

November 2022



Brass Notes

www.veterancarclub.org.au

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



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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 (damage to print) comes, again, from member Graeme Anderson (of Adams fame). The image is part of the collection of Tom Anderson (late), Graeme's father and it comes from the 1961 Annual rally, we believe, which went to Queenscliff. It features one of probably many Ford Model T vehicles that were on the rally, total number participating on the rally was approximately ninety five (95) vehicles. It would be nice to get that sort of participation on our Annual Rally now!

My guess is it may have belonged to a former editor of our club, and still a valued member. But please don't let my problematic guess influence your thoughts. It is a c1916 model so that may help with its identification. Please help us out on who the possible owner was, and where it may be now, along with any relevant history or information on this Ford Model T, by contacting the editor. We are always very grateful for your knowledge. Once again, we also thank Graeme for sending in the photo to be identified.



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

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Coming Events

8 November 2022	November Natter Night - 8pm Meeting (Clubrooms and Zoom) https://us02web.zoom.us/j/87321533979?pwd=Z3FhTjV3QXZ5RHhXMkVvWEpLaGdxZz09 Meeting ID: 873 2153 3979 Passcode: 331900
12 - 13 November 2022	Bendigo Swap Meet - CANCELLED Bendigo Show Grounds
25 - 27 November 2022	Geelong Revival Contact: Simon Anderson
11 December 2022	VSCC 2 Wheel Brake Rally Early start from Dallas Brooks Drive - Details to come
13 December 2022	December Natter Night - Christmas Dinner and Awards & Presentation Night Clubrooms from 6:30pm - RSVP to Ben Alcock for Dinner

Major Events

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

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
2 - 8 October 2023	2023 National Veteran Vehicle Tour - Griffith NSW Contact: Roger Gottlob 0493 266 643 or https://griffith2023.vvccaact.org.au

LETTER TO THE EDITOR

Graeme

As per our discussion I was looking on line a couple of weeks ago where if you are having trouble finding photos for the front cover. Have a look on line for the Victorian Collections

Search collections

Also I found this photo of Albert Balaskis car in 1922. This car now resides in Traralgon

<https://victoriancollections.net.au/items/54cecbe42162f10fcc034097>



Photograph (police car), 1922

Some other photos are as follows.

Also a lot of other early car photos can be found on this website

Shane Edwards

President's Message

By Ben Alcock

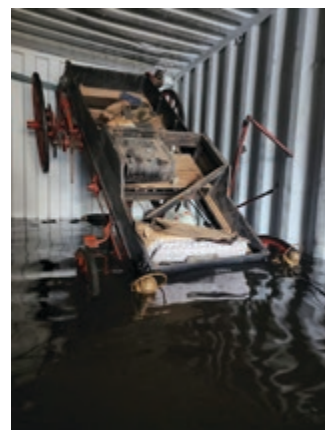
Welcome to our new club year. This year we get to welcome two new faces as we welcome Craig Emmerson and Stephen Hobbins who have both been appointed onto the general committee, while we had three existing members sign on for another 3-year stint. We also said our thanks and showed gratitude to Geoff Payne who has stepped down from Committee and his role of Registrar. Geoff has contributed to the Club in many positions of even more years, he has held the role of committee member, rally director, treasurer and most recently club registrar. While we will continue to see Geoff at our events he is taking time to focus on his health and enjoy some time with Sue and the grandkids. I would like to thank Geoff on behalf of all members for his work and contribution he has made to our Club.

We have taken this opportunity to implement a new membership database and while we do this transition, Michael Holding will be the interim Registrar, with both he and I able to sign permit renewals and forms. However, once we are up and running, we will be looking for a new registrar, so if you would like to get involved and help out or take on this role, please get in touch with me.

Our December Natter Night will be the annual Christmas Dinner and Awards & Presentation night. We will start the night with dinner from 6:30pm followed by our presentation of awards. This night will be held in the clubrooms only, so make sure you RSVP to me if you would like to join us for dinner. I look forward to celebrating the year that we have had and starting the preparations for 2023.

*Ben Alcock,
President – VCCA (Vic)*

The current flood situation has hit some of our members pretty badly and we would like to encourage all members to reach out to us if they are in trouble, or need any assistance. Below are some photos from our members that are experiencing the rising waters and the damage it has already done. Our thoughts are with all the communities that are affected by these floods.





NATTER NIGHT

Tuesday 8 November 2022

LADIES NIGHT



7.30pm Drinks & Nibbles

8.00pm Natter Night

Guest Speaker following the meeting

In Clubrooms (Wakefields Grove, Camberwell) and **online**

<https://us02web.zoom.us/j/87321533979?pwd=Z3FhTjV3QXZ5RHhXMkVvWEpLaGdxZz09>

Meeting ID: 873 2153 3979 Passcode: 331900

Editorial

By Graeme Jarrett

It is me again – just when you thought I had gone.

In the earlier era of our club, here in Victoria, there were two principle state rallies, the Annual Rally and the Winter Rally. These appear to have largely satisfied the motor adventures of the membership at that time.

Over time there was more of a leaning to cater for a diverse number of additional motoring interest eras and specific vehicles. This largely related to vehicle performance issues and also the obvious need to remove our road events from the streets of Melbourne. In some respects the traffic did, to some extent, drive us away.

We now enjoy a greater number of on road events that cater for a diversity of interests related to vehicle types and specific eras. In Victoria we now enjoy the following newer events to our calendar

The **RACV Four & More Rally** is a well-supported event that enjoys a specific following. Like so many of our other overnight rallies it has been taken to rural locations that are largely devoid of the manic tempest of our urban environment.

The **RACV Pre 1905 Pioneers Run** is the most recent addition and has been able to attract a great following. There are almost as many watchers as there are participants. Attending these, as an observer, is a joy – seeing so many having so much fun.

The **RACV 1&2 Cylinder Rally** has been well supported and popular with members. It has grown in size well beyond expectations and believe it will ultimately eclipse so many others.

Nationally, there has also been a shift towards wider interests. The following events attest to that.

The **High Wheel Rally** that caters for motor buggies has been a great credit to the organisers over many years – held in a number of states. The number of supporters for this event continues to amaze me largely for the numbers attending. I did not believe so many of

these could be running on the road in Australia.

The **Brush Rally** is a relatively new motoring adventure for the owners of these vehicles. This proves conclusively that it is alright to make cars, largely, out of wood (timber). That might be faint praise but truth is stranger than fiction.

In light of the scarcity here of the machines attracted to these new events there has been a considerable influx of vehicles from overseas – America in particular. All manner of cars have arrived here in more recent years, these include motor buggies, Brush, De Dion Bouton, Cadillac, Buick and Thomas, to name but a few.

A good set of results, in my opinion.



The temporary editor, Graeme Jarrett on the road in the fabulous Burrell Cyclecar.



Don't forget to read the report on the RACV Pre-1905 Pioneers Run on pages 12-14.

LETTER TO THE EDITOR

Hi Greg,

I produced a video from the Ararat 1 and 2 Cylinder rally held back in march 2022. I thought you may wish to share a link in your newsletter as some members were in attendance and may enjoy seeing it. It is available to watch for free on YouTube:

<https://youtu.be/INtXpellDRo>

*All the best,
Richard Blackburn*

An Epic Journey - Part 2

By Stan Bone, Photos by Catherine Strutt

This article is a continuation of the article from the October issue of Brass Notes.

We pushed on in the baking heat in front of us and behind us as the ever present Whistling Kites soared overhead. They were oblivious to the 111 year old contrivance invading their space and chugging along below them on its way to the remote Barkly Homestead Roadhouse. It was our next stop for the night and exactly half way on our journey to Broome. For the first time since leaving Caboolture thirteen days ago, all the rally participants gathered for sundowner drinks and a great catch up of how we were all travelling since leaving the coast.



At the Northern Territory border



Graham Donges in his 1911 Brush



Daniel Sargent

Day 16 and the reliable FN is still running beautifully after her initial tantrum early in our journey. We intersect the Stuart Highway at Three Ways and travel north stopping off at Daly Waters, widely known for its iconic, rather chaotic, outback pub packed to the rafters with unusual and novel items to entertain the travellers passing through.

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Stan fueling the FN at Daly Waters



Mataranka Springs

We left Katherine on Day 18 and headed for Timber Creek where our next camp site would be for the night. It was another day of searing hot sun and travelling through dry arid bush, dominated by hundreds of tall red dirt termite mounds. With our camp set up under some cool shady old trees in the Timber Creek Caravan Park, we enjoyed an afternoon of relaxation and watched a small Johnson River crocodile being fed by the park staff.

Between Timber Creek and Kununurra the following day (142 miles), we cross the border once more into Western Australia, where we were required to hand over our fruit and vegies at the quarantine station...or eat it, or maybe give it to someone travelling in the opposite direction, in the effort to stop disease entering the state. We visited the impressive Argyle Dam at Ord River and stayed two challenging nights at Kununurra, a town at which we witnessed unfortunately huge social problems within the indigenous community.



Argyle Dam



Inside the iconic Daly Waters Pub

We arrive at Katherine for our third rest day after having stopped off at Mataranka Springs to visit the naturally occurring, turquoise thermal pools surrounded by sub-tropical palm trees. It was an oasis and a pleasant relief from the dry, stiflingly hot, lonely plains country we had recently passed through. Later in the evening, all rally participants were treated to a barbeque dinner and get together to facilitate the Queenslanders handing over of the batten to the Western Australian club for the remainder of the tour. As various awards of accomplishment were distributed among the crowd, we were delighted when Maggie was awarded a commemorative bottle of Scotch for her diligence in washing and ironing clothes while also polishing the ample brass on the FN. Guess who will be the consumer of that!



An ancient land



The beautiful bower of the Great Bower Bird

In the days ahead, we drove on through places such as Halls Creek, a gold mining area, and Fitzroy Crossing where the geology and flora changed dramatically. We saw flat topped mesas and abutments of rocky outcrops showing various layers of material having been eroded away and deposited there millions of years ago, metamorphosed into solid rock and then eroded away yet again to expose the secret of hundreds of millions of years of creation for us to marvel at. We saw magnificent giant Boab trees with their twisted, tangled limbs outstretched as though embracing all the lesser trees and scrub, acting as trusted guardians. We marvelled at white Ghost Gums contrasted with the red ochre soil of the outback desert, Kapok trees with their yellow flowers and large seed pods and the countless thousands of acres of Buffel grass that provides habitat for animal life like Bustards (Australian bush Turkeys), Emus and native marsupials. We spotted Dingoes (Australian Native Dogs) picking at decaying roadside corpses and pairs of elegant light grey Brolgas. But the one creature that captivated us the most was the Great Bower Bird. This intelligent and masterful bird crafts a bower built of grass and hundreds of thin sticks in such a meticulous way as to fashion a small tunnel and then carefully adorns the surrounding area with trinkets and baubles of green, blue glass, white bones and other pieces of his choosing. Man-made remnants such as screws, ring pull tabs, marbles and plastic drink bottle lids are also collected and utilised to entice his favoured mate to share his bower.

Maggie and Catherine found no fewer than four active bowers on our trip.



Boab tree and FN



Kapok tree

It has been said to me at times, “what is there to see out there?”

You only need to look and see to be rewarded for your effort.

Day 25 Thursday 11th August.

BROOME. Our goal had been reached. After 2965 miles of adventure, our incredible and epic journey had finally come to a close. We drove the FN into the final town on the rally and we all parked up our amazingly resilient machines in a display for the local townsfolk and tourists. All the survivors of the rally were together again as we gathered at the famous Matso's Brewery for a well earned celebratory and congratulatory dinner and enjoyed some friendly exchange of both the good and rough times over the past three weeks. Prizes were awarded and to my surprise, as the oldest participant at 79 years of age whose car had driven the total number of miles of the rally, I humbly and cheerfully accepted an award!

We said our goodbyes to our friends, new and old, and finally loaded the dependable FN into her snug trailer. She had gained a higher level of respect from the four of us as we watched her consume every single mile of the impossibly long distance across the top of Australia from Brisbane to Broome. She completed the trip not without damage. Her windscreen frame was cracked, her windscreen chipped from rock strikes, her wooden spokes creaked like an old lady would after such a long drive, and her radiator had collected leaks but none of these superficial damages were serious enough to end her adventure or let us down.



We made it!



The rally survivors at Matso's Brewery, Broome

The following day we started the long trip back home in reverse, albeit at a much faster speed, in our modern 4WD towing the FN safely behind us in the trailer. From when we left home in Smiths Gully, Victoria, to arriving home again 38 days later, we had covered an eye watering 12,600 kms (7829) miles.

What a tremendously enormous and incredibly diverse country we live in and what an epic journey!



Feedback – Front Cover Photograph

By Ian Irwin

Samuel Robinson Shaw and his 1907 Argyll, NSW registration number 484.

When I opened the October issue of Brass Notes, I was astonished to see the photograph of my Great Uncle Sam Shaw's Argyll on the cover. This original of this very photo was the first image I ever held in my hand of an Edwardian car and was given to me by my Grandmother Mary Thomas (nee Shaw) when I was 9 years of age.

That original photograph mounted on board by a professional Sydney photographic studio is the only existing original photo of the car. I do not know how a copy of it found its way to Victoria and Brass Notes. Perhaps it was via the late John Hughes (NSW) to whom I gave a copy many years back.



The clipper ship, Light Brigade, at Gravesend, on the Thames, has been described as 'one of the most perfect cutter ships ever built.'

My maternal great-great grandfather, William Shaw (b.1832, Belfast) and Mary Inch (b 1841 in West Indies where her father managed a sugar plantation) married in Glasgow and emigrated, departing London 31 January 1863, aboard the vessel Light Brigade arriving as free settlers. Samuel Robinson Shaw was born in Woolloomooloo, Sydney in 1871. His youngest sister Mary Amelia Shaw, my grandmother, was born in 1874, the family's ninth and last child.



William Shaw, his children and a portrait of their mother.

The family portrait of c1896 depicts William Shaw with his six sons and three daughters together with a portrait of Mary Shaw who had died in 1879.

William Shaw entered Sydney's world of commerce as a grocer/clerk.

When Sam married in 1896 the couple resided at 3 Point Piper Terrace, 103 Point Piper Road, Woollahra. Many further residences were to follow.

In 1903 the firm of Shaw Brothers, boot and shoe importers and retailers was established with premises at 80 Miller Street, North Sydney. Branch stores followed at 10 Willoughby Rd, Crows Nest, Pitt Street, Sydney, Woollahra, and Bondi Junction.

The Shaw boys were very successful competitive track and road racing cyclists, and early members of the NSW League of Wheelmen. They were also competitive sailors on Sydney Harbour. It was in these fields of sport and recreation that they embraced my grandfather Brice Thomas, and became close pals, and when Brice Thomas married Mary Shaw in 1894, they became brothers-in-law. My grandad won a gold medallion and chain for his success in a road race from Goulburn to Sydney, which is still with my family.

Sam Shaw was particularly fond on his sister Mary who was only five when their mother died of typhoid fever. They were regular visitors in each other's homes throughout their lives. Sam competed on half-mile, one- two-, three- and five-mile track events and 10-mile championship events. He often competed against his brothers, Fred, William and Henry and his future brother-in-law, my grandfather. In 1895 the five young men were founder members of the NSW League of Wheelmen, with Sam elected to the Committee.



The Shaw Brothers premises at 10 Miller St, North Sydney. Sam is on the right and son Don on the left. (Photo c 1922. Stanton Library, Miller St, North Sydney.)

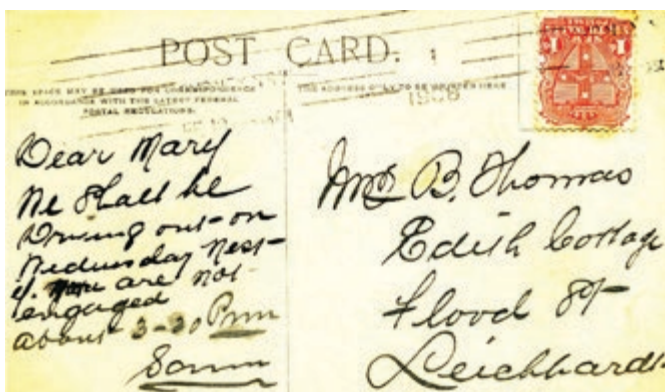
Business commitments and advancing age, along with the attraction of wheels of another kind brought about the purchase of a replacement for the Argyll car. In 1917 the faithful Argyll was replaced with a new 6-cylinder Buick.



The original photo in sepia tones, was depicted on the cover of the October issue of Brass Notes and taken at Great Uncle Sam's holiday cottage and extensive acreage at Newport at what is now known by real estate personnel as the 'Golden Triangle'. Sam is at the wheel, son Donald beside him, great Aunt Isabella behind Sam, and an unidentified lady that could be my mother.



My mother Essie Thomas and grandfather Brice Thomas at the Shaw family weekenders at Newport c1916



This Postcard from Great Uncle Sam addressed to my grandmother (Mrs Brice Thomas) is franked by the PMG which confirms that it was mailed on 18 February 1908.

It has always been believed in the family that the car was a 1907 model. Research has suggested that the 1908 production cars were equipped with cowlings replacing the previous vertical dashboard mounted windscreen supports. Happy to be corrected on this of course.

Recent analysis of an item of family correspondence between Sam Shaw and my grandmother, then living in Leichardt in the inner west of Sydney, is of considerable support to the dating the age of the car.

As the Argyll was Sam's first car, some detail on the postcard illustrated here is somewhat compelling. The faint but nevertheless reasonably clear date franking on the postcard reveals the card to have been posted on FE (February) 18, 1908. The text is inscribed: 'Dear Mary, We shall be driving out on Wednesday next if you are not engaged, about 3 pm. Sam.' Sam is not known to have owned a sulky nor horses, and indeed where the family lived would have made that most unlikely. So the reference to 'driving out' I would interpret as meaning in the Argyll, which might well have been one of the first trips made. As the Argyll was Sam Shaw's first car, from this franking we can establish that it must have been a 1907 model to have been in Sydney so early in 1908.



Sam Shaw's son Donald (left) and navigator friend on the early Excelsior Big X motorcycle departing for the start of a 24-hour Overnight Trial of the Northern Suburbs Motorcycle Club.

Sam's son, Donald was enthused about motorcycles as his father was about cars. He participated in the 1922 and 1924 Annual Night Trials of the Northern Suburbs Motorcycle Club on his Excelsior outfit. When that club was reformed in 1925, the father-and-son combination saw Sam elected as President and Don as the Press Correspondent.

In recent years, the writer met Don's daughter Margaret at a family reunion. Our paths had not crossed for many years. She told me her grandfather had owned a very early car, but due to her father's death at a young age, her mother had remarried, and family history had been lost. She said she did not have any photos of the car, her grandfather or even her dad. I gifted her the original

photos which covered all bases, being sure to first acquire quality copies for my family's archives.

At the reunion, Margaret asked me to come outside and see her car to which the family plate (NSW, 484) was fitted. NSW Registration records from the first list ever published confirm the plate to have been fitted to the Argyll in that first issue of registration plates in 1909/10. I had not seen this plate since Don's family visited my grandmother's home more than 70 years ago!

I wonder how many original plates from so long ago might still reside today within the family of the original owner.

Much of the biographical detail is acknowledged to my brother Harry who has researched the wider family's background.



The RACV Pre-1905 Pioneers Run - Ballarat

By Lillie Keogh

Ballarat 2022

The fourth Pre '05 Rally at Ballarat

We arrived late Friday night to the Bell Tower in Alfredton, Ballarat under the clearest night sky scattered with stars that we were honestly too tired to properly appreciate. Our eyes were bulging out of our heads from scanning the verge for any signs of wildlife that could put our weekend in jeopardy, lurking just out of view in the darkness. Thankfully we arrived to our room with the heater already going thanks to Neesie, the familiar sight of trailers and shrouded shapes dotting the carpark. Yes indeed...its Rally time.

Saturday morning surprised us all with the sun shining warm and steady, not a cloud in sight. The oilskin coats Brenton and I brought along in preparation for the typical Ballarat conditions were left a little bit apprehensively in the cupboard as we ventured out to greet people not seen in what felt like an age.

Our room was located right near the start line that the club has collectively and considerably decided was to be at the back of the hotels' property where the highest concentration of rally-goers were staying.

The sense of community and a shared love of the arguably ancient vehicles being proudly displayed is evident in every member of the club as they roll out their lovingly polished and freshly oiled veteran cars. And when I say veteran, I mean cars that have been seen more terrain pass under their wheels carrying multiple generations of families through the 120-odd years that they have been on this earth.

As a relative newcomer to the veteran car community I am always learning new things about them through the stories and history that lends substance and a sense of soul to these machines that bring so many, so much joy.

Stories of journeys started and sometimes completed. Tales of times of tragedy and timing belts. Recounts

of rallies in days past with friends dearly remembered. Hard-hitting history buffs that work tirelessly towards the truth of origins. Threads that weave together to form a tapestry showing a shared passion for the innovation of mankind that has lasted lifetimes and shines bright in the lives of those within its community.

Ten years ago I was under the impression that these vehicles were only seen in movies and were not tangible or present in this current world of consumerism, fast fashion and possessions that are easily replaceable and frequently upgraded for the newest model or brand that flashes to the world the status that one holds.

But for a few days a year, that fast-paced life slows down to about 35kph (72 for the Flying Dutchman) and lends the opportunity to make the day about the journey rather than the destination, as is so often the case.

Back in the carpark at the hotel in Ballarat for the Pre '05' rally, my father-in-law Greg and fiancé Brenton are making sure that Victoria has everything she requires before her outing for the day. The keenly watching bystanders watch the well-practiced but somewhat lengthy process of ensuring that she is primed and ready to go, references to a Cold Start trophy win being on the horizon bring some chuckles from the crowd. All the careful preparation has been successful because with a splutter and a groan, Victoria woke to start the day. Mind you the tone had been set for the Pioneers rally this weekend, with the starting time being at 10:30am, allowing the sun to start warming the frigid morning air before setting off as well as the appreciative public to examine the vehicles and chat with their proud owners.

Climbing in and getting settled takes but a moment, the seat barely fitting 2 bottoms across, and a certain degree of familiarity necessary for 2 people to ride in the car. Once Victoria had warmed up and was ready to depart, the chocks were removed and Greg dug in his toes as much as possible to get the old girl moving.



Above, Brenton and Lillie Keogh in the Victoria – en-route, Ballarat.

Brenton re-familiarizes himself with the controls and idiosyncrasies that each and every one of the veterans have in order to drive at their best before we head out of the carpark onto the route for the run to morning tea, an easy 45km out of town to the consistently tasty pub meals at the Smythsedale Court House Hotel for lunch.

As the busy roads and roundabouts of suburbia retreat we find ourselves travelling through the back roads of Ballarat beside fields that run with the shadows of the occasional cloud that skips across the clear blue sky. I try my hardest not to point out all the things to see to Brenton who is intently concentrating on keeping Victoria on a straight path, white knuckling the tiller and maintaining a hawk-eyed view of the tarmac in front of us. As the balance to his intensely singular focus, I am completely at ease and safe with him in control of the vehicle and free to absorb the beauty of the surrounding countryside.

I soon remember that as the passenger it is my job to be navigating the route (not that our President Ben leaves much to chance) as well as provide intelligence on the roads behind us, moderns approaching and situational information. It is well that I recall my one and only job, as whilst the back roads are beautiful at this pace, not everyone is as blessed this fine Saturday to be able to soak it up as we were.

As I carefully turn in place to check over his shoulder behind, a modern utility vehicle approaches rapidly and roars past us at arguably a normal everyday speed for them, and disappears just as rapidly over the next crest. That's right... I am meant to be looking out for them. Whoops...

Reminded and on task now I scan the roads and surrounds as Brenton's second pair of eyes, his rear view mirror and turn signal operator as we trundle along the back roads merrily.

Undoubtedly one of the best parts of being able to drive these vehicles on the roads is sharing that experience with others. Victoria may have been first off the mark that morning, but rest assured she was not one of the first to arrive.

Motorcycles and cars older than their mostly sage occupants putt enthusiastically past at a contextually cracking pace, shaking their imaginary whips at their cars to encourage just a little more speed as I try not to drop my phone getting footage of the sheer joy expressed on the well rugged up faces overtaking us.

One of my favorite parts of being in the veterans not he roads is watching out for loved ones approaching and bearing witness to the absolute culmination of the multi-generational passion that the Smiths share. Being able to have multiple veterans out on the road together, sharing this rare and somewhat wondrous glimpse into what was, and combined with what is. And on this particular rally it happened to be my father-in-law Greg on his Maldon motorcycle, raunchily balancing on his valiant steed with one leather-clad leg propped up and away from the heat of the engine. As he approaches us he is looking over all the details of the car as she is running, pride in his sons tiller skills evident as he shouts to check in over the winds, father and son side by side as they shout in a now almost comprehensible language on how the trip is going.

After a break-down free 90 km round trip for the day (for us at least), chock-full of good food from the various meals had throughout the day we find ourselves well satiated in the Ballarat Golf Club function rooms, listening to history in Nhill forever being rewritten by Daryl Meek and his exceptionally impressive diligence in his research projects. This particular event contained the Holmes-like detective work following the facts surrounding the first car to have arrived in Nhill (shocker, it is not what is found is historical texts compiled by others).

With our heads full of facts and bellies full of food, we retire back to the hotel for a well-deserved sleep.

Sunday arrives just as bright, if not warmer than the day before. The hubbub of packing up the rooms and trailers to head to Lake Learmonth (which had water in it for the first time on. Pioneers Pre '05 rally) and display the cars and motorcycles for public viewing and pictures of the lineups.

The staff at the Lake Learmonth bowling club always deliver a Sunday roast made with love, piping hot and delicious for the rally goers that trickle in once they tear themselves away from the adoring fans and admirers.

As I sit there with my fiancé Brenton, surrounded by his family that has become my family and the people he has grown up with as a part of the Veteran Car Club I am hit with the sense of community and belonging shared by the people in this room. The rally experience is one that can be overwhelming, loud, dirty, tiring and frustrating. Those elements pale in comparison with the wonder, pure passion and devotion, connection with ones roots and togetherness felt by every person who has attended one of the Pioneers rallies. My family has put their heart and souls into the continuation of connecting with history and their familial ties, and I can tell you all now...it shows.

The RACV Pre-1905 Pioneers Run - Ballarat

By Mick Turner

Ballarat 2022

Glorious is the best word I can find to describe this highlight of the veteran car calendar. Glorious weather – blue sky and sunshine, glorious cars and motorcycles, glorious meals, glorious roads and glorious company!

This event continues to attract new and interesting cars, motorcycles and a high numbers of returning entrants. The joy of being able to drive such early vehicles, with others on beautiful country roads (not counting the unplanned road closure) to lovely destinations difficult to surpass. The gentle mornings with time to look, talk, look again and prepare leisurely for the day's run of a maximum of 47kms is a delight. Marvelling at the Maddison motor bicycle, learning the amazing history of the Humberette, finding out that when the Argyll was first found it was called an Hozier (this is the only name on the car and found on the hubcaps), having time to watch and listen to starting routines from the Victoria Combinations complex procedure, wondering how many hands it takes to drive the Humberette, the sweet sounding De Dion Boutons, the steady thump of the Oldsmobile, the many motorcycles being pedalled on stands and firing – all different in their sounds – the absolute power of the Otten, the purr of the Romania, the smoothness of the Antoine and the sweetness of the Clements. A glorious way to start a day!

And on the road; riding the Clement past the Argyll, rounding up a De Dion and seeing other cars up ahead ready for the taking. That was my first and only three kilometres. A glorious three kilometres! A wonderful opportunity to watch and listen to everything going past.

The 1899 De Dion Bouton motoring along, the many De Dion Boutons – all sounding different as they motored past, the Otten idling past at 73km/h, the Romania leisurely pedalling past quietly, the Oldsmobile with its American sound and each and every vehicle as rare and individual as they are. A glorious day! A glorious day times two!

It was wonderful to see a couple of vehicles as display only where owners were unable to attend.

Also, recognising the effort put in by Sue and Noel Holbrook in endeavouring to get their 1899 Peugeot ready for the event, and while unsuccessful, they still attended.

Looking forward to 2023, catching up with the 'regulars', welcoming the newcomers and enjoying all that is the Pre '05 Pioneers Run. And, hopefully a full weekend of Clementing. That will be glorious!



Curved Dash Oldsmobile next to the 1900 Victoria Combination



The lineup on Saturday Morning

What Is It? – Two Conundrums

By Graeme Jarrett

I do like a good mystery and we have two this issue.

The first offering comes from Andrew Provan, via Shane Edwards. This small four cylinder engine is similar in style and detail like most others from the 1912-13 era.

The top water manifold is facing to the rear of the engine which suggests a rear mounted radiator. Perhaps this has been rotated while in use a stationary engine.

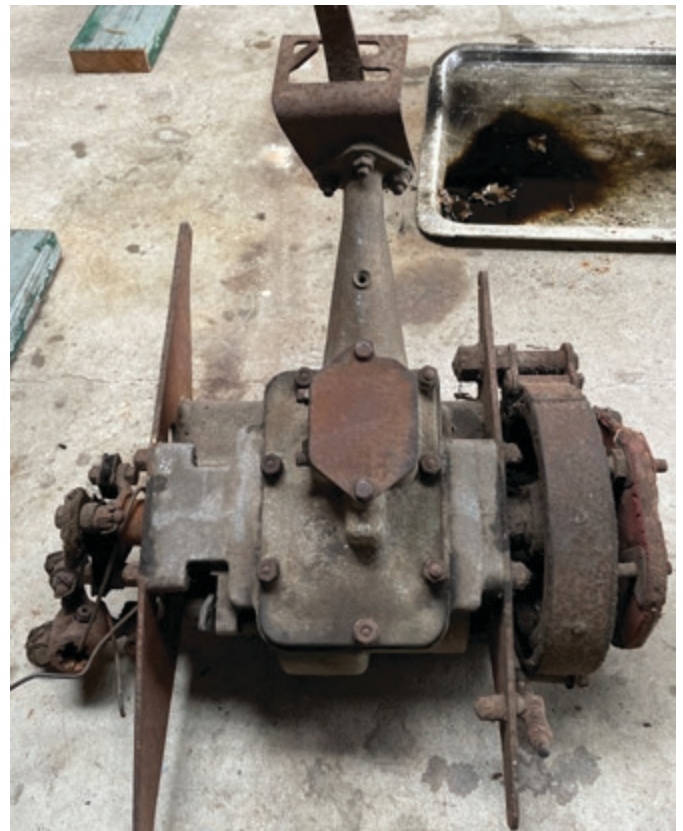


It is a great pity the tappet cover appears to be missing – a possible identification source.



It is relatively unremarkable and nothing obvious gives us any clues. However, the tubular sub-frame members are distinctive and not often seen on engines of this form and time period. Any ideas, anyone?

The **second offering** comes from one of our colleagues. This small gearbox is a three speeder plus reverse. Elements of its design and execution suggest it is from the British Isles – the threads appear to be imperial, British Standard Whitworth.



It is quite small but unlikely to be from a Cyclecar, more likely a Light Car. I expect it might, in spite of its appearance, be from an early vintage car.



I have seen on or two of these previously, so not believed to be rare (at all).

Motor Vehicle Registration - History In Victoria - Part 3

By Graeme Jarrett

Motor Vehicle Registration - History In Victoria

Part 3 – Early Number Plates

When the registration authority in Victoria began the sale of historic registration number plates they stated that number 1 had not been issued. That was thought to have been correct at the time, but not by all people. Records show that No 1 was issued to the State Governor's car. Perhaps they intended to say not issued to the public; we may never know.

The following list of Victorian registrations from January 1915 is interesting. It is noteworthy to see numbers 3, 5 and 6 missing. In the earlier registration records of 1912 these numbers were assigned respectively to Department of Home Affairs, Russell St, Melbourne (3),

Victorian State Government Public Works Department, Melbourne (5)

and ditto (6). Why they are not shown in the 1915 list is not known. Perhaps these numbers were assigned to the Governor General's vehicles. He had left this state for NSW in late 1913. These records continue to throw up conundrums to even the keenest researchers.

A LIST OF THE OWNERS OF MOTOR CARS AND CYCLES REGISTERED IN VICTORIA, TOGETHER WITH THE DATE OF EXPIRY OF THE CURRENT REGISTRATION.

Number.	Car or Cycle.	Name.	Address.	Date Registration Expires.
1.	Car.	Stanley, Sir A.,	State Government House,	24th May, 1915.
2.	Car.	Stanley, Sir A.,	State Government House,	24th May, 1915.
4.	Car.	Stanley, Sir A.,	State Government House,	24th May, 1915.
7.	Car.	Bayles, Norman,	Lansell-road, Toorak,	23rd December, 1914.
8.	Car.	Bayles, Norman,	Lansell-road, Toorak,	1st March, 1915.
9.	Car.	Bayles, Norman,	Lansell-road, Toorak,	20th December, 1914
10.	Car.	State Government,	Melbourne,	28th July, 1914.
11.	Car.	Commonwealth Government,	Melbourne,	3rd October, 1914.
12.	Car.	Defence Department,	Melbourne,	11th May, 1915.
13.	Car.	Adney, H. S.,	Warrandyte,	1st March, 1915.
14.	Car.	Maddocks, H. J. J.,	Elmgrove, Armadale,	30th December, 1914.
16.	Car.	Yencken, E. L.,	396 Little Collins-street, City,	1st March, 1915.
17.	Car.	Wragge, E. S.,	Aberfeldie-street, Moonee Ponds,	1st March, 1915.
18.	Car.	de Pury, V.,	Yeringberg,	1st March, 1915.
19.	Car.	Hughes, F. C.,	Wangaratta,	19th April, 1915.
20.	Car.	Grayson, W.,	114 Argyle-street, Fitzroy,	1st March, 1915.

There are some famous names in this list, some well connected to the early motor industry. Number 20 was assigned to William Grayson, 114 Argyle, Fitzroy. His work on one of Melbourne's earliest motor vehicles is notable.



VICTORIA POLICE GAZETTE.

PUBLISHED BY AUTHORITY.

No. 2.]

TUESDAY, JANUARY 12

[1915.

Apart from the above, and indeed in conflict with is the sale of a number of motor vehicles advertised in Melbourne on behalf of the Governor General of Australia (not the State Governor). The following advert is interesting, not only for the vehicle marques but also their numeric description. This appeared in The Argus newspaper (Melbourne) 19th March 1914. The address given was the then current address of Australia's Governor General (1901 - 1913-14).

MOTOR CARS FOR SALE.

The following CARS, the property of H.E. the Governor-General, all in regular use, and first-class order:—

No. 1 CAR, GOBRON BRILLE—
40-60 H.P., cabriolet body,
Seating 7 persons,
4-cylinder engine,
Detachable rims and two spare rims,
Palmer cord tyres,
5 lamps,
Distance run, 7000 miles.

No. 2 CAR, GOBRON BRILLE—
35-50 h.p., Limousine body,
Seating 7 persons,
4-cylinder engine,
5 lamps,
Palmer cord tyres.

No. 3 CAR, MAUDSLEY TOURING CAR—
17-h.p., seating 5 persons,
Cape hood, wind screen,
Rudge-Whitworth detachable wheels, with spare;
5 lamps, electric and acetylene;
Big clearance.
Distance run, 11,000 miles.

For further particulars apply to
Capt. CURWEN, A.D.C.,
Federal Government House,
Melbourne.

I currently now believe the descriptions of the cars as No 1, No 2 and No 3 really refer to item numbers rather than registration numbers. But where were they registered? Between the years 1901 and 1913 the official Governor General's residence was in Melbourne. I can find no record of these three cars registered in Victoria. Perhaps they were registered in NSW or by the new Commonwealth Government (doubtful).

These three cars would have been used in the service of the outgoing Governor General, Rt. Hon Thomas Denman. The new Governor General, Rt. Hon Sir Ronald Munro-Ferguson must have an appetite for other cars. Also his new move to take up the position in Sydney in early 1914 meant he had to have a fleet registered in NSW.

The sources for this series of article are: -

- Wikipedia
- Malcolm Grant
- “The History of the Haste-Wagons” – Kieran Tranter.
- “THE AUSTRALIAN MOTORIST”.
- “Automobile Directory of Victoria – 1912” (Nov 1911).
- TROVE – newspapers.
- State Library of Victoria.
- Victoria Police Gazette – No. 2, Tues 12th Jan 1915.
- Daryl Meek.

Front Cover – Vinot et Dequingand

By Murray Murfett & Bob Lamond

Editor

The story of this car owned by the Freckleton family in Port Fairy is interesting. Refer page XXX for the complete story by Murray Murfett and Bob Lamond.

Vinot Et Dequingand Motor Cars in the Western District – Part One

Hard to say, let alone pronounce, Vinot et Dequingand motor cars are even harder to find in Australia with just a handful remaining. The cars were usually simply referred to as Vinot.

The body on at least one remaining example was built in Melbourne by Drought & McGlone. The Melbourne agents were Ernest Leitch & Co P/L, Her Majesty's Garage, Lonsdale St.

Commencing in 1898 as a bicycle manufacturing company in Puteaux, France, Vinot built their first automobile in 1901, ceasing production in 1926.



The early cars in England were sold under the name 'La Silencieuse' (The Silent One), later having a connection with Enfield. However they did make a noise on the race tracks and participated in the inaugural Le Mans 24 Hour Race, with limited success. In Australia, in 1910, they fared better, setting a new record for driving the 573 miles from Sydney-Melbourne in a blistering 20 hours & 10 minutes, with Syd Day at the wheel of a 25 H.P. model.

(Note: the details of this record were obtained from the 1980's book 'Veteran & Vintage Cars' by Pedr Davis. The photograph on the front cover of his book is of the Vinot located in NSW, an AO model of 1913. It has an unusual four-speed vertical gate gear change.

At least two Vinots were in use 'back in the day' in Victoria's Western District, this one in Port Fairy and the other in Camperdown (which will be included in the December issue).

Around 30 years ago I met a 93 year-old Port Fairy resident, Claude Freckleton, whose father, Francis, a local Auctioneer & Land Agent had begun the business in Port Fairy in the 1880s. According to Claude, his father owned the second car in Port Fairy, a new single-seater Vinot, purchased in 1912, from Leitch Motors in Melbourne (who also made bicycles). In the photo of this car, Claude was the boy standing behind the car, with his parents inside.



(Refer to the image on the Front cover, sourced by Bob Lamond).

Claude could recall a considerable delay in the arrival his father's new car due to an accident during delivery, when it crashed into the Barwon River bridge at Winchelsea and had to be returned to Melbourne for repairs! The rumour was that the driver, and his mate, had stopped at too many hotels along the way and failed to negotiate the bend leading into the bridge.

This caused a 3 month delay and when it arrived, Mr Freckleton was taught to drive by the salesman, which was customary at the time. At some time later the Vinot was updated, by replacement with a new tourer body, to accommodate a growing family.



The same Freckleton Vinot rebodied, as a tourer.

A year or so later, Francis Freckleton purchased a second vehicle from a doctor in Ballarat, a Mors, referred to as the 'Silent' Mors. It ran very well until one day he failed to negotiate a gas lamp which, at the time, was located in the middle of the street. Apparently the Mors hit the cast iron post 'dead-centre, which did not 'budge', causing injury to his father. Young Claude could recall returning home with a mate (in a Cottin Desgouttes) to find his father sitting up in bed, convalescing after his confrontation with the lamp post, surrounded by motor car advertising brochures and immediately following his recuperation, he purchased a brand new 6 cylinder Buick!

The Mors was deemed irreparable and the engine was removed and finished its life in a local fishing boat.

Claude believed that the first motor car in Port Fairy was a 1910 Fabrique Nationale, owned by the local doctor, who also had the misfortune to crash into a cast iron lamp post, in the middle of the street. This was becoming a habit, which eventually resulted in the Borough of Port Fairy anticipating that motor cars might become a thing of the future and directed that the gas lamps be relocated to the sides of the streets.

This article featuring the Vinot in Camperdown will be continued as part two in the December issue - editor.

"T" Ford Time – Hard At Work

By Graeme Jarrett

The FORD model T was cheap and universally called up for both family and commercial use. These two cars were put to work to overcome the tyranny of distance.



Above, this is a 1914 model T, I believe. Details of owner and location are unknown – probably NSW.

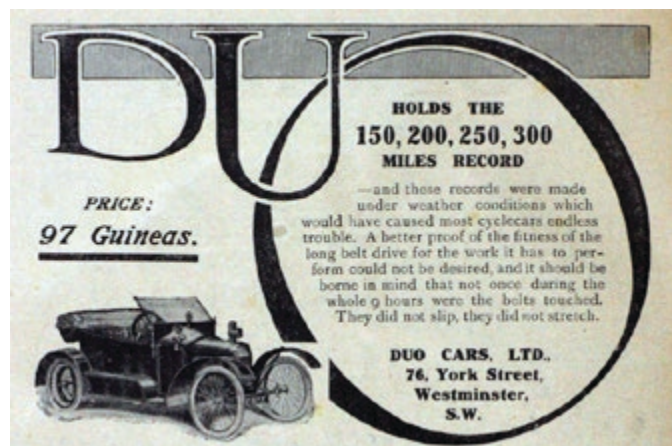


Above, this is a 1912 (believed) model T owned by Mr Allen Coffin of Bathurst St, Singleton, NSW. In 1915 this car carried registration number 6491. It is presumed he repaired and possibly sold Singer sewing machines – not a vocalist. The car seems to have been altered or modified in the area of the body and the reason for the lack of a rear mudguard is not known. Perhaps it was maintenance in progress.

Cyclecar Corner – DUO Cyclecar

By Graeme Jarrett

The DUO Cyclecar was a relatively unremarkable machine along with so many others in the Cyclecar Boom of 1913-14 in Great Britain and Europe. They were sold both here and in New Zealand, a survivor from there is known.



It used long belts as the final drive and was powered by a JAP vee-twin engine. Nothing outstanding there but the use of a JAP engine did help its performance.

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

SYNOPSIS—

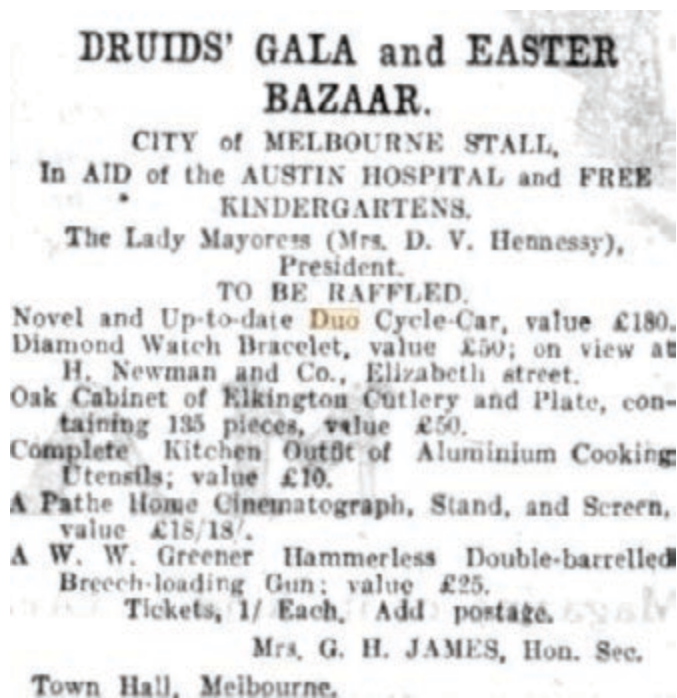
Duo Cyclecars

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

These were sold in Melbourne by A. Burrell & Company Pty Ltd, 628-630 Bourke Street. They were largely known as second-hand car dealers. However they did hold the agency for the DUO.

I have reason to believe these machines were not particularly popular and as a consequence not easy to sell. They were offered for sale in October 1913 for 175 Pounds. In January 1915 the price had been reduced to 140 Pounds. That is a remarkable discount! I expect these cars were excess stock and needed to be liquidated.

In May 1914 one new DUO was put up as a raffle prize. This was held in the **Druid’s Gala and Easter Bazaar.**



Above, the DUO offered as a raffle prize – advert.

It was conducted out of the Melbourne Town Hall in aid of the Austin Hospital and Free Kindergartens and presided over by the Lady Mayoress (Mrs D. V. Hennessy). Other goods of lesser value were also offered as raffle prizes. I take this as a way of getting the DUO into the popular press and creating some interest in the machine – if only to clear the last of the unsold stock.

In spite of its basic specification the DUO did perform well and succeeded in motor sport. It held various long distance records.

Two special higher performance models were made and competed in the Cyclecar Grand Prix in Amiens, France in 1913. One of these managed to gain a placing high up in the standings (3rd or 4th) behind the winning Morgan and a Bedelia. A great effort.



Above, the DUO (racing machine) at the start of the Cyclecar Grand Prix, Amiens France, 1913.

Input to this column is invited and welcome.

Flashback Response

By Brendan Walsh

Further to the photograph of the Hillman published in the October issue of Brass Notes.

The Hillman on page two of the October Brass Notes is the 1913 Hillman 9hp that is (I believe) still owned by Peter and Pauline Ford of Tasmania.



Above, the Hillman as it looks today. Photo credit, Hillman Club of SA.

This car was a familiar sight in Shepparton in the early days, as it was owned by a Mr. Colliver, the local photographer, who fortunately cared enough to store it in a garage when he had no further use for it. When it emerged from storage in 1957 it was in quite good condition, free of dust and complete with its jewellery.

It is the only surviving Hillman fitted with a colonial body by Jas. A. Munro of Melbourne, who sold it for £295 "complete with hood & side curtains, acetylene headlights and generator, oil or electric side and tail lights, horn, jack, tools and 5 detachable Sankey wheels and tyres" according to the sales literature.

The 4-cyl. 60 x 120 mm. 1,357 c.c. engine with two-bearing crankshaft develops 14 b.h.p., performs creditably, pulling well at low speeds in top gear and having a top speed of over 40 m.p.h., cruising comfortably at 30 m.p.h.

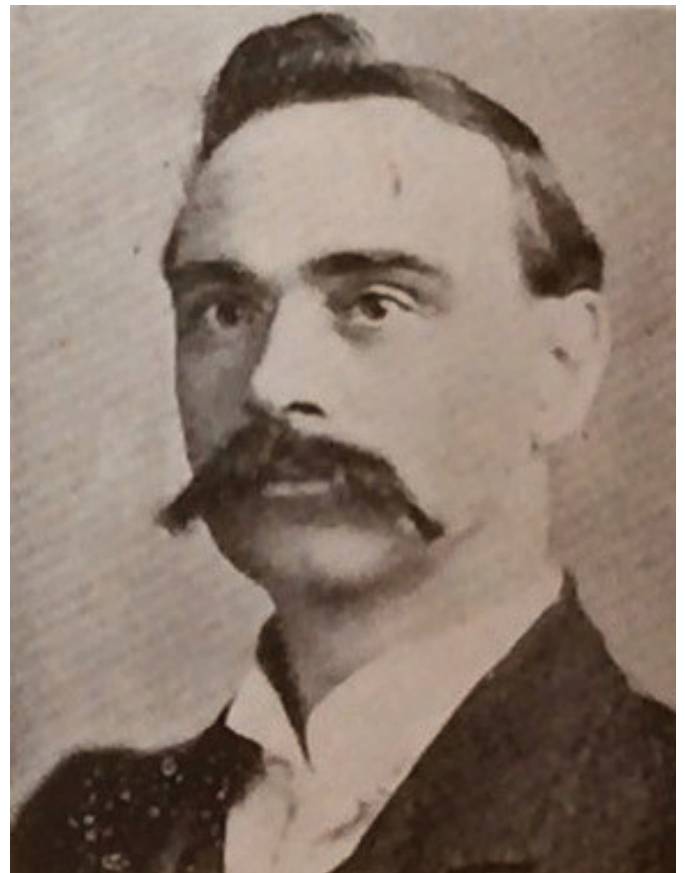
It has a cone clutch and 3-speed box with the lever in a peculiar position under the driver's right leg, which makes for gymnastic efforts when changing gear. Final drive is by a worm wheel which could surely propel a large truck.

A most reliable car, the Hillman has completed many rallies, including the 1970 International without experiencing serious problems.

It was owned originally by Norman "Col" Colliver (b.28-05-1870 d.05-09-1958), a photographer who owned the Toska Studio in Shepparton.

Norman Colliver

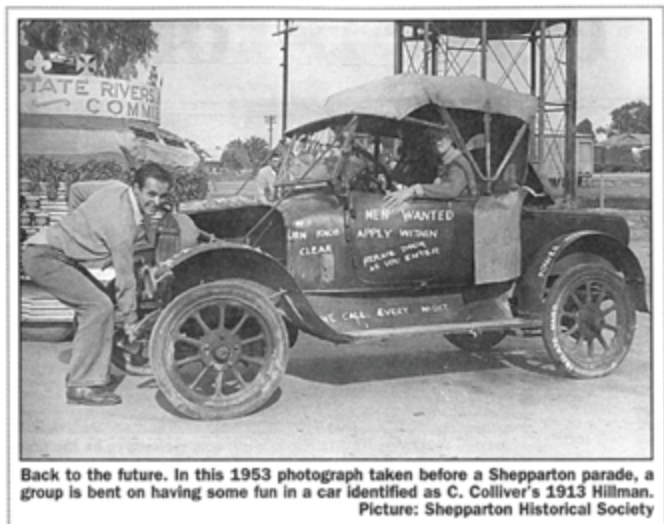
- Born 28 May 1870 in Ballarat.
- Attended Golden Point School in Ballarat.
- Became an apprentice to T F Chuck at Queen's Studio, Ballarat, later became a manager at that firm.
- Spent time in South Australia, learning about the chemistry side of photography.
- Eventually moved back to Ballarat as a partner in the old firm.
- Moved to Sydney in 1896 as a photography company manager.
- Moved to Melbourne, working in oil and watercolour finishing.



- Met his future wife, Beatrice Parthenia Burbidge, who was the niece of Sir Richard Burbidge (owner of Harrods).
- Married around 1910-12 (not sure).
- Moved to Shepparton for health reasons.
- Decided to establish his own firm by buying out the two existing photographers.
- Built up a very good reputation, winning medals in various photography competitions.
- His firm, Toska Studio, took a lot of portraits, local scenes on postcards and local special occasions.
- He and Beatrice went on a 12-month tour of South Africa, UK, Europe, Canada, USA, Hawaii, Fiji and New Zealand in 1925-26.
- He wrote many articles for the Shepparton Advertiser telling of their travels.
- Norman was very involved in the community.
- Chairman of the Shepparton Water Trust (19 years on that board).
- Member of the Freemasons Lodge.
- Involved in the Presbyterian Church.
- In the Angling Club.
- Beatrice died in 1953.

This Hillman is fitted with a colonial body by Jas A Munro of Melbourne, presumably sold through the local Hillman dealer Fraser's Motor Garage.

After an axle failure in the late 1920s, it was put in a shed where it stayed until purchased by Alec Ludeman in 1957.



- He tidied it up and rallied it until 1965 when it was sold to Alan Bathurst, who fully restored it.
- Peter and Pauline Ford bought it in 1986.
- It has been seen published in various books:
- Front cover of, and article in, Restored Cars issue 1.
- In The Second James Flood Book of Early Motoring.
- In the 1970 International Rally for Veteran and Vintage Cars.
- In several local books on Veteran Cars.
 - In Praise of Veteran and Vintage Cars, Brian Hanrahan.
 - Collector Cars of Australia, Ken Stepnell.
 - Veteran & Vintage Cars, Pedr Davis.
- Back to Shepparton for the 2013 National Veteran Rally.

Flashback Response

By Ken Hall

The Hillman featured in the October issue of Brass Notes is now belongs to Peter Ford of Launceston Tasmania. It has been rallied extensively in Tasmania and is now driven by Peter's son Michael.



Above, Peter and Pauline Ford with the 1913 Hillman (2007). Photo credit, Hillman Club of SA.

Peter bought the Hillman from Allan Bathurst, who in turn acquired it from Alec Ludeman.

Alec was very active in the club in the early days of the club serving for many years I think as Treasurer. Alec bought the car from Shepparton and restored it. Alec was also active in the Preston Motorcycle club, he worked as the secretary. His daily drive to the city was an MG model TC. I assisted Alec with the engine overhaul of the M.G

Brown's
Whitemetal & Mechanical
Service

Andrew Brown
0466 061 002



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

Comings, Goings and Restorations

By Greg Smith

There certainly have been a number of movements in the past month or two. There has also been quite a deal of restoration work taking place, or in the process of happening.

Back in the September issue of Brass Notes I reported that the 1914 Hotchkiss was sold at the Shannon's auction, but I didn't know to whom and where. Chester McKaige contacted me to say that the Hotchkiss now resides in Deloraine, Tasmania. The address is quite near the showgrounds which was our base for the National 1 & 2 cylinder rally there a few years ago.



Above, 1914 Hotchkiss – now in Tasmania. Photo credit, Shannons.

Robin Sharp from Tatura has been restoring his Type X 1911 Minerva for some thirty years. I believe he is "hurrying up" the process somewhat and a body is being built at Factory 10 in Melbourne. This is wonderful news that will have this beautiful Minerva back and gracing our roads.



Above, completed Minerva chassis (1911, 26hp) driven by Robin Sharpe – first outing.

Bill Betts is also full speed ahead to reproduce his Renault body that was damaged in the roll-over accident of his trailer earlier this year. Bill looks to be doing a wonderful job with the body really taking shape.



Above, Bill Betts' Renault body taking shape after its unfortunate accident..

It really pays to read the Brass Notes thoroughly. In the September issue, in this column I informed the readers that Alan Esmore had purchased the 1909 Buick from Ian Berg, and as a consequence the flow on effect maybe that the single cylinder Cadillac may come to the market. Eagle eye, Rob Anderson spotted this and didn't wait for an advert to appear in Brass Notes, but took the bull by the horns and contacted Alan directly to see if that may be the case. End result is that Rob and Leonie are now proud owners of the 1908 Cadillac, which we look forward to seeing at the Cobram 1 & 2 cylinder rally. Will we see it along with their Renault?



Above, Rob and Leonie Anderson are the new owners of this 1908 Cadillac, recently sold by Alan Esmore.

Adam Auditori also took this forthright approach and prised the delightful and very sought after 1899 De Dion Bouton from Ken Russell. It is quite remarkable how many people didn't even know Ken had this vehicle, even though he has owned it some thirty years. What a treat we all had when it was driven on the recent RACV Pre-1905 Pioneers Run. One thing you can count on is, that Adam will definitely be out and about with this gem.



Above, Adam Auditori is the new owner of this 1899 De Dion Bouton, recently sold by Ken Russell.

The Pioneers Run also hurried up a couple of early motorcycle restorations as well. Hein Otten worked hard to get his 1901 Otten motorcycle ready for road use. The enjoyment was truly written all over his face when he got off his remarkable motorcycle after such a successful ride.



Above, the 1901 Otten, at rest.

My 1903 Romania motorcycle also had its maiden voyage after some finishing off and teething issues that were ably attended to by Simon Anderson. He went on to ride it with aplomb for the weekend without any dramas, at all. These rally deadlines certainly are a tonic to speed up restorations.

Above, the 1903 Romania, ready to rally with Simon Anderson in the saddle.



The Veteran Car Club of Australia (Victoria) Inc.

Catering for All Pre 1919 Motor Vehicle Enthusiasts A.B.N. 61 276 214 581, Inc. No. A0097964Y

You are invited to join us
as we celebrate the year that was, at our
**CHRISTMAS DINNER
AND AWARDS &
PRESENTATION NIGHT**



**INSTRUMENT
REPAIRS**

Veteran Vintage Classic

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

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

Natter Night Meeting Minutes

NATTER NIGHT MINUTES

VCCA (Victoria) at the Clubrooms & Online Zoom Meeting

On Tuesday, 11 October 2022 @ 8.02pm

1. Opening

The President, Ben Alcock, welcomed all to the October Natter Night at our Clubrooms and via Online Zoom.

2. Attendance

There were 54 members present & 8 members online tonight.

3. Apologies:

Jennifer Atherton

Joan Forryan

Margaret Lethborg

Fiona Lane

Stan Bone

4. New Members

Nil

Ben welcomed our recent returning member Rick Dagleish, who spoke about the history of their 1915 Humber, we welcomed Rick and look forward to seeing Rick and his sons out on a rally soon.

5. Treasurer's Report

Claudia announced as at 30/9, our Bank Balance was \$59k, the term deposit has \$86k totaling \$145k. We have 323 paid up members.

6. Raffle

Deborah announced the Raffle tonight with 4 prizes consisting of Cheese, Crackers, Wine & Chocolate.

7. Events

Past Events

Pre 1905 1-2/10. Excellent weekend with 20 vehicles attending.

Motorclassica 7-9/10/22 a wonderful display. We won the 'Golden Age of Motoring Trophy' and the Emmerson brothers took home the 'Entrants Choice' award in the 1912 Cadillac. Thanks to Daryl Meek for all his work in organizing the display.

Future Events

AOMC Shannons American Day 23/10/22

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

RACV Veteran Car Club Annual Rally -Warragul 4-6/11, the Emerson Brothers have organized a fantastic weekend away and the entry numbers are over 30 cars so far.

Bendigo Swap 12-13/11/22 – waiting for information.

8. Library & Archive Report

Daryl Meek showed an old picture of a large Hotchkiss from a newspaper.

9. Wanted, for Sale or Swap

David Provan is looking for a Brass Rear Vision mirror that fell off the Curved Dash Oldsmobile in Ballarat.

Adam Auditori advised of an Auction of cars near Renmark –

will club members informed as information comes up.

Daryl Meek advised of a 1903 Carlton Motorbike for sale shortly.

Jeff Alcock is seeking a Jones Speedo Drive

10. Items of General Business

A big thank you to Geoff Payne for his many years of work as Registrar and being on Committee.

Daryl Meek spoke of the push by the History Trust of SA, who are pushing for older vehicles to be electrified and Bay to Birdwood now making a special category for this at the event.

November Natter Night is Lady's Night.

December's Natter Night is Presentation & Awards Night. Dinner at 6.30pm.

11. Closure 9.12pm.

12. Next Meeting: 8.00 pm on Tuesday, 8 November 2022.

Annual General Meeting

ANNUAL GENERAL MEETING

VCCA (Victoria) via Zoom Meeting

On Tuesday, 11 October 2022 commencing at 8.03 pm

AGM MINUTES

1. The president, Ben Alcock, opened the meeting and welcomed everyone to the 2022 AGM.

2. **Apologies** – Joan Forryan, Jennifer Atherton, Fiona Lane, Margaret Lethborg and Stan Bone.

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 54 members present & 8 online.

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

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

Moved by Darren Savory. Seconded by Bob Ballinger. Carried.

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

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

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

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)

Resolution: That the Treasurer's report be accepted.

Moved by Claudia Holding. Seconded by Paul Daley. Carried.

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

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

Moved by Claudia Holding. Seconded by Bill Lindsay. Carried.

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

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

Moved by Claudia Holding. Seconded by Bill Lindsay. Carried.

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

Paul Daley 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.

We have the following candidates for the **general committee** positions:

- Andrew McDougall has been re-elected to the committee for a three-year term.
- Peter Hammet has been re-elected to the committee for a three-year term.
- Greg Smith has been re-elected to the committee for a three-year term.
- Stephen Hobbins has been elected to the committee for a three-year term.
- Craig Emmerson has been elected to the committee for a three-year term.

Paul Daley thanked Geoff Payne, retiring committee member, for all of his work over the many years he has held positions on committee, registrar and treasurer.

10. Meeting was closed at 8.11 pm by the President, Ben Alcock.

Private Classifieds

FOR SALE:

Engine of uconfirmed identity. It is small in size of four (4) cylinders, mounted on tubular side members – part sub-frame. Please help with identity confirmation. (Elements of this engine suggest it may be an Alldays & Onions, perhaps the 10hp Light Four circa 1915 - Editor.) This engine may be viewed at the forthcoming Bendigo Swap Meet.

Contact: - Andrew Provan
Mob. 0455 071 166



FOR SALE:

1915 Belsize roadster. This is a four cylinder car, 12hp. Cruising speed 35mph, and maximum speed 40mph. Four speed gearbox. Made in Manchester, England.

The car is in very good condition and runs well. It is believed to be the only one of this model surviving, in the world.

Contact: - John Hollis
Tel. 03 5449 6905



Private Classifieds

FOR SALE:

1. MAGNETOS

- a) Eisemann model - EKJ1908.
- b) Bosch - DU6 with bracket and spark.
- c) Bosch - FF4AR with spark.
- d) Bosch - FU4B with spark

2. CARBURETTORS

- a) Zenith 26HAK suit Peugeot etc.
- b) Very early brass carburettor. (This is believed to be from a very early model AC (Auto-Carrier) tri-car, editor.)

3. LIGHTS

- a) Acetylene cycle - P&H - new sultan with lens and jewels – no photo
- b) Acetylene cycle - Lucas - Calcia Toura model 153 with lens and jewels – no photo.
- c) Brass CAV - 5" tail lamp bevel glass and red lens – no photo
- d) CAV sidelight - alloy bezel – no photo.

4. HORNS

- a) Early oval trumpet.
- b) Brass Nonpareil triple twist with gauze brass horn.
- c) Round French - no photo.

5. INSTRUMENTS

- a) Cowey Speedo - 0-60 mph with trip, suit veteran car/motorcycle – no photo.
- b) Jaeger Clock - 4 day white face – no photo.
- c) Smiths swing face clock and 0-60 mph matching speedo – no photo.

6. WHEELS, RIMS and AXLE

- a) Rudge Wheels - 2 x 72 short / 20", one with splined hub and French cap.
- b) BE Rims - 3 x 765 x 105 / 70 spoke.
- c) BE Rim - 820 x 120 / 76 spoke.
- d) Peugeot - 1 x hub and cap.
- e) Peugeot - 1 x I beam axle, small.

7. SUNDRIES

- a) Veteran Starter Generator - brand unknown.
- b) 6HP Lacoste engine brackets.





Contact:
Brian Arundale
Ph: (03) 6391 8698.

WANTED – All States.

Help to find an early original unrestored veteran car complete or near complete. Any assistance would be appreciated.



Contact: John Horswell
Ph: 0413 314 196
e: - jraymondh@hotmail.com

WANTED

Max Vormister advises Bill Trollope is having some Renault AX engine blocks made for the internal exhaust cylinder block model.

The drawings for machining of the cylinder blocks he had are missing.

He is hoping someone has a copy or drawings of the engine block details that they are happy to share.

This would be most helpful for everyone who is getting a cylinder block from Bill.

Please contact Max or Bill if you can help

Max Vormister M: 0419 985 871
E: maxv1@optusnet.com.au

Bill Trollope M: 0408 274 839
E: wwt@bigpond.com

Auction – VCCA Vic – Brass Lamps, Horns & Miscellany

By Graeme Jarrett

We are in receipt of a large collection of brass (some are nickel plated or painted steel) lamps and horns for veteran cars. The collection will be sold by auction early in the New Year, 2023. A date for this is yet to be confirmed.

A list of all items on offer will be available closer to the time of the auction. Watch this space.

You are strongly advised to attend in person to both view the goods in detail and bid in person, however, it is expected bids may be made via a ZOOM video link.

There is a large variety of items that include headlamps (sometimes in pairs), these are largely acetylene and are mostly of the self-generating type. There is also a number of side lamps, often of the kerosene type. A number of different types of tail lamps is also present, along with a few brass horns. A large selection of both bicycle and motorcycle lamps will also be offered.

Items are to be sold in as is condition. Many of these are damaged to varying degrees and are sold as viewed. A number of items are incomplete or with broken glass. These goods are second-hand items requiring various levels of restoration and repair. Please inspect in person for a better understanding of their true condition.

An indicative display of items is included herewith



Self-generating headlamps and others – various marques.



Bleriot self-generating headlamps and others.



Rushmore headlamps and others.



Various marques of lamps – some incomplete



Ford model T and others.



Early side and tail lamps, including electric types.

Events

RACV VETERAN CAR CLUB ANNUAL RALLY

November 4th - 6th

Well this is it; The 2022 Annual Rally is only days away and with out a doubt I am certain that we have organised three sensational and relaxing days of Veteran car tours. We have planned each days journey along the most beautiful country lanes, every turn is a new memory and the meals are top grade country, served with good portions and of course heaped with good old hospitality.

Some members are opting for an early arrival on the Thursday, please reach out and let me know if you would like to arrive on the Thursday and I will be on site to assist with trailer parking and unloading.

Friday 4th - members can arrive during the morning at Bill Formby's property (20 Gardner & Holman Rd, Drouin), there will be people and signs to help assist rally entrants with their trailers and parking. There will be peculated coffee, tea, water and light refreshments available through out the morning. Directions for the nearest fuel station will be given and the work shop is available to any entrants that need a quick fix.

Friday Registration and rally bag collection will be available from 11.am at the club tent

Fridays drive is a rolling start, departing at leisure from midday for a comfortable 25km drive to Jindivick. If Annual rally entrants are arriving on Saturday and need assistance with trailer parking at the Drouin property, please let Scott know and we will be on site to assist. Saturdays tour is arrival at the Warragul Arts centre from 9am. For any further information please contact Scott on 0488 002 054 or Ben.



Henry's Model T, A & Rod Parts has been serving early Ford enthusiasts for over 40 years, supplying parts and accessories for your restoration and hot rod projects.

We are also offering servicing, tuning, upholstery, electrical, general maintenance, light fabrication and exhausts for your Model T & A.

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You can contact the team at Henry's- Shaun, Joe, Neil or Angie on 03 5368 1088 or email us at sales@henryspares.com.au or drop in to see us at our new location in Bacchus Marsh, Victoria.

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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e treasurer@veterancarclub.org.au

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e paul.daley@neo.com.au

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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
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e registrar@veterancarclub.org.au
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Frances McDougall

PUBLICITY & COMMUNICATIONS
Callum Walsh

AOMC & FEDERATION DELEGATES
Daryl Meek
Andrew McDougall

TRADITIONAL OWNERS' LIAISON
John Stanley 0409 001 836

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

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

Download the application form at
veterancarclub.org.au.

BRASS NOTES

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

EDITORIAL POLICY

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

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VICROADS PERMITS AND SAFETY CHECKS FOR MEMBERS VETERAN CARS AND MOTORCYCLES

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

JP SERVICES AT NATTER NIGHTS

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

CLUB MEETINGS

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

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



Find us on
Facebook

RACV Pre-1905 Pioneers Run



Ivan Smith enjoying the passengers seat in his 1901 Argyll



Adam Auditori, first time out in the 1899 De Dion



The bikes of the RACV Pre-1905 Pioneers Run



The Sunday participants, parked along the Lake Learmonth, the first time in 4 events, we have seen water in the lake.

Motorclassica



Murray Murfett informing the observers about the Club and the Buick



The grand view from above



The 1909 Schacht Buggy



Greg Smith showing off the trophy the Club won



Barry Smith is all smiles with De Dion and the Club trophy



Russell Holden's 1902 Thomas on display