

May 2023



Brass Notes

www.veterancarclub.org.au

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



Dementia Prodest

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

Patron: Mr Geoff Cosgriff,
President and Chairman, RACV

CONTENTS

President's Message.....	4
Editorial.....	5
Special General Meeting.....	5
T.A.C Ladies Hill Climb held February 1915.....	6
Front Cover.....	9
April Front Cover.....	9
The GWK Girls.....	10
Tasmanian Motorcycle Rider.....	11
Thomas Motor Follow Up.....	12
Flashback Response.....	13
Flashback from March Response.....	14
Cyclecar Corner – Agents In Victoria.....	16
Douglas Motorcycle National Gathering.....	17
A Montage Of Photos Of Ladies In The Veteran Era.....	18
T Ford Time – NSW Cars Of 1913.....	19
The First 6-Cylinder Rolls-Royce To Come To Australia.....	20
What Is It Response.....	21
Comings, Goings and Restorations.....	22
Findings Feedback and Follow-Up.....	24
Hot Cross Bun Run.....	26
The Aussie B40 Rally.....	27
Miss P A Cole.....	28
Natter Night Meeting Minutes.....	29
Private Classifieds.....	30
Events.....	33
Ladies In Action at Cobram 1&2 Cylinder Rally.....	35



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

MEMBERSHIP

WELCOME TO NEW MEMBERS

The club wishes to welcome the following new member:

- Frank Selley of High Wycombe WA.

Flashback

By Greg Smith



Our Flashback photograph was taken on an Australia Day Celebrations in the Treasury Gardens sometime in the late 70s. It's an International Highwheeler that we don't see nowadays.

Can anyone help out with the year of the highwheeler or any other details such as who owned the vehicle when the photograph was taken, who were the subsequent or current owners, and where is it now?

If anyone can supply any relevant information about this buggy, please respond to the editor.

Last month we supplied a photograph of the 1913 Aquila-Italiana that, at the time, was owned by Frank and Jean Shields. Thanks to Graeme Anderson for supplying the photo. Unfortunately we didn't get a single response. Sorry Graeme, as I know you wanted to know further information on this vehicle. I have provided what little I know of the car, and what I could find through our History Book, Dementia Prodest. (See page 13 for that report). If anyone can help out with details of this car please write in as it is never too late to provide our readers with information.

On a more positive note, the month prior we featured a FIAT. Last month Alan Meredith supplied a very informative history of the car and in particular the New Zealand history after it was exported over the ditch. We also have had additional information supplied by Russell Beach which makes for fascinating reading. Read all about this on page 14.



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

Coming Events

9 May 2023	Natter Night - 8pm Clubrooms and Zoom
19 - 21 May 2023	Pre WWII Motoring Weekend, Bendigo Information and online entries: https://veterancarclub.org.au/?page_id=6771
27 - 28 May 2023	Historic Winton Races https://www.historicwinton.org/
13 June 2023	Natter Night - 8pm Clubrooms and Zoom EXTRAORDINARY GENERAL MEETING

Major Events

14 - 16 July 2023	RACV Midwinter Rally, Creswick Rally Directors: TBC
8 - 10 September 2023	Pre-1905 Pioneers Run - Forbes, NSW Rally Directors: Chris & Russell Holden
17 - 19 November 2023	RACV Veteran Car Club Annual Rally
14 - 17 March 2024	RACV 1 & 2 Cylinder Rally - Echuca Rally Directors: Adam Auditori & David Provan

National Events

2 - 8 October 2023	2023 National Veteran Vehicle Tour - Griffith NSW Contact: Roger Gottlob 0493 266 643 or https://griffith2023.vvccaact.org.au
22 - 28 October 2023	High Wheeler Rally - Gunnedah NSW Rally Director Rob Duffy 0401136182
17 - 23 March 2024	2024 National Veteran 1&2 Cylinder Tour - Albany WA Contact: Deidre and Harry Pyle 0407999290 or https://veterancarclubofwesternaustralia.wildapricot.org/2024-National-1-&-2-Cylinder-Rally

Factory 10

Veteran Restorations

Timber bodies, panel fabrication
Seat Upholstery & Hoods
Spray Painting
Light Engineering

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

Brown's

Whitemetal & Mechanical
Service

Andrew Brown
0466 061 002



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

Front Cover:

c1903 De Dion Bouton model R pictured with five gorgeous ladies aboard. Their outfits are something to behold. Refer to page 9 for the full article.

President's Message

By Ben Alcock

We had a jam-packed April Natter Night that was full of member news and coming and goings, as you'll see in a few pages time. It was great to have a lot to talk about as these evenings really are about our members catching up and socialising without our cars. The rest of this year is booked up with guest speakers so they will only get better! At this meeting I announced that I would not be standing for the position of President at this year's AGM in October.

This means we are on the lookout for a Club President. As we have a vacancy on committee at the moment, it would be great to get the incoming person to join committee for the next few months to learn the ropes and understand how it all works. I would really encourage anyone that has thought about doing it to seriously consider it. It's a very rewarding role and if it wasn't for my work getting in the way I would love to continue leading this great Club.

While the weather wasn't fantastic, the atmosphere and participation at this year's Good Friday Hot Cross Bun Run was excellent. CHACA organised a great day and were able to make a \$1,000 donation to the Royal Children's Hospital, another great effort.

Hopefully you have all entered the Pre-WWII Motoring Weekend Rally. It is going to be a great weekend of rallying and socialising with other Pre-WWII motoring enthusiasts. We will have an interesting range of cars from the era so let's get the Veteran (cars) out and support this event. We are stronger in numbers so combining with other likeminded clubs for this event to showcase our hobby and early motoring history and preservation will be a great step forward. I hope to see as many of you as possible at this rally.

Stay safe and well,

*Ben Alcock,
President – VCCA (Vic)*

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

Editorial

By Greg Smith

Dear Greg

I am writing in response to the mention in the April newsletter referring to the number of women riders and drivers on the recent 1&2 Cylinder rally. It has reminded me of the women who have contributed to the VCCA (Vic) as President, committee members, event organisers, drivers and participants over the years. As a hobby that traditionally has been seen as a male interest (I think that this is safe to say), it is wonderful to be part of a club that is not governed by this tradition and includes and embraces all. Congratulations to the creators and organisers of the Florence Thompson Tour that connects directly the women motorists of history with those of today and provides specific recognition for women drivers. It has me thinking that the future of this club and our hobby rests not with attracting more young people, but also rests with attracting more women and young women. I welcome the possibility of more events that provide easy access, opportunity, support and recognition for women and young women in belonging in all facets of the VCCA (Vic).

Regards

Mick Turner

I have high jacked this letter to the editor, as I too was thinking similar things to Mick and was going to express them in my editorial. The 1&2 cylinder rally was memorable for several reasons for me. The first thing was the amount of first time out vehicles we had on this rally. I think from memory it was nine as entered, but reduced to 8 when Elaine Roberts withdrew. This is an encouraging and promising trend that goes well

for the future, in particular the 1&2 cylinder vehicle component of our Club. It included new restorations as well as vehicles passing to new owners. The second thing I noticed was the amount of younger people involved in the rally. When I looked around there were the traditional older members, but there also seemed to be many more younger participants. This again is so encouraging and it gives me great hope that the movement will continue to flourish well into the future. Thirdly, the overwhelming amount of women that were riding or driving the Veteran vehicles was at an unprecedented number. This was possibly the most pleasing aspect of a terrifically run rally.

We are an all-inclusive club and we owe so much of our success as a club to the many women who have contributed so much, whether as participating on the executive, committee members, organisers, helpers or as valued members adding to the overall social aspect that make our organisation so special. I am so glad that now many more are getting behind the wheel or on the saddle and operating these wonderful Veteran vehicles, as that experience gives you even more of an appreciation of our hobby. Let's hope what we experienced at Cobram is just the start of more and more women driving and riding.

While we have this wave of excitement of the women participating in the Veteran movement I am "getting on the band wagon" and this issue of Brass Notes will have a bit of a theme of women in the Veteran era. I sincerely hope that all will enjoy this issue with a bit of a female flavour.

Special General Meeting

Our May Natter was previously advertised as a Special General Meeting to discuss membership fee rises.

This Special General Meeting has been postponed until the June Natter Night to allow for fair notice to be given to all members.

NOTICE OF SPECIAL GENERAL MEETING

All members are advised that the June Natter Night will be held as a Special General Meeting of the Club. The meeting will be held on Tuesday June 13th at 8:00pm both in person at the clubrooms and online (link to be sent the day prior to the meeting). If you are unable to attend in person or via the zoom meeting and would like a proxy form, please contact the Secretary (personally, by phone or email), and a proxy form will be sent to you.

The Business of the meeting is to consider the recommended membership subscription rate increases for the 2023-2024 membership year.

- Special Resolution No.1: To consider and, if deemed appropriate, approve an increase in the subscription rate of Membership (Hard Copy Brass Notes) from \$85 to \$90 per annum.
- Special Resolution No.2: To consider and, if deemed appropriate, approve an increase in the membership Joining Fee from \$20 to \$25

These fee increases have been recommended by the Committee as appropriate due to ongoing increases in printing and postage costs and the current fees have been in place for 5 years. All other subscription rates are unchanged.

Please note that due to the postponement of this meeting, Membership Renewal Notices will not be emailed/posted until June 15th. Please wait till you receive your Renewal Notice before paying your subs.

For any queries, please contact:
Darren Savory, Hon. Secretary, VCA (Vic)
0438 873 053 or secretary@veterancarclub.org.au

T.A.C Ladies Hill Climb held February 1915

By Frances McDougall

On a recent trip to Tasmania we visited the Veteran Car Club of Tasmania clubrooms at Launceston. It was here I noticed some photographs I had not seen before, and our ever obliging Frances McDougall agreed to photograph the images. The images were of the Tasmanian Automobile Club's (T.A.C.) first ever Hill Climb event for Ladies. This event was held on the 27th February 1915 although the photos in the clubrooms stated wrongly it was 1914. Being a Brass Notes edition with a bit of a ladies theme I thought it apt that we featured this event. Again I must sincerely thank Frances for then going through the Trove articles of Launceston Newspapers to then extract all the relevant articles. Here is what she found and supplied to us, as well as the photos. - ed

LAUNCESTON: DAILY TELEGRAPH: MOTOR NOTES, Saturday 9 January, 1915. Page 4

LADY DRIVERS HILL CLIMB

February 27 is an afternoon set down for a ladies' day. A hill climb, cars to be driven by ladies. This is the first time a driving competition for the gentlest sex has been inserted on the T.A.C. schedule. Members may nominate their lady drivers. One cannot help but noticing the efficient manner in which some of our Launceston ladies handle their cars, and that they will rather revel in the fascination of a legitimate speed run. This event will no doubt prove a great success. The winner is to receive a gold medal. The committee is to be congratulated on this move and no doubt members of the T.A.C. will see some really good times put up, with the members of the fair sex at the wheel and their foot hard down on the accelerator.

LAUNCESTON: THE EXAMINER: MOTORING, Saturday 16 January, 1915. Page 4

It will be noted that an event for ladies has been included in the new T.A.C. programme and is set down for February 27. This is the first time the T.A.C. has catered for ladies and if the competition is at all encouraging similar events are sure to be held.

A large number of very capable lady pilots may be noticed driving around the city, while a lady motor cyclist (and a dashing one at that) is to be seen in our midst practically every day. The winner of the event will receive a gold medal.

LAUNCESTON: DAILY TELEGRAPH: MOTOR NOTES, Saturday 20 February, 1915. Page 4

TASMANIAN AUTOMOBILE CLUB SCHEDULE OF EVENTS

Next Saturday is a hill climb for lady drivers. This is a new venture for the T.A.C., and by the general talk amongst car owners should be a great success. There are two gold medals donated, one to the winner on formula, and the other to the lady driver making the fastest time. Rumour hath it that three energetic young motorists have been practising with their lady drivers

during the shadows of the evenings. No doubt the good work will show some beneficial results. At any rate the writer hopes to see a good muster of lady drivers along at the competitions to illustrate that the fair sex in Launceston are quite as good as their sisters in other States at the wheel and the accelerator.

LAUNCESTON: THE EXAMINER: MOTORING, Monday 1 March, 1915. Page 3

TASMANIAN AUTOMOBILE CLUB. LADIES' HILL CLIMB

The various fixtures of the T.A.C. to date have been characterised by great interest, and the scheduled events have been without exception attracted gratifying entries. Despite the success of the previous competitions, the ladies' hill climb on Saturday afternoon was one of the most well attended meetings yet held. Upwards of a dozen cars competed, and their fair drivers one and all recorded some remarkably creditable performances. In addition, there were quite a large number of onlookers, who watched the proceedings during the afternoon, with evident keenness and enthusiasm. The competition was held at Station Hill (on the East Tamar-road) some six miles on the town side of Dilston. This constitutes the first event yet undertaken by the ladies, and in view of the marked proficiency of some of the participants, the club could not go far wrong in including others of the same character in future schedules. The results, which are yet to be determined, will be published in tomorrow's Examiner.

LAUNCESTON: THE EXAMINER: MOTORING, Tuesday 2 March, 1915. Page 2

TASMANIAN AUTOMOBILE CLUB LADIES' HILL CLIMB

The results of the Ladies' Hill Climb, which took place at Station Hill (about five miles down the East Tamar-road) on Saturday, were made available yesterday. The competition, which proved successful in every way, was won by Miss Dorice Rolph, while Miss Milsom gained the fastest time, both ladies acquitting themselves very creditably. A flying start of 200 yards was allowed, as well as two runs, the best time being taken. The officials were: -Timekeepers, Messrs. F. Williams, F. Deas-Thompson; starting steward, Mr H. Cole; assistant steward, Mr F. Robertson; and marshals, Messrs. J. Wadell and W. Gellie. The committee desire to thank Messrs. Heathorn Ltd., for generously placing a car at their disposal to convey timing gear, etc., on to the course, and also Mr Robinson (manager) for supervising the installation of telephones.

The results were as under: -

W. R. Rolph's Napier 17.36 HP (driver Miss Dorice Rolph) weight 4424lb. Time, 53sec.; m.p.h. 25.6, 1st

F.A. Beaumont's Singer, 16.92 HP (driver Miss Beaumont), weight 3892lb. Time, 49 4-5sec.; m.p.h. 27.4. 2nd

Chas. Davis' Humber, 10.31 HP (driver Miss Winnie Gunn), weight, 2329lb. Time, 49sec.; m.p.h. 27.6. 3rd
 Miss Winnie Gunn's Austin, 10.44 HP (driver, owner), weight, 2576lb, Time, 54 4-5sec.;m.p.h., 24.5. 4th
 Miss Thirkell's Austin 10.44 HP (driver, owner), weight, 2492lb. Time, 54sec.; m.p.h., 25. 5th
 G. Cragg's Daimler, 21.41 HP (driver, Miss Phyl Cragg), weight 4326lb. Time, 46 4-5sec.; m.p.h. 28.8. 6th
 G. Cragg's Daimler, 21.41 HP (driver Miss Cragg), weight 4326lb. Time, 46 4-5sec.; m.p.h. 28.4. 7th
 C. Gunn's Daimler, 21.41 HP (driver Miss Milsom), weight 3752lb. Time, 42 3-5sec.; m.p.h. 31.6. 8th
 Fred Gunn's Daimler, 21.41 HP (driver Miss Winnie Gunn), weight 3752lb. Time, 43 1-5; m.p.h. 31.2. 9th
 W. von Bibra's Sunbeam, 19.51 HP (driver Mrs von Bibra), weight 3388lb. Time, 41sec.; m.p.h. 32.6. 10th
 G. Saul's Ford, 18.72 HP (driver Miss Milsom), weight 2072lb. Time, 37 2-5sec.; m.p.h. 37. 11th
 W.C. White's Empire, 21.7 HP (driver Miss White), weight 2968lb. Time, 55 1-5sec.; m.p.h. 24.4. 12th

LAUNCESTON: DAILY TELEGRAPH: MOTORING, Tuesday 2 March, 1915. Page 8

HILL CLIMB FOR LADY DRIVERS

Winner: Miss Doris Rolph. Fastest time: Miss Milsom. The most successful event up to the present on the schedule for contests arranged by the T.A.C. was held on Station Hill on Saturday last. This was a hill climb for lady drivers. The muster of competitors and the enthusiasm shown by the fair sex, who, indeed, proved themselves quite expert at the wheel, should encourage the T.A.C. to have on future programmes event for their lady members. A flying start of a couple of hundred yards was allowed. Although some of the drivers thought they would like a little more it proved quite enough to give the cars good way before they came to the measured area. The first car to face the starter was Mr F. Gunn's, 20 h.p. Daimler with Miss Winne Gunn at the wheel. This car seemed to get off the mark well, and took the hill gracefully. Then followed President Geo. Cragg's Daimler, with Miss Cragg at the wheel, who put up a run, of 28.4 m.p.h. Then the Sunbeam's turn came, with Mrs. von Bibra as pilot. This car was the general favourite for speed. Expectations were not realised, although the miles per hour 32.6 proved that the wheel was in capable hands.

Miss Winnie Gunn then followed in her little 10 h.p. Austin. For a small car this put up a good performance, and ran into fourth place. The Empire was next to face the starter, with Miss White in charge, followed by Miss Thirkell's Austin, which negotiated the turn and took the hill in a real businesslike manner. Then came Mr Saul's Ford, with Miss Milsom in the driving seat. The car got away in good style and to note the driver changed from first gear to top and to see the car pick up so quickly one knew that a good time was going to be put up.

To the Ford driver belongs the honour of the day – fastest time, 37 miles per hour – this being done with a light car, and enthusiasts know that a deal of care is required to hold the road at this speed. This lady also took charge of Mr C. Gunn's Daimler, and piloted the car over the course at 31 miles per hour. Miss Winnie Gunn also took the wheel of Mr Davis's Humber, and ran into third place. Mr W. R. Rolph's Napier came to the starting line with Miss Doris in the seat usually occupied by G.B.R. Evidently this young lady has paid attention to her instructor's lessons, for the honour of winning the competition belongs to her. Then Mr Beaumont's Singer came along in the capable hands of Miss Beaumont, who put up an exceedingly good performance, and ran in second place. The last to face the starter was Mr Cragg's Daimler, with little Miss Phyl (Susie) at the wheel. To see this youngster, change the gear lever into second and lean over to try and take the brake off, and then grip the steering wheel firm (not being high enough she had to look through the wheel) was something of a surprise. The turn was quite cleverly negotiated, and the hill taken in good style. The club had their electric timing gear laid down, and everything went off smoothly, and in good order.

Of note Greg, Sue Cragg continued to take part in hill climbs and Andrew knew her, as she stored the 12/50 Alvis for many years in her garage.



Miss Milsom, Ford T



Miss Milsom, Daimler



Miss Gunn, Austin



Miss Sue Cragg, Daimler (Note her size: this was the 9-year-old daughter of the president driving the very big daimler - like a veteran).



Mrs. Von Bibra, Sunbeam

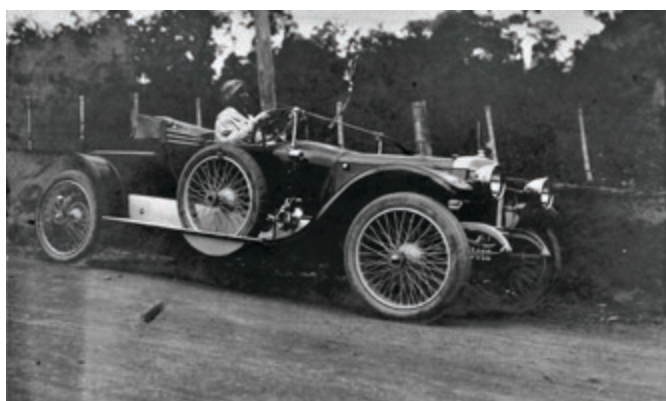


Miss Rolph, Napier

**TA.C HILL CLIMB FOR LADIES 1916
LAUNCESTON: THE EXAMINER: MOTORING,
Monday 15 May, 1916. Page 3.**

It was held again at Station Hill – each competitor was allowed two runs, and the one having the least difference in the two times was the winner, the trophy for whom is a medal. The event was conducted this year on consistent running being the only feature.

A medal is also to be presented for the fastest time and the youngest driver of the day. Miss Foster was the first lady to start, and handled her car in fine style. Then came Susie, the youngest daughter of the president, who handled the Daimler like a veteran. She took the bridge and bend very skilfully, and made good time on the hill. Miss Dorice Rolph, who captured the honours last year, followed next, but had the misfortune to mistake the starting tape, and slackened her pace considerably the first time. Next came the winner, Miss Dorothy Hardman, who recorded a remarkably fine performance, having the small difference of one-tenth of a second in her two runs. This is the first event Miss Hardman has competed in, and she acquitted herself remarkably well. Mrs C. Saul, who established fastest time last year, had the misfortune to skid on the bridge while taking the bend, and met with an accident that necessitated her car retiring. (Last year she was Miss Milsom). Mrs von Bibra was the last to leave, and completed the course in 36.8 seconds, which is most creditable, when the fastest time of the day was only .6 of a second less. The second run was held straight away, and it was remarkable the little difference the competitors made.



Miss Gunn, Daimler

- Results: Miss D Hardman Napier: 61.6 & 61.2 1st
 Mrs von Bibra Buick: 36.8 & 36.2 2nd
 Miss Susie Cragg Daimler: 56.0 & 53.6 3rd
 Miss D. Foster Overland: 44.8 & 49.0 4th
 Miss D Rolph Hupmobile: 82.8 & 77.0 5th
 Mrs C. Saul Ford: retired

Fastest time: Mrs von Bibra Buick: 36 1-5sec.

Special prize (donated by P.O. Fysh, Esq) to youngest driver – Miss Susie Cragg (aged 10 years) (which means she was only 9 years last year)

Front Cover

By Greg Smith & Brian Scudds

Our front cover photograph is a terrific image of an early De Dion Bouton with five gorgeous ladies onboard. I was ill-equipped to accurately identify model and year, so with the expert help from Brian Scudds and his library on De Dion Boutons (ref. De Dion Bouton: an Illustrated Guide to Type & Specification 1899-1904 by Michael Edwards, a copy of which is held in the VCCA library) he has ascertained it is most likely a Model R, built in mid- 1903. Some of the identifying facts are the front wheels are 12 spoke, not your normal 10. The handbrake has no release trigger, just a plain handle, and the radiator is appropriate for the Model R.

The Model R De Dion Bouton has an 8hp motor, whereas the Model Q is the 6hp version, and both were fitted with a 2 speed, plus reverse gearbox. The Model R became the Model V late in 1903 when the 3 speed, plus reverse gearbox was fitted. The Model Q became the model Y in very late 1904.

A couple of points of interest to me were the transfer on the bonnet. Apparently this was not done ex-factory but would have been added by the owner or sales agent. Another point I noticed was the number 38 located under the front seat. This was possibly a hire car or taxi number is our guess. I particularly love the lights on this De Dion, as the sides appear to be Bleriot but the front central mounted one has me perplexed. I have not seen one quite like this, so am unable to offer suggestions to the brand. Interesting to have some type of magnification from the rings, but hinged at the top and held with two wing nuts at the 4 and 8 o'clock positions. Most unusual and unique is this design. I also love how you swing this enormous light to the side for cranking the car.

The ladies from young to older are just magical. The fashions and outfits of the day are just breathtaking. Hope one our fashion experts will comment for next newsletter. The hats are an absolute highlight to me. Hope you have enjoyed this front cover as much as the pleasure it has given me.

April Front Cover

By Daryl Meek

A Response to April's Front Cover Photo – Daryl Meek



The photo on the front cover sent in by Andrew Winter indeed depicts a Minerva and a Fiat outside A G Baldwin's Commercial Hotel in South Morang. The occasion was in fact the end of season trip for the Carlton Football Club in 1919.

The Club's Annual Report for that year records "At the conclusion of the season your players and trainers, with the Committee, were taken on a motor drive to the Cascades, at Whittlesea. The outing was managed by Messrs. Numa and Barrie, and proved most enjoyable. Dinner and tea were provided at Whittlesea, and a programme of sports was carried out. It was unanimously voted as the best trip the Club had had, and much credit is due to Messrs. Numa and Barrie."

A couple of the players are identified. Henry Irwin (Harry) Haughton, 1914 & 1915 Premiership player, is on the far left in the overcoat leaning on the car. Another dual Premiership player, Gordon Green, is the one immediately to the right of the union jack. It is suggested that the two items hanging from the chain across his vest (near the radiator filler) are his Premiership pendants.

Whilst today, the end of season trip is likely to some more exotic location than South Morang, it's certainly not a new concept. What happens on the footy trip stays on the footy trip!

Responses To Front Cover & Balmain Motorcycle

By Mal Grant

Congratulations on the presentations in Brass Notes.

The front cover of last month's Brass Notes was an interesting one. The Minerva may have been owned by Sol Green of Beaconsfield Parade, Albert Park. He was a widely known bookmaker and successful of that time who enjoyed a certain notoriety. He owned vehicles of prestige and status including Rolls Royce, one of which included gold plating to some bright ware!

Also, the FIAT in the background was likely a part of the hire car fleet of the City Motor Service, Melbourne. The driver of the FIAT has an uncanny resemblance to Maurice Shmith, sales manager of Tarrant Motors – Ed.

The Balmain motorcycle machine and article are both very interesting. It is difficult to comprehensively define the earliest days of the machine; some elements do offer a slightly confusing scenario. There is much to discover about the Balmain – a complete investigative story yet to be told.

The GWK Girls

By Daryl Meek & Fiona Lane

Decorated motor vehicles were quite the thing during the veteran era. The front cover of the July 2020 issue of Brass Notes provides us with one such example of a very festive GWK.



Friends, Marjorie and Theodora, proudly posed for their photograph after being awarded second prize for their “Decorated Motor Car” during Hobart’s Wattle Day celebrations in 1913. The Weekly Courier reported that “Miss Marjorie Walker’s little grey car was artistically decorated with paper and wattle, and hanging silver basket filled with the national flower. Both she and Miss Theo. Oldmeadow wearing pretty white costumes, added to the effect of the design.”



First prize, as you are possibly wondering, was awarded to the Hobart Fire Brigade for their decorated appliance.

It was most likely the “gay paper covering of ladder and wheels” that clinched winning honours.

Marjorie was nineteen and living with her parents in Macquarie Street, Hobart in 1913. In May of that year her father, Alan Cameron Walker, registered a Crossley, which was followed by the GWK in June. Both vehicles were still being re-registered, and presumably in use, until at least 1916.

With the declaration of war in 1914, Marjorie and Theodora, like countless other ladies around the country, turned their attention to fundraising for the war effort.



178 Macquarie Street, Hobart. The Walker family home remains much the same today as it was in 1913

In 1915, as part of this effort, Hobart held a “Queen Carnival”. The idea was taken from New Zealand and was embraced by numerous Australian towns, both large and small. Hobart’s Carnival was contested by nine local ladies, each representing a particular business or sporting group and each with their own unique title, colour and flag. Marjorie Walker was elected by Hobart’s Tailors and Drapers association to run as “Queen of the Dardanelles”.

QUEEN OF THE DARDANELLES
— MISS MARJORIE M. WALKER. —
Important Events for the last exciting days of the Carnival!
TOWN-HALL, TO-NIGHT. TO-MORROW NIGHT.

CONTINENTAL GALA NIGHT
The jolliest and freshest form of entertainment ever introduced to Hobart! Palace de Danse, Confetti Fights, and a host of other amusements.
Admission Sixpence.

GRAND FAIR AT THE QUEEN'S RESIDENCE
Hendon, 178 Macq.-st.
Gifts of all kinds greatly appreciated. Musical selections by Southey's Orchestra. Afternoon Tea and Supper provided.
Silver Coin Admission.

GREAT DARDANELLES GIFT AUCTION
EVERYBODY CAN HELP WITHOUT SACRIFICE!
Gifts of all kinds solicited, from disused Dolls, Bottles, Brooches and Bangles to a Piano or a Motor-car. Advise any of the Drapers and Tailors, and your Gifts will be called for.

STREET COLLECTIONS TO-DAY — LOOK FOR THE CARTS, AND HELP TO FILL THEM. THE CAUSE IS GOOD—AID IT ALL YOU CAN.
Sales at the L'pool-st. Depot daily. Call and inspect. There are Great Bargains!
Final Dardanelles effort—Tuesday, November 9. Mammoth Motor-car Parade and Battle of Flowers.

TWO-STEAMER TRIP to New Norfolk, Monday, Nov. 8.
MOTOR-CAR PARADE and BATTLE OF FLOWERS, Tuesday, Nov. 9.
ETHELBERT BINNS, Hon. Sec.

Amongst the other “Queens” was Mrs Joseph Lyons, newly married bride of Australia’s future Prime Minister. She was supported in her role as Queen of the Public Service by her “pageboy”, nine year old Errol Flynn.

Various activities were held by all “Queens” to fundraise during September and October 1915, leading up to the crowning on November 9th. Marjorie held balls, auctions, gala nights, and a motor car parade as part of her fundraising efforts. Each “Queen” was allocated a number and a colour. Flags of those colours were erected on a pole at the town hall with the flag positions changing daily to reflect the order of the Queens based on the amount of money raised.



The Hobart Queen Carnival raised a total of £9,501 for the patriotic funds for the war. Miss Millie Jones – Citizens Queen, was crowned Carnival Queen after raising £2,144. Marjorie was runner up, contributing £1,722.

In 1917 Marjorie married returned soldier, Dr Charles Atkins. Theodora was one of Marjorie’s bridesmaids. So popular were the couple, their wedding reception was filmed and shown at Hobart Cinema’s prior to feature films. The recording still exists today and is kept in the archive of the Tasmanian Archive Library.

In May 1924, Marjorie was still driving herself around Hobart. She reported to police the theft of a parcel from her motor car in Elizabeth Street, containing a pair of green men’s silk pyjamas – hopefully a purchase made for her husband!

Theodora Oldmeadow remained single until the advanced age (for the time) of thirty, marrying Jack Pringle in December 1930. She was an active member of the Hobart arts scene, participating in band and theatre performances. We also know that Theodora was still a motorist in 1935 as she was fined one pound and eight shillings costs for failing to stop her vehicle when entering a right-of-way street in Hobart.

Tasmanian Motorcycle Rider

Photo supplied by Daryl Meek

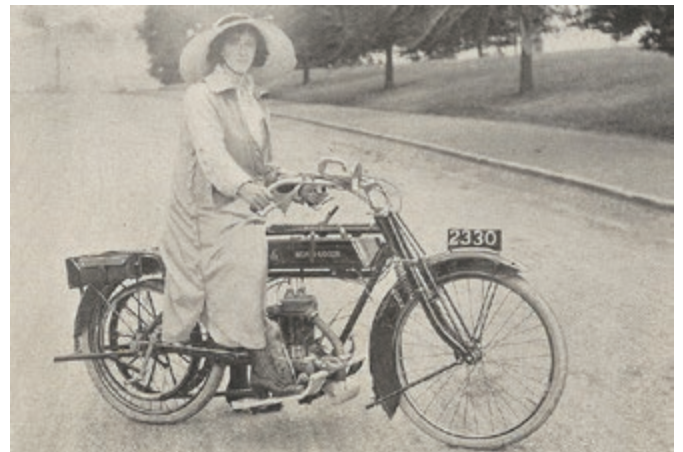


Postcard - Portrait of the ‘Queen of Dardanelles’.

Clifford H. Nowell (RAN) - Beattie Studios

Museum Victoria collection - item 1817534

During the course of the Carnival, Marjorie received an anonymous gift in the form of a shield, left on the doorstep of her residence in Hobart. The sixteen year old donor was desirous that Marjorie would “fasten it to your motor car”, which she did. One Hobart newspaper, The Daily Post, reported in “Personal Sketches of the Queens” that the Queen of the Dardanelles was “a skilled motor mechanic who drives her own motorcars and can adjust any part of an engine”.



One of Tasmania’s early motorcycle riders - Miss Nellie James on her New Hudson.

Unlike many others, the New Hudson was registered in her name.

Tasmanian Weekly Courier, 11 December 1913

Thomas Motor Follow Up

By Daryl Meek

Greg,

In the February edition of Brass Notes, Russell Holden gave a rundown on the Thomas Model 93 engine, number 415, recently acquired from the estate of the Late Jack Brittain.

At the end of the article, Russell mentioned that there were “unconfirmed reports of a single cylinder Thomas in Victoria, c1904. If that is correct then this motor is most likely the motor from that vehicle”.

Recently I was able to provide Russell with evidence confirming those reports.

CLEARANCE SALE.

Our list for this week, at LESS than "AUCTION" or "SHIPWRECK" PRICES, includes the following:-

CARS.		
5 h.p. ROCHET RUNABOUT	£175	
44 h.p. OLDSMOBILE	£295	
44 h.p. OLDSMOBILE	£100	
8 h.p. THOMAS FLYER	£150	
MOTOR CYCLES.		
24 h.p. CHAPELLE	£45	
24 h.p. MARSH	£35	
27 h.p. ROCHET (2 speed)	£55	

Call and see us.

KNOWLES AUTOMOBILE CO.,
102-104 SPENCER-STREET.

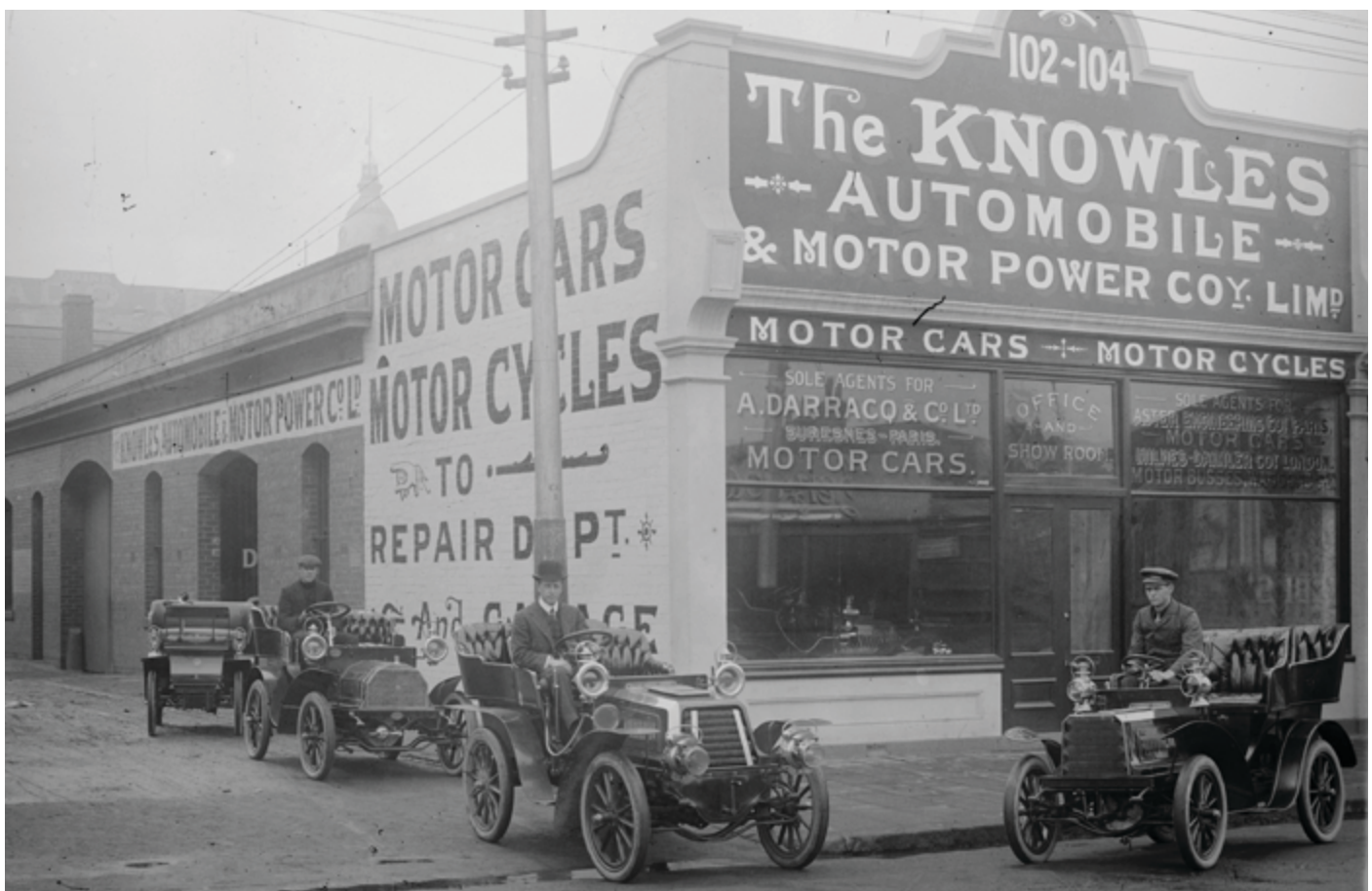
This advertisement appeared in both the main Melbourne newspapers on 6 August 1904. One appeared in The Age on page 15, and the other in the Argus on page 3.

It is interesting to note the description “Thomas Flyer” used by the Knowles Automobile Company in describing the vehicle. Despite asking £150 for the vehicle, the suggestion that it is offered “at LESS than AUCTION or SHIPWRECK price” could suggest that the vehicle is perhaps considered a little dated, even in mid-1904.

I assume that the vehicle may have originally been a private import as I am unable to trace any mention of the vehicle prior to 1904, nor of any local agencies. Assuming the vehicle was sold, potentially ending up in south-western Victoria, perhaps there is a further story waiting to be told.

The Knowles Automobile and Motor Power Company was located in Spencer Street, directly opposite the Railway Station.

As early as 1903, the business sold the Knowles Aster and Knowles Simplex (based on Aster and Darracq respectively). They are perhaps best known in Melbourne for being the local agents for Darracq.



This well-known photograph of the premises was taken by Melbourne photographer and motoring enthusiast, Algernon Darge. The vehicles have been identified as (left to right) c1902 Rochet Petit, c1903 Royal Star, c1903 Lacoste et Battmann car that is principally made of parts from this company and assembled and a c1903 Lacoste et Battmann based car.

Flashback Response

By Greg Smith

Our flashback photograph featured an extremely rare 1913 Aquila Italiana. As far as I know this may be the sole surviving example of this marque, but as always very happy to be proven wrong and learn more. It was campaigned from 1960 and was a very consistent and proven performer for many years by Frank and Jean Shields. Since the passing of Frank and Jean we have not seen it out on rallies. I believe it is still owned within the Shield's family and I also believe it is presently stored at George and Pat Hetrel's property, Como Gardens.

As far as the history of the car, I cannot provide much at all, so I just consulted our History Book, *Dementia Prodest*. This is a direct quote from page 88 with the photos that was with the article. Frank and Jean Shield's Aquila Italiana on the 1961 Annual Rally

"Frank and Jean Shield entered the 1913 Aquila Italiana on the 1961 Annual Rally and Frank is pictured with his sons as passengers. Their first rally was the 1960 rally to Sorrento where the car won the Kermonde trophy for best restoration. The Aquila was purchased after having spent about a year in the open at the local kindergarten as a playground piece. Frank undertook a comprehensive restoration and the accompanying photos show the work in progress. The car was subsequently rallied extensively, including many interstate trips by Frank and Jean."



Flashback from March Response

by Russell Beach & Greg Smith

We have been very fortunate to receive further information for our FIAT that was featured in the Flashback Column from March. After reading the very informative response from Alan Meredith it confirmed a suspicion I had, that the FIAT was once a truck. I had heard this many years ago but I had no proof to confirm this rumour. Thanks to Alan, the numbers began to add up and pieces of the jigsaw came together. I had many pictures of a FIAT truck given to me by Trish McMillan (nee McManamny) that was her father's. Alan stated how Tom McManamny found a FIAT truck and restored and rallied it as a truck. I don't have a lot of detail of this time so will portray the history of the FIAT as a truck in pictorial form at the end of the article.

We were also extremely fortunate to receive a letter from Russell Beach who provided even more detail of the FIAT's history. Unfortunately Russell's letter missed the deadline for last newsletter, but the following is a summary of his words.

FIAT 1910

Tom McManamny discovered the FIAT in an orchard in Hodges Road, Somerville, in 1958/59. He went on to restore the FIAT as a delivery truck and used it in several rallies.

At a later time Tom purchased Norm Strack's Talbot and the FIAT was sold in c1964 to Toby Wilkinson then later on to Ken Bathurst. This is a period when the story gets quite interesting as Barry Gomm was building a new body for his 1907 Aries and, as such, removed his old body. Ken Bathurst was also removing the truck body from the FIAT and replaced it with the body of Barry Gomm's Aries. So it was during Ken Bathurst ownership that the body (which was Barry Gomm's Aries body he had built back in 1958 with Kevin Booth) was replaced, and is the current body we now see on the FIAT. I rang Barry Gomm, and he said this was probably around the 1969 period, as he was putting the newly constructed body on the Aries for the up-coming International Rally in 1970.

Ted Price, who was a friend of Russell's and came from Colac, was chasing a Veteran Car and purchased the FIAT off Ken Bathurst, who had committed to buy John Cresswell's 3 litre Bentley. Russell remembers fondly driving the FIAT home with Ted to Colac. When in Colac, the wheels were altered to sankeys, as the artillery originals were in fairly poor condition. A new hood was also done, and a general tidy up undertaken.

Ted developed a few heart issues (this was at a time when I had to crank it on a rally - Ed.) and after owning it for at least 10 years or more decided to sell it. A chap from central Victoria came up with the money, and not long after that it ended up in New Zealand. Russell writes that he thought it to be a Tipo 50 and it had a four litre motor. Sadly Ted passed away last winter.

We sincerely thank Russell for filling in some more details on the FIAT.

The following is a bit of a pictorial history when it was discovered, rescued and restored by Tom McManamy, and we thank Trish McMillan for providing the photographs and some information.



The FIAT being towed away



The FIAT as found in Somerville, complete with headlights

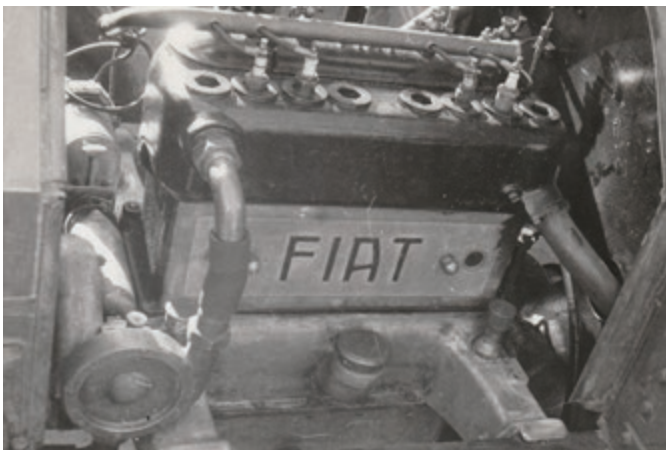




The FIAT in restored condition and used on a number of our early rallies



FIAT in the process of restoration



Cyclecar Corner – Agents In Victoria

By Graeme Jarrett

The number of Cyclecar outlets in Melbourne might well have been counted on the fingers of one hand – maybe two.

There was one organisation that stands out as the most involved and focussed on the Cyclecar and Light Car. It was the **Windsor Motor Co.** of 12A Chapel Street, Windsor – almost opposite the Windsor railway station. The proprietor there was **A.W. Johnson & Co**, cycle agents (1915). D & J Ross, Ironworks and Blacksmiths also occupied the site at this time and for an extended period.



Above: - 12 Chapel St as it looks today. The Windsor Motor Co operated from the rear of this building.

This address is a simple single fronted shop of reasonable proportions, it is presumed he occupied the rear portion and yard at the rear of the site. The building is on the corner of a laneway which would have been ideal for the retailers relying on wheeled vehicles.

Mr Johnson advertised in the popular press in March 1914, the following: -

CYCLE CARS – Inspect the following, all British made:-

MERLIN, 8-10, water cooled, shaft drive, 3 speeds, reverse, gate change.

CRESCENT, 8-10, water cooled, 5 speeds, reverse, friction drive.

GLOBE, Commercial Van, 10 hp, water cooled, Aster engine, cheap, running, simple.

CYCLE CAR, 8 hp, J.A.P. engine, belt drive, variable gear, owner must sell, 75 Pounds cash

It is interesting to note that a Globe Cyclecar does survive and still retains part of its original bodywork - a van! I wonder if it is the same vehicle mentioned in Johnson's stock list.

Clearly he had a focussed interest in the Cyclecar, and he also offered parts to build your own machine. He placed the following advert in the newspaper on the same day.

CYCLE car Builders – Full sets, car hubs, axles complete with steering knuckles. 12A Chapel st, Windsor. Phone 1430.

Cycle Car Parts.

SLIP TOGETHER LIKE MAGIC.

You can turn out quantities by dealing with us.

Shaft and Chain Drive Components, or complete Chassis now ready.

Gear Box, 3-speeds and Reverse Gate Change, Ball Bearings.

We supply any part from Clutch Pedal to complete Car or Chassis.

Four-cylinder, Two-cylinder, V type, or Vertical (air or water cooled).

Everything of real and good, and at Reasonable Prices.

Sole Export Agents for Australia, South Africa and the Continent: MESSRS. TIMMON BROS. BIRMINGHAM

The New Merlin Cycle Co., Ltd., Gough Road, Birmingham.

Above:- these are likely some of the parts Johnson was offering.

By 1915 the Windsor Motor Co business had departed and a new enterprise took over the site, Findlay & Bond Pty Ltd, a motorcycle concern.

FINDLAY & BOND PTY. LTD.

Motor-Cycle and Side-Car Works.

12a CHAPEL ST., WINDSOR.

Appointments for Trial Runs arranged Any Time or Place to suit intending purchasers. Write, Call or Phone 1438 Windsor.

MOTOR CYCLES Built to Order. Secondhand Motor Cycles from £10. SIDE-CARS from £10 10/-. BICYCLES from £5 to £12 10/-. Every Machine Guaranteed. CASH or TERMS. Exchanges and Easy Terms Arranged. Oxy-Acetylene Welding Done. LAMPS—All Kinds. TYRES—All Makes. Cars Garaged and Repaired.

CLOCK'IT
PRECISION MADE, SUPERIOR QUALITY CABINETS

Scott Staples
T 03 9720 6580
F 03 9720 9152
M 0419 710 039
E scott@clockit.com.au

Makers of Custom Cabinets
Domestic, Commercial, Industrial

All Cabinets Designed and made to your Specifications

Please visit our web site www.clockit.com.au

Douglas Motorcycle National Gathering

By Frances McDougall

**BERRI, SOUTH AUSTRALIA,
MARCH 27TH – 31ST, 2023**

The Douglas Motorcycle National Gathering has been held every two years rotating around the various States. It is now to be held every year, as the riders say “they are not getting any younger”. The setting for this year’s event was in Berri, S.A., and it was a great place to hold a gathering.

Everyone was at the Berri Caravan Park which is located beside the Murray River – it is a good place with roads in the park just perfect for doing a couple of trial runs to make sure your bike is performing as it should before hitting the local roads.

This event caters for all eras of Douglas Motorcycles and as such a number of VCCA (Victoria) members were in attendance. Michael & Claudia Holding 1915 Douglas 2 3/4hp, Frances McDougall 1913 Ladies Douglas 2 3/4hp, Rob Miller & Jerri-Lee Phillips 1925 Douglas 2 3/4hp and Andrew McDougall 1928 Douglas 600cc. There were also a number of other Veteran Douglas on the rally.

We had three days of touring around the Riverland area with visits to Paringa, Cobdogla and Loxton with most of the bikes performing well. The only exception was my Ladies Douglas that had a dirty fuel problem which kept blocking up the tap and the jet, a job that will need sorting out at home to clean the fuel tank. But it did allow me to take photos.

It was great to catch up with fellow Douglas owners and everyone is looking forward to next year’s gathering.



Jerri Lee Phillips riding her Douglas



Frances McDougall on her 1913 Ladies model Douglas



Michael Holding very happily riding his 1915 Douglas (ex Kim Coilett)

A Montage Of Photos Of Ladies In The Veteran Era

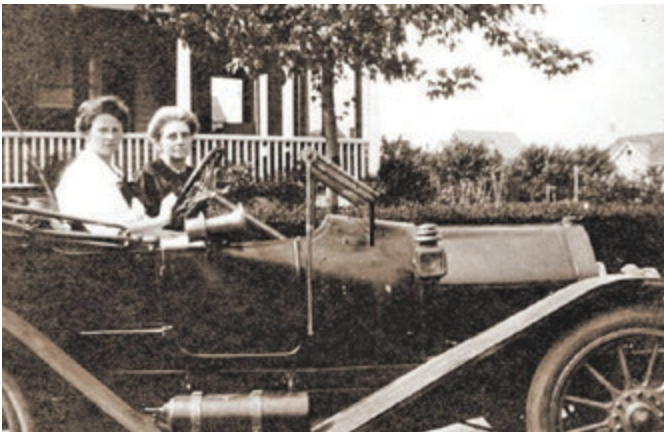
Photos provided by Alex Gow from his huge collection of early photographs



Ladies having tyre problems with their Lozier



Cranking a Napier Ambulance during WW1



Two ladies in their Overland Model 79



A Lady driving a single cylinder Reo



Wife of Billy Ying, Daisy in their 1905 Star



Two ladies out and about in their sporty 1911 Hupmobile

T Ford Time – NSW Cars Of 1913

By Graeme Jarrett

1913 must have been a good year for the Ford motor company; there seems to have been a lot of that year's model on the road.



Above :- The details of ownership and exact location of this 1913 model T are unknown. It is thought the car was in NSW, however the number plate does not seem to accord with this.



Above: - The details of this 1913 model T are unknown. It is thought the car was in the Mullumbimby area of NSW.

The First 6-Cylinder Rolls-Royce To Come To Australia

by Ian Irwin

CHARLES SIBBALD CURRIE'S 1907 SILVER GHOST, CHASSIS 60589

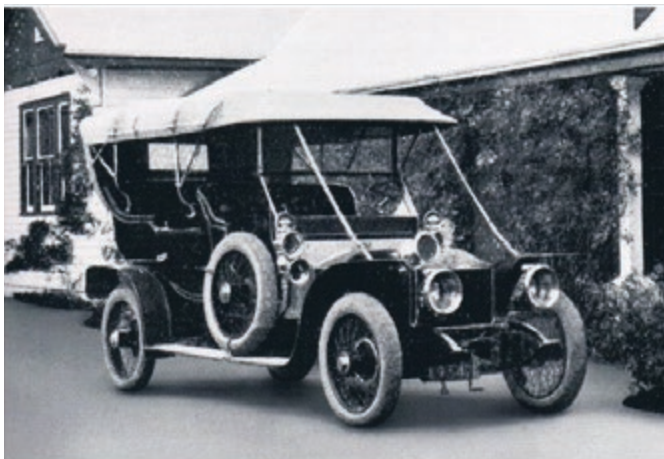
The recent April issue of Brass Notes contained a challenge to members to identify the photo (page 21) of the chassis taken from the rear.

The text accompanying the image contained a few clues, so I'm sure that some members may have previously seen this and be able to bring forth with positive responses.

The featured chassis was a 1907 Rolls-Royce 40/50 H.P. Silver Ghost from the 500 (first) series and was shortly to be fitted with Alford & Alder Roi-des-Belges coachwork, for Mr. Charles Sibbald Currie (1866-1924) of Ettrick, Camperdown, Victoria. Readers will perhaps recollect that surname from my story of the Blended Rolls-Royce also in the April Brass Notes (same large family, but not the owner of 60589).

The first of the Manchester-built 500 series Silver Ghosts commenced with Chassis 60539, and except for 60543 (not constructed), ran continuously until the last, numbered 60592. (AX201 is Chassis 60551.)

Currie's car was Chassis 60589 and this particular photograph is historic as this was the first Silver Ghost to be fitted with $\frac{3}{4}$ elliptic rear suspension. Previous chassis were fitted with the company's traditional transverse rear springs supported on a central platform attached to the rear cross-member. By 1913, the rear suspension had changed again to semi-elliptic, and for a selected handful, underslung.



Chassis 60747, purchased by Arthur John Staughton of Terang Victoria, was something of a sister car to 60589, also carrying Alford and Alder Roi-des-Belges coachwork (Photo J. Fasal.)

Unfortunately, despite exhaustive searches, no original image of 60589 has yet been discovered, but we do have some information that helps us picture the car with the mind's eye. If anyone knows otherwise, please contact the editor, Greg Smith.

There were no 60600 series chassis, so the next Rolls-Royce 40/50 HP chassis laid after 60592, was Chassis 60700. Hence these two chassis, 60589 and 60547 were constructed only 54 numbers and a matter of a few months apart.

Charles Currie was a member of a long-established Victorian wealthy pastoral family, a son of John Lang Currie (1818-1898), and nephew of (Alan) H. Currie of Derrinallum.

Charles followed the lead of his uncle Alan, and ordered a Rolls-Royce, but a larger 6-cylinder 1907 40/50 HP Silver Ghost. When the deposit of £274 was placed, according to his order, the size of the front wheels was changed from 895x135mm to 880x120mm. The car was factory-tested on 31 October 1907, following payment of the balance of £572.

The car factory test date cut it too fine for the vehicle to be displayed at the 1908 Olympia Motor Show stand. It was subsequently shipped by importers and shipping agents Tozer, Kemsley and Fisher, arriving in Melbourne early in 1908.

When constructed, Chassis 60589 had been fitted with the proven and popular wooden artillery wheels. In 1912, the car was returned to the Rolls-Royce Works, (by then in Derby, after the company's relocation in August 1908) and during its overhaul, the new series 895 x 135 beaded-edge Rudge-Whitworth wire wheels were fitted.

In 1910, when Victorian cars were first issued with registration numbers, Chassis 60589 received number 534, as verified by the 1912 Automobile Directory of Victoria.

By the early 1920s, Chassis 60589 had received Victorian-built replacement tourer coachwork, and we are fortunate to have three photographs from this period. After Charles Currie's death (4 August 1924) the car was retained by his widow, Estelle Murray Currie until replaced with a 20/25 Rolls-Royce.

A grandson of C.S. Currie, John Denham, recalls sitting on the verandah at Ettrick, on the original deep buttoned leather rear seat of 60589, which was then being used as a sofa in 1936, when he visited the family from his home in the UK.



C. Sibbald Currie's 1907 Rolls-Royce fitted with its new coachwork in the early Post-War years. It retained its original plate 534. (Photo Courtesy George Forbes.)

It was in 1991 that the writer first contacted descendants of C. Sibbald Currie. Reputedly one of his daughters held a lifetime memory of Currie purchasing a smart white leather 'motor coat' while in Melbourne to collect his car from the Kellow Motor Company soon after its arrival in Melbourne. She said he seemed to treasure this more so than he did his new Rolls-Royce.

What Is It Response

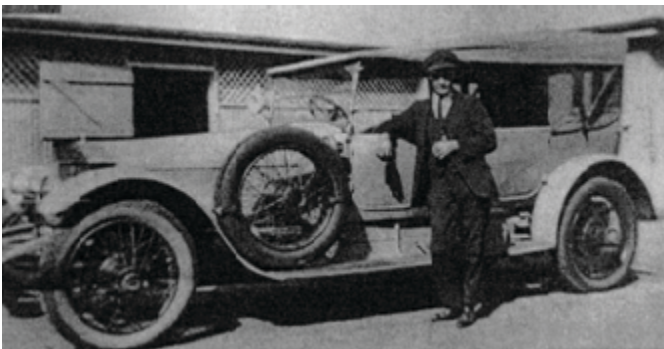


Post-War Chauffeur Wilfred Facey poses with the modernised Ghost in the early 1920s (Photo: Courtesy Geo Forbes.)

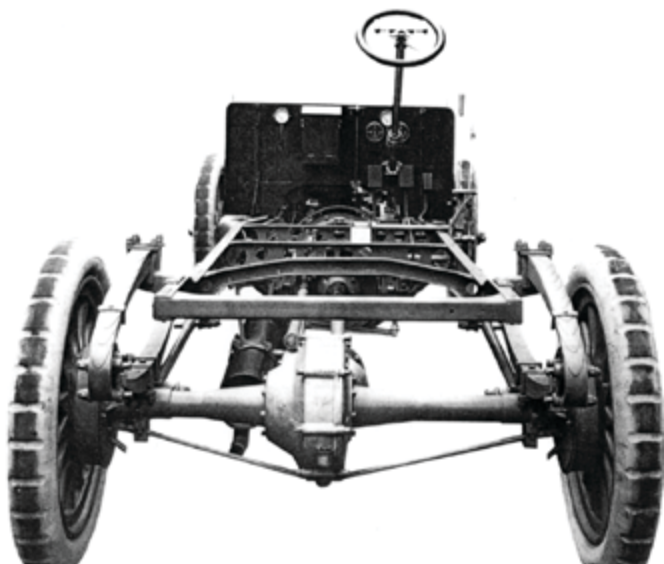
The car retained the Victorian plate 534. According to Colin Stewart, the son of Currie's chauffeur in the post-WWI years, William Stewart, it was painted a subdued grey colour, and always performed admirably.

Its exposed door hinges may provide us with a hint to the construction being completed by the end of c1920, when concealed hinges had begun to become popular.

Unfortunately, as with many other ageing cars, its subsequent history is unknown. It is not known to have survived.



Charles Currie's enhanced 1907 Silver Ghost with the 1912 pattern Rudge-Whitworth wire wheels could easily pass as a post-war model. These last two images reveal that the car had been elevated to become six-wheel-equipped. Note the original spare wheel is in the original location, while the off-side wheel is located further forward. (Photo: Courtesy George Forbes.)



What is it Response

Hi Greg,

Having a stab that it may be a Renault AG "taxi de la Marne" chassis

Regards,

Gordon Dewey NSW VCCA.

We thank Gordon for having a guess. When I saw the what is it photograph which is taken from the rear giving you little identifying criteria, I was not able to give an educated response at all, so if I had it would have been a total guess. We need as many as possible to have a stab in the hope we can identify things. Luckily this month we have two experts in their field on a particular marque who were able to help us with a positive identification. The two detailed responses follow -Ed

What is it Response

Hi Greg,

The photo on Page 21 of Brass Notes April 23 is the rear view of Rolls-Royce 40/50HP (Silver Ghost) Chassis Number 60589

This chassis was completed in November 1907.

To put this into perspective, the first 40/50 was Chassis Number 60539, and the famous Silver Ghost AX-201 is Chassis 60551, completed in April 1907.

60589 was the first chassis constructed with $\frac{3}{4}$ elliptic rear springs, and with the chassis frame kinked up over the rear axle.

All previously built chassis were flat and had a centrally mounted transverse spring across the rear linking the two $\frac{1}{2}$ elliptic side springs.

As it happens, this chassis was equipped with a tourer body by Alford & Adler, and shipped to Australia.

The first owner was C.S. Currie, Victoria.

The car seems to have disappeared from history in the late 1920's

Some of this information comes from John Fasal's excellent volume I, The Edwardian Rolls-Royce.

Regards

Robert McDermott

This is the rear view of the Rolls-Royce chassis that both Robert McDermott and Ian Irwin correctly identified, and have written about with great detailed articles.

Comings, Goings and Restorations

by Greg Smith

Once again it is hard to keep up with all the happenings that are occurring. This was a column I would write every two months, but to keep up with what is going on it is presently a monthly occurrence.

Last month we finished off the article with a rumour that a Berliet was for sale on Facebook and it had possibly been purchased by a Victorian. Well that turned out to be more than a rumour and one of our young members has purchased the Berliet. He writes: "Hi Greg, yes I can confirm that I am the purchaser of the c1913 Berliet and it has been transported from outside Sydney to its first point before moving to Melbourne. It is a Model L14. 4 cylinder, 4.2 litre and is a very big car. It is remarkably complete barring 1 door and guards. Unfortunately its lights were stolen in the 70s. It has been laid up since the early 60s. Regards, Jason Palmer". Congratulations Jason on securing a wonderful powerful Veteran that will be a real head turner. Berliet pictured below.



Simon and Tess Anderson's Minerva model EE



Andrew McDougall reported to me the other day that although we lost a Brush from Victoria last month (as reported in this column in April) we have gained one from Queensland, and it has gone to the Western District of Victoria and hopefully we will gain a new member to our club.

I also believe there is a 1915 T-Ford delivery hack for sale on Facebook. Nick Horn has decided to part with "Calamity Jane" and the Veteran boys around Canberra have been reminiscing about the history of this vehicle. The following is a summary of its history and what has been written about it on Facebook.

"Calamity Jane," a 1915 Model T Ford, was built by Veteran and Vintage Car Club of Australia (ACT) founder member, Pat Clayton, who lived at 17 Westgarth St, O'Connor. He was a close mate of club founders Murdoch McDonald, Jim Bolton, Bert Jackson and Alan Higginson, all residents of O'Connor. Pat was the manager of Discount Tyre Service in Braddon,

The car was mechanically assembled in the 1960s from Pat's vast collection of parts he had built up before beginning to select the best amongst them. He had collected lots of N.O.S. parts. Pat was known to have the best collection of these rare original items. The body was built to an original Canadian pattern, based on the Wagon principle. The Ford Motor Company of



In some more wonderful news a big Minerva Model EE has been purchased by another of our younger members. Simon and Tess Anderson took delivery of this very desirable Minerva just a couple of weekends ago. It seems to be very complete with some spares, and Simon will soon learn all about Knight Sleeve valve motors.

Canada, that supplied the Australian delivery chassis, provided designs that dealers were under contract to follow. Member Garth Fisher had an original catalogue produced by Davies and Fehon of Sydney, who were the Ford Agents in the pre-Great War era. Pat faithfully copied one of the body designs, the Ford Special Delivery Van, from which he constructed his Model T.

When the day came that Pat began the assembly, it was seemingly no time at all and the frame was up and running. The body was built just as quickly. The elaborately shaped headboard above the windscreen declared that Calamity Jane was ready for the road.

It appears that Pat's wife Betty, did not enthuse too much on the mountain of original parts Model T parts that had been gathered by stopping at every old Ford Dealership and highway garage for some years, but when it was on the road, she went everywhere in it with Pat. They were fun days of the development era of the ACT club. It is a significant car in as much as it was one of the first to be fully built here in Canberra and the second T Model to be registered through the club.

Pat and Betty were very proud of the car maintaining it in an immaculate, highly polished state and drove it to runs and festivals in Queanbeyan, Cooma, Goulburn, Crookwell and Bundanoon and amongst others. It was also a participant in Canberra Day Parades conducted on London Circuit in those far off years. Of course it was a regular participant in the annual Canberra Easter Tours run by our club during the late 60s and early 70s. It was sold at auction to the Channel Seven Canberra Collection upon Pat's demise and will no doubt be fondly remembered by Don Doering, then a Director of Channel Seven Canberra, who was effectively the carer of it. It was 'lost' to Canberra when the Channel Seven Collection was auctioned at the Old Canberra Brickworks at Yarralumla.

Roger Gottlob was one of the custodians of "Calamity Jane" when it was owned by Kerry Stokes/Channel 7 (Canberra). It was used in a number of parades including when the Canberra Raiders won the ARL Grand Final. He has a picture of him driving it with Mal Meninga and Laurie Daley in the back. He also has the 1988 Sothebys catalogue for the Hyde Park auctions where it was offered for sale from the Channel 7 collection. His hand notes suggest it achieved \$10,000 but it may in fact have been passed in. Apparently it was a bit of a wrist-breaker (literally) when in Canberra - not Roger however!

Antony Davis, when working for Sothebys, was commissioned by Kerry Stokes to sell all the Channel Seven cars. He took Calamity Jane and other cars to the Hyde Park Barracks in Sydney where it was sold to the Woollahra Galleries as a delivery vehicle. He drove and maintained the car for some ten years until the gallery sold it to a bottle shop near Maitland where it remained in service for another eight years. Antony covered around 10,000km in the car in the years that

he was custodian for the buyers in Sydney and it was remarkably reliable.

He then brought it to Braidwood and after some modest refurbishment it was sold to a Ford dealer in Cairns. Then it apparently went to Coffs Harbour before being purchased by the current owner in Melbourne.



Nick Horn's 1915 T Ford delivery hack, formerly known as "Calamity Jane"

There is also further good news with our very keen member Murray Murfett purchasing a 1&2 cylinder car. The following is what has sent to me:

While not exactly a 'barn find', this twin-cylinder, 1909 AX Renault has been hibernating for the last few years. Previous owners have included David Holden and Geoff Swift and the new owner, Murray Murfett is looking forward to the next 1&2 Cylinder Rally. An older restoration, with lots of that comforting new word 'patina', Murray is keen to hear from anyone who may know the early history of this Renault.



Murray Murfett's newly acquired 1909 Renault

I think it was back in November when I reported a 1913 Hupmobile Model 32 could be coming up for sale in the Bendigo area. It is apparently up for sale on Facebook fro \$8500. It requires full restoration and says most parts are there with a ton of spares.



1913 Hupmobile Model 32

Our Ballarat collector has purchased a couple of more beauties. I am most envious that he has been able to purchase one of my favourite vehicles, the 1903 Carlton. This is a vehicle that was discovered I believe near Nhill and ended up in Stawell, before heading to South Australia to be restored by Eric Rainsford. After Eric's passing it got sold to Queensland and had a few owners up there. Now it will soon reside back in Victoria and hopefully attend the Pre-1905 Pioneer Runs. The other purchase is a Maxwell from the Western District. I hope to find out more of this car in the near future.



c1903 Carlton with Eric and Beryl Rainsford in the rain at Wangaratta 1&2 Cylinder Rally, 1986

Finally I have heard that two cars that used to be here in Victoria are now being used in Queensland. Both the ex-Ballarat Flanders and the ex-Albury Mors have been on the recent Biloela Rally which is inland from Bundaberg. Good to see them getting used. If all the cars and motorcycles we have for sale in this month's edition of Brass Notes get purchased we will have another big amount to tell you next month.

Findings Feedback and Follow-Up

by Chris White

On viewing the Front Cover of Brass Notes for April and noting it may have been taken possibly on Empire Day, I have offered a photo of a badge depicting Empire day. Hope it is of some interest. I am also hoping to get work done on the Humberette crank to again get it mobile. Regards Chris White (Humberette cyclecar).



Findings Feedback and Follow-Up

by Terry Parker

Hi Greg, another first class edition. I was particularly interested in Ian Irwin's story on the Currie 20hp Rolls. I had found the Court case when following up Currie's Rolls entry in the 1907 trial which Ian mentions (attached). He very kindly set me straight on the photo which I had found. Terry Parker

We thank Terry for his feedback and follow-up article. Terry is in the process of writing another very interesting book and the following is an extract from that book which he hopes to have completed and published later this year. The book is titled 'Australian Motoring Events 1903-1930'. This promises to be a very interesting book indeed.-Ed

AUSTRALIAN MOTORING EVENTS 1903-1930

The Sydney Morning Herald on 7 June 1907 carried Dunlop's announcement that the proposal for the Company's annual trial to be from Brisbane to Adelaide had failed, largely due to lack of support from the motor trade. Accordingly, there would be no Dunlop event for 1907, but they continued to support intra-state events. The Automobile Club of Victoria ran a three day trial starting **December 5, 1907**, following different routes daily, all of which involved Ballarat. The competitors were:

Otto Camphin	Darracq 8-10hp	9	David Thompson	Humber 11.5hp	28
William A Korner	De Dion 8hp	4	Arthur O Barrett	Talbot 15hp	23
Dr. Reginald Weigall	Proctor De Dion 8hp	5	Walter Wilkinson	Minerva 22hp	36
Harley Tarrant	Argyll 12-14hp	15	Charles Holmes	Humber 15hp	20
Sydney Dalrymple	Talbot 15hp	18	Alan Currie	Rolls Royce 20hp	30
Frank G Vallender	De Dion 9hp	2	A Stan O'Keefe	Darracq 20hp	35
Mortimer Franklin	Talbot 12-16hp	16	Loder & Jarlet	Cottin Desgouttes 18hp	29
Edward F Miller, MLC	Talbot 15hp	25	R M Nissin	Siddley 15hp	26
E James Farrow	Singer 7hp	7	Count E K von Horn	Cadillac 20hp (Holmes)	32
Dr Lewis J Balfour	Beeston Humber 8-10hp	10	N Campbell	Daimler 28hp	39
James Moffatt	Talbot 15hp	24	V Davidson	Napier 40hp	40
W H Sich	Argyll 14-16hp	14	Ed Manifold	Minerva 24hp	37
Arthur H A'Beckett	Humber 10-12hp	11	Harry Stevens	Darracq 40hp	41
Charlie Kellow	Talbot 15hp	22	Jack Proctor (Dunlop)	De Dion 8hp	
A Harry Bell	Tarrant 10hp	8			

Jack Proctor's De Dion won the hillclimb and speed trial on formula. Bell's Tarrant was third in the hillclimb. Dr Wiegall's De Dion was second in speed, Korner's was third.

Perhaps the most notable incident was Count von Horn being thrown out of his Cadillac on a sharp bend, dislocating his shoulder. The press reported that when at Hospital he realised that his pocket book containing £20 was missing. Returning to the scene, it was recovered. Count Erich Herrmann Conrad Heinrich Killisch von Horn emigrated from Germany in 1888. He was the son of a Berlin newspaper Baron, who became a farmer and orchardist. He married an Australian in 1895 and owned the Belmont estate near Warragul and several cars. The Von Horn trophy for petrol consumption trials was contested in 1909 and 1910. He was a benevolent philanthropist, but the revenues stopped abruptly when in 1916, because of persecution, he published an article denouncing German aggression. He divested his possessions, and died just at the outbreak of WW2.

Sydney Dalrymple was from a pastoralist family and had competed in motorcycle events from 1905 and after the 1907 event, bought a 20hp SCAT. He enlisted in the Air Corps in 1915, and after training in UK, saw combat at the front. He returned in 1918 as a Captain and resumed motoring and flying. He was still competing in 1926 in his Bentley.

Alan Currie owned Elephant Station near Derinallum. His 1907 20hp Rolls (40532) was one of two imported to Australia out of 40 made. It was later dismantled and the mechanical parts used in a Star chassis.



Meessrs Jarlet and Loder of Southey Street, St Kilda became agents for Cottin Desgouttes,



The 20hp Rolls Royce hybrid in about 1914 when owned by the Sutherland family.

Hot Cross Bun Run



Lis, Karl and Alexander Donald in the AX Renault, Paul Daley T Ford, Peter Hammett De Dion Bouton



Peter Hammett De Dion Bouton



Peter Hammett De Dion Bouton



Paul Daley T Ford



Darren and Jenny Savory, in the T Ford



David Nichols' Itala

The Aussie B40 Rally

By Ben Alcock

The Aussie B40 Rally is an event designed to encourage 'young' people to get out and enjoy our hobby. The driver of the car needs to be under the age of 40 and the car has to be pre-1940 to be eligible. This year's running of the rally was the 3rd time and held in Hamilton. This year we had a good number turn up - 20 in total including 3 Veterans:

- 1907 Cadillac - Callum Walsh, David Provan & Steve Hobbins
- 1911 Hotchkiss – James Dunshea & Ben Alcock
- 1912 Cadillac – Scott & Craig Emmerson

The rally is very simple. Lots of driving, socialising and eating - the three core pillars that make a good rally. After arriving in Hamilton on the Friday night, we enjoyed dinner before a night drive. The veteran (car) entrants jumped into the spare seats in some of the vintage cars and we all enjoyed the night drive. Saturday and Sunday saw us driving around the Hamilton district enjoying our cars and the scenery on offer while enjoying the comradery of fellow enthusiasts. I would strongly encourage anyone that doesn't fit the criteria to follow David Provans lead, find a young person to teach and come and enjoy the rally with us as a passenger in your car. It's an easy way to get people interested and keep our hobby alive.



1911 Hotchkiss – James Dunshea & Ben Alcock



1912 Cadillac – Scott & Craig Emmerson



1907 Cadillac - Callum Walsh, David Provan & Steve Hobbins

Miss P A Cole

By Daryl Meek & Fiona Lane

Pearl Cole is not a name that many would readily recognise. Her story, however, is one of the many involving early Victorian women motorists.



In the first image, Pearl is pictured at the wheel of a motor car in 1914. Her back seat passengers are her sisters, Ivy and Linda. On the rear of this photograph Pearl has written that the car was laden for a 90 mile run on a Sunday morning.



The vehicle in the second photograph is reportedly a Studebaker and was taken in 1916, most likely with Pearl at the wheel again. Both photos were taken while the cars were parked at the front of her family home, 'Earlesbrae' in Essendon.

The 1917 photograph below shows Pearl at the wheel of yet another vehicle. This time she has her father beside her and sister Ivy in the rear. Pearl's father was E W Cole, owner of Coles Book Arcade.



Pearl Cole was born in Melbourne in 1883. Like a lot of women from well to do families of the time, she never married. Neither did she have any of these vehicles registered in her name.

In 1916, Victor Balfour, a well-known cycle manufacturer from Geelong, passed away following a prolonged illness. Victor was only 33 and at the time of his death owned a Le Gui motorcar, registered 7696. Following his death, the Le Gui was advertised for sale and was purchased by the Cole family. The Le Gui is pictured below in the gardens of Earlesbrae with E W Cole on the left.



The four photographs above are from E.W.Cole – The Grandest Website in the World.

Used with permission of Tony Rudd.



"Earlesbrae", Leslie Road, Essendon, c1918. Home of Edward William Cole and his family.

Now part of Lowther Hall Anglican Grammar School.

State Library of Victoria Collection

In March 1920, Pearl entered the Wildwood Hill Climb in the Le Gui. Organised by the RACV, the Wildwood contests were amongst the first competitive events held in Victoria following WWI.

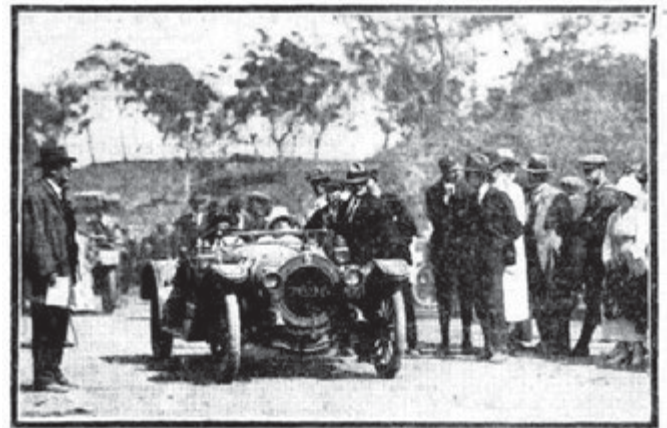
The hill climb was held on what is now Wildwood Road, a rural setting on the Eastern side of Bulla. Both the start and finish points are still readily distinguishable. Pearl finished an admirable 3rd in the Ladies' Competition and 2nd in the Owner-Driver Event.

Ladies' Competition				
Car.	Driver.	HP.	Time	Result.
Talbot	Mrs E. Duckett	15.92	1.49%	.4912 (7)
Essex	Miss Kellow	16.96	1.54	.5005 (5)
Le Gui	Miss P. A. Cole	21.17	1.47	.5119 (2)
Hudson	Miss Allen	20.67	1.50%	.5176 (4)
Buick	Mrs D. Rowlands	25.62	1.36%	.6023 (3)
Mailbohm	Miss Pfaff	29.05	1.34	.6147 (6)
Chandler	Miss Pfaff	29.67	1.35	.7927 (7)

Fastest time—V. B. Wilton's Chandler.

Owner, Driver Event				
"A" CLASS — CARS UNDER 18 1/2 HP.				
Entrant.	Car.	HP.	Time	Result.
R. V. Danna	The Dile	8.10	1.44%	.5259 (1)
Miss P. Cole	Le Gui	11.17	1.42%	.5335 (2)
D. J. Syme	Lover	14.88	1.12	.5493 (3)
W. K. Noble	Swift	16.08	1.28%	.5717 (4)

Fastest Time—W. K. Noble's Swift.



MISS P. A. COLE (LE GUI) STARTING IN THE LADIES' EVENT AT WILDWOOD ON SATURDAY

Natter Night Meeting Minutes

VCCA (Victoria) at Clubrooms and Online Zoom Meeting On Tuesday, 11 April 2023 @ 8.00pm

1. Opening

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

2. Attendance

There were 48 members present in the room and 24 online, a total of 72 who attended the meeting.

3. Apologies:

Jennifer Atherton, Alan & Margaret Lethborg, Darren Savory, Nick Scarfe, Bob & Helen Ballinger

4. Club news

The President advised the passing of Betty Ward in March, funeral well attended by VCCA Members.

Daryl Meek advised that the Vinal Collection of cars has been dispersed. The Benz and Curved Dash Oldsmobile have been left to the Museum in Birdwood, SA.

An ex-VCCA Maxwell has been purchased by and is residing in VIC, a potential new member.

Ivan Smith turned 93

5. New Members

Frank Selley of High Wycombe, Western Australia

5. Treasurers Report

Claudia stated we have \$123k in funds.

\$86k+ in Term Deposit & \$36k+ in our Current Account as 31/3/23.

6. Raffle Tonight

Deb announced Roast Lamb and vegies, Apple Crumble & cream.

Tickets still \$1.

7. Events

Past Events

RACV 1&2 Cobram 16-19/3/23 – a fantastic weekend, multiple reports provided by happy members, full report in BN in May.

Douglas Motorcycle Rally in March, Berri, South Australia – Michael Holding provided an update on a successful few days rallying.

Aussie B40 Rally Hamilton 24-26/3 – Callum provided an update on this event. Great turn out, 3 veteran cars and a full itinerary over the weekend, report for BN to be provided.

Easter Hot Cross Bun Run 9/4/23 – 5 veteran cars, numbers down

due to weather but a great morning and a donation of \$1000 was made to the Royal Children's Hospital.

Future Events

RACV Four & More Rally, Mansfield 22-25/4.

National Pre-WWII Heritage Weekend 19-21/5.

National Brush Rally, Cowra late April.

8. Library and Archives Report

Donation received tonight from Stuart McDonald – 2 rally books: from the 1st and 3rd National 1&2 Cylinder Rally's.

9. Wanted, For Sale or Swap

Peter Fagan advised, the family 1913 Buick Roadster will be coming up for sale

1915 T Model Ford Depot Hack for sale. Refer Nick Horn.

Greg Smith is selling the Sovereign Motorcycle

Jeff Alcock is looking for Model 69 Overland motor

10. Items of General Business

10.1 Ben advised he won't be standing for the position of President at this year's AGM (October), the club is looking for a president, please contact Ben for details about the role.

10.2 David Wright advised that the Victorian Racing Register recently held an event that encouraged members to bring a 'young' person to ask them what will attract them to the movement. An idea for our committee to discuss.

10.3 Ben advised the National 1&2 Cylinder Rally in 2024 will clash with our state 1&2 Cylinder Rally – this is not meant to cause any angst for our members, we have our event for those that can't make the trip to WA.

10.4 Ben also requested rally directors for 2024. Mainly, Midwinter and Annual rally at this stage.

10.5 Ben advised that the RACV Veteran Car Cub Annual Rally is later than usual this year as the Bendigo Swap Meet dates have been set for our traditional weekend, so we have tried to avoid this clash so our members can attend both events.

11. Next Meeting:

8.00 pm on Tuesday, 9 May 2023 (BA) will be an EGM for the discussion of Membership fees.

12. Meeting Closure at 9.02pm

Private Classifieds

FOR SALE

1913 De Dion Bouton. DW2. Very original car Chassis No 31 Engine No 4870. Bore 66mm Stroke 120mm capacity 821cc with 3 speed gearbox. For sale due to lack of garage space.

Contact: Barry Smith
Ph: 0409 484 600



FOR SALE



A partially restored car. Complete car photo is before dismantling.

1918 Buick Roadster Project EX 44 (aka EX-SIX-44 or EX-6-44) Six cyl, RHD, 60hp, 3sp, Over \$20k spent on motor and tyres/rims. Needs assembling and body refurbishing.

Spares inc g/box, motor, etc.

Chassis/diff has been sandblasted and primed but now has surface rust, body is untouched, g/box reraced, engine in bits but all machining done inc w/metal bearings.

Open to sensible offers. Located Gippsland Vic.

Contact: Barry Neilson

Ph: 0418 584 414

E: bdsen@dcsi.net.au

FOR SALE

A selection of brass bolts and slotted head screws is available at

Vesper Tools,
9A Leah Grove, CARRUM DOWNS 3021

Contact: Chris Vesper 0400 062 656

Facebook marketplace

FOR SALE



High quality horn in fully restored condition. Lucas King of the Road no. 42

These types of horns were used on Daimlers, Talbots and Austins and other high end English vehicles. Stunning circular design and it produces a lovely deep sound. Ready to fit to a vehicle. Only requires bulb to complete. If you require a quality unusual horn then this is perfect. \$625 ONO

Contact: Greg Smith

Ph: 0447 395 233

FOR SALE

P&H nickel plated self-generating head lamp looks complete, nice internals, cracked glass \$760 ono. Prestolite cylinder \$180 ono. Lucas side lamp, missing font \$80 ono.



Collection of 9 veteran club badges \$40 ono.

Dash mounted oiler/dripper, new with bracket. C1898 to 1901 for French vehicle \$760. Cost in excess of \$1500 to make.



Contact: John Horswell

Ph: 0413 314 196

E: jraymondh@hotmail.com



FOR SALE

1914 Sunbeam 12/16

Reluctantly I offer my fully restored 1914 Sunbeam 12/16 chassis for sale. The professional restoration has been carried out by David Ford of Stanthorpe QLD. David usually concentrates his efforts on early Rolls Royce and Vauxhall cars, both marques of which he has worked on for me previously, so I am fully aware of his workmanship capabilities which are first class. The reason for the sale is, following a stroke, some time ago which has left me paralysed on the left side of my body and restricted me to a wheelchair, and currently now I reside in a nursing home.

Without a car or driver's license I think it is more sensible to let a younger and fitter person have the enjoyment of completing the project and using an extremely attractive sporting Edwardian car. (I was hoping to build the body similar to the picture on page 161 of the Dowell / Ransom book on the 12/16 Sunbeam is selected for the chassis). Line drawings provided. Currently the engine is running and the chassis could be driven with the addition of a temporary seat. My intention had been to build a low sporting four seater body quite "barrel" shaped and as mentioned above similar to but with some sensible modifications like removal of the metal spare wheel cover and the storage boxes on both sides of the car, the addition of 3 doors allowing much easier

entry into both front and rear sections of the car. A low windscreen and hood had been intended. The engine has been fully rebuilt and includes a totally new water pump and camshaft driven fuel pump. The chassis has a new radiator, core ex-NZ, with new German Silver tanks. The 5 wheels are totally new, spokes wheel centres and rims which are the optionally larger size of 820 x120, and these are fitted with a new set of beaded edge Blockley tyres. About a year ago I had come to an arrangement with a cabinet maker with Body building experience and he carefully inspected a standard 1914 model Sunbeam body and worked out the quantity of Victorian Ash Timber that would be required to build the body frame I had selected. The body frame has not yet been built but the timber has been purchased and comes with the chassis. In addition a pair of CAV model F headlights with matching FS side lights and a divers Helmut tail light go with the original CAV switch-box which completes the lighting set. The complete wiring loom is encased in a metal covering. A low brass channel windscreen is included along with most of the door hardware door handles etc. 2 new front bucket seats with seat runners and adjustment stops similar to the 30/98 Vauxhall introduced in 1914 plus matching leather in dark red to trim the rear tonneau.

Contact Ral Rainsford at ral.rainsford@gmail.com to discuss further

FOR SALE

Tasmanian Built Motorcycle. 1908 Sovereign.

Built in Launceston, Tasmania by Wearne & Geard. Powered by a 330cc Zedel motor and is direct drive by belt.

It has a known documented history since 1922 and was in the Launceston district for almost 90 years. It even has a sales receipt when it changed hands in 1925.

The motor has been fully reconditioned with new piston, rings, new valves, springs and guides. All new bearings and the motor has, also been balanced. The magneto has been fully reconditioned, and comes with a spare fully reconditioned magneto. It starts very easily with a couple of turns of the pedals.

The accessory horn and self-generating headlight are of the highest unique quality.

An opportunity to own a motorcycle that is quite unique and is part of the Tasmanian motoring history.

Price \$25000

Contact Greg Smith

Ph 0447 395233 or email schacht09@bigpond.com



Private Classifieds

FOR SALE

Complete 1914 Sunbeam 12/16 Tourer restoration project requiring completion. A well rallied car with known history. A significant amount of the hard and expensive work has been completed. Only for sale due to another opportunity.

\$57,000 Negotiable for local club members. Give me a call to discuss/view. Viewing will not disappoint.

CONTACT: Simon
Ph: 0438 297 061
E: smbayley@icloud.com



WANTED

Literature and parts for my 1915 Calthorpe Minor. Whilst my car basically does go I would dearly love to have any technical literature for it and a copy of an owner's manual would be wonderful just as any spare parts would be heaven.

CONTACT: Anthony Sinclair
M: 0403157566
E: sales@yoaa.com.au



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

Phone: 03 5368 1088
email: sales@henryspares.com.au
www.henryspares.com.au

Events

JOIN US AS WE CELEBRATE
PRE-WAR MOTORING AT THE
INAUGURAL

Pre-WWII Motoring Weekend

Incorporating National Motoring Heritage Day

May 19 -21 2023

Bendigo

Based in Bendigo we have a weekend full of driving to suit cars of all Pre WWII eras, makes and models

Entries now open, please scan QR Code or visit the website:

https://veterancarclub.org.au/?page_id=6771



PROUDLY PRESENTED BY:



RACV Midwinter Rally

July 14 - 16 2023

Goldfields



Entry forms and accommodation information out soon.



VCCA PRE 1905 PIONEERS RUN

8 - 10 SEPTEMBER 2023

FORBES, NSW



Rally Directors: Chris and Russell Holden

0422 219 911 or russell@veterangarage.com.au

ENTRIES OPEN SOON



46th HISTORIC WINTON
27th and 28th May 2023

www.historicwinton.org
Winton Motor Raceway, Benalla, Victoria

Austin Seven Club Inc. A0003250N | Photos - C.Rosewarne and SDPics

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

ABN: 61 276 214 581

PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY

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

PRESIDENT
Ben Alcock
t 0404 917 366
e president@veterancarclub.org.au

VICE PRESIDENT
Daryl Meek (Fiona)
t 0407 881 288
e vicepresident@veterancarclub.org.au

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

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

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

COMMITTEE MEMBERS
Andrew McDougall (Frances)
t 0417 310 852

Steve Hobbins
t 0419 317 687

Greg Smith (Denise)
t 0447 395 233

Craig Emmerson
t 0410 663 292

Deb Alcock
t 0412 777 676

Peter Hammet (Joan)
t 0428 282 631

Michael Holding (Claudia)
t 0407 008 895

Callum Walsh (Francesca)
t 0447 766 724

FIVA REPRESENTATIVE (TAVCCA)
Andrew McDougall

SUB-COMMITTEES

DATING
Andrew McDougall

LIBRARIAN AND ARCHIVIST
Daryl Meek
e history@veterancarclub.org.au

EVENTS SUBCOMMITTEE
The Events Subcommittee meets in February, May and October to plan the Club's forthcoming events, which are published annually in the Club Calendar with regular updates in *Brass Notes*.
Chair – Ben Alcock

SUBCOMMITTEE: CLUBROOMS MANAGEMENT
Ben Alcock and Jim McCaffrey

REGISTRAR
Michael Holding
e mholding@netspace.net.au
Postal:
16 Willowtree Dr Werribee VIC 3030

CLUB PERMIT OFFICERS
Renewals and Permit Applications:
Brian Hussey & Michael Holding

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

EDITOR
Greg Smith
e editor@veterancarclub.org.au

LAYOUT EDITOR
Roger Berg
t 0403 727 228
e editor@veterancarclub.org.au

WEBMASTER
Ben Alcock
t 0404 917 366

ENVIRONMENT & SUSTAINABILITY
Frances McDougall

AOMC DELEGATES
Daryl Meek
Andrew McDougall

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

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

Download the application form at
veterancarclub.org.au.

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

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

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

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

PRINT POST APPROVED
PP 100018064

VICROADS PERMITS AND SAFETY CHECKS FOR MEMBERS VETERAN CARS AND MOTORCYCLES

If you require your vehicle safety inspected, and verified for Vicroads eligibility, please review the Vicroads permit requirements on their 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.

Ladies In Action at Cobram 1&2 Cylinder Rally

Photos supplied by Callum Walsh



Frances Hall riding the 1917 B&B Motorcycle



Claudia Holding and Michael driving the 1905 Cadillac



Catrina Sargent riding her 1915 Scott Motorcycle



Kelly and Kimberley Anderson leaving the bowling club in the 1910 Renault



Tess Anderson and Denise Smith looking pretty happy after their run in the 1910 Brush

Ladies In Action at Cobram 1&2 Cylinder Rally

Photos supplied by Callum Walsh



Lis Donald at the helm of the 1910 Renault



Vivian Fulford with Doug in the 1905 Cadillac



Fiona Lane Driving her 1909 McIntyre for the first time



Jerri Lee Phillips with Rob Miller in the 1909 De Dion Bouton



Lillie Keogh and Brenton Smith in the 1913 GWK