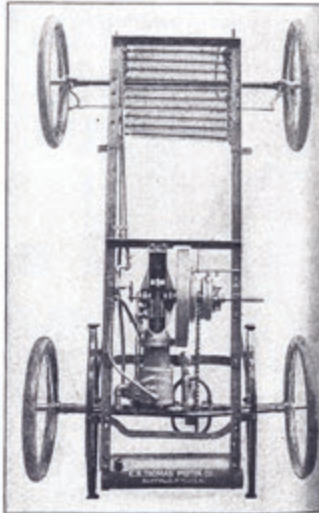
## 6 Brake Horse Power Guaranteed

SIMPLE, QUIET,  
EFFICIENT.

WE ARE PREPARED  
TO CONTRACT FOR

*Automobile Motors, Transmission Gears,  
Speed Control, Circulating Pumps, Radiating  
Fins, Vaporizers, Vibrating Coils,  
Mufflers, Etc. All assembled, ready to  
put on frame,*

FROM THOUSAND LOTS DOWN.



**E. R. THOMAS MOTOR CO.,**

1192-1200 Niagara Street,  
BUFFALO, N. Y.

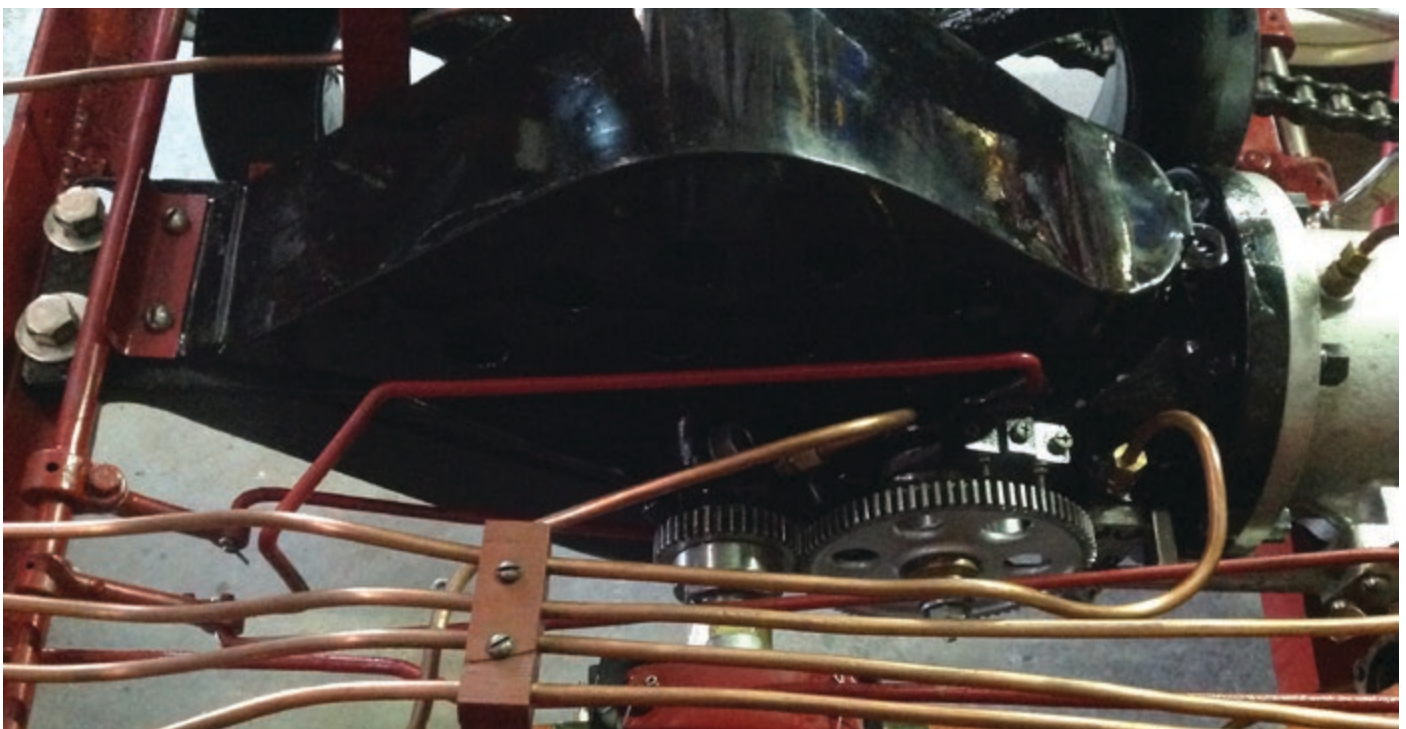
The Buffalo motor was of typical E. R Thomas construction, so very easy to recognise for the "well initiated" from the photos (Andrea knew what it was!) despite the poor condition. With its exposed cam gears complete with the timer arm and the typical F head construction with the exhaust valve on the gear side and the inlet being pulled from overhead via a dog wheel on the cam and bell crank, it was pretty easy to identify. This motor shows the extended crankshaft that indicates it supported the Thomas 2 speed planetary transmission with 4 pad cone clutch (& hence was never a stationary motor).



Thomas engine - Cylinder

Best guess estimates are that there were only about 50-80 Buffalo Snr's produced - there are no known surviving Buffalo's Automobiles of any model that I am aware of and indeed I probably have the largest collect of Buffalo parts in the world. It is very unlikely that they were exported.

So, the real question is, how did this unique motor turn up with a scrap dealer in Western Victoria? I don't know, but I'd love to find the history and the rest of the car!



Thomas engine - Crankcase.



# What Is It – Response

By Murray Murfett

## It's a Buffalo!

In the 'What is it?' section of last month's Brass Notes, members were invited to identify a single cylinder engine. Owned for 60 years by 97 year-old Club member Jack Brittain, he acquired the engine from the cowshed on a property at Purnim, located 20 km northeast of Warrnambool. Jack learnt of the existence of the engine from other local enthusiasts who had lost interest in buying it as they initially thought it was a steam engine out of a Stanley. In discussions with Jack, he said that he had unsuccessfully scoured the farm for the bits missing from the engine, such as the flywheel, magneto and carburettor.



Several calls about the engine were received but the first person to identify it (as a 1902 Buffalo engine), was Russell Holden, somewhat of an expert in very early American vehicles. Russell has since acquired the engine from Jack, and has researched the Buffalo Automobile Company and written an article, which is included elsewhere in this edition.

# Four and More Rally – A Poem

By Doug Fulford

## The Beechworth Four and More Rally – A Poem

*In historic Beechworth it seems rain is rather rare  
Except, of course, when lots of vet'ran cars are there  
In which case the weather man decides that it should pour  
For those three whole days or maybe even more*

*But vet'ran owners and their wives are really, truly tough  
So rain or hail or even snow is simply not enough  
To prevent them from still driving their old cars right through  
A cloud burst or perhaps a flood or even a shower or two*

*The entrants came in dribs and drabs, the wet and the wetter  
Hoping that tomorrow's fare would be a tad better  
Some of their vet'ran cars were clearly rather smart  
And rather than head out in rain, just refused to start*

*The shakedown run headed to a cheese factory  
But lost out in our case to hot and steaming tea  
Then straight on to dinner and the welcoming event  
The rain, meantime, deciding that it just would not relent*

*Friday morning dawned and the rain by then had cleared  
The threat'ning clouds however had not quite disappeared  
The demand for hair dryers was by then sky high  
As maggies don't always spark unless they're fully dry*

*While the Studie started it would only run on two  
Popped in a set of spark plugs and it ran like new  
We then set out to catch up but headed the wrong way  
And so did bonus mileage for the first full day*

*We drove to Yackandandah and stopped for morning tea  
Purchased, as you prob'ly guessed, from Beechworth Bakery  
Then drove around a lovely lake stopping for a natter  
In the main street of a town that I called Tallangatta*

*Then drove through some light rain to a lovely lunch  
So when we arrived we were a most bedraggled bunch  
While we'd arrived in rain we left in full sunshine  
And until we got back home the weather remained fine*

*The Studie wasn't running right and didn't climb that great  
The temp gauge climbed rather fast as if to compensate  
Headed back to Beechworth and our car just seemed to toil  
Up a rather long steep hill till it began to boil*

*Thanks to the tail end Charlies we didn't feel dejected  
Except perhaps those passengers who were then ejected  
It was a great car rally which I'm sure we all enjoyed  
Our very grateful thanks go out to Gail and David Boyd*



Rick Thege driving the newly acquired Hupmobile, a familiar club car.



# Chandler - A Parker Car

By Brian Smart

I noted in the January edition (2022) of Brass Notes that you are looking for information on vehicles from the 1982 Parker Auction.

My 1916 Chandler is such a vehicle and following is a history as I know it.

I bought the Chandler from the late Bruce Bone about 12 months before his “untimely death”.



*Elaine Bone with the 1916 Chandler, 1957 (approximately).*

Bruce told me about the history of the Chandler when he bought it in 1956 from a Builder in the Dandenong Ranges by the name of Mr Booth.

Bruce restored the vehicle and used it in local events around Melbourne until about 1958 when he married Elaine and they needed some money for furniture for their new house.



*The Chandler back on the road in 1958.*

He sold the Chandler to Mr Parker in Colac and there it sat in one of Mr Parker's many sheds until the 1982 auction when Bruce's daughter urged him to buy it back.

Bruce purchased it at the auction and being one for a good yarn said to me, “you know, when I got the Chandler home, it had the same petrol in the tank as when I sold it 24 years ago”.

The late Bruce Nelson did some work on the clutch and universal joints not long before I bought it.



*The Chandler at Gapsted 2015*

Its only use before I bought it was the occasional drive from Dromana to the Museum at Arthur's Seat for brief display periods.

As an aside and coincidence, the house that I bought in Belgrave in 1976 was originally part of the “Glenharrow Estate” and was built as a Holiday Home in 1928 by a Builder by the name of Mr Booth. My elderly neighbour remembered Mr Booth and his family holidaying in the house during the 1950's.

A few years ago, during a visit to Belgrave, I met a couple of Mr Booth's descendants who had come to scatter some of his ashes on the block next to his former house. The block is now a nature reserve.

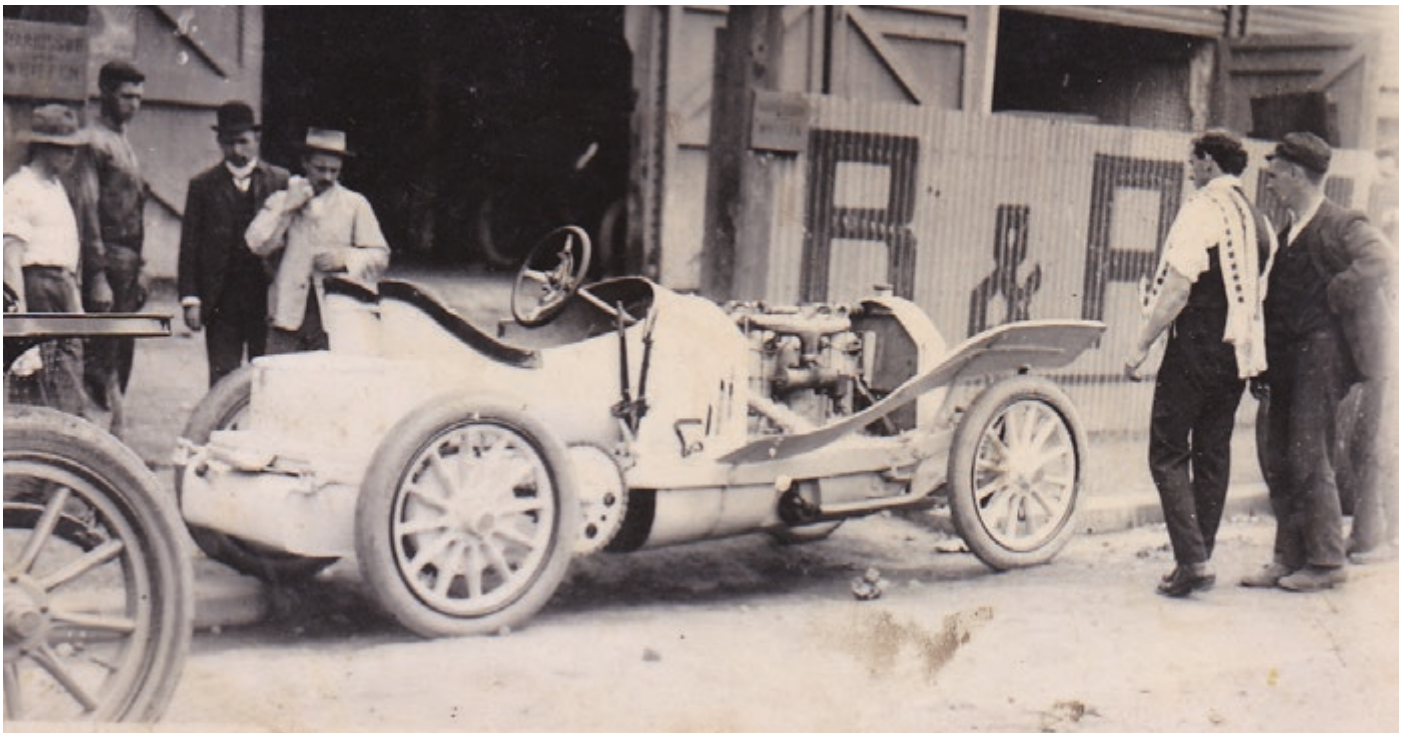
I asked them about his connection with old cars and they confirmed that he did have a few, but didn't specifically remember the Chandler. So although not firmly confirmed, I like to think that the Chandler has come the full circle.

You may ask why, is it not on the road? When I bought it, I decided to do a few “Tidy up Jobs”. One job led to another, then another, you know how it goes and I almost got them all done when I had a rather nasty episode with an angle grinder which disabled my right hand for some time. Other more important jobs then got in the way and several other projects that needed finishing but I expect I will complete the outstanding jobs on the Chandler “soon” and it will be back on the road.

*We thank Brian for this wonderful contribution and hope others with “Parker” vehicles will also provide an article similar for the entertainment of our members. -Ed.*

# Semmering Mercedes – Photographic Archive

By Graeme Jarrett



The story of the Semmering Mercedes has been variously covered and well documented by others.

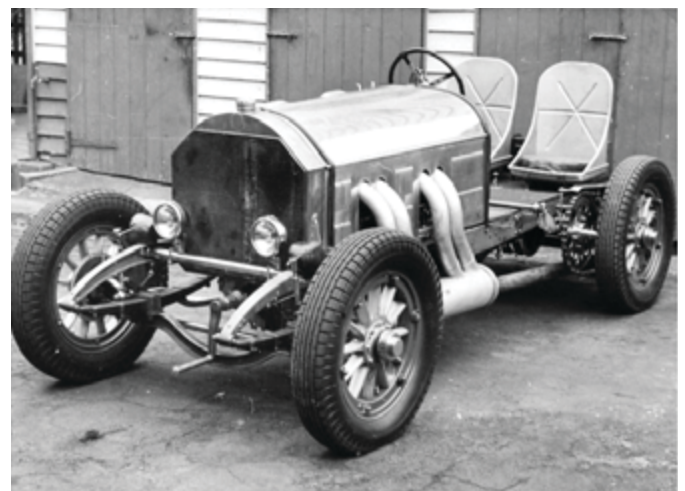
Briefly, it was a car built by the Daimler Company in 1908 in Germany to specifically compete in the Semmering Hill-climb competition. It performed extraordinarily well, and so it should as it was a monster (large) engine. It was four cylinder - 17.3 litres in capacity (175mm X 180mm stroke). I remain confused about its rated horsepower, both 150hp, 140hp and 120hp are variously stated.

It arrived here and was used variously in competition by a number of well known drivers. These included members of the Cornwall family and Rupert Jefkins.

The late Lyndon Duckett eventually acquired the car and restored it for the road. He was active in the late 1940s with the car in VSCC events and later, as the first President of this club, in the 1950's. It was sold soon after to a collector in the USA – believed now to be in Germany.

A few well known staged photos of the car have been published widely outside the B&R Motor Coy in Sydney. These three accompanying shots are new to me and believed not previously published, to my knowledge.

This is what the same car looked like after it's recommissioning for the road By Lyndon in the 1940's. Photo credits: -**PRIMOTIPO** and G McKaige.



B&R MOTOR Coy were agents for various marques, including Daimler Lorries (they called them Mercedes Daimlers (sic)). They were also advertising their abilities as having very capable vehicle repairing capacity. Perhaps the car arrived there to be sorted for the road.

**BEST CARS-B. & R. MOTOR CO.-A.I. REPAIRS.**  
276-278 CASTLEREAGH-STREET (FOY'S CORNER).  
EXPERT MOTOR OVERHAULERS AND REPAIRERS, WITH A BIG REPUTATION.  
THEY DO WORK FOR PRACTICALLY ALL THE LEADING MOTORISTS.  
AUSTRIAN DAIMLER, WINNER 1st, 2nd, 3rd, PRINCE HENRY TOUR AGAINST 221 CARS ALL NATIONS, 4  
PRIZES; ALSO, WINNER 2 PRIZES, INTERNATIONAL ALPINE TOUR, OVER MOUNTAINS AND  
PASSES, AGGREGATING 12,500 FEET. CARS PRIVATELY OWNED.  
THE FEARLESS DELAHAYE, ROYALTY'S FAVORITE, FRANCE'S BEST.  
THE MOINE, AMERICA'S CHAMPION OF THE ROAD AND RECORD HOLDER.  
THE MERCEDES, DAIMLER LORRY, THE BEDROCK OF ECONOMY.

Sources and credits: -

*Serpollite's Tricycle, Volumes 2 & 3.*  
<https://earlymotor.com/serpolettes-tricycle/>

**PRIMOTIPO**

<https://primotipo.com/tag/1908-gp-mercedes-semmerling/>

*McKaige family.*

*Hughes family – photo archive.*







# Michael Manning – My Dad’s Veteran Motoring Life

By Sue Holbrook

The passing of my father recently has prompted me to write a little on his early motoring hobby. Many Australians knew him and motored concurrently, both here and in England.

Dad’s dreaming of veteran cars started with hearing reports of the early London-Brighton runs on the radio in the 1930’s as a child in Littlehampton, on the coast west of Brighton. He never saw the run but his love of mechanics was fostered by a Littlehampton Garage owner who later on taught him to rally drive – like going down one bendy country hill without using the brake. Dad went on to compete in the RAC Isle of Wight rally.

His desire for a veteran car was always to be a London to Brighton eligible car and in 1974 he was able to buy a 1902 Peugeot which he brought back from Ireland in a minivan and spent almost 2 years restoring it and entered the 1976 run.

As he was still working, it was a one day affair, leaving home around 5am with my brother and sister-in-law. I met them at Hyde Park as I was at university in London....so read on with Dad’s report.



*Michael Manning at the wheel of his 1902 61/2 hp Type 48 series C Peugeot successfully completed the London to Brighton rally - 1976.*



*Michael Manning with his daughter, Sue Holbrook on their first London to Brighton event in 1976 – aboard the 1902 Peugeot.*

Michael did participate in other veteran runs along with his Model T Ford, Brasier and Talbot.

He came to Australia quite a few times, firstly in 1982 when he was loaned an Austin 7 for a Queensland Veteran and Vintage run. For providing 2 seats in the London to Brighton run for the next five years to winners of a Queensland rally, Dad has his airfare and entry to the Bicentennial rally, starting in Brisbane, provided. When asked to give a speech for a birthday dinner during the rally, he gave it in Latin (which he knew parrot fashion, but had no idea what it meant)! He loved people and life but the last 2 years his body let him down and he could not be at home and Covid severely restricted visits so he was ready to go when I finally got to see him in June.

Now he is at peace, leaving us with great memories.



# IMPRESSIONS OF VETERAN RUN

THIS YEAR'S London to Brighton run on Sunday commemorated the 80th anniversary of the first run made on November 14, 1906 to mark the lifting of the notorious Red Flag Act. Among those who successfully completed the trip was a director of Thornbury Motors Mr. Michael Manning who took the chance to try out his recently rebuilt Peugeot. Mr. Manning has recorded his impression of the trip and writes:

Some 291 cars entered of which about 230 started from Hyde Park between 8 and 9 a.m. The cars must have been manufactured before 1905 and the maximum average speed allowed on the run was 20 mph. To be classed as a finisher a car must arrive at Brighton by 4 p.m. and not have received any outside mechanical assistance.

Last Sunday's run from London to Brighton was, for me, the culmination of years of dreaming, and, latterly, some very hard work and I can say without exaggeration that the experience exceeded my wildest expectations.

The overall feeling I got was that it was a very happy occasion for everyone, competitors and spectators alike except perhaps for those who fell by the wayside.

My car, a 6½ hp Peugeot built in 1902, has taken 13 months to restore to its present condition which is, even now, unfinished. The car was basically complete and mechanically in reasonably good condition but apart from going over every nut and bolt and rebuilding the car from back

to front, I have also had to make replicas of the wings, bonnet and radiator, which were missing when I acquired the car.

## ORIGINAL

Contemporary photographs and documents have been used to make sure that everything is as near original as possible. The engine however, has not been stripped because it exhibited remarkably good compression which indicated that it was in good order and the run on Sunday proved this to be correct.

Sunday dawned bright and sunny and Hyde Park looked a picture. More than 200 cars turned up and started in batches of 24. The scene around Hyde Park Corner was extraordinary, the massive crowd occupied every possible vantage point and cheered as the cars jockeyed for the best line round the roundabouts.

Thereafter the route was lined with people the whole way out of London sometimes ten or more deep. The scene as we crossed Westminster Bridge in brilliant deep sunshine was unforgettable. The police did a

great job with every intersection manned.

Whatever the colour of the lights we were waved and cheered on. The cars varied considerably in performance so that there was plenty of passing and re-passing and since the roads were open to normal traffic, there was quite a lot of good natural competition in which the older cars were not at such a disadvantage as might be imagined.

The high driving position of most of the veterans made them easy to place on the road and our car was no exception. On some of the inclines the police formed an extra lane so that while the modern tinware crawled up the side of the road we sailed up the middle.

## SET FAIR

Because the weather looked set fair we left our waterproof clothing in our tender car together with the food. We expected to meet up with our back-up team on the way, but in fact we never saw them all the way down and arrived in Brighton about two hours before them.

The reason was that they stopped to help a broken down veteran and

brought it down to Brighton on our trailer. As a result of this we got absolutely soaked when, after three glorious hours of sunshine, the skies opened and we got hail, thunder and torrential rain.

My sheepskin coat was reasonably waterproof but the water ran down onto the seat and we were soon sitting in a pool of water. My daughter didn't even have a hat and had a very uncomfortable hour or so.

The little car was quite unconcerned by the weather and did not miss a beat. We found that our hill climbing was better than average though going downhill she was not very happy over about 25 mph.

The weather cleared as we approached Brighton by which time the traffic had built up to massive proportions. This made it very difficult for some of the old cars with rudimentary clutches or belt drives.

Again we were able to squeeze between the modern cars and no one minded if we jumped the queue occasionally.

## CHEERED

By the time we reached Madeira Drive we had dried out a bit, and felt on top the world. The trip had gone so well that I was almost surprised to be cheered and congratulated on having made it.

For the record we took five hours overall for the 59 mile trip but because we stopped to wait for our tender car on several occasions I estimate we were motoring for just about four hours and consumed two gallons of petrol — an average of about 15 miles per hour and 30 miles per gallon.

The car, incidentally, has a capacity almost the same as a Mini 833 cc, but has only one big cylinder. The ignition is by trembler coil which is a remarkable device which proved completely reliable. Every time we stopped to top up our tiny petrol tank she started again with one swing of the handle.

## ADDICTED

Somehow I think I am going to be addicted to "Brighton" and I very much hope that there is no known antidote. My daughter, who came with me, and my son who drove the tender car, were, I think, also infected and in future years we hope to share the driving.



# Motor Vehicle Registration

By Graeme Jarrett

## History In Victoria

### Part 2 – Formative Years

The motor car did not enjoy a wide popular support by the public and there was a sense of danger attributed to them. The public were often outspoken on the matter of speeding vehicles and the associated threat to the public safety, and rightly so. The popular press did raise issues also in regard to noise, smell and disturbing urban calm.

The state government did take the responsibility to legislate to for motor vehicle regulations in a timely manner. However, the time frame for the passing of the bill was unnecessarily long.

Fees were to be charged for the registering a motor vehicle – according to the Motor Car Act 1909.

These were: -

20 shillings (\$2) annually for a Motor Car.

2 shillings & six pence (25 cents) annually for a Motor Cycle.

The Victorian Motor Car Act was relatively simple insofar as numbering was concerned. All vehicles were treated equally; numbers were issued the same way to cars, motorcycles and trucks – one numbering system for all. The registered number was required to be both on the front and rear of the vehicle. The exception to this was motor trade vehicles; these were issued with number plates prefixed with an “A”. A1 was issued to Tarrant motors who often used this in their advertising – A1 is still thought to represent quality.



*The number plate “A6” above was issued to E H James & Co Pty Ltd, Flinders Lane, Melbourne.*

Number plates were required to be provided by the vehicle owners and were largely made by the selling agents or body builders. They were hand painted in the early years, much later to be provided in vitreous enamel by the registration authority (1930’s). More on that another time.

The requirement of vehicles from interstate to be temporarily registered in Victoria was an interesting requirement of the new Act. This requirement was

removed in 1914. Refer photo showing a vehicle displaying both South Australian number plates – a vehicle in the border area of SA.



All of the following number plates were registered to vehicles in Victoria.



*This fine hand painted number plate was issued to a Humber (MFB)*



*This hand painted number plate has a style all its own – on an early De Dion Bouton.*





*This nice hand painted number plate was issued to a motorcyclist*



*This hand painted number plate is rather basic, possibly by the owner, was shown on a Triumph motorcycle.*



*This small robust hand painted number plate was issued to a motorcycle and sidecar.*



*It was permissible to paint numbers on the radiator and the petrol tank, if on the rear of the vehicle. This one on a bus in Geelong*



*This Hupmobile, and others were favoured with having them near the top – not often seen.*

As stated earlier the numbering in Victoria was simple – all vehicles in together. The section included hereunder shows a typical page from the “Automobile Directory of Victoria – 1912”. It shows motorcycles intermixed with cars (and trucks). At that time approximately 35% to 40% of all motor vehicles registered for the road were motorcycles.

4946. Hergt, Max Arnaud, 347 Peel Street, Kew (cycle).  
 4947. Marshall Shoe Co., Burnley Street, Richmond.  
 4948. Melba, Madame, Coldstream.  
 4949. Adamson, W. A., Bourke Street, City.  
 4950. Main, Benjamin, "Craigston," Jordan Street, Malvern (cycle).  
 4951. Argyle, Dr., 103 Flinders Lane, City.  
 4952. Wright & Neil, Bourke Street, City.  
 4953. Jones, H., 52 Bouverie Street, Carlton.  
 4954. Weigall, Dr. R. E., Elsternwick.  
 4955. Storey, Fredk. Jas., York Street, Sale (cycle).  
 4956. Henderson, John Cranston, Moore Street, Bendigo (cycle).  
 4957. Steel, M. M., 24 Bowen Street, Prahran.  
 4958. Jones, Hyman, 52 Bouverie Street, Carlton.  
 4959. Brown, E. W., 227 Union Street, Brunswick (cycle).  
 4960. Stevens, J., Robinson Road, Auburn.  
 4961. Campbell, A., Myers Street, Geelong.  
 4962. Bartram, Harold, 19 King Street, City.  
 4963. Moore & Sons, James, City Road, South Melbourne.  
 4964. Drolz, Chas. Jos., 154 Bell Street, Preston (cycle).  
 4965. Cottrill, Hy., 226 Malvern Road, Prahran (cycle).  
 4966. Sheridan, Jas. John, Herne Hill, Geelong (cycle).  
 4967. Doherty, P., Rochester.  
 4968. Sharp, Algy, 175 Collins Street, City (cycle).  
 4969. Napier, P. H., 12 Eileen Street, Armadale.  
 4970. Younghusband, Rowe, & Co., Albury, New South Wales.  
 4971. Grimwade, Colonel H., Hampton Road, Armadale.  
 4972. Kilborn, A., 19 King Street, City.  
 4973. Fletcher, C. W., 16 Connell Street, Hawthorn.  
 4974. Forshaw, W. J., Stawell.  
 4975. Keys, Hy. Leslie, Traralgon (cycle).  
 4976. Harris, G., Casterton.  
 4977. Heneberg, Richd., Myrtlebank (cycle).  
 4978. Roeszler, H. L., 263 Beaconsfield Parade, Middle Park.  
 4979. Smith, Albert Victor, Ligar Street, East Bendigo (cycle).  
 4980. Crook, Leslie, 13 Faussett Street, Albert Park (cycle).  
 4981. Okey, Harry, Palmerston Hotel, South Melbourne (cycle).  
 4982. Gillies Bros., Quambatook.  
 4983. Alexander, R. E., Tatura (cycle).  
 4984. Fox, Percy A., Corowa (cycle).  
 4985. McPhail, J., 33 Canning Street, North Melbourne.  
 4986. Withers & sons, 333 Richardson Street, Middle Park.  
 4987. Fulton, Fredk. D., 21 Bay View Street, Prahran (cycle).  
 4988. Drury, Wm. A., Junr., Albert Street, Kilmore (cycle).  
 4989. Simmonds, Wm. Chas., 27 Cubitt Street, Richmond (cycle).  
 4990. Cowper, C. J., Oak Grove, Brighton.  
 4991. Owen, H., Post Office Club Hotel, Melbourne.  
 4992. Wunderlich Ltd., Collins Street, City.  
 4993. Kenny, T. J. W., 44 Howe Crescent, South Melbourne.  
 4994. Furner, F. H., Camperdown.  
 4995. Johnson, G. R., Mellool, New South Wales.  
 4996. Beggs, R. G., Chatsworth.  
 4997. Berry, H., Highfield Grove, Kew.  
 4998. Beggs, H. M., Glenthompson.  
 4999. Beggs, T., "Eurambien," Beaufort.  
 5000. Dureau, D. H., Riversdale Road, Hawthorn.  
 5001. Harper, Robert, Toorak Road, Toorak.  
 5002. Wilkinson, A. G., 2 Howitt Street, Hawksburn (cycle).  
 5003. Schultz & Co., E., Stanley Street, West Melbourne.  
 5004. Connell & Co., 578 Bourke Street, City.  
 5005. Mueller, E. G., Barkly Place, Bendigo.  
 5006. Dawson, Wm. John, Allison Road, Elsternwick (cycle).  
 5007. Cordner, Geo. Purdon, 42 Burnett St., St. Kilda.  
 5008. Rockett, Dr. J. P., Bendigo.  
 5009. Pitman, Herbert F., 61 Stanhope Street, Malvern (cycle).

There are a few interesting names in this list (purely coincidental), these include Madam Melba, Colonel Grimwade, Harry Okey (famous motor vehicle dealer) and Doctor Rockett (Bendigo).



The following is a list of motor dealers and manufacturers for Victoria.

DEALERS AND MANUFACTURERS REGISTERED  
MOTOR CAR ACT, 1909.

- A1. Tarrant Motor Co., 104-112 Russell Street, City.
- A2. Kellow Motor Co., 206 Russell Street, City.
- A3. Field, D. M. A., 453-457 Swanston Street, City.
- A4. Robinson & Co., A., Warrnambool.
- A5. Kiel & Loveland, Sturt Street, Ballarat.
- A6. James & Co. Pty. Ltd., E. H., Flinders Lane, City.
- A7. Dalgety & Co. Ltd., 460 Bourke Street, City.
- A8. Adeney & Brodribb, Shelley Street, Richmond.
- A9. The Motor House Co., St. Kilda Road, City.
- A10. Munro, J. A., Elizabeth Street, City.
- A11. Schulz & Co., E., 37 Stanley Street, West Melbourne.
- A12. Shields Motor Co., 6-10 Flinders Street, City.
- A13. Gaudin, A. H., Little Collins Street, City.
- A14. Canada Cycle & Motor Co., Latrobe Street, City.
- A15. Lewis, R. W., c/o Kellow Motor Co., City.
- A16. Warden, W. J., 268 P.O. Place, City.
- A17. Bennett, Wood, & Roche Pty. Ltd., Swanston Street, City.
- A18. Craven, J. H., Kavanagh Street, South Melbourne.
- A19. Staerker & Fischer, 172 William Street, City.
- A20. Drury & Co., Sydney Road, Brunswick.
- A21. Brown, E. W., Swanston Street, City.
- A22. International Harvester Co., Bourke Street, City.
- A23. Leitch & Co. Pty. Ltd., E., Little Bourke Street, City.
- A24. Milledge Bros., 272 P.O. Place, City.
- A25. Sanderson & Co., John, William Street, City.
- A26. Bolger, Sidney, 279 Toorak Road, South Yarra.
- A27. Melbourne Motor Garage, Collins Street, City.
- A28. Webb Bros. & Co., Warrnambool.
- A29. Acme Motor Co., per J. Robertson, Lonsdale Street, City.
- A30. Harrison, H. I., Barker Street, Castlemaine.
- A31. Dudgeon Motor Works, Little Collins Street, City.
- A32. Bendigo Motor Garage, McCrae Street, Bendigo.
- A33. Hair & Co., S., High Street, Prahran.
- A34. Harvey & James, 433 Bourke Street, City.
- A35. Grayson & Sons, J., Johnston Street, Fitzroy.
- A36. Geelong Motor Co., Market Square, Geelong.
- A37. Shelton Motor Garage Co., 1 Simmons Street, South Yarra.
- A38. Finlay Bros., 322-4 Elizabeth Street, City.

- A39. Richards, Miles & Co., 369 Collins Street, City.
- A40. Brown & Co., J. C., Corio Street, Geelong.
- A41. Stevens Bros., 536 Elizabeth Street, Carlton.
- A42. Till Motor & Engineering Co., 674 Elizabeth Street, City.
- A43. Sutherland & Farquhar, 23 Beatty Avenue, Armadale.
- A44. McKay, H. V., Sunshine.
- A45. Essendon Motor Garage, 535 Mt. Alexander Road, Moonee Ponds.
- A46. Commonwealth Storage and Supply Co., 521-529 Lat. Collins St., City.
- A47. Oliver, John, 8 High Street, Kew.
- A48. Healing & Co., A. G., 354-6 P.O. Place, Melbourne.
- A49. Wiseman & Barrett, 325 Flinders Lane, Melbourne.
- A50. Motor Hire & Repair Co., 476 Chapel Street, South Yarra.
- A51. Sanford, R. W., 105 Exhibition Street, Melbourne.
- A52. Glenferrie Motor Garage, 205 Burwood Road, Hawthorn.
- A53. Lumsden, A., 413 Elizabeth Street, Melbourne.
- A54. Scheps Bros., St. Kilda Road, Melbourne.
- A55. Marshall, W. F., Motor Garage, John Street, Hawthorn.
- A56. Hampton, A. G., Glenhuntly Road, Elsternwick.
- A57. Carroll, Jas., 150 Burke Road, Camberwell.
- A58. Keen & Co., Wm., c/o Peabody & Co., Equitable Buildings, City.
- A59. Holland & Rolfe, 30 Armstrong Street, Ballarat.
- A60. Thompson, Wm., 211 Elizabeth Street, City.
- A61. Ballarat Motors Pty. Ltd., Armstrong Street South, Ballarat.
- A62. McLoughlin, W., 32 High Street, Northcote.
- A63. Thomson, Herbert, 835 High Street, Armadale.
- A64. Hamilton, John Wilton, Automobile Club, Melbourne.
- A65. Palmer, G., Little Latrobe Street, Melbourne.
- A66. Smith, James, 18-20 Station Street, Carlton.
- A67. Concord Motor & Implement Co., High Street, Shepparton.
- A68. S. E. Major Motor & Engineering Co., 118-124 Toorak Road, Sth.
- A69. Simes, Montague E., High Street Bendigo.

The records of motor vehicles in Victoria, in particular, is a long term interest to mine.

The sources for this article are: -

“The History of the Haste-Wagons” – Kieran Tranter.

“THE AUSTRALIAN MOTORIST”.

“Automobile Directory of Victoria – 1912” (Nov 1911).

TROVE – newspapers

State Library of Victoria

## For Members Information

By Graeme Jarrett

The name Reg Hunt may not be known to the younger members, however, is well known in the motor trade. He was a long term GM Holden dealer on the Nepean Highway in Brighton – nominally called the Golden Mile of Cars. It was and still remains today as a very large car dealers site.

Reginald Rook Herbert Hunt (1923 – 2022) very successful business man and motoring enthusiast.

Reg has been an early member of our club who campaigned a 1910 Rolls-Royce 40/50hp car (chassis 1425). He was also an early owner of a Curved Dash Oldsmobile; this is now in the hands of Kevin Cadzow.



Reg Hunt seen here on the 1961 Golden Fleece Rally. He has passed away recently aged ninety nine (99).



# “T” Ford Time – Early Cars

By Graeme Jarrett

The FORD model T is a very large part of the Australian motoring landscape, and so it was for other nations on wheels. I have been a little buoyed by the number of early models in the 1909-11 era that arrived on our

shores. NSW seems to have received more than a few of these. Both of these early cars are from NSW.

This 1909 model T is from Inverell, near the Queensland border, inland from Grafton.



This is a 1911 model T from Speers Point, Newcastle.





# An Epic Journey

By Stan Bone, Photos by Catherine Strutt

**18th July – 11th August 2022**

Foreword: This story of the Brisbane to Broome Rally 2022 was originally written for publication in the Horseless Carriage Gazette of the Horseless Carriage Club of America.

Sometimes at random moments in our everyday lives certain unexpected opportunities arise by way of a challenge that appeals to our sense of adventure. This is one such story.

The Heritage Motorcycle Club of Western Australia and The Veteran Car Club of Queensland ambitiously decided to run a Veteran (pre-1919) Motorcycle and Car Rally from Brisbane to Broome, east to west, from the Pacific Ocean to the Indian Ocean across the biggest island continent in the world. It would be a distance equivalent to driving from Boston to Los Angeles.

The challenge was too great to resist. A spontaneous decision was made to “lets do it!” and with that, our epic journey began.

## Team FN



Our group consisted of myself, Maggie my wife, along with our very good friends, Catherine Strutt and Chris Duncan, who would share the driving. Chris, being a skilled mechanic with veteran FNs of his own, would be able help with any mechanical issues that may arise along the way.

We prepared my (circa 1911) Belgian made, Fabrique Nationale (FN) for the journey and loaded the grand old lady into the purpose built transport, which would double as sleeping quarters for Maggie and I for the trip. Catherine and Chris would go a little less luxurious and pitch their tent. We intended that sometimes we would camp in the bush and at other times stay in caravan parks attached to remote roadhouses along the way.

We arrived at Caboolture just north of Brisbane, the day before our departure, and met up with our like minded friends and associates who would share this wonderful adventure with us. It was decided that a novel thing to do was to dip the tyres of our vehicles in the Pacific

Ocean at the beginning of the rally and do likewise in the Indian Ocean upon completion of the tour.

On day one, Monday 18th July, we found ourselves leaving first and were flagged off by the Mayor with the rest of the rally following behind. Catherine was navigating as I drove through the outskirts of Caboolture and as we motored along in the balmy warmth of south east Queensland we felt a sense of exhilaration and freedom. Finally we were on our way!

## The Mayor of Caboolture waves us off



We were enjoying the drive and had only covered 15 miles when suddenly, “Did you hear that? Was that a cough, a splutter maybe?” Oh yes it was.

The Gremlins had already arrived to do their wicked thing...with only 2965 miles to go! But that’s veteran motoring. So, “Oh well”, out with the tool box. We cleaned the jets. That didn’t do much good. We checked the spark and adjusted the points. Not much better, but it was enough to let us struggle on to our first stop at Yarraman. After arriving at the Yarraman Caravan Park for the night, and after much analysis of the engine, we finally found the problem. A loose retaining clip in the magneto and a loose screw holding the points cam in place were interfering with the spark.





The following day we headed off to the town of Miles. It was a distance of 140 miles. It was a beautiful and enjoyable morning. We'd only been driving along for forty minutes or so when again we had trouble. The old lady gained a puncture and promptly shed her front right tyre. We were beginning to think that our adventure was cursed but after refitting the tyre and new tube, we were on our way again, incident free for the remainder of the day.



We travelled on to the western Queensland towns of Mitchell and Augathella, staying a night at each, and then onto Barcaldine where we took time out to view the Tree of Knowledge. It was under this historic Ghost Gum that the Australian Labour Party was formed in 1891 and the great shearers' strike took place in order to achieve better working conditions. In 2006 the tree was poisoned by someone with, no doubt, opposing political opinions and it subsequently died. It is now heritage listed and has become an iconic symbol of organised labour and fairer work conditions.



*Maggie and Stan under the Tree of Knowledge, Barcaldine*

Leaving the busy town of Barcaldine, we motored on up the Landsborough Highway for another 68 miles north west to arrive at Longreach, a large regional town in central Queensland. Here we were afforded a days' respite to catch up on laundry, service the vehicles and also to visit the Qantas Airlines Founders Museum and the Australian Stockman's Hall of Fame.



*Our camp at Longreach*



After resting at Longreach, we headed back onto the highway and into the dry, lightly foliated, savannah landscape. We were now in what is commonly known as the Great Australian Outback and we were travelling through and over some of the largest pastoral leases and cattle stations in the world. (One such example being Victoria River Downs, with an area of 3,436 square miles).



*Campfire and camp on the creek at Winton*

Leaving Winton we entered into the most barren and empty landscape we'd ever seen. "Nothing" stretched for miles and never ending miles. Driving along the straight road, we could've been standing still as the view simply didn't change for hours.



*Endless nothing*

We motored along in the sun for another 112 miles before arriving and staying at Winton, known for its sheep and cattle grazing, dinosaurs and flies! The old FN was now humming along so reliably in the sizzling outback heat. We found a great camp site on a creek nearby and pulled up for the day and enjoyed a warm campfire under a starry outback sky.

Our next lay day was in the major mining town of Mount Isa. Being a working mining town (lead, copper, silver and zinc), it's not an especially beautiful town to look at but late in the afternoon we took a short drive out to nearby Moondarra Lake where the beauty of the area was overwhelming. Lush green manicured



lawns, a rare and welcomed sight in the outback, hugged an enormous quiet lake. We enjoyed a glass or two of merlot as a vast outback sun set over the peaceful lake, drowning us in its amber light and even if for no other reason, it was worth travelling all this way just to experience this tranquil scene. We shared the gorgeous evening in the company of no less than thirty four Peacocks who greeted us with enthusiastic expectation. From every corner of the park, they came scampering towards us, their feet padding heavily on the ground, to devour Maggie's generous offering of my breakfast cereal, potato chips and biscuits. We were fortunate to have Catherine, an accomplished photographer, along with us to not only share the driving of the FN but to also record our trip visually, as seen in these superb images.



We were now into day 11 of our 25 day tour, Thursday 28th July.

The countryside transformed into more elevated and craggy terrain with rugged outcrops of rust red rocky layers exposed by millions of years of erosion. It was not difficult to imagine dinosaurs roaming this ancient landscape. This geological change however was not to last and soon we were back into open range country. Day 13 found us travelling through Camooweal, a tired dusty little town and locality presiding over an area of 3682 square miles with a population of only 208 people.



And so we rolled on to the Queensland/Northern Territory border, crossing the vast open plain of the Barkly Tableland accompanied by our fellow rally adventurers who we would see only occasionally due to the long daily distances and varying abilities of our pre-1919 machines.

In all, forty three brave motorbike riders and tenacious drivers of cars, huge and tiny, all doggedly determined to achieve their goal. One such person was Tom Klecan from Arizona whom I met on the HCCA international rally at Bathurst in September 2019 and again on the Bundaberg National Rally soon after. Having stored his T Ford in Australia, Tom returned to take part in the Brisbane to Broome rally driving the 2,980 miles solo after which, not having quite driven enough (!), he drove a further 1,272 miles down the west coast to Perth WA. From there, he shipped his T Ford back home to the USA.



*Tom Klecan in his 1914 Model T Ford*

*This article will be continued in the next issue of Brass Notes...*

# Private Classifieds

## FOR SALE:

Horn - American Bosch Magneto Corpn, Springfield Mass. Works and is very loud, has not been on a car in 72 years.

\$1,000 Switch Panel - CAV complete. \$200

**Contact: Michael Shegog**

**Phone: 0419 007 033**

**Email: shegoga7@gmail.com**



## FOR SALE

Lucas Dash Panel w/- lamp, ammeter, half charge and head / side lamp switches \$250

Smiths Dash Panel w/- Smiths motive, ammeter and charge switch \$100.

Smiths oil pressure gauge 0-100 psi in perfect unmarked order \$250

Lucas Head, Side lamp switch, suit many incl MG various models

Delage France's Finest Car. Two volume set, Cabart, Burgess-Wise. Offers

Metal Master h/duty wheeling machine (English wheel), as new with main wheel and six forming die wheels cost over \$1000 sell \$750

**Contact: Brian Hussey**

**Phone: 0418 561 910**

**E: brihus@bigpond.com**



## WANTED To SWAP

A matching and numbered pair of French Lucidus opera lights. One is perfect, one has some damage but is still perfectly serviceable. Burner is missing from one.



Both are combined oil/electric with factory electric bulb fittings. Wanting to swap for sidelights, a tail light or part-exchange for a small pair of French headlamps more suitable for a Renault AX. I'm in New Zealand but can bring them to the Bendigo Swap Meet to complete the deal.

**Contact: Tony Haycock**

**E: tony@tonystours.nz**

## WANTED - ALL STATES

WANTED parts - to make my RUSMORE headlamp complete. My lamp is missing the front rim, chimney & reflector - body size 6.5 inches diameter (165mm approximate).



Would buy a complete lamp of this size, if available. What have you (?) - bent, broken or dodgy is OK.

**Contact: Graeme Jarrett**

**Phone: 0455 041 994**

**graemejarrett@gmail.com**

## WANTED

Can anyone assist with the front bezel for my Standard Speedometer (for Saxon)? Glass diameter is 85mm.



Also looking for bonnet clips, high tensile wheel bolts and Kelsey captive nut lugs,



**Contact: Mick Newham.**

**Ph 0400 119 814**

**E.mail : a\_newham@bigpond.com**



# Natter Night Meeting Minutes

## NOTICE OF CONDITIONAL SALE

1910 Brush Runabout D26 2 Cylinder Brush Engine. Sadly due to my age & health issues my Brush is available for conditional purchase at \$50,000 with trailer.

My Brush has been prepared for the B to B and the engine balanced with a 2022 Brush counter balance shaft.

The history of Alanson Brush and the Brush Runabout fascinated me - Brush Runabout being the first Automobile to venture to cross Australia from Perth to Sydney achieved in 1912. Result I, John Simmons & Sandy Munroe drove my 1910 Brush "Across Australia" Perth to Sydney in 1992 - honouring the 80th anniversary of the First Crossing.

We, with help of good friends have driven over 28,436kms.

1996 Darwin to Melbourne, 2005 Sydney to Melbourne, 1992-2012 Perth to Sydney twice, 2001 Around Australia clockwise Sydney to Sydney for the Centenary of Federation.

CONDITIONAL SALE: It will be sold only to an Australian who commits to buy the Brush and to drive it whenever possible in all 1 or 2 Cyl. Rallies of VCCA Vic, NSW, Qld, & Brush Owners.

Offers to purchase must contain a commitment email/letter & two references from members of Brush Owners And/or a Veteran car club.

**Contact: Bob Lamond**  
**Phone: 0409 712 101**  
**All mail to PO Box 21**  
**Millthorpe 2798**  
**8 Unwin St.**  
**MILLTHORPE**  
**AUSTRALIA**



## WANTED

590x80mm beaded edge rim.

**CONTACT: Alan Esmore**  
**M: 0418 356 532**

## NATTER NIGHT MINUTES

### VCCA (Victoria) Online Zoom Meeting

On Tuesday, 13 September 2022 @ 8.00pm

#### 1. Opening

The President, Ben Alcock, welcomed all to the September Natter Night via Zoom and thanked the members for their understanding. The decision was made to hold the meeting online only, as we had a number of members struck down with COVID after the Four & More Rally.

#### 2. Attendance

There were 35 members present online tonight.

#### 3. Apologies:

Jennifer Atherton

David Inglis

Alan and Margaret Lethborg

Nick Scarff

#### 4. New Members

Paul & Royce Fullard with a 1910 Fiat Tipo 1 u/r

Richard Dalgleish with a 1915 Humber

Dean Dalgleish

Rhys Dalgleish

#### 5. Events

##### Past Events

The Brisbane to Broome trip. Ben Alcock showed a video of the trip.

RACV Four & More Rally in Beechworth. The club offered their thanks to David Boyd for organizing a fantastic weekend. David Provan and Doug Fulford provided a report.

National Hupmobile Rally was held in Wagga – Daryl Meek took Rick Thege's Hupmobile, the ex-Blashki vehicle.

##### Future Events

RACV Pre-1905 Pioneers Run 1-2/10. All set to go.

Motorclassica 7-9/10 – refer Daryl Meek

RACV Veteran Car Club Annual Rally -Warragul 4-6/11, the Emerson Brothers.

#### 6. Library & Archive Report

Nil

#### 7. Treasurer's Report

Michael Holding advised that Claudia Holding was unwell and as requested gave a brief treasurers report. The full report will be given at October Natter Night. All present were advised that if there are any queries, please email Claudia.

#### 8. Wanted, for Sale or Swap

Nil

#### 9. Items of General Business

Ben Alcock spoke of the October AGM next month. The roles of President, Vice President, Treasurer and Secretary have all had nominations as well as committee positions; still time to nominate if you're interested.

#### 10. Closure 8.41pm.

11. Next Meeting: 8.00 pm on Tuesday, 11 October 2022.

# Events

## RACV VETERAN CAR CLUB ANNUAL RALLY

### November 4th - 6th

The Annual rally is certainly coming together and, with some bias, I sight this November tour to be as well engineered as a veteran Cadillac! Real thought has been given to the roads and distances that we will travel, all designed to optimize the full enjoyment from your Veteran.

I openly invite all members to attend and enjoy in the tradition, the country side and the comradery of the 2022 RACV Veteran Car Club Annual Rally – Warragul.

In the August Brass Notes I spoke about the different destinations we will travel over the three days and I won't re-tell the same story today, but it would be remiss of me not to give a second mention about the Saturday drive from Warragul to Korumburra; What a sight - Veterans travelling along roads that time has forgotten and seeing wonderful views, simply put, it is a drivers delight and a passengers privilege.

The club tent will be set up on Friday at Bill Formby's from 11am where you can casually unload your car and collect your rally booklet.

### Warragul Accommodation

#### Comfort Inn & Suites. Ph:5623 2189.

(1845 Princes Way, Warragul) 20 rooms on hold.  
This includes 3 x Twin share, 15 X Dble-\$129 and 2 X Family  
2 room apartments -\$239.



#### Edinburgh Motor Inn. Ph:5622 3339.

(61 Princes Hwy, Warragul) 10 rooms are on hold.  
rooms vary from \$120, \$130 and \$135



Please note that there is trailer parking available at Bill Formby's Drouin property, the distance from Drouin to Warragul is 8km, or veteran Cadillac travel time equates to 10 minutes.

I am mindful that all Warragul motels are limited with parking space. Entrants will be able to have 24 hour access to their trailers if needed over the weekend, please reach out if you need any further details regarding trailer parking.

The RACV Veteran Car Club Annual rally, Friday tour will conveniently depart from Bill Formby's, Gardner & Holeman road, address, at around 2.30pm for a short drive to Jindivick, with a return drive direct to Warragul, or drivers choice to return back to their trailer at Drouin.

### Important accommodation information –

The selected accommodation businesses in Warragul are kindly holding rooms for the Veteran Car Club members, but only until October 1st, so please book your accommodation today and avoid the disappointment of missing out.

Scott Emmerson. Craig Emmerson. & Ben Alcock, have the pleasure to be your 2022 Annual Rally Tour hosts & organisers. Please reach out to the team for any further details. Entry forms available now.

### Mercure Warragul. Ph:5618 3500.

(23 Mason street, Warragul) 10 rooms are on hold (king deluxe \$170) Please note there is an underground carpark, height clearance is 2.1 metres.



### Warragul Gardens Holiday Park. Ph:5623 2707

(44 Burke Street, Warragul) 4 X Superior Cabins are on hold only until 18th September. \$150 for 2 adults.



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

### The RACV supports the:

- RACV 1 & 2 Cylinder Rally
- RACV Midwinter Rally
- RACV Veteran Car Club Annual Rally
- RACV Four & More Rally
- RACV Pre-1905 Pioneers Run



# Motor Registration - Feedback

By Murray Murfett

In the last issue of Brass Notes Graeme Jarrett provided an insight to the new motor vehicle registration requirements. As you will see, I'm head over heels with these new Gov't announcements!

The following extracts from our local newspaper give some insight of the coverage by the press.

The piece appearing hereunder appeared in the Warrnambool 'Standard' September 9th 1909. This appeared approximately four months prior to the act becoming law. Interestingly, the matter of local government bodies (Councils) receiving half of the registration fees was removed from the bill.

Sept 9 1909

**MOTOR CAR LEGISLATION.**

In the Legislative Assembly on Tuesday night the Premier moved the second reading of the Motor Car Bill, which had been passed by the Legislative Council. He briefly restated its provisions, namely, that motor cars must be registered with the Chief Commissioner of Police; that cars must bear a number; that drivers must be licensed; that offensive smells and noises must be avoided; that sufficient lights should be carried at night, as well as an instrument with which to give a warning of their approach, and that the traffic of motor cars may be prohibited on certain roads. An amendment had been inserted by the Legislative Council providing that the municipal councils should receive half of the registration fees. There was no speed limit in the bill, but it was provided that a car must not be driven at a rate dangerous to life.

The piece on the right appeared in the Warrnambool 'Standard' February 21st 1910. This appeared approximately seven weeks after the act becoming law.

Feb 21 1910

**MOTOR REGISTRATION FORMS.**

Application forms for the registration of motor cars and motor cycles and for licences for drivers of motor cars, are being distributed to the various police stations throughout the State, where they will be available in the course of a day or two. Owners must produce the car for the inspection of the police officer appointed for the purpose at each station to enable the officer to compare the car with the description given on the application form. If there is any discrepancy it will be pointed out at the time in order to enable the description to be amended. If the description is correct the application will be endorsed by the police officer and sent on to the Chief Commissioner, who will register the car and supply a certificate of registration on payment of the registration fee, which is 20/ for a motor car. Cars will be numbered in the order of registration. It is understood that No. 1 and several following numerals have been reserved for vice-regal cars. In the case of an application for a driver's licence the form must be signed by the applicant for purposes of identification. The fee for a licence is 2/6, and for the registration of a motor cycle 2/6.



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[www.henryspares.com.au](http://www.henryspares.com.au)






























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

**ABN:** 61 276 214 581

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

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e president@veterancarclub.org.au

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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

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**ENVIRONMENT & SUSTAINABILITY**  
Frances McDougall

**PUBLICITY & COMMUNICATIONS**  
Callum Walsh

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

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

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

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

Download the application form at  
veterancarclub.org.au.

## BRASS NOTES

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

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

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## VICROADS PERMITS AND SAFETY CHECKS FOR MEMBERS VETERAN CARS AND MOTORCYCLES

If you require your vehicle safety inspected, and verified for Vicroads eligibility, please review the Vicroads permit requirements on their web-site, and contact Brian Hussey or Bob Ballinger. They will assist with the process for obtaining a permit, and advise of a club Scrutineer who can inspect the vehicle at a mutually convenient time.

## JP SERVICES AT NATTER NIGHTS

As a service to Club members Paul Daley J.P. and David Provan J.P., in their capacity as Honorary Justices of the Peace for the State of Victoria, are available at Natter Nights or by appointment to provide document witnessing and certification services.

## CLUB MEETINGS

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

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



Find us on  
**Facebook**



# Four & More Rally

*This is a glimpse into the RACV Four & More Rally - a full article will be published in next months Brass Notes*



*The cars parked on the front nature strip of John Stanley's property while we enjoyed viewing his vast collection*



*The Barnard's 1918 Buick in-front of the Holding's 1910 Buick*



*Fitzgerald Rover*



*Cars drawing attention while parked at lunch on Friday*



# Four & More Rally



*John Stanley's Stoeper next to Ken Hall's Leon Bolle*



*McDougall Model T and Love Overland back to back*



*The Dillon Minerva*



*Paul and Kim William in the Wolseley*



*Simon and Tess Anderson in the Hupmobile*