

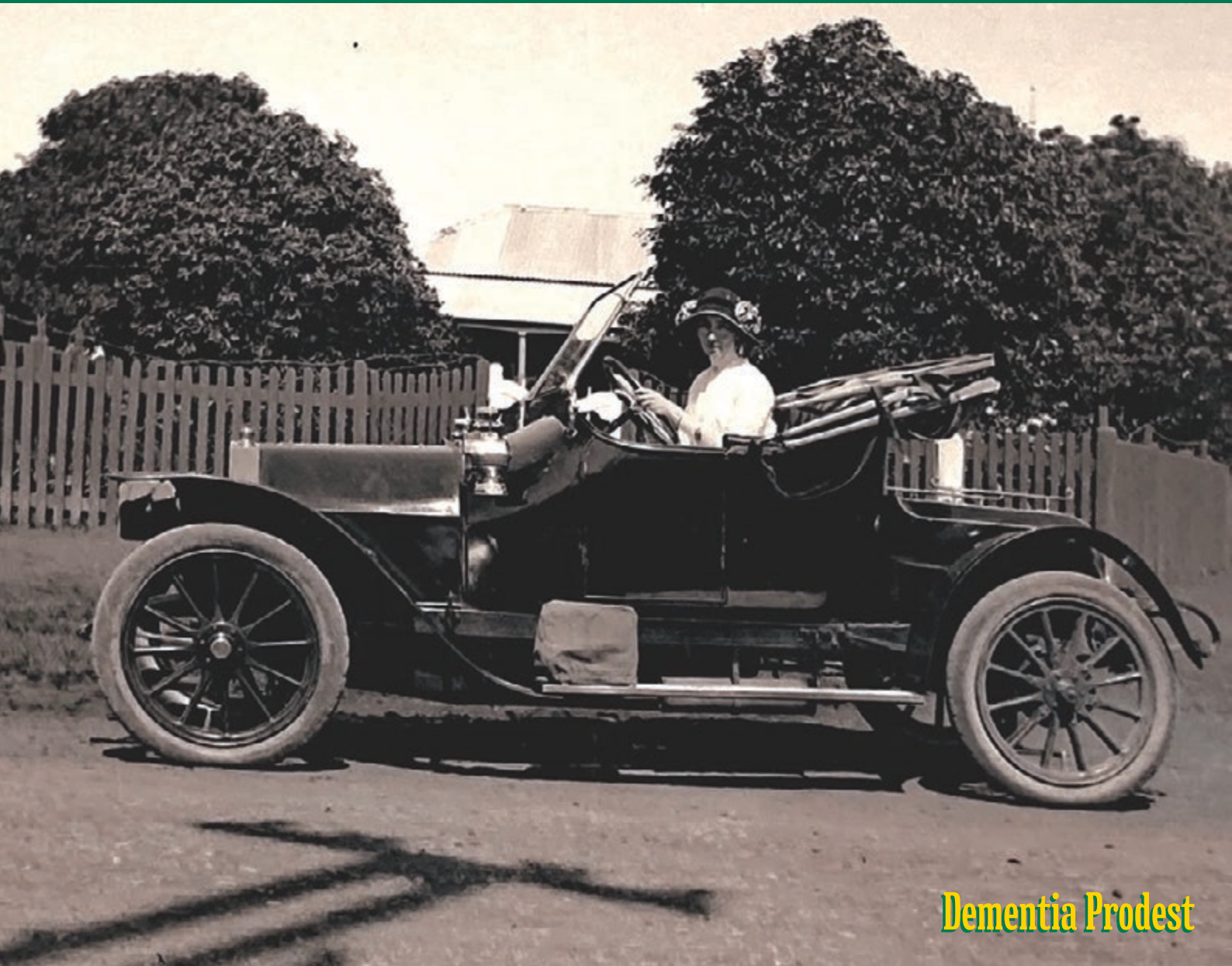
December 2022



# Brass Notes

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

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



*Dementia Prodest*

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

Patron: Mr Geoff Cosgriff,  
President and Chairman, RACV

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

### The RACV supports the:

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

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Light Engineering

Jeff Alcock: 0425 519 959  
Jeff.factory10@outlook.com

# Flashback

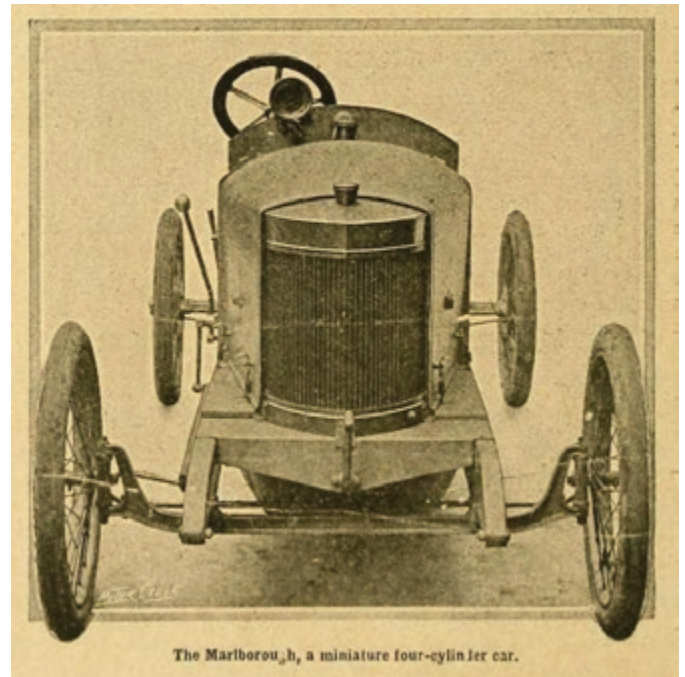


The photo this month is of a 1912 Marlborough Light Car – sometimes referred to as a Cyclecar.

It was well known in the early formative years in this club, featuring in several of the club's on road events. Jim King of Preston discovered and restored it in the 1950s. It is a pretty car which always seemed to attract the interest of the public wherever it went.

It has not been seen or heard of for quite a long time and I do wonder what has happened to it in more recent years.

Please help us out on any information about the Marlborough by contacting the Editor.



The Marlborough, a miniature four-cylinder car.

### Front Cover – Vinot et Deguingand In Camperdown

By Murray Murfett and Bob Lamond.

The story of this car in Camperdown is interesting. Refer page 23 for the complete story by Murray Murfett and Bob Lamond. (Accreditation, Peter family)



## Coming Events

11 December 2022	<b>VSCC Two Wheel Brake Rally</b> 8am @ Dallas Brooks Dr, Melbourne
13 December 2022	<b>December Natter Night - Christmas Dinner and Awards &amp; Presentation Night</b> Clubrooms from 6:30pm - RSVP to Ben Alcock for Dinner
29 January 2023	<b>Festival of Motoring at Cruden Farm</b> Cruden Farm, Cranbourne Frankston Road Langwarrin, Victoria
12 February 2023	<b>Lights Auction Day - clubrooms from 11am - BBQ Lunch provided</b>
14 February 2023	<b>February Natter Night - Welcome to 2023</b> 7pm BBQ dinner, 8pm Meeting

## Major Events

16 - 19 March 2023	<b>RACV 1&amp;2 Cylinder Rally - Cobram</b> Rally Directors: Daryl Meek & Fiona Lane
22 - 25 April 2023	<b>RACV Four &amp; More Rally</b> Rally Directors: Ben Alcock and Steve Hobbins
14 - 16 July 2023	<b>RACV Midwinter Rally</b> Rally Directors: TBC

## National Events

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>
17 - 23 March 2024	<b>2024 National Veteran 1&amp;2 Cylinder Tour - Albany WA</b> Contact: Deidre and Harry Pyle 0407999290 or <a href="https://veterancarclubofwesternaustralia.wildapricot.org/2024-National-1-&amp;-2-Cylinder-Rally">https://veterancarclubofwesternaustralia.wildapricot.org/2024-National-1-&amp;-2-Cylinder-Rally</a>

# What Is It? – Two Mysteries

By Andrew McDougall

The inlet manifold look similar to many usually seen. The water jacket for warming the air flow to inhibit freezing up are not often seen as standard fittings on inlet manifolds.

The details are as follows: inlet manifold, updraft, 2 branch at 285 mm centres, 30 mm ID and with a water heated inlet jacket.

Another view of the manifold - carburettor mounting, 30 mm ID and a 21/8 inch OD 18 TPI threaded end.



The small horizontal Zenith carburettor, Model No. 22 ST 01737. It has an interesting spring loaded helically actuated choke

Another view of the carburettor, which would appear to have a 22mm choke size.

*Interested people can in the first instance please contact:*

*Andrew McDougall  
Mobile: 0427 220 249*



# President's Message

By Ben Alcock

Another year has flown by, and the Christmas carols are in full swing. As a club, we have had a very successful year. We held all our major events, supported numerous other events & activities and now we get the chance to celebrate that at our December Natter Night which will be the annual Christmas Dinner and Awards & Presentation night. I'm looking forward to celebrating the year that was as we start the preparations for 2023.

It was great to see so many members, long term and new, at the Annual Rally. It was also great to see so many new faces, people that came to see the cars, local enthusiasts that brought their cars out to rally with us for the first time, and we certainly put on a show. We had the full range of cars out this year, with over 45 entries it was a sight to see. It has been along time since we have had a Curved Dash Oldsmobile and an 1899 De Dion Bouton vis-a-vis on an Annual Rally, but both cars (and their drivers) performed well and successfully completed the rally; on the same weekend as the London to Brighton was held, what a sight!

It seems like we are always talking about the environment, going green and being sustainable these days. While I agree there needs to be things to do to help protect the environment, and I closely follow the progress of electric cars (I'm sure one day I will have to own one) I would like to see that electric cars stay in the 'modern car' era.

We all know electric cars were available (very limited) in the Veteran era of pre-1919, and I would like to ensure that these are the only Veteran vehicles that should have electric motors in our Club. Along with our counterparts in South Australia, who have recently had this conversation relating to the Bay to Birdwood decision to create a new category for judging of modified historic vehicles with electric motors, I would like to join with the Veteran Car Club of South Australia's Chairman, Julian McNeil's comments and reiterate that on behalf of the club, we stand by the FIVA Position Paper: Electrification of Historic Vehicles 2021 which can be read on page 29. I am sure you'll agree that as enthusiasts of veteran cars we aim to preserve and restore these cars to original condition as best we can, so let's continue to do that and ensure that we aren't ruining the historical significance of the cars that we all love and enjoy!

I wish you all a very Merry Christmas, a Happy New Year and most importantly a safe and enjoyable holiday season. I look forward to seeing you all back in 2023 for another great year.

*Stay safe and well,*

*Ben Alcock,  
President – VCCA (Vic)*

## RACV Veteran Car Club 1&2 Rally

Make sure you put aside 16-19 March 2023 for the Victorian 1&2 Cylinder Rally.

Cobram is again the event destination and accommodation bookings are now open at the RACV resort via this link <https://reservations.travelclick.com/72447?groupID=3605693>

Don't panic, as this allows those who would like to linger on the Murray a little longer to also book for dates either side of the Rally. You can select the dates you wish as you progress through the online form. Alternately, contact RACV Cobram Resort directly on (03) 5871 9702.

There will be long and short runs to choose from as well as some new experiences. If you can't make it with your single or twin, you might put your hand up to assist with some of the numerous tasks that go towards making a successful event. Consider becoming a rally minion by contacting Fiona or Daryl.

With catering venues for large groups becoming harder to find in the immediate area, this may be the last time that we return to Cobram for a while, so please join us for an extended weekend of driving, conversation and socialising.

We anticipate that entries will become available early in the new year. Members will be advised accordingly.

Enquiries to: [fafnr@inet.net.au](mailto:fafnr@inet.net.au) or Fiona 0419 893 983 or Daryl 0407 881 288

The poster features a central image of a brick clock tower with a weather vane on top. To the right of the tower is a circular logo with a motorcycle and the text 'VETERAN CAR CLUB'. At the bottom left, there is a red starburst shape containing the text 'ALBANY WA'. The top of the poster has a yellow banner with the text '1 & 2 Cylinder National VETERAN Rally' and a red banner below it with the text '17th - 23rd MARCH 2024'. At the bottom, there is a yellow banner with the text 'FOR Rally Details & to lodge an expression of interest Copy this link' and a URL: <https://veterancarclubofwesternaustralia.wildapricot.org/2024-National-1-&-2-Cylinder-Rally>

# Editorial

By Graeme Jarrett

Relax, Greg Smith will be back in the editorial chair for the next issue of Brass Notes.

Our club, like our cars, has a history and it is worth documenting so that others may, in the distant future, read of our activities.

We are in the *digital age* and that has been helpful in better recording, storing efficiently and sharing our adventures. In more recent times we, by that I mean Michael & Claudia Holding, have now consolidated our membership and other records into dedicated software. This has been written specifically for car clubs such as ours. As a result of this work a number of anomalies have been resolved. Thank you Michael and Claudia.

Brass Notes is subject to the Libraries Act 1988 which means it must be lodged with the state authorities. In this case it is the State Library of Victoria.

A copy of works published in Victoria must be deposited with State Library Victoria under [section 49 of the Libraries Act 1988 \(Vic\)](#). A copy of printed publications may also be required to be deposited with the [National Library of Australia](#).

This requirement is very helpful in so far as it is guaranteed to be kept in official public records.

Brass Notes is lodged in digital format (PDF) with the State Library; amazingly these often appear when searching the Internet for veteran vehicle history. I even seen some of my own small articles on motoring history appear on the screen. That might be good for our ego but it is also good for the public image of our organisation.

I believe there is a need to record, in Brass Notes, our activities in more detail. In particular, the rally participants (not absent entries) and their vehicles need to be and should be a feature item, on record, in Brass Notes. This has been done sporadically in the past and very much look forward to it being reintroduced as a permanent part of magazine – again. This is something long overdue, in my opinion.

Footnote: Many thanks to all of you who have assisted



Graeme and Lorraine Jarrett on the road in the LM Cyclecar.

me in my three months of temporary editorship of Brass Notes. Without you these pages would be rather bare and uninteresting. Please keep up the good work – all of you.

**INSTRUMENT REPAIRS**  
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VVC INSTRUMENTS

**NATTER NIGHT**  
**Tuesday 14 February**  
**WELCOME 2023, BBQ**  
Join us as we welcome in 2023 with a BBQ dinner before Natter Night

7.00pm Dinner & Drinks  
8:00pm Natter Night with Guest Speaker



# Cyclecar Corner – Cute Photographs

By Graeme Jarrett

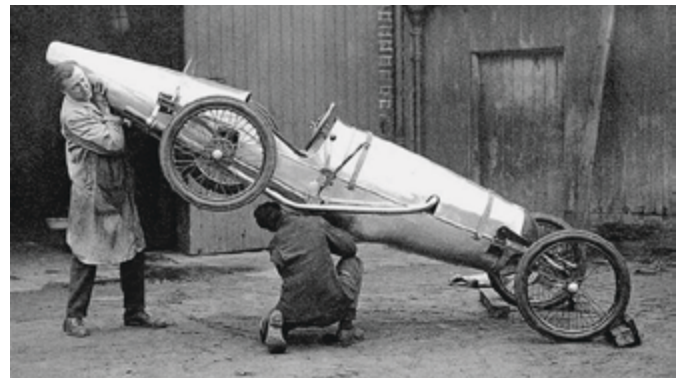
The number of offbeat, home-made and randomly altered vehicles in the Cyclecar Boom continue to entertain and bring a wry smile.

Over the years I have created a loose directory called the Cute File. The cute pictures that are sent to me or stumbled across in my voyage of discovery on the Internet are put in there for future use (or personal mirth).

A few attached for your interest and hopefully for your visual enjoyment.



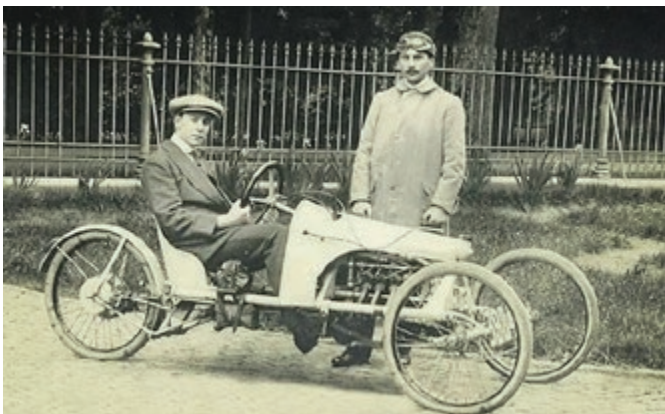
*The dog looks like he is enjoying the car as much as the owner. (Accreditation PreWarCar).*



*The record breaker – having a tune-up.*



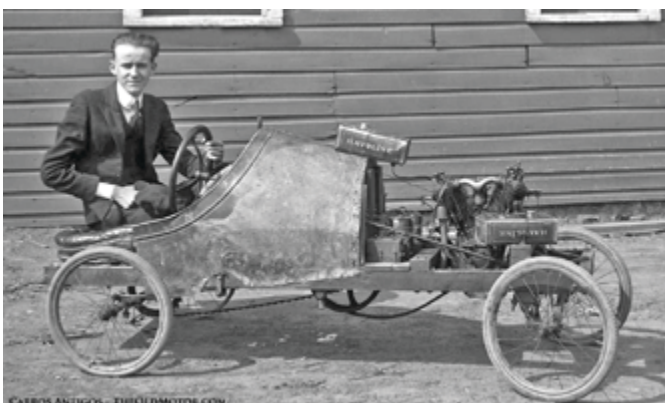
*The Merlin with home-made body – a canvas creation, from the western District, Victoria. (Credit, Jarrett)*



*This three wheeled machine looks to be derived from the FN motorcycle – a four cylinder model. (Accreditation, unknown)*



*A creditable concoction – JAP engine and Chater Lea axles and wheels. (Accreditation, Stilltime UK). Interestingly the engine has atmospheric inlet valves. This is rather unusual for a vehicle this late. However JAP did catalogue these as late as 1912 (approximately).*



*This one from the Old Motor – always make me smile. (Accreditation, The Old Motor)*



*Speeder – with stabilizer! (Accreditation, Unknown)*



## LETTER TO THE EDITOR

*By Stephen Dynes*

*Thankyou both for the time and effort that is put into each issue of Brass Notes as it is always read from cover to cover.*

*Regarding "Cyclecar Corner"*

*I do enjoy Cyclecar Corner as I have always enjoyed finding out about these small strange and under powered cars. Yes T Fords, Dodges and 6 cylinder Buicks are well made fast easy to own veteran cars but the one off small very early cars often have a more interesting story attached to them.*

*Many thanks for your welcome feedback – Editor.*



*Military Intelligence. (Accreditation, Unknown)*



*This child's car is very cute! Both the comprehensive number plate and the chook-house beyond (with chicken viewing gallery) are my favourite bits of this one. (Accreditation, Unknown)*

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**Andrew Brown**  
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- White Metal bearings
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- Mechanical repairs to all Veteran, Vintage & Classic cars



*The makings of a Cyclecar. (Accreditation, Craig Gillingham)*

Input to this column is invited and welcome.

Please read the Letter to the Editor from Stephen Dynes regarding Cyclecar Corner – Editor.



# 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. Also included in the sale are various items relating to our early vehicles, these include brass horns, gauges, instruments, clocks and tyre pumps. Please note all of these will, in the first instance, be offered to our members.

A long standing club member and generous benefactor has donated these to the club to be offered for sale. This has been done to assist members in restoring cars for the road. We thank him for his generous spirit and commitment to our collective interest and individual needs. The funds raised from this endeavour will financially benefit our club.

## AUCTION DETAILS:

Date: Sunday 12th February 2023.

Location: Clubrooms, Lyndon Park Club Room, Wakefields Grove, Camberwell, off Through Road.

Time: Viewing from 11:00 am onwards

A BBQ Lunch will be provided from 12 Noon – 12:30 pm.

AUCTION WILL COMMENCE PUNCTUALLY FROM 12:30pm

A comprehensive catalogue for this sale is currently being prepared. This will be available to all members just as soon as it is completed. An email link will be sent to each member with an email address.

## THE GOODS

There are four principal groups of items being offered.

They are:-

Auction Lots – Approximately 107 Lots are on offer. This begins at 12:30 pm sharp.

Buy now, fixed price items (available from 11:00am) – Approximately 32 items on offer. These are mostly bicycle lamps and miscellaneous articles.

Errant parts, fixed price items (available from 11:00 am) – An assortment of incomplete, unidentified, shop-soiled and lonely stock items.

The free selection bin (available from 11:00am) – A small selection of odd little bits - one only item per attendee.

Please be aware that any items not sold on the day will be offered for sale to other state clubs and through our website and possibly at swap day venues.

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 are also a number of side lamps, often of the kerosene type. A number of different types of tail lamps are 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.





# Annual Rally – Then and Now

By Ken Russell

This clipping appeared in 1977 in the RACV magazine, Royal Auto, in the days the RACV was responsible for the magazine's contents.

## RACV VETERAN CAR RALLY

The 1977 RACV Veteran Car Rally on November 12-13 will bring together some of the **rarest cars in the world.**

The President of the RACV, Sir Cecil Looker, will start the rally at the Exhibition Buildings car park at 9.45 a.m. on Saturday, November 12.

The 1913 La Buire reproduced on the cover of Royalauto is one of five left in the world, four of which are in Melbourne, and two of which will participate in this rally.

This car, which was discovered in 1959 driving a cream separator on a dairy farm near Geelong, was purchased for £20 (\$40) without mudguards, hood, rear of the body, upholstery, wheels or tyre, and took four years to restore. It competed, unfinished, in the 1962 November Rally, and has been in every RACV Rally since.

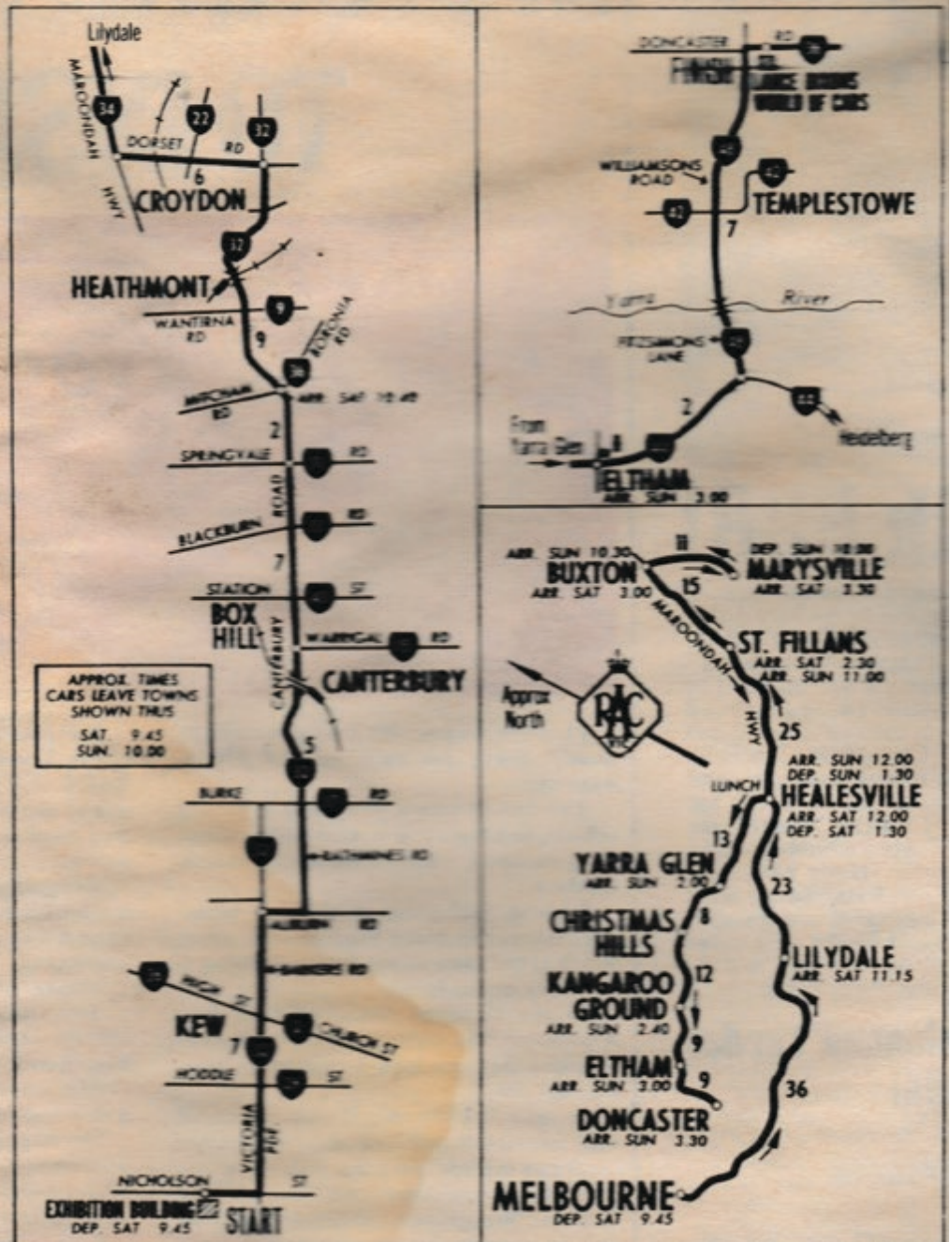
Similarly, it is generally accepted that there are only three Marlborough cars left in the world—and two are competing in the RACV Rally.

One is a 1913 Marlborough Cycle Car reputedly once owned by Dame Nellie Melba and found in 1958 cut into three sections with its four cylinder motor driving a saw bench.

The other is a 1914 Marlborough which is coming down from Mildura for the Rally.

The 1977 RACV Veteran Car Rally will run from Melbourne to Marysville and return along the route shown on the accompanying map. Between 80 and 100 veteran cars are expected to participate.

The entourage will stay overnight at Marysville and return on Sunday, November 13, terminating at Lance Dixon's World of Cars on the corner of Williamsons and Doncaster Roads, Doncaster, where the veterans will be on display to the public.



It shows the 1977 Annual Rally route so the public could get to see the veteran cars during a rally and not just on display. Spectators used to line the streets and roads. In this case, they were going to Marysville. That would have been a tough gig travelling up the Black Spur. Similarly, the annual Rally earlier this month, was very demanding for the old cars. One wonders if we are shortening their lives by having such demanding routes, even though the cars able to do it right now.

Particularly impressive (amazing really) was Adam Auditori's 1899 one cylinder vis-a-vis De Dion Bouton (previously owned by me for over 30 years but never rallied). For practical purposes it performed as well as the 4 cylinder cars. I was so pleased to see it, dumbfounded actually! Congratulations Adam, you really know your stuff. In your hands the little 1899 DDB is a great addition to the Club.



# A Poem – The Annual Rally

By Doug Fulford

## The Tadpole Experience

*Back in early twenty-two when this event was planned  
Scott told Craig it should be held here in West  
Gippsland*

*In reply, so I've been told, Craig then said to Scott  
I'm sure that you'll agree with me that Warragul's the  
spot*

*So between those two twins, with some help from Ben,  
This event was planned with care between now and  
then*

*Meantime the rain kept falling so the rivers turned to  
flood*

*Thankfully the roads were sealed or we'd be axle deep  
in mud*

*The organisers emailed me "What Studie will you  
bring?"*

*I emailed them right back, "Look now here's the thing  
I'll prob'ly bring the Cadillac as it's nice and light to tow"  
I tried to hide the sorry fact, 'twas the only car good to  
go*

*And so this annual rally's an experience to us new  
Doing an all vet rally in a car that's one or two  
As result our car was classed as one of the tadpoles  
A class that clearly also included David Provan's Olds*

*Also the lovely vis-a-vis of Adam Auditori  
Back from doing Ballarat but that's another story  
James had a turn at driving it and from what I hear  
He found it all too easy to get it into gear*

*The controls aren't laid out in the way that he is used to  
And for a moment he was headed straight for the  
Brucester*

*Adam watched his newest toy his attention ne'er  
diverted*

*He managed to stop the car in time so drama was  
averted*

*Viv's Cadillac was looking great and running rather well  
There's a very simple way that you and I can tell  
When the ear flaps on my hat go level and then well  
past*

*You can be certain that her Caddy is travelling quite fast*

*Shortly after my hat blew off when going faster still  
Some who saw it thought it must have been fresh  
roadside kill*

*Those who thought it an echidna were likewise  
deceived*

*At tadpole pace it was recognised and thankfully  
retrieved*

*That day we were four up in Viv's Cadillac  
Bill Formby and me in the front plus two in the back  
We'd climb to the top of a beach of a hill in first gear  
Only to have another hill shortly appear*

*Eventually we all reached our lunch destination  
A town that rightly boasts of its high elevation  
We enjoyed a great lunch there at Jindivick  
And then the run back home, downhill and quick*

*Mind you at lunch I felt quite the fool  
Because our little car was near out of fuel  
But by a stroke of downright sheer good luck  
My good mate, Max, had spare fuel in his truck*

*The clouds of the morning had already given way  
To sunny skies in keeping with the day  
Ending with the dinner which sparked great revelry  
Really great food served and the drinks were for free*

*Next day an unplanned stop by a park  
The coils were buzzing but the plug wouldn't spark  
Then thanks to great work by Mr Payne  
We were back on the road and mobile again*

*The twins said to me "Don't let down the marque  
A Caddy simply cannot fail due to lack of spark  
The way back through Poowong is absolutely flat"  
Only a local born could ever believe that!*

*Thanks to lots of you our car sang like a song  
If I listed all of you this would be too long  
So it must suffice to say a general "thank you"  
Because of all your help we finally made it through*

*The instructions were all very clear and never, never  
vague*

*For which we heartily thank Scott and Craig  
The event was also organised in a lovely spot  
For which we all applaud both Craig and Scott*

*Another Victorian rally – we'll sure be back again  
Congratulations to Craig, Scott and Ben*

## The Annual Rally – Quotable Quotes

By Murray Murfett

Amongst the banter and camaraderie enjoyed at the fantastic Annual Rally held in Warragul 4-6 November, several comments were overheard.....

Rally Director- **'Don't worry, the road to Korumburra is beautiful and FLAT!!'**

Anon.- a comment following the Rally Directors decision to send the 1&2 cylinder vehicles on a shorter, but much steeper alternative route- **'It seems that 'tadpoles' are reluctant to travel upstream !'**

Complaining Buick driver- **'How come I've got a runabout, painted red, but I keep getting passed by T-Fords!?''**

Relieved Entrant- **'Well, my Buick is not smoking anymore!'** Respondent- **'Is it back on the trailer!'**

# RACV Veteran Car Club Annual Rally

By Scott and Craig Emmerson.

## A word from the Annual Rally organisers

This was an Annual Rally that proudly says after two years of disruptions, 'we are back'.

Saturday morning was a feast of veteran cars. I grabbed an early morning coffee and was bursting with excitement as I looked out the shop window, watching multiple Veteran cars navigating the streets to the start.

At the morning start car park, the veterans entered from all three entry points, and as the veteran car numbers grew, so did the crowds. There was laughter, conversation and there were Veteran Cars! We had single cylinders, steamers, Veterans never seen before and quite a few not seen in some time – and then there were the Ford Ts; no less than 14 Ts and what a show they made. Convincing people to start the tour was the hardest part of the morning, but once the first engine started the rest followed pretty quickly.

Touring though beautiful country side, with every sweeping bend opening up another stunning view; most participants opted for a morning tea stop in Korumburra. Here, some decided fuel up and grab another coffee. The weather was kind and saw us bathed in sunlight and the sight of all the gleaming veterans meandering through the Gippsland hills to our lunch stop at Loch will last in our memories for years to come.

We introduced the 'Tadpole' class for the smaller cars. This endearing term was celebrated by all and allowed the smaller veterans to travel a shorter route to lunch.

The ladies from the Loch Bowls Club supplied lunch in typical country style hospitality. Sandwiches and slices that kept coming from the kitchen and served by the ladies, made sure we didn't go hungry.

The trip back to Warragul saw us on scenic tree lined roads in rich dairy country. Only 3 cars required trailer assistance from the 45 cars at the start. An outstanding day on all accounts.

Saturday night's Main Dinner was attended by a 100 plus members. The venue was beautifully appointed and all tables were full with conversation. Awards were handed out in appreciation of the entrants who all made remarkable efforts to attend.

As organisers, Craig and I want to say the biggest thank you to all the members who attended this year's Annual Rally at Warragul, again we want to acknowledge the Tadpole class of 2022. The enjoyment shared in your participation was infectious, there was a 'can do spirit' every day from the tadpole drivers and passengers, and we thank you so much for attending.

The quality rally book was produced by Paul Daley and as organisers we are indebted to him for his kindest offer to print the full colour rally book, thank you so much. Also Thanks to Claudia and Michael Holding for helping with the online entries and sorting the final detail of payments etc.

*See page 31/32 for photos from the event.*



Line up of cars at 'The Gardens' At Broughton Hall in Jindivick



# Geelong Revival – Display of Veteran Cars

By Simon and Tess Anderson

The Geelong Revival organiser was very keen to showcase brass era vehicles, and to show the diversity of vehicles that they will have displayed at their event. We were asked if we could arrange 4 cars to appear on channel 7 Sunrise TV show down at the Geelong waterfront with Sam Mac their weatherman. Simon was interviewed by Sam live and only had 20 seconds to give a quick rundown on each car.

Jeff Alcock was in his Overland speedster, local WDHVC member Jack Thomas in his T model and Simon in the Brush and I was in the Hupmobile. Once the weather cross was over, the local newspaper took some photographs and interviewed Simon. We thought they would have put us somewhere down the back of the paper. But no, we were on front page and page 3.

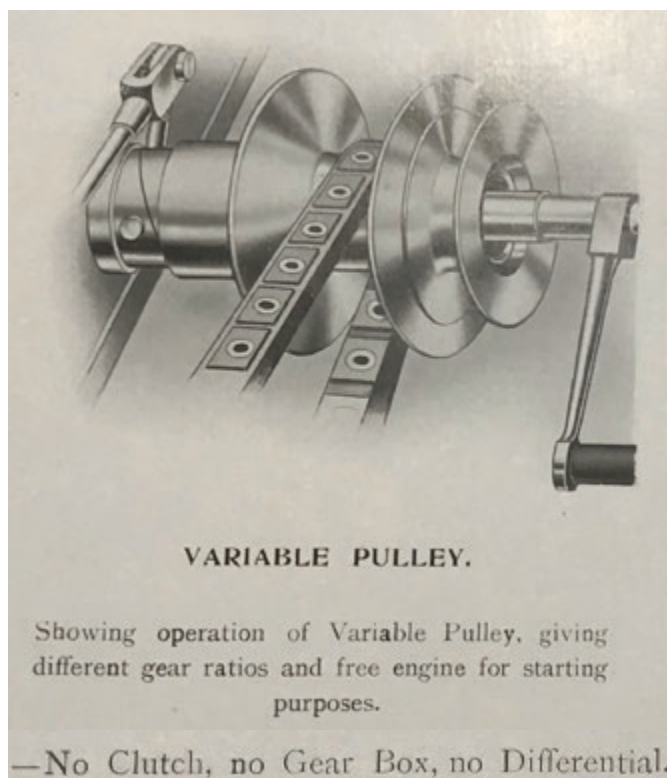
It was good advertising for the revival, but better for our early motoring vehicles.



# DUO Cyclecar – Feedback - from November Issue

By Michael Turner

The DUO Cyclecar was perhaps not popular because of its unconventional drive arrangements. The mechanical wisdom seems to have been sound, however, the flimsiness of its execution and construction were at odds with the notion of sound engineering in a motor vehicle.



The variable speed expanding pulley system (above) did not attract too much confidence, I expect.



The need to juggle the location of the rear axle to achieve drive must surely have raised some negative thoughts.

In view of the issues raised above it comes as no real surprise that Burrell Motors in Melbourne were finding some difficulty in selling the DUO Cyclecar.

# Stuckey Tyres – Media Release

## STUCKEY TYRES MERGES WITH OLD WORLD TYRES

Old World Tyres was established in the 2000's by vehicle enthusiasts Russell and Chris Holden, to cater to the tyre needs in the Veteran, Vintage & Classic car market from their base in Mudgee NSW. Russell and Chris have now decided to merge their interest in the tyre industry with Stuckey Tyres in Brunswick Victoria in order to concentrate on their burgeoning restoration business "The Veteran Garage" which restores and imports all manner of vehicles.

Said Russell Holden, "our tyre business has grown rapidly over the past few years, and we wanted to find someone who could nurture and grow what we had created. We believe that Stuckey Tyres has the resources and knowhow to understand our customers' needs and further grow the business".

Stuckey Tyre Service was established in 1966 and has been servicing the collector car and race market for many decades. Stuckey Tyres already services customers Australia wide as Old World Tyre has done. Owned and managed by Russell Stuckey, Stuckey Tyre Service employs a small dedicated staff of tyre experts who rise to any challenge.

Russell Stuckey commented, "Taking on the Vintage and Veteran business is a good fit for us, as it sits nicely alongside our expanding Classic Tyre business. We are grateful that Russell and Chris have similar ideals to us, which is to source the best and most appropriate tyres for a very discerning market" he added.

Russell Holden said "I am very pleased that the same level of service and interest in the vehicles of customers will remain and wish Stuckey Tyres all the best in growing the business further."

The current 1300 854 324 phone number will remain the same but will be answered in Brunswick and the new email address is classic@stuckey.com.au. Customers will be pleased that Stuckey Tyres will offer the same level of service and attentiveness to their vehicles needs as Old World Tyres has provided to date, with the added benefit of an expert fitting and balancing service.

### Media Contact:

**Russell Stuckey**

**03 9386 5333**

**info@stuckey.com.au**

## CLASSIC, VINTAGE & VETERAN NOW AVAILABLE



For over 50 years Stuckey Tyre Service has provided quality tyres and service for classic and collectible cars. In addition to carrying fresh stock from these major manufacturers, our worldwide sources can deliver hard to find tyres for correct and concourse applications.



## STUCKEY TYRE SERVICE

828 Sydney Rd, Brunswick VIC, 3056

1300 854 324 [www.stuckey.com.au](http://www.stuckey.com.au)



# Flashback Response

By Warwick Landy

With regard to your “Flashback” car in the November issue of Brass Notes, a model T Ford. I concur with you and think it is most likely the former Brass Notes Editor, Mal Grant’s car. These shots are some recent ones of the car from the new owner when he purchased it from Mal.



Above, Mal Grant’s model T Ford – photos taken just prior to its very recent sale from Gisborne.



Above, The Ford T prior to its recent departure to a new owner in Bendigo.

It is now fitted with gas E&J Headlights and has a tidier radiator on it, but the all single colour in the photos I think that is most likely enough to place it as Malcolm’s all light blue Roadster. The later style larger steering wheel is still fitted which is also another distinguishing feature of the car.

Coincidentally, the new owner is not too far away from you (Greg Smith) in Bendigo!

# Motor Racing Can Be Dangerous

By Graeme Jarrett

This GN Cyclecar was raced by Archie Frazer Nash. It was in competition at Brooklands motor racing circuit when it crashed.

This car was powered by a vee-twin air-cooled engine of approximately 1100cc in capacity – a specially prepared racing model. Production cars were largely similar but less powerful.



Above, the crashed GN at Brooklands. Photo credit, The Fastlane.

The driver sustained some injuries, namely a broken collar bone.



Above, Archie Frazer Nash. Photo credit, frazernash-usa.

However, he went on to become one of the better known and more successful racing drivers, particularly of his own cars, GN and Fazer Nash.



# Melbourne Cup – Winners and Cars

By Warwick Landy

Thought you might like to see these?

Had a day out last week when the 2022 Melbourne Cup visited Rosedale along with the 1915 Melbourne Cup, won by Mrs. E. A. Widdis, who was Australia's first Lady owner of the winner, **Patrobas**.

I have some pictures coming from the grandson of the owner of the 1915 Melbourne Cup winner. Apparently as well as horse trainer, they were early Gippsland motoring pioneers.

They seemed to like French cars, and had two of the earliest cars known in the Rosedale district. I will send the pictures as soon as I have them.



*It was a wonderful opportunity to get pictures of my T with both Melbourne Cups.*



*We received great coverage of the event in 2 local papers and local TV.*



*I have received this last picture in advance, which is the daughter (Muriel) of the 1915 Melbourne Cup winning trainer pictured in a Buick, in the Haunted Hills Victoria, c1919.*



# Valē: John (Jack) Brittain

by Murray Murfett

12/7/1925 - 31/10/2022

A keen member of our Veteran Car Club for around 60 years, Jack attended most rallies in his white 1914 Fiat single-seater with his wife Joan, commencing with his first, the Bi-Centennial World Rally in 1988, with 1,200 other vintage and veteran vehicles. This was particularly special for Jack, as the restoration was completed just days before and only test-driven as far as the trailer, to head off for the start. However his Melbourne-Canberra rally was faultless, a testament to his mechanical knowledge, analytical mind and meticulous attention to detail. Jack was an 'old-school' mechanic, which came in very handy early on when he got the competitive hot-rodding bug. In later years Jack got into veteran, vintage and classic cars, describing this transformation as 'restoring, instead of wrecking!'

Jack owned several other vehicles of interest including a rare 1923 501-S Fiat, a 1958 Chevvy 'Biscayne', a Willys -Jeep and way ahead of his time, a battery powered 1930's Morris commercial van, which had served its time as a bread delivery van with Capitol Bakeries, located in South Yarra at cnr, Toorak Rd & Chapel Streets.

These vehicles have remained in the family, where his daughter Val will be able to enjoy them.

Jack was a founding member of both the Warrnambool Speedway Club and the Warrnambool & District Historical Vehicle Club and served in many capacities, including presidential roles. He was best known for his foresight, positive attitude and for being at the centre of any club working bees. He was very generous in sharing his mechanical knowledge particularly with restorers, and was a regular stall holder at the Bendigo & Ballarat Swap Meets.

Jack was never a passenger in life, and enthusiastically jumped into the drivers seat of the many organisations and hobbies that he was passionate about, right to the end of his 97 years.

His 'last drive' had a special touch, with his pair of original 6-number, black & white enamelled number plates attached back and front of the coffin, escorted to the cemetery by vintage and classic vehicles from the local Warrnambool club.



*A proud moment for Jack, sitting up in the 1909 Renault AM, personally delivered to Dame Nellie Melba by Louis Renault.*

# Norton's Maudslay

By Graeme Jarrett

There were some very large horsepower cars that came to Australia in the early days. I do find these big machines interesting; that might sound strange coming from someone who delights in minimal motoring.

Some time ago I discovered, in the NSW registration records (1915), the entry record of a 65-85hp Maudslay. The engine was six cylinder with a capacity of nine litres – 5 inch bore X 5 inch stroke. The valves were actuated by an overhead camshaft. Various horsepower figures have been issued in relation to this vehicle

It was owned by John Norton and carried registration number 38. He lived at Long Bay Road, Maroubra in a very large house called St Helena. The car at that time carried a large body; "...seats 8 and driver....". At the same time he was also the owner of a Vauxhall (25-35hp) and perhaps another (20hp).

I have, so far, been unable to unearth a photograph of the Maudslay while owned by Norton.



Above: John Norton's house St Helena, Maroubra, Sydney, NSW.

Norton was a man not to be reckoned with – a newspaper journalist and proprietor. He was someone of violent habits, alcoholism and a politician of indifferent success.

His obsession with the printing of (alleged) scandals, crime and corruption were notorious. John Norton was a scandal-monger and muck-raker of days gone by, and was the editor of Sydney newspaper The Truth. It was Sydney's premier scandal sheet in the first half of the twentieth century. It was published weekly from 1890 through to the 1950s.

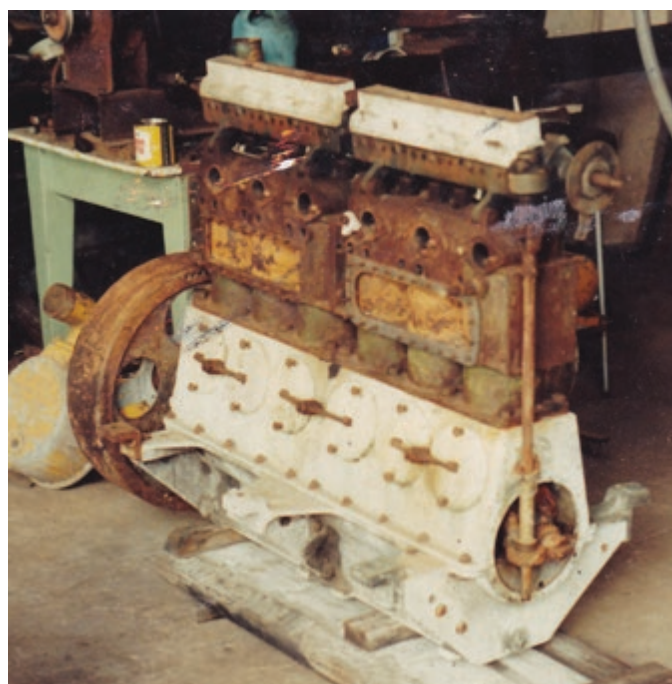
He was a bellicose character, and regularly resorted to physical violence. In September 1898, he was horse-whipped in Pitt Street by fellow parliamentarian, R D Meagher. In retaliation, Norton pulled a revolver and fired. Luckily for Meagher, he missed.

On 9th April, 1916 Norton (aged 58) died in Melbourne of kidney disease – as a result of his drinking excesses.



John Norton, rascal, punisher and owner of the very large Maudslay.

The car did not survive the ravages of time but the engine did! It is six cylinder bi-block engine that was eventually put into a boat. It was discovered in the 1990s on the banks of the Richmond River, near Ballina, NSW. It now has a second (third, really) life back in a motor car chassis.



Above: Photograph of the very large Maudslay engine, as found.



# MAUDSLAY FOR SALE.

**6 Cylinder Maudslay Touring Car, 90 - 120 H.P., owned by the late John Norton; Chain Drive; Seats 8 and Driver; Recently Overhauled and Painted. 6 Detachable Rims, Four New Tyres, about £50 worth Spares, Clock, Speedometer, Horn, Lamps, Generator Searchlight, Engine Pump, Jack, Tools, Spare Chain, Spare Set Sprocket Wheels; Go Anywhere on Top Gear; 4 Speeds and Reverse; Capable of Doing 70 Miles an Hour; New Hood and Wind-Screen.**

**APPLY SECRETARY, Estate of the Late JOHN NORTON, 112 King-street, Sydney.**

*Above: His car was offered for sale from his estate in July 1916 – four months after his death.*

The engine sold on the internet almost twenty years ago. A Melbourne enthusiast (Greg Smith of Brighton) bought it and installed it in a large chassis, using a chain drive transaxle and large hardware.

Eventually the vehicle found its way to England where its restoration and preparation for the road was completed. It is now running in events over there in the hands of its new owner.

The car is now referred to as Big Maude. It can be found variously on the internet and as YouTube video presentations.



*Above: Greg Smith of Brighton in the early stages of Maudslay recovery to the road.*



*Above: Big Maude ready for action*



*Big Maude's engine today - ready for action.*

#### ACCREDITATIONS:

Scratching Sydney's Surface – Exploring Hidden Sydney  
Australian Dictionary of Biography  
Repository: Phillips Glass Plate Negative Collection, Powerhouse Museum [www.powerhousemuseum.com/collection/database/collection=Phillips\\_Glass\\_Plate\\_Negative](http://www.powerhousemuseum.com/collection/database/collection=Phillips_Glass_Plate_Negative) Part Of: Powerhouse Museum Collection  
John Hughes.  
Terry Callaghan – History and Genealogy.  
Holderness Guide – NSW 1915.



# Motor Vehicle Registration – History In Victoria – Part 4

By Graeme Jarrett

## Early Number Plates And Records

Up until 1932, in Victoria, the owner of a registered motor vehicle was required to provide their own number plates – most often hand painted. Some commercial enterprises did provide plates of varying quality, particularly in the 1920s. Refer examples below.



Above: Hand painted Victorian number plates- current practise until 1932.



Above: These Victorian number plates were made commercially largely in the 1920s. They were made of aluminium – numbers riveted on.



Above: These Victorian number plates were made commercially largely in the 1920s. They were made of wood with an aluminium surround. The numbers were made of pressed tin and nailed on – with brad tacks.

I expect other manufacturers were engaged in making plates for Victorian vehicles.

Things were about to change.

From 1932 identifying numbers were issued by the Motor Registration Office of the Victoria Police and were identified with the “VIC” emblem and remained the property of that office.



Above: These Victorian number plates were made by the Motor Registration Office – introduced in 1932.

These ‘numbers only’ (in vitreous enamel) plates were run up to number 285-000 which ended in 1939 when Letter/Number plates were issued beginning with AA-000. These were machine stamped.

What records survive from the veteran era (and beyond) in Victoria?

1. In November 1911 the ACV (later RACV) produced a document described as the “Automobile Directory of Victoria – 1912”. This contained registration records of owners and the numbers issued to them – no vehicle details were included. The numbers span from No 1 to 6600. A copy of this document is in the VCCA Vic library.



# Hotchkiss Hubcap

By Murray Murfett

2. The Victoria Police Gazette No 2 1915 lists vehicles from No 1 up to No 18 395. I understand these records may be available from the SLV and or the Public Records Office.

3. The Victorian Automobile Chamber of Commerce (VACC) did produce a magazine on a monthly basis to members, beginning in the 1921 (approx). These contained the registrations records of owners, numbers and vehicle marques, including horsepower (largely). Many veteran vehicles can be found in this series, particularly in the early 1920s.

#### 4. Donation to the AOMC

In 1992, the Victorian Government donated all of the engine record cards (but not the owner cards) to the AOMC. This was no small endeavour, as the cards are stored in over 400 filing cabinets and archive boxes.

Since that time, AOMC volunteers have been maintaining the information, as well as making searches for particular vehicles easier by slowly transferring the information into a specially designed database.

In 2006, the AOMC obtained a listing of all vehicles registered in Victoria from about 1910 to 1920. These records contain the registration number, registration date, owner name and owner address for vehicles built from 1900 to 1920. These are known as the AOMC Veteran Records.

The AOMC also has access to similar information for registrations that continue from 1920 up to the 1930s (The External Vintage Records). This collection of vehicle registration details from 1910 to 1984 is referred to as the AOMC Engine Number Records.

The AOMC provides a service proving information to enthusiasts, for a fee. They have a website and general information to assist owners and historians etc.

<https://www.aomc.asn.au/engine-registration-records>

This series of articles has relied upon information drawn from the following sources: -

Wikipedia

Malcolm Grant

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

“THE AUSTRALIAN MOTORIST”.

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

TROVE – newspapers.

State Library of Victoria.

Victoria Police Gazette – No. 2, Tues 12th Jan. 1915.

Daryl Meek.

Association of Motoring Clubs (AOMC).

Road Traffic Authority (RTA).

A chance visit recently to an antique shop near Port Fairy resulted in the acquisition of a brass Hotchkiss hubcap, which was not only in extraordinarily good condition but was originally designed and manufactured to a very fine detail. As a salute to the company's principal manufacture of armaments, the design includes two crossed cannons, complete with a cannonball and associated flames.



According to well-known Hotchkiss enthusiast James Dunshea, the likelihood is that the hubcap originally came from one of the running chassis imported around 1913/14 by the Melbourne Fire Brigade, which were bodied in their own workshops as fire appliances (either as tankers or ladder carriers). Hotchkiss radiator badges also carry a similar design.

Hotchkiss et Cie were established in 1867 in France by an American gunsmith, Benjamin Berkley Hotchkiss, to build cannons and weapons, with much of their tools, skills and manufacturing equipment also being suitable for building motor cars. In their new factory at Saint-Denis, near Paris, their first model was a 4-cylinder car of 1903, followed by a six-cylinder model in 1906. The majority of Hotchkiss cars in Australia were imported by the Melbourne Fire Brigade in the period 1910-1914, with some fine restored examples on display in the Fire Services Museum, corner Gisborne St & Victoria Pde, East Melbourne (along with the restored 1911 Pierce Arrow Fire Engine, previously owned by Dame Nellie Melba).

Footnote: The 2015 AVCCA Register lists 9 veteran Hotchkiss cars surviving in Australia.

# Otten Motorcycle

By Hein Otten

Greg, I wish to belatedly thank you for the wonderful organization of the RACV pre-1905 Pioneers rally that Veronica and I were privileged to again be part of this year. We were so excited to be able to start our 1901 motorbike last year and then seeing all the other participants made us even more enthusiastic to try and get our motorbike on the road and registered.

A long search for parts then took place. Some parts were able to be 3D printed, but a visit to a family member in the Netherlands was required to obtain the final missing parts for the brake system. Assembly then took place on our farm. Testing was scary on the gravel road, but everything worked. Thank you for your help with the final check and then it was off to VicRoads. There was a lot of discussion at this point as the Otten name wasn't on the system, so we will request that a change to be made to add the Otten's motor to the register (these rare vehicles will always present a problem at VicRoads). Then for the second time in 106 years (following the previous weekend of test riding) it was a nervous start up and take off and around the first corner where, about 500 metres down the road, the first breakdown occurred.



Above: Hein Otten's family built motorbike at the RACV Pre-'05 Rally at Ballarat

A little bit of fiddling and adjustment and then off again. The bike was too fast for the local traffic, and I had to keep on using the decompressor to slow it down. Finally, a straight road ahead and I let her go. The bike was so fast that I started overtaking the normal modern cars. I was very nervous as the tyres are only 1½ inches wide and the road is not the best. I also had to keep avoiding the potholes whilst travelling at speeds much faster than the 60km/h limit.

The smile on my face was enormous. What a joy, and how great it is, to fulfil a lifelong dream to ride a motorbike that my grandfather, his brother, and my father designed and built from scratch. I cannot believe the speed it was going, but eventually the bike started to splutter, and I ended up on the side of the road. It won't start and it feels like the fuel was blocked. In the backup vehicle Veronica was smiling and tells me, with great pride, that we were going way over 70km/h. She can't believe it either!

At our lunch stop I started taking the bike apart and soon discovered that the fuel line was totally blocked with "gunk". Luckily, there are always some helpful friends around, and Glenn and I managed to unblock the lines and we are back in business.

After lunch, on the ride back to Ballarat, we make it back ¾ of the way, before the same problem strikes again. The legs are pretty tired from all the peddling, so I decide to pack it up for the day. A great day shared with so many fellow enthusiasts.



Above: Otten's garage

That evening we attended a great dinner at the golf club with everyone else where lots of stories are being told. That night I slept like a log. In the morning got up to do some more research on the bike and through my cousin, Joost Otten, discovered several articles in some Dutch papers from 1902 and 1903 when the Otten Brothers were racing this actual bike. It transpires that they were winning most races against Minervas, Peugeots and other motorbikes. What a joy this has given me. My Otten motorcycle was used for racing purposes.

Thank you to all who have helped to make this dream come true, especially to Greg Smith for his enthusiasm and help in making this possible.

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# Vinot Et Deguingand Motor Cars - Part Two

By Murray Murfett & Bob Lamond

## Camperdown, Western District



In the last issue of Brass Notes we touched on the history of Vinot & Deguingands and in particular, one that was located in Victoria's Western District, in Port Fairy. In recent months, another has come to light, having been owned in nearby Camperdown.



Above the Camperdown Vinot et Deguingand outside the family home in Harrison Street. (Accreditation, Peter family)

Recently an old schoolmate sent me some family photos of cars that had been owned by his Great Uncle who had lived in Camperdown, Victoria. They came to him in a shoebox, as negatives, and he discovered a clever way to convert them into positive images, using a computer App.



Another view of the same car outside the family home in Camperdown. (Accreditation, Peter family)

Several of the vehicles owned by his relative were from the vintage years (Amilcar and Chevrolet) but one vehicle was identified as a veteran Vinot et Deguingand. Little is known of this vehicle apart from the images, which were of very good quality.



The owner and driver was John Peter, while in another photo, his daughter Jinnie Peter was in the driver's seat. (Accreditation, Peter family)

The photos were taken in front of their house in Harrison Street Camperdown, which is still standing.

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**Vinot Cars from £310**

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---

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103-105 Exhibition St., Melbourne.  
Telephone—7766.

In Melbourne the agents in 1913 for Vinot et Deguingand were Sandford-Leitch Motors Pty Ltd.



He also rode an early motorcycle, a BSA.

Today, nothing is known of either of the vehicles.

# 'A Real Christmas Tale' – Rue Lepic Montmartre 1898

By Rodney Anderson

Louis Renault going up and down one of the steepest and highest hills in Paris on 24 December 1898 in an automobile is one of the best-known Renault stories, being mentioned in nearly every reference to the marque.

Over time there have been many re-tellings of the story. Excerpts from some of those follow.

'The adventure began on December 24, when Louis Renault climbed rue Lepic in Paris, at the wheel of his "Voiturette". [Renault Regie Nationale]

'Louis demonstrated this car to some friends on Christmas Eve 1898, and although he may not have intended at that time to become a manufacturer, he soon received requests from friends to build replicas...'  
[The Beaulieu Encyclopaedia of the Automobile Volume 3 Motorcars 1885 – 1968 – G N Georgano p. 1312]

'... on Christmas Eve 1898, Renault drove up the steep rue Lepic, Montmartre in Paris with his voiturette, equipped with a revolutionary direct-drive transmission which was quite a feat for its time. That same evening, he took 12 firm orders for the vehicle.' [Grand Prix History.org Renault Freres]

'... On 24 December 1898, he won a bet with his friends that his invention with an innovative crankshaft could beat a car with a bicycle-like chain drive up the slope of Rue Lepic in Montmartre. As well as winning the bet, Renault received 13 definite orders for the vehicle.' [Wikipedia]

'... à la fin de l'automne 1898, et il fait ses débuts "en public" le soir du réveillon de Noël. Venu avec son véhicule retrouver une douzaine d'amis, Louis le fait essayer à ceux-ci au cours de la soirée ...' [Toutes les Renault par Rene Bellu Des Origines aux années 80 1977 p.10]

Turning to the surrounding facts, Rue Lepic starts at Boulevard Clichy, just round the corner from the Moulin Rouge, and leads up to the highest part of Montmartre – one of the most famous areas in Paris.

At the top adjacent to Place du Tertre there is a small plaque mounted high on a wall commemorating the occasion that led to the creation of the Renault Empire and the birth of the French automobile industry.

In the preceding months, Louis was constructing a car to test his idea of an 'arbre différentiel' – a shaft – from the motor to drive the wheels - the système Louis Renault. [1 - Louis at his bench]

In this period, drive from the motor to the wheels was commonly obtained by chain or belt. For example, the drive from the Daimler motor to the rear wheels on the Model No. 1 Peugeot is by chain, whereas the drive from the Benz motor to the rear wheels in some models is by belt with fast and loose pulleys on a cross countershaft with the potential for the belt control to turn over its pivot swapping the gears !

Working non-stop in his workshop [2 - The workshop] for almost three months, Louis went around the test car one more time that Christmas Eve, checking the pressure in the recently fitted Michelin pneus before knocking off, scrubbing up and getting ready to go out on the town with his mate, Paul. [3 - Louis on the way out]

'... et là 24 décembre 1898, Louis Renault alla réveillonner avec son frère Marcel dans un bar de la rue du Helder, où il rencontra son camarade Hugué'

'Louis invited a few friends round to see how it would tackle the steep Rue Lepic in the Montmartre district of Paris.' [Renault Regie Nationale]



1. Louis at his bench



2.. The workshop



The reputed context is the boys getting together that Christmas Eve with the attendant merriment, food and drink and generally having a good time in an establishment in Rue du Helder. [4 - *Le repas est excellent les vins sont fins la conversation animée*]

'... an evening of festivity Louis Renault celebrated together with a dozen other people at a cabaret in the Rue du Helder. Louis Renault came in his voiturette'. [5. Outside the Restaurant]

It did not take long for the car to become the centre of attention which in turn led to Louis being asked to take one of them for a ride. And before he knew it everyone was lining up wanting to celebrate Christmas Eve with a ride up Rue Lepic in the Louis Renault car.

'... Let's celebrate in a Louis Renault car'. ... 'Alors cette pétrolette Renault.'

One by one they sat up on the car and one by one '... the little car climbed the gradient up to Montmartre ...' with most placing orders for a replica of the Louis Renault.

There are various accounts of who was present that Christmas Eve:

Messrs Grus, Cabarrus, Duc, Hugué, Jean Perrier, Madame de Guerne, and Tomagno and un notaire Me Vian are all mentioned along the way. A Maître Viot is mentioned in one of the stories as being a friend of his father who is also said to have been Louis' first customer.



3. Louis Renault on the way out

'... Maître Viot, a friend of his father asked if he could take a ride. Louis Renault seated him in the seat beside him and drove in the direction of the Butte Montmartre. His voiturette climbed the Rue Lepic, completely dumbfounding passers-by and on returning to the restaurant, Maître Viot took out 40 louis and placed them on the table. Here was Louis' first customer.' [6 - Louis & Maître Viot]

There is another storyteller that writes an old friend of his father bought Louis' little car.

The story of this car, designed and produced in just three months, reads like a real Christmas tale'. [Renault Regie Nationale]

A wonderful story set in Montmartre Christmas Eve 1898 that was expanded in 1955 by St Loup in Renault de Billancourt and occasionally regurgitated.

Whatever happened that Christmas Eve in 1898 the fact is that the Louis Renault '... became the foundation stone for a huge industrial empire...' [Renault Regie Nationale] – an empire that is described by Charles de Gaulle in his mémoires as the first and finest factory in France.



4. *Les repas est excellent les vins sont fins la conversation animée*



5. Outside the Restaurant in Rue du Helder

6. Louis & Maître Viot

# Private Classifieds

## WANTED

Contact for someone to reline the clutches on my 1904 De Dion please?

**CONTACT: Ken Russell**

**T: 0432 273 930**

**E: magicmansion@bigpond.com**

## WANTED

Single axle 8 x 5 or similar size small light trailer to transport my small and light single cylinder car. I do not mind if it needs some work eg paint, tyres or lights. But I am not after a something that is rusted out.

**CONTACT: Stephen Dynes**

**T: 03 97301713**

**E: yarralynne@bigpond.com**

## AVAILABLE

The attached photos of a seat/body frame which came off a Sizaire Naudin.



It is available to members who may find it useful for a suitable small veteran car restoration project.

**Andrew McDougall**

**Phone: 0427 220 249**

## FOR SALE

Tandem Car Trailer

Solid smaller car carrier. Dimensions of load area, Tracks are 3100mm long and take to 1500mm width. ATM is 2000 kg. Includes ramps, override brakes, LED lights and 3 speed webbing winch. Hydraulic jack tilting A frame. Inspect at Moorabbin. \$4400

**CONTACT: John Shiells**

**M: 0403 228 559**

**E: jshiells@gmail.com**



## FOR SALE

TWEENIE Cyclecar – unique, only one of three worldwide survivors. This unique machine has been campaigned over many years – so much fun on four wheels. It is powered by a Vee-twin water-cooled JAP engine of 8hp – friction drive transmission, chain final drive. A masterpiece of simplicity!



The brave and adventurous are invited and encouraged to apply.

**CONTACT: Graham Fossey**

**Phone: 0407 866 609**

**Email:**

## FOR SALE

Item A - Set of five (5) Sankey Wheels to suit 19 inch tyres.

Item B – A SCA portable tyre changer.



**CONTACT: Brian Scudds**

**Mobile: 0418 303 100**



**FOR SALE**

1916 Studebaker, model 'SF' Roadster (Ex-Russell Mee car).



This car is an older restoration and still presents well. Tyres are 5 years old and like new.



There is also a refurbished engine and a complete transaxle (for rebuilding) Located in Altona Meadows Vic.

**\$40,000. Ono.**

**CONTACT: Dave Pink**  
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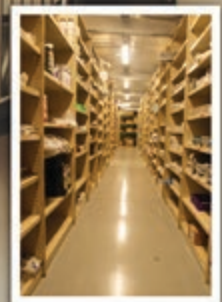
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# Natter Night Meeting Minutes

## NATTER NIGHT MINUTES

VCCA (Victoria) at the Clubrooms & Online Zoom Meeting

On Tuesday, 8 November 2022 @ 8.00pm

### 1. Opening

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

### 2. Attendance

There were 35 members present & 17 members online tonight.

### 3. Apologies:

Jennifer Atherton

Margaret Lethborg

Fiona Lane

Stan Bone

### 4. New Members

Nil

### 5. Treasurer's Report

Our Treasurer, Claudia was unable to attend this months meeting, in her absence Ben announced our Term Deposit has been rolled for another 12 month period, accounts being finalised following the Annual Rally. Further details next month.

### 6. Events

#### Past Events

National Veteran Vehicle Rally Busselton 23-28/10/22  
Greg Smith reported 60 vehicles and a very good event.

RACV Veteran Car Club Annual Rally -Warragal 4-6/11  
Darren Savory mentioned the hardy drivers who drove to Warragul and back in their Veterans. The Caffyns, Dave Nicholls, Bob Ballinger and himself. An excellent weekend with great weather, thanks to Scott and Craig for organising.

#### Future Events

Bendigo Swap 12-13/11/22 cancelled.

National Veteran Highwheeler Rally 21-25/11. Greg Smith said 18 vehicles entered.

RACV Cobram 1 & 2. Book accommodation is the advice.

Geelong Revival Nov 25-27. 10 veteran cars going.

VSCC Two wheel brake run 11/12/22

### 7. Raffle

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

### 8. Library & Archive Report

Nil.

### 9. Wanted, for Sale or Swap

A 1916 Studebaker Roadster will go in Brass Notes shortly. Ex Russell Mee car.

A veteran Le Zebre for sale in NSW.

A veteran Stellite for sale soon.

### 10. Items of General Business

Supper volunteers are required for next year. Please see Kath Wright.

The Events Committee will meet shortly for 2023/24 planning.

2023 Ballarat Swap has been cancelled.

Daryl Meek is keen to organize a Bay to Birdwood convey for next year to SA.

David Provan spoke on his first experience in the Curved Dash Oldsmobile on the Annual Rally.

**11. Guest speaker** – Amelia Formby, a Shorebird Flying Adventure, a Zoologist, pilot & adventurer. As Milly is currently traveling for work, a short presentation as given, and a full presentation will be given next year when she returns from her trip.

### 12. Closure 8.56pm.

**13. Next Meeting: 6.30 pm on Tuesday, 13 December 2022 for our Dinner & Awards night.**



John Kennetts Hupmobile at Jindivick



Formby Model T at the morning briefing of the Annual Rally





**FIVA**

**We Protect  
We Preserve  
We Promote**

Position paper:

## **Electrification of Historical Vehicles**

November 2021

### **Background**

An increasing number of individuals and companies ranging from specialist shops to large vehicle manufacturers are offering electrified vehicles for sale using historical vehicles as donors and exchanging the whole drivetrain into an electric unit with batteries to fuel the unit. This way it is possible to keep the classic appearance of the vehicle while meeting modern environmental expectations and standards. It may also incidentally increase the power available for the owner. Some of the manufacturers have even managed to get an approval for keeping the original Vehicle Identification Number (VIN) of the donor vehicle despite more or less changing the whole chassis.

### **Impact on the historic vehicle movement**

Conversion of historical vehicles from their original internal combustion engines to electric power does not comply with the FIVA definition of a historic vehicle, cannot be carried out in accordance with the Charter of Turin, and does not truly achieve the goal of preserving historical vehicles. Vehicles so converted cease to be historic vehicles, except for “in period” changes.

### **FIVA’s Position**

According to FIVA, a historic vehicle is “a mechanically propelled road vehicle”:

- which is at least 30 years old,
- which is preserved and maintained in a historically correct condition,
- which is not used as a means of daily transport
- and which is, therefore, a part of our technical and cultural heritage

FIVA’s three main goals and objectives include:

- **Protecting** historic vehicles by ensuring that the development of national and international legislation does not create an adverse impact on owners of historic vehicles and the use of these vehicles on public roads without inappropriate restrictions
- **Preserving** historic vehicles, related artifacts and records, including research and cataloguing to ensure their continued enjoyment
- **Promoting** historic vehicle culture, including international events, forums, and seminars.

FIVA does understand the motivation of some owners to electrify their vehicles and acknowledges that, subject to legislation and regulation, all modifications are a matter of personal choice.

However, given the above, FIVA cannot promote to owners or to regulators, use of modern EV components (motors and batteries) to replace a historic vehicle powertrain.

If any owner, motor engineer or manufacturer wishes to make such conversions to historic vehicles, FIVA would recommend that any vehicle changes are reversible with all the original components marked and stored safely. So that the vehicle may in future, if desired, be returned to its original state and again become a historic vehicle.

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**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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**DATING**  
Andrew McDougall

**LIBRARIAN AND ARCHIVIST**  
Daryl Meek  
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## 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

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

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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 website, 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.



# RACV Veteran Car Club Annual Rally



*Ian Bergs 1910 Cadillac*



*Smallman Stanley full of steam!*



*Lineup of the cars at lunch at the Loch Bowls Club*



*The crowd gathered for the morning briefing in Warragul*



# RACV Veteran Car Club Annual Rally



*Orderly lineup at Jindi Cafe for lunch*



*McDougall Model T*



*A colourful line up of Model T's at the Annual Rally*



*Mick Turner in the Twombly, ready to take on the Hupmobile*



*Itala, Buick, Triumph M/C and GWK*