

December 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
Letters To The Editor.....	4
Editorial.....	5
Bendigo Swap Meet 2023 - Report.....	6
Cyclecar Corner –	
AC AutoCarrier and Sociable.....	8
Euphoria In Euroa.....	10
From The Munro Archives.....	15
HighWheeler Rally Gunnedah.....	16
Flashback Feedback from April 2023.....	18
Brouhot Car - Survivor in WA.....	20
Membership.....	20
Motoring Memories, Or –	
What's Behind The Plate Mate?.....	21
More Manifold Cars.....	22
The Lady Driver.....	23
“T” Ford Time – A Car For All Tasks.....	24
Findings, Feedback and Follow-Up.....	25
Comings, Goings, and Restorations.....	30
Natter Night Meeting Minutes.....	32
Private Classifieds.....	32
Events.....	33

Factory 10

Veteran Restorations

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

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



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

Flashback

By Greg Smith



This month our Flashback vehicle features another car from the formative years of our club. I would term it as one of the most, rare vehicles in our Club's history. It was also on our Club's first ever Argus Rally back in 1955, and was then owned by Archie Dix. What I can reveal is it is a very unique Peugeot Italiana c1907 (Peugeot made under licence in Italy).

We are very hopeful someone will be able to provide us with more information on this gorgeous little car. Hopefully we may find out some relevant details of it, whether it be its history, or even what became of this vehicle, as it is very much part of our Club's history. Please respond to the Editor with any information.

Last month we featured a c1899 Locomobile Steamer belonging to Jack Vaughan. We are still hopeful to get some information on this vehicle, as to date we have had no responses. It is never too late!

While trawling for information on the 1960 Annual Rally and the Detroit Electric I stumbled across a car we featured in the flashback column back in April 2023. I found an article written by the owner, Frank Shields, on the history and restoration of the Aquila-Italiana. (see the article on page 18).

Coming Events

10 December 2023	VSCC Two Wheel Brake Rally Meet at Latrobes Cottage: Birdwood Ave &, Dallas Brooks Dr, Melbourne VIC 3004
12 December 2023	Christmas Dinner And Awards & Presentation Night Clubrooms, 6:30pm - IN PERSON ONLY
21 January 2024	AOMC Festival of Motoring - Cruden Farm https://www.aomc.asn.au/festival-of-motoring
4 February 2024	AOMC Aussie Classic Car Show - Mornington Racecourse https://www.aomc.asn.au/events/2024/2/4/aussie-classic-car-show

Major Events

14 - 17 March 2024	RACV 1 & 2 Cylinder Rally - Echuca Rally Directors: Adam Auditori & David Provan
19 - 21 April 2024	RACV Four & More Rally - Kyabram Rally Director: David Boyd
8-10 November 2024	RACV Veteran Car Club Annual Rally - Bendigo

National Events

17 - 23 March 2024	2024 National Veteran 1&2 Cylinder Tour - Albany WA Contact: Deidre and Harry Pyle 0407 999 290 or https://veterancarclubofwesternaustralia.wildapricot.org/2024-National-1-&-2-Cylinder-Rally
18 - 23 November 2024	The 2024 National Veteran Vehicle Rally - Launceston, TAS https://vccatas.com/2024-Nat-Rally.html

Front Cover Photo:

This month's front Cover Photograph has been very kindly provided by Doug Fulford. He has only provided scant information with it and has asked for help in identifying the vehicle and one of the occupants. He has written the following: "Firstly, can anybody identify the car in the picture on the front cover of this month's issue of Brass Notes? And then for bonus points (and of course extra bragging rights) can you identify the gentleman sitting on the running board who is apparently the proud owner of this fine looking automobile? The photograph is believed to be taken in London, but there is a bit of an Australian connection".

So our "What is it" for December is twice the normal challenge as Doug is seeking the answer to two questions. What I can add is that the photograph is a beauty, and the details when studied are extraordinary. Some of the things I have noticed is of course the exceedingly large Bleriot "spot lamp" perched up on the substantial brackets above the radiator that, must surely compromise forward vision. (Driving lights are certainly not a new thing, are they?) I also notice the use of the Stepney wheel that has been removed from the running board and mounted on the front wheel. Again a common occurrence of tyres being punctured from horse shoe nails and then using the Stepney

wheel to get you home. Speaking of horses, I also notice our unidentified gentleman sitting on the running board, has his shoe very close to some droppings of the aforementioned horse. This of course is par for the course in the days when motor vehicles and horses still shared the streets. As for the car itself, it certainly is a very nice example and one I believe I can identify, but I have been wrong before. So if you know, please forward your suggestions through to the Editor. I have no clue on the identity of the fellow, so hopefully someone will be able to help us out.

Brown's
Whitemetal & Mechanical
Service

Andrew Brown
0466 061 002



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

President's Message

by Ben Alcock

When I started as the Club President, we were deep into the Covid lockdowns and things were looking pretty grim. I don't like to dwell on these times but my first term as president was spent navigating lockdowns, online meetings, capacity limits and cancelled events. Now in 2023, at the RACV Veteran Car Club Annual Rally in Euroa I got to see the Club hit over 60 entries at our premier event, for the first time in many years.

You can read all about it in our event report on page 10, but I would again like to offer a massive thank you to Scott & Craig Emmerson for all of their work in putting this event together. It was very obvious over the weekend that they had thought about all of the little 1 percenters that made this year's rally so special. Planning for next year's event is well underway and will be back on our normal date, so stay tuned for more information on that.

To finish off 2023 we will be hosting our annual presentation evening and dinner at the December Natter Night. Dinner will be \$10 per person (payable on the night), please click the link to RSVP <https://forms.gle/o7NYjb3TbLed3ohp7> or contact me directly if easier.

Have a safe and relaxing end of year and I look forward to seeing you all back in 2024.

*Keep safe and well,
Ben Alcock, President VCCA (VIC)*



Letters To The Editor

Dear Greg

I would like to congratulate Scott, Ben and the committee on the excellent planning that was evident in the November rally.

This was the first rally I had attended since my father's last rally to Wangaratta in 2019.

The sound of the twin cylinder vehicles, the buzz of members catching up and sharing motoring experiences, the cranking of the engines and the look of anticipation, brought back so many memories.

The Veteran Car Club (Vic) is certainly a unique group of like minded people and I salute you all.

Thank you again for some wonderful memories, which I was to enjoy as a passenger in an exquisitely restored and skilfully driven 1907 Cadillac.

My appreciation to David Provan for inviting me to travel with him.

Regards Jenny Towt (Provan)

Hi Greg

I have been reflecting on club membership and what belonging to the VCCA (VIC) is really about. Most certainly a shared interest in veteran vehicles. I would suggest that it goes way beyond this. On the weekend of the 11th/12th November at the Bendigo Swap Meet, I was helping out, as per usual on our honourable editor's site. This was the first swap in three or four years and eagerly anticipated from both of us, and we assume many other enthusiasts. During the Saturday our honourable editor became increasingly unwell,

great amount of pain, unable to focus or concentrate and increasingly more and more distressed. Thankfully club members were everywhere. Greg was taken to the first aid, ferried to hospital, and stayed with in hospital until family arrived. I was completely supported with people staying to help with the stand and giving me a break to go to the toilet and grab a coffee, knowing that everything was safe. All of this assistance was freely and quickly given. Then the amount of enquiries after Greg's health and best wishes from people was appreciated and heart-warming. This was followed up the following day when Greg had returned, all good, after a few rounds with a particularly nasty kidney stone. There are many people to thank here, I will name a few – Murray Murfett, Hein Otten, Pam and Deane Hill, Tess and Simon Anderson, Russell and Chris Holden, Jeff Alcock, Ken Hall, Graeme Jarrett plus everyone else who offered, asked and cared.

So, I have been privileged to experience the people of the VCCA (VIC) at their very best. And I am very thankful to be a member of a club where people matter.

A huge thank you from me.

Mick Turner

-

I wholeheartedly concur with Mick's comments and sentiments, as I am very grateful for the help extended and the sincere well wishes that were, and have been, forthcoming since then. This was also very evident up on the Highwheeler Rally in Gunnedah when Gavin and Loretta Mutton were involved in a car accident. -Ed

Editorial

by Greg Smith

My, how fast the year has flown! It is almost the end of 2023 and time to reflect, on what has transpired over the past year and indeed look to the future. Just last weekend, those of us who were on the RACV Annual Rally were treated to an absolutely marvellous rally thanks to the meticulous hard work put in by the rally directors, Scott and Craig Emmerson and our illustrious leader, Ben Alcock. To have over 60 entries on the Annual Rally is exciting and gives great hope to the future of the Club. In some recent research I found that 109 entries on the 1960 Annual Rally is the mark to be beaten, and looking to next year, I am quietly optimistic that we may indeed give that record an almighty shake. I say this with some degree of confidence on several fronts. Hopefully we will have the same rally directors who have demonstrated that they go to great lengths to tick all the boxes in an attempt to cater for all vehicle capabilities (Tadpoles) and attendees' enjoyment. There were countless "little things" done by these three gents to add to an already great agenda they pieced together. I know on the "Tadpoles" route for example that there were questions placed on the white posts and answers on posts further up the road. I was able to see these clearly travelling at 30 kph. These "little things" just complement our drives. The Annual Rally will be back to its "correct" date which will also coincide with being just one week prior to the National Veteran Rally

being held in Launceston, Tasmania. Therefore those interstate folk might, and should, combine both events to make a "bumper" Annual Rally. In 1960 we had 20 interstate entries, so I firmly believe we can better this mark if the interstate people have a reason to combine both events. It is an exciting thought to exceed 100 entrants!

Hopefully, you, the readers of Brass Notes, have enjoyed what we have been able to provide throughout the year. It has been very motivating to get so many excellent articles from many different contributors to make for some very interesting reading. I always think the resources we have within our club members is an immense amount of knowledge, information and abilities to entertain us with quality articles, so in essence it is these contributions that make what we have, a high grade publication. Please keep these coming as it is a small thing you can do to contribute to our club.

On behalf of the Editorial group, I would sincerely like to convey our best wishes for you to have a great Christmas period and a wonderful New Year. We are pretty much going to have a well-deserved month off with just a small edition for January and we will be back in full swing for the February edition which looks like it may have a small theme to start the year.

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

Bendigo Swap Meet 2023 - Report

by Graeme Jarrett

This event has been eagerly awaited by the aficionados of the event and all swap meets. In attending the event it appeared that numbers were down on previous years. Perhaps the Covid epidemic is partly responsible for this.



There were interesting things to be found but few on the ground and hard to find. At least that was my general experience

This unknown radiator was a puzzle yet to be resolved. Its keeper believed it was from a Stoneleigh motor car of 1915 - I don't believe it is. However it would be interesting to know what it is from. There are a number of detail characteristics that suggest BSA of 1912-14, particularly the lower half.



This unusual carburettor was seen on a club member's stall – a complete mystery to me. I was later reliably informed it was by Rolls-Royce circa 1907.



These lamps and other brassware were seen on Greg Smith's stall – always a popular place to visit.



More brassware by Greg Smith.

MODEL T & A PARTS
Henry's
Est. 1980
VINTAGE. HOTROD. SPEED.

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

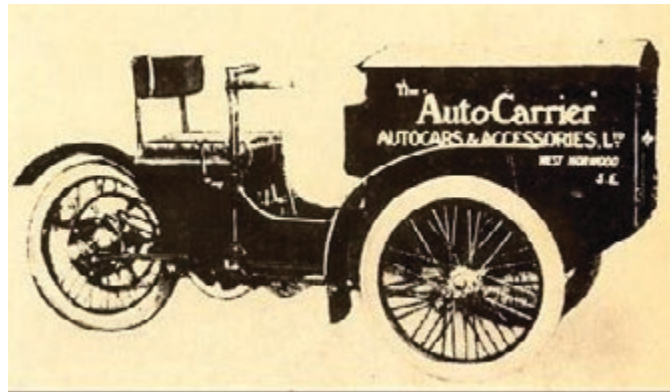
Cyclecar Corner – AC AutoCarrier and Sociable

by Graeme Jarrett

The AC (Autocarier) began life in 1904 and was marketed originally as a light vehicle for transporting trade goods.

However, later it was marketed more as a Cyclecar – the AC Sociable. In both guises it was a success and more than a few of these have survived worldwide.

The AC did not win any beauty contests but did win the hearts of some owners because of their simplicity and reliability.



Above; an early version of the Carrier with little in the form of extras.



Above; an early trade vehicle (the Carrier) with elaborate bodywork for such a vehicle.



Above; as a trade vehicle they were often sign written with traders advertising.

Both the Carrier and the Sociable were chain drive to the single rear wheel via a 2-speed epicyclic gearbox. It used tiller steering from the beginning and held on to it long after others abandoned it for the more conventional steering wheel.

The vehicles were manufactured in outer London not far from Heathrow Airport.

The marque survived for a long time and became famous for making a brute force supercar, the AC Cobra.

The "Auto-Carrier."

**TO CARRY NET LOADS UP
TO 6 CWT.**


Price complete, only £150.

The Postal Department, after giving these Auto-Carriers a Severe Test, have just placed "an Order for THREE More. Follow their lead, and Write for Particulars To-day.

SOLE AGENTS:
SHIELDS MOTOR COMPANY PTY. LTD.
6-10 FLINDERS-STREET, MELBOURNE.

Above; Shields Motor Company were the Melbourne agents for the Autocarrier.

Both vehicles were fitted with a 648 cc single cylinder air cooled engine – Tee head designed cylinder.

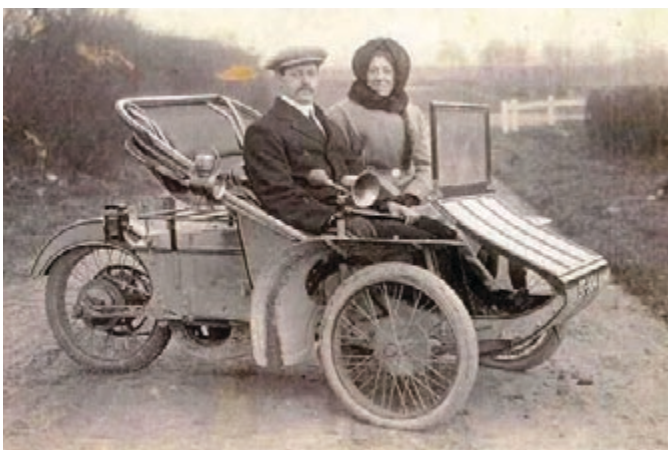


A.-C. Sociable

Note the simplicity of this popular 3 wheeler and how extremely easy the car is to manage. Remember that it is famous for its great reliability, durability, and economy, and that it gives you the comfort of a car at little more than the price of a motorcycle and sidecar.

Price 75 Gns. (Equipment extra.)
IMMEDIATE DELIVERY.

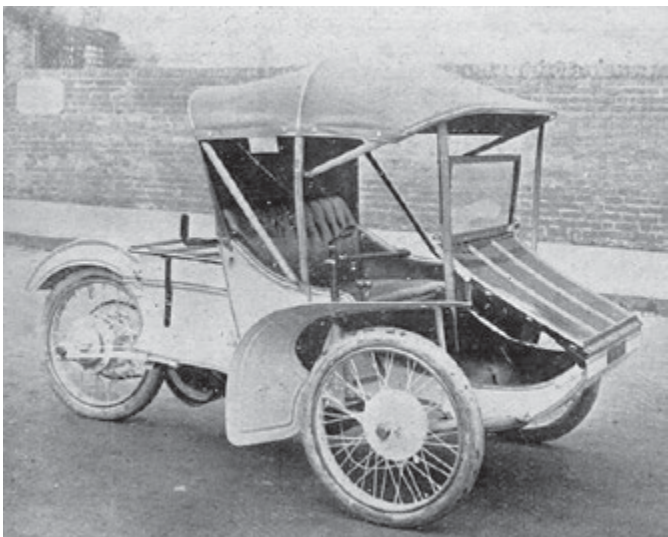
Above; a British advert of the time – note the price difference.



Above; an early Sociable Cyclecar of 1908. Production of this model began in 1907.



Above; a well-equipped AC Sociable.



Above; an early Sociable Cyclecar with hood erected. Production of this model began in 1907.



Above; an early AC engine – typical of both vehicles.



Above; some ladies "Cycle-carring" in a AC Sociable.

The AC of Steven Dynes that is in our club (see opposite)

Production ran from 1904 -1914 and later, after the Great War, into the early 1920s.

Agent details for Victoria:- Shields Motors, Flinders Street, Melbourne.

There are a number of survivors (both types) worldwide, including in Australia.



Euphoria In Euroa

By Murray Murfett

Wow! Promoted as “a celebration of veteran motoring, cascading along the most ornate and flat roads, sweeping along with spirited adventure while exploring the finest country roads in Euroa” Rally Directors, our President Ben Alcock and Craig & Scott Emmerson sure did deliver, with flair, finesse and fanfare. In addition to the excellent choice of towns, and the meals venues, they also laid claim to the perfect touring weather, the timing of the monthly Saturday Market, and having ‘ironed out the creases in the roads”!



The coffee has been laboratory tested and it ain't bad!

There were 136 entrants, with 60 vehicles, many for the first time.

First timers (either vehicle or entrants) received special mentions at the Saturday night dinner.

Friday-Trailer parking at the Showgrounds, being careful not to bump our heads on the 2.3m railway underpass. A quick welcome from President Ben, before a visit to a very industrious engineering works, a shakedown run, then a chance to bedazzle at the movies, where we entered via the well decorated red carpet area.



All dressed up for the Saturday night dinner



Concessionaire extraordinaire Deb Alcock in her candy-stripe pinafore distributing cookies, choc-top ice creams and popcorn to the movie-goers, including top hatted Alexander Donald, who quite rightly won an award for one of the best dressed.

A warm welcome from the Deputy Mayor of the Shire of Strathbogie preceded footage shown on the big screen of a couple of very early London to Brighton runs (the first and second maybe?), and the very recently run 2023 event, where 400 pre-1905 vehicles participated, including the Darracq ‘Genevieve’ and the Spyker from the much loved 1953 film.

The friendly dinner at the historic Seven Creeks Hotel built in 1901 was a chance to catch up, meet new friends, and talk about...well, old cars!



Great coffee over there Stan!

Saturday - we were allocated parking at the extensive local market where fresh food and vegies were available, while we looked at ...well, our old cars! Our Roving Reporter's attention was drawn to a couple of cute little French cars. Firstly Jerri Lee Millers 1909 De Dion Bouton, recently restored by Brian Hussey and Rob Miller which was recognised as ‘Dux of the Class’ in the Tadpole category. And then Lynne Andrews sweet little Clement Bayard appeared which had been in mothballs for the last 45 years. Lynne later explained that it was restored back in the day by her father, Jim Formby, then again later by her late brother Bill.

Lynne is a second cousin to those Emmerson boys who know it affectionately as the 'Little Blue Rocket' so there may have been some encouragement from them to enter!?



'Et voila! Cus jolies petite voitures francaises - les Renaults, Clement Bayard, Delage, De Dion Boutons, et Hotchkiss. Oh la la!'

Heading off amongst these 'pretty little French cars' in the continuing lovely weather for a 148 km round trip to Murchison and Nagambie which culminated in a well catered lunch and museum viewing, hosted by members of the Nagambie Historical Society within their display sheds, whilst our cars were very well displayed on vacant land opposite.

The formal dinner at the former Euroa Butter Factory was a real treat, with excellent service and meals and some very smart attire. Another special touch, chocolate cars were on our tables, provided by the Yarra Valley Chocolaterie, which those Emmerson boys insisted were based on their Cadillacs!



Award winners from the Red Carpet



Enjoying a dinner chat at the former Euroa Butter Factory

President Ben then welcomed 'first time outers' (either vehicles or entrants) which included:

Geoff Brown-1913 Buick

Malcolm & Judith Bandy- 1916 Cole V8

Norm Clark & Cheryl Humphries -1918 Harley Davidson M/C

Greg Smith- 1903 Humberette

James Dunshea - 1912 Triumph M/C

Brendan & Callum Walsh - 1909 BSA (car!)

Lynne & Neil Andrews - 1911 Clement Bayard



Greg Smith all dressed up in period costume

And then it was time for troubadour poet Doug 'Banjo' Fulford from NSW (awarded the 2022 Apollo Award for contributions to Brass Notes) who had very cleverly penned a poem, (actually 3), as he has done in many recent rallies.

One was about his dilemma in leaving behind his packed bag for the rally; another about the flat, and flattened roads around Euroa; and the third about the Tadpole Class of vehicles entered. (The term 'tadpoles' has been given to the smaller, usually 1 or 2 cylinder cars that are given the option of alternative, shorter routes).

Also a regular and popular rally attendee, the affable Ken Hall from Tasmania initially came to the Bendigo Swap to raid all the good bits but then stayed on for the Rally so we could celebrate his 80th birthday.



Ken Hall appreciating his 80th birthday card

Fiona Lane and Daryl Meek had once again done some relevant research investigating the very early vehicles which had passed through Euroa around the turn of the century. Being on the main Melbourne-Sydney road, the town possibly saw more motor vehicle activity than any other town outside Melbourne or Sydney.

There were reports of such vehicles as the 1898 Thompson Steam Car, Panhard-Levassor, 1900 De Dion Tricycle, 1903 Palmer, 1903 Humberette, 1904 'Curved dash' Oldsmobile, Grout Steam car, 1905 De Dion Bouton. Most interesting!

Much later on Saturday night, in fact around 4am, there were suspicious noises coming from outside one of the motel units and it appeared that some devious person was perhaps trying to remove the brass lights from one of the cars. On closer inspection however (but not too close!), a man acting quite strangely and dressed only in 'tradies' underpants and a pyjama top was just connecting a battery charger to his green Model T!

Sunday- The morning began with a formal welcome by the Mayor, Cr Laura Binks, followed by a drivers briefing, and then we headed out on a 35km trip out to the Valley Fliers Airfield, where we were entertained by the very precise, radio controlled flying of a range of miniature planes.

However further out towards the airfield there were many rolling hills, with claims by the Rally Directors that the extension lead to their iron 'hadn't extended that far!'

There was a late change of lunch venues and we happily proceeded back to the Seven Creeks Hotel, where we fully enjoyed the indoor and outdoor settings of this lovely venue.



Proof of a 'well flattened' road, following the 'dashing away with a smoothing iron' efforts by our Rally Directors.

President Ben thanked us all for supporting the rally in such numbers, mentioned the venues for the next rallies, the '1&2cyl' in Echuca and the '4 or more' in Kyabram and then wished us a safe trip home. He also thanked the tail-end-Charlies, Pam & Deane Hill. And while most vehicles behaved, a few spent a short time in the 'Naughty Corner', however Greg's little 1903 Humberette will be kept there for a bit longer until it offers an apology!

David 'T' Lang (who drives that green Model T Ford) thanked President Ben, Scott & Craig Emmerson for the wonderful choice of towns and countryside, the excellent venues, and the little extras that made the rally special. Wow, what a wonderful Rally!

Why The Roads Are So Flat Around Euroa

Poem by Doug Fulford

*They tried real hard to tell us that
The roads round here are truly flat
They changed the routes eight times until
You couldn't even spy a hill*

*There still remained a crease or two
(I swear to you that this is true)
So to avoid more idle chatter
They said let's make them even flatter*

*For tools to use they searched all round
An old electric iron was found
One basic trouble in this plan
Their iron was not veteran*

*Alas the route for Saturday
Measured up at sixty K
They knew the club could not afford
A sixty K extension cord*

*I sought all this to remedy
So I brought irons down with me
That I know must have been
Made before nineteen nineteen*

*They must have worked all through the night
To get the roads ironed flat and tight
And from your faces I have guessed
The routes have passed their flatness test*

Driver/Rider	Passenger(s)	Vehicle
Adam Auditori	Angela Mead, Lucia, James & Aarav Auditori	1899 De Dion Bouton
Greg Smith		1903 Humberette
Andrew McDougall	Frances McDougall	1904 De Dion Bouton
Doug Fulford	Viv Fulford	1905 Cadillac
Michael Holding	Claudia Holding	1905 Cadillac
David Provan	Jenny Towt	1907 Cadillac
Bill Betts	Robyn Betts	1908 Renault
Callum Walsh	Brendan Walsh	1909 BSA
Jerri Lee Miller	Brett Phillips & Briony Hamilton-Phillips	1909 De Dion Bouton
Greg Orde	Kate Orde	1909 Itala
Tim Harris	Marie Harris	1910 Briton
Simon Anderson	Tess Anderson	1910 Brush
Ian Berg	Sue Berg	1910 Cadillac
Barry Smith	Ros Smith	1910 Delage
Peter Fitzgerald	Judy Fitzgerald	1910 Maxwell
Jack Alcock	Lachlan Axford, Daniel Allen	1910 Overland
Gordon Berg	Catherine Berg	1910 Renault
Murray Murfett	Colin Dennis	1911 Buick
Lynne Andrews	Neil Andrews	1911 Clement Bayard
Stan Bone	Maggie Bone & Tony Berry	1911 Fabrique Nationale
Bill Lindsay	Glenice Lindsay	1911 Ford
Val Dunshea		1911 Hotchkiss
John Kennett	Robyn Miller	1911 Hupmobile
Richard Blackburn		1911 Scott
Paul Williams	Kim Williams	1911 Wolseley
Craig Emmerson	Scott Emmerson	1912 Cadillac
Murray Wright	Julie Wright	1912 Enfield
Graeme Jarrett		1912 Little Midland
Daryl Meek	Fiona Lane	1912 Napier
David Boyd	Gail Boyd	1912 Renault
Amanda Mahncke	Deidre Coone	1912 Rover
Robert Caffyn	Peter & Archer Caffyn, David Nichols	1912 Talbot
Daniel Sargent	Tessa Sargent	1912 Triumph
James Dunshea	Sherryn Dunshea	1912 Triumph
Geoff Brown	John Pettit	1913 Buick
Brenton Smith	Lillie Keogh	1913 GWK
Paul Daley	Lena Daley	1913 Overland
Joe Sciacca	Maria Sciacca	1913 Overland
Rob Miller		1913 Rudge
John Stanley	David Hogg	1913 Stoewer
Terry Mansbridge	Carol Baudinette	1913 Sunbeam
Peter Hammet		1914 De Dion Bouton
Don McPherson	Lynda McPherson	1914 Ford
Jeff Alcock	Jessica, Chris, Cooper & Jordan Holt, Nicole Mayne	1914 Overland
Peter Fagan		1914 Triumph
Michael Holding		1915 Douglas
Bob Ballinger	Helen Ballinger	1915 Ford

Driver/Rider	Passenger(s)	Vehicle
Robbie Dalton	Christine Dalton	1915 Ford
Rick Dalgleish	Rhys & Dean Delgleish	1915 Humber
Brian Fleming	Lesley Fleming	1915 Rover
Catrina Sargent		1915 Scott
John Wards		1916 Benz
Malcolm Bandy	Judith Bandy	1916 Cole
David Lang	Keith, Christine & Xander Buchanan	1916 Ford
Ian Sargent	Jenny Sargent	1916 GCS
Norm Clark	Cheryl Humphries	1918 Harley Davidson
Brian Love	Maria Love	
Lis Donald	Karl & Alexander Donald	
Rick Thege	Heather Gingell	
Ben Alcock	Deborah Alcock	
Ken Hall		
Alan Long	Janne Long	
Deane Hill	Pam Hill	Tail End Charlie

Those Magnificent Men (And Women) In The New Tadpole Class

Poem by Doug Fulford

*Those magnificent men in the new Tadpole Class
Their cars may be slow but they'll help you to pass
Their cars may slow down once they sight a hill
But reaching the top gives them a big thrill*

(Chorus 1)

*Up, down, putting around
Hoping that flat roads are easily found
They're all frightfully keen
Those magnificent men in their putt putt machines
Those magnificent girls in the new Tadpole Class
They're convinced that 30K is fast
People may have to push them up hills
Getting such help must be one of their skills*

(Chorus 2)

*Toot, toot, cruising around
Honking the horn is their favourite sound
They, all, want to be seen
As a really hot girl in a gorgeous machine
Those magnificent girls in their putt putt machines
They get on the cover of car magazines
They like photographs and they're happy to pose
They attract lots of looks when they do auto shows*

(Chorus 3)

*Putt, puff, blowing off steam
The drivers are happy they're living their dream
They, are, all happy to be
Playing their part in this community*

*They fly down hills 'cos they're in angel gear
They don't think of danger, they don't seem to fear
Shannons might think they have made a mistake
To see those cute men and the chances they take*

(Chorus 4)

*They, just, want you to know
That they are nat'rally the stars of the show
And, just, where have you been
If you haven't heard of a tadpole machine*

*They may leave early and reach rather late
But the food tastes much better because of the wait
Which of course means that they don't mind
When you overtake them and leave them behind*

(Chorus 5)

*They, know, that people rave
'Cos almost everyone will point and wave
They, know, that they have been
The ones who have stolen almost every scene*

*They rarely get lost because they know
Ev'ry extra K counts when you're going so slow
Whenever they take their friends for a ride
They will come back with a smile they can't hide*

(Chorus 6)

*It, is, no big surprise
That they will win almost every damn prize
And, so, we're sorry for
Those who have entered in a four or more*

*It is amazing these cars did survive
A century on and they're starting to thrive
They're better than new and its plain to see
That they are destined to well outlast me*

(Chorus 7)

*I, hope, that it will start
They tell me that cranking is good for the heart
I, just, hope it will fire
Some time real soon before I expire*

(And a final verse for our sponsors)

*If you should own a car in this class
You'll spend half your days polishing brass
You avoid breakdowns but if you do
The RACV will surely come through*

From The Munro Archives

by Ian Berg

When I put together the story of Jas A Munro, motoring pioneer, coachbuilder and all-round Melbourne entrepreneur of the early twentieth century, I was very privileged to be able to access the original company archives which had never been sorted, researched, or in fact seen by anyone apart from the immediate Munro family.

It was a treasure trove of thousands of documents and photographs, company records and letters as well as early tools, coach builder plates and just about everything imaginable to do with the company both prior to and in the years following World War One. The problem was there was no order to it, no cataloguing and it was a mess of stuff occupying a large warehouse along with all sorts of bric-a-brac. But it was irresistible and I felt it essential to get the story out there, and this led me to publish *Jas A Munro: The Largest Garage in Melbourne*. One of the challenges in writing a book is to establish a theme or a structure to the story, and in this case a related challenge was what to leave out when so much material is potentially available.

In completing the book I was keen to use as many of the quality photos that were in the archives as possible. But there were many left over either because they were similar to ones already selected or I could not identify them in the context of the story. So, here is a first short article of what may be an informal series From the Munro Archives, where I will provide some of the additional material.

The handsome looking touring car in this picture eluded identification, and there were no markings on the photograph. It was taken at the time that Munro's chassis importing, coach building and sales were at its peak, and I suspect but could never confirm that it is an Imperia. The photograph is clearly of a professional standard and Munro had many of his cars professionally photographed in the vicinity of his coachworks in Elizabeth Street.

It is possible, but I doubt, that the car was photographed in Europe as Munro had an extensive overseas tour in late 1912 and early 1913 when he visited his chassis suppliers including Mors and Clement Bayard in France, Imperia in Belgium and Crossley, Karrier and others in England. He spent a lot of time at the Springuel-Imperia works in Huy in Belgium and it is possible that the photograph was supplied by that firm. However, the coachwork on this particular car has a number of design features including the swage line extending around and just below the top of the body, the hood iron design and the shape of the mudguards which feature of many of Munro's designs. The setting also looks like a Melbourne street scene of the period to me, but I cannot identify where.

A second, damaged, photograph of the car exists but it too does not yield any clues. Do any of our readers have any other information that could identify what make this car is or where it was photographed? Please let our editor know.



HighWheeler Rally Gunnedah

by Mick Turner



1909 McIntyre Deane and Pam Hill who borrowed it from owner Fiona Lane, 1913 IHC of Richard and Beth Payne (Qld.), and 1908 Black of Russell and Chris Holden

The 16th Highwheeler Rally Gunnedah

22 - 27 October 2023

Glorious Gunnedah! I had never been there before, was only familiar with the name due to the Sandy Maranoa folk song with the chorus: "For we're going, going, going to Gunnedah so far, And we'll soon be in sunny New South Wales...". It was a long trip, a stop in Forbes on the way up, and yes it was sunny! Still we weren't the furthest travellers. Twenty two buggies entered, twenty made it to Gunnedah and seventeen to the Monday start. One Economy, one Sears, one Kiblinger, two McIntyre's, two Black's, three Schacht's and ten IHC's made up the twenty. Rob Duffy as director had amassed a great team of volunteers and great local knowledge to provide access to interesting, intriguing and always welcoming local collections. Combined with visits to the local high school, a primary school and a Main Street public display, Gunnedah was showcased and the buggies were well and truly showcased. The Gunnedah Rural Museum (a must see!), the Dorothea Mackellar centre, Dorothea Mackellar's family home, a number of private collections, Keepit Dam, a fantastic model railway in the garden of a beautifully restored Edwardian house, an unbelievable tour of a cotton gin and the group photo in front of the Gunnedah Railway Station where the station mistress handed out bottles of ice cold water to all of us. (37degrees).

Morning tea, lunch, afternoon tea - fantastic meals! There were great venues for everyone to get together of an evening to eat and talk. This began with the welcome evening (Sue and Noel Holbrook phoned in) and finished with a fantastic spread for the final dinner.



1909 IHC Ivan and June Smith with Glen and Sue Goldie



1909 Economy of Gavin and Loretta Mutton at the Museum stop



Line up of buggies at the Dorethea Mackeller Family home

There was a fair bit of dirt road driving, many of the places visited were on dirt roads, and in attempting to keep the buggies off major highways where possible, dirt roads were the only alternative.

So, seventeen buggies headed off on Monday, and by Friday, six buggies headed off. There was a fair bit of attrition. Important to mention that of the three Schachts that started the week, three Schachts finished the week - a moderately interesting fact for those interested in such statistics. (Can't help thinking Mick is showing a bit of bias here-Ed.) There were many outstanding feats of ingenuity and repair on the run and of an evening. A fantastic sense of camaraderie with parts from non-running buggies borrowed to keep another buggy on the road. The generosity of buggy owners is truly admirable, and, apart from the buggies themselves (truly amazing vehicles every single one), a wonderful reason to be counted among such a group and a great reason to own a buggy.

We all express many thanks to Rob Duffy and his crew. We are all very much looking forward to the next Highwheeler Rally in 2025.



1910 IHC of Peter and Josie Williams from Ceduna, South Australia pictured in an old shed at the Cotton Gin



1909 IHC Andrew and Frances McDougall

Note: On day one of the rally, a buggy was hit by a modern car. Both occupants were taken to hospital, one released that day, the other's injuries much more severe. Both are now home and we all wish them a solid recovery. This was the Economy Buggy owned by Gavin and Loretta Mutton from Queensland, and members of our club.

Flashback Feedback from April 2023

This is the story from the owner, Frank Shield, on the history and restoration of the Aquilla Italiana we featured in the Flashback Column in April 2023.

It is taken from the December 1960 Newsletter -Ed

RESTORATION OF THE AQUILLA ITALIANA

Frank Shield submitted the following description with his entry for the Kermonde Trophy:-

This car was in the playground of a kindergarten where it had been for a year. You can well imagine its condition after twelve months of treatment by the children, added to its poor state when they received it. After going to a lot of trouble to replace and finally secure the car, I towed it home (about quarter of a mile) with quite a few remarks being passed about which tip it was destined for. So on reaching home I took it round to the back of the house before the neighbours thought I had finally gone completely round the bend. I then went to the original owner of the car to see what he could tell me about it and whether he could help with many of the components missing when I received it.

The gentleman was very pleased when he learned that I intended to restore the car and went to no end of trouble to pull his garage to pieces and came up with most of the bits required, even down to the rear shackle pivots which he had changed over. He explained how he had altered it from original the car being complete when he bought it in the late twenties. He ran it after the war till the tyres gave out when it stayed in his garage until he gave it to the kindergarten.

Now for a general description of the car as I found it and what I have done to it over three years using all my spare time.
(Another veteran widow! - Ed.)

I completely pulled the car down to the last nut and bolt and started to build it up again. The front axle was original as were the springs and shackles. I re-worked the whole unit and made up new king pins. I assembled this axle to the chassis and started on the engine which was quite a job. I had to have a crack in No. 1 cylinder welded: this was done by cutting a piece out of the outside of the block, welding the crack and finally welding the first piece back into place.

I made up jigs and re-metalled all the big end bearings and machined them out at home. After completing the engine I replaced it in the chassis and re-worked the bulkhead which carried the original instruments badly knocked about by the children. I next repaired the steering box, fitted it into the chassis and completed the front end of the car.

While this had been going on I tried to get hold of an original diff with the gearbox mounted on the front of it. I had many trips all over the State, also tried on my holidays in Sydney but failed to get anything like it. I even tried a very hot clue to a seaside resort where the remains of an Aquila were supposed to be lying. All I had to do was to find an old lady with a pet carpet snake, said to be the owner of the house and the car (the lady, not the snake!) So I started early on Saturday on "operation door knock" in the neighbourhood. I even went so far as to see the Mayor who had lived in the city since childhood but at the end of the day I am sure people thought I was some nut let loose and were glad to get rid of me.

I finally picked up a diff from an Overland in Benalla, thanks to a Club member. This was ideal having an enclosed tail shaft like the original and as I had been able to get the original fittings from the engine to the tail shaft this did not take much work. The rear axle itself was about 10" too wide so I had to reduce it and make up new axles. I was lucky that the original hubs came with the car so I fitted same to this diff. I then mounted the diff as it was done originally on its queer shackle set-up.



Brouhot Car - Survivor in WA

by Graeme Jarrett

In the most recent issue of Brass Notes (Nov. 2023) the surviving Brouhot car in WA was highlighted.

The WA registration records are public property and available online. In those records a Brouhot car is identified as being registered there in 1915. The details below are from the 1915 records.

T. W. Firth - owner

106 Brisbane Street – owners address

Brouhot 10 H.P. - rating

P 417 – Perth area registration No

Perth Municipality – WA registration area

There was an agent for these cars in Sydney, Houssard Brothers, 52 Castlereagh St.

but when it comes to stunts—road, distance, and speed records—he is supreme. The car virus attacked him about 22 years ago at Richmond, N.S. Wales. That was when, in the days before licenses and number plates, a local doctor permitted him to drive the car—a two-cylinder **Brouhot**. Smith shaped so well that he got the job as chauffeur. He has been closely gripping the wheel ever since. He has averaged about 20,000 miles a year for the past twenty years.

Perhaps the surviving car in WA is the car that Wizard Smith drove in his early years.

A NEW AUTOMOBILE.

A recent importation into the Australian States is the "**Brouhot**" car, for which Messrs. Houssard Brothers, of 52 Castlereagh-street, are the sole concessionaires. This very fine automobile, which has been brought out specially to suit Australian conditions, has been arousing the greatest enthusiasm amongst those who are on the look out for a car that possesses the much desired qualities of power, speed, ease of control, and economy. Quite a number of vehicles arrive in Australia which are more suited for the fine roads of France and England than out here. In the **Brouhot**, however, everything has been considered, including extra large clearance, strong springs and frame, flexibility of engine, and powerful brakes. The carburetter also has been so designed as to allow the minimum of consumption of petrol coupled with the best possible results being obtained. The writer had a trial on the **Brouhot** last week, with the importer, Mr. Houssard, at the wheel. Over a run of about 10 miles speed up to 45 miles an hour was attained. On the hills the power of the car was demonstrated in a remarkable degree, whilst in the densest traffic the way the vehicle was controlled was a revelation. Those in search of a real good car at a moderate price should inspect this wonderful French production.

At least four Brouhot cars were registered in NSW in 1915. The WA car is most likely one of these. In the records two cars were noted as 12hp, one other as 12-15hp and one as 10-12hp. Their names were all spelt incorrectly as Brouhet. A trial for the amateur historian!

It is interesting to note that the famous race and record setting driver Norman "Wizard" Smith drove a twin cylinder Brouhot in the earliest years! Refer attachment below.

Now for the leading players in this drama: Norman Smith is outstandingly Australia's greatest stunt driver of all time. We have better racing drivers,

MEMBERSHIP

WELCOME TO NEW MEMBERS

The club wishes to welcome the following new members:

- Tim and Sam Hogg with a 1909 BSA car
- Emily Martin
- Raymond and Mary Cook with a 1905 Curved Dash Oldsmobile



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



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

Motoring Memories, Or – What’s Behind The Plate Mate?

by Mal Grant

Following the appearance of the motor car on Victorian roads, it wasn't long before the growing number of vehicles made it difficult to maintain any form of effective regulation or control. In 1909 the Victorian Government passed the Motor Car Act, providing the regulatory framework for registration and licensing.

Introduced by Government Regulation in 1910, Victoria's motor vehicle owners were required to have their vehicles registered, and drivers licensed, by March of that year.

Number plates per se, weren't issued in Victoria until 1932. Prior to this, motorists were issued with a number and had to make their own plate, purchase one at a blacksmiths or similar, or paint the number on the radiator - all to a certain size.

From 1932, owners were required to purchase the new standardised plates at a cost of 2/6d each. According to many, this was "another enormous financial burden on the motorist". Such was the outcry, outraged motorists wrote to the newspapers complaining of this huge and extra impost! Regardless, "Ownership Certificates" were issued (now disbanded) and the cost of number plates continued to rise.

To many enthusiasts, an early registration plate with a low number is a much sought after and prized possession, offering prestige to some, whilst being of purely historical interest to others. The early numbers that are now available are much sought after, some bringing astronomical prices.

Number Plate 1788

Have you ever wondered if there is a story behind a very low number on a vehicle registration plate?

To enlighten our readers, the known details of registration number 1788 (a home-made plate) have been collated, and the story to date is presented as follows.



Behind this relic is a story of a Reverend from Warrnambool, Victoria, his motoring exploits, the eventual disposal of his machine, and a "conversion!"

Oh dear, what a mess! Pictured is a Belgian made, four-cylinder FN motorcycle motor - or what remains of it. Starting with the eventual conversion; this consisted of smashing all the fins off each cylinder, brazing on copper surrounds and turning the engine into a water-cooled one for use in a boat!

Today, some work has been commenced on restoring three of the cylinders back to some semblance of originality. Why only three and not all? The answer, alas, lays in the loss of the welder before all was able to be finished.

Reverend Robbie Abney Giles arrived in Warrnambool around 1909 to take up his pastoral duties. Whether he arrived with his 4-cylinder FN motor cycle is unknown, but by March 1910 it was registered in his name with number 1788. Today the motorcycle's number plate is still in existence.



It was 1969 when this writer learnt of the existence of some FN parts, including this engine. Time flies by quickly and often allows matters of importance to take precedence. Thus, the FN languished in a shed until recently (despite some attempts at restoration).

Reverend Robbie was a Church of England priest whose parish was comprised of some members who lived quite remotely from the church. Consequently, his motorcycle was undoubtedly a great advantage to him when visiting. Unfortunately, I haven't been able to find enough information to be certain whether he had been a motorcyclist prior to arriving at his new parish or if the FN had been purchased on his arrival. Perhaps it was even a gift from the congregation.

Mention has been made of motor cycling pursuits, however, little more can be said as approximately six months after the bike was registered it was sold to C. J. Forbes of Warrnambool.

In 1913 the FN's ownership was again transferred to R. Barr of Darlington; how long the FN stayed there is lost in history as it next appeared in Mildura as a power plant for a motor boat. From there a Salvation Army Officer obtained the remains and took them with him on his transfer to Wangaratta.

Luckily the rear mudguard also survived, along with the number plate. From Wangaratta, the parts travelled to Mount Eliza and finally to me in Gisborne.

Work may commence on the final cylinder in the future but, meanwhile, I wonder what Reverend Robbie Abney Giles may have thought about the fortunes of his FN. The Reverend eventually ended up at Sunbury for nearly forty years, passing away in 1966. I haven't any idea if any relatives are around, but at least his part in this story survives!

A beaten cylinder along with an old number plate have created a lot more interest for me than perhaps could ever be really expected. Will more details be found in Warrnambool, Darlington, Mildura, Wangaratta, or Sunbury? I would hope so, as every one of our veteran motor cycles and motor cars has a story of their own to tell.

Editor's Note: Registration records confirm the following:

*After being registered to **Rev. R A Giles**, Warrnambool, in the first three months (likely March) of 1910, the motorcycle was transferred to **C J Forbes**, Warrnambool, on 8 December 1910.*

*By 23 November 1911, **Frank Evans** of Warrnambool was the owner with registration due to be renewed on 1 March 1912.*

*On 15 July 1913 the registration was transferred to **R J Barr** of Darlington, subsequently still being registered to this owner, now living in Camperdown, in January 1915.*

More Manifold Cars

by Ian Irwin & Murray Murfett

In the continuing story of the many and varied vehicles owned at some stage by members of the Western Districts Manifold families, these two vehicles are seen parked in front of 'Purrumbete' Homestead, located on the Princes Highway 3 miles east of Camperdown. The car on the left is a Straker Squire and the single-seater on the right is

not recorded, but may be a Berliet? Please provide your thoughts to the Editor please. The registration numbers may give a clue.

Unfortunately we received a zero response to the cars presented by Ian and Murray last month, so hopefully we will get some responses this month, and as always it is never too late to respond to the editor.



The Lady Driver

by Irene Hill

At the beginning of WW1 many women who knew how to drive volunteered to go overseas to serve as ambulance and truck drivers or mechanics. They delivered medical supplies, transported patients to hospitals and drove through artillery fire to retrieve the wounded from the front lines.



Olive King

One such woman was Olive King who was born into a privileged family in Sydney. She had an interest in motoring including mechanics and driving.



Photo of identity bracelet which bears the image of her ambulance "Ella"

While she was in England, war broke out, so Olive went to Belgium with her own ambulance.

She purchased a 3 litre French Alda lorry and converted it into an ambulance capable of seating 16 patients. She christened it "Ella" (short for elephant). The heavy ambulance body had slowed the Alda from its usual 40mph to a lumbering vehicle only capable of nearly 30mph. In 1915 she was sent with her ambulance to France and then on to Serbia where a hospital was established near to the Greek border. Later she joined the Serbian army as a driver, working tirelessly, sleeping rough, often required to do mechanical repairs, and narrowly escaping capture on more than one occasion.

In America the National League for Women's Services had formed a Motor Corps division in anticipation of America entering the war. The Motor Corps was to provide auxiliary assistance to the armed services, through the Red Cross. No woman qualified to help was turned away from the Motor Corps. The Ford Motor Corporation donated 107 ambulances to the Red Cross, some directly to the Motor Corps.

After the War, Olive put her energy into the Girl Guides Association. Young Girl Guides were earning their "Automobiling" badge by 1916 which included training in mechanics and first aid.

In 1916 the First Aid Nursing Yeomanry corps finally won the battle to become the first women ambulance convoy to work for the British army. That same year, no doubt for the same reason, the FANY were sanctioned by the British (the need to free-up more men for the army), and the Voluntary Aid Detachments motor

ambulance convoy was established. In 1917 the British Women's Auxiliary corps was set up, including women drivers and mechanics.

On the front lines, women drivers played a vital role in keeping soldiers equipped with ammunition, as well as administering first aid.

Nobel Prize winner Marie Curie developed mobile radiology units, training 150 women to take x-rays on the battlefields to diagnose bullets, shrapnel and broken bones, before transporting the patient to hospital. Marie had never driven but set about learning quickly to enable herself, to lead her fleet of 20 "Petites Curies" mobile x-ray vehicles to the front lines.



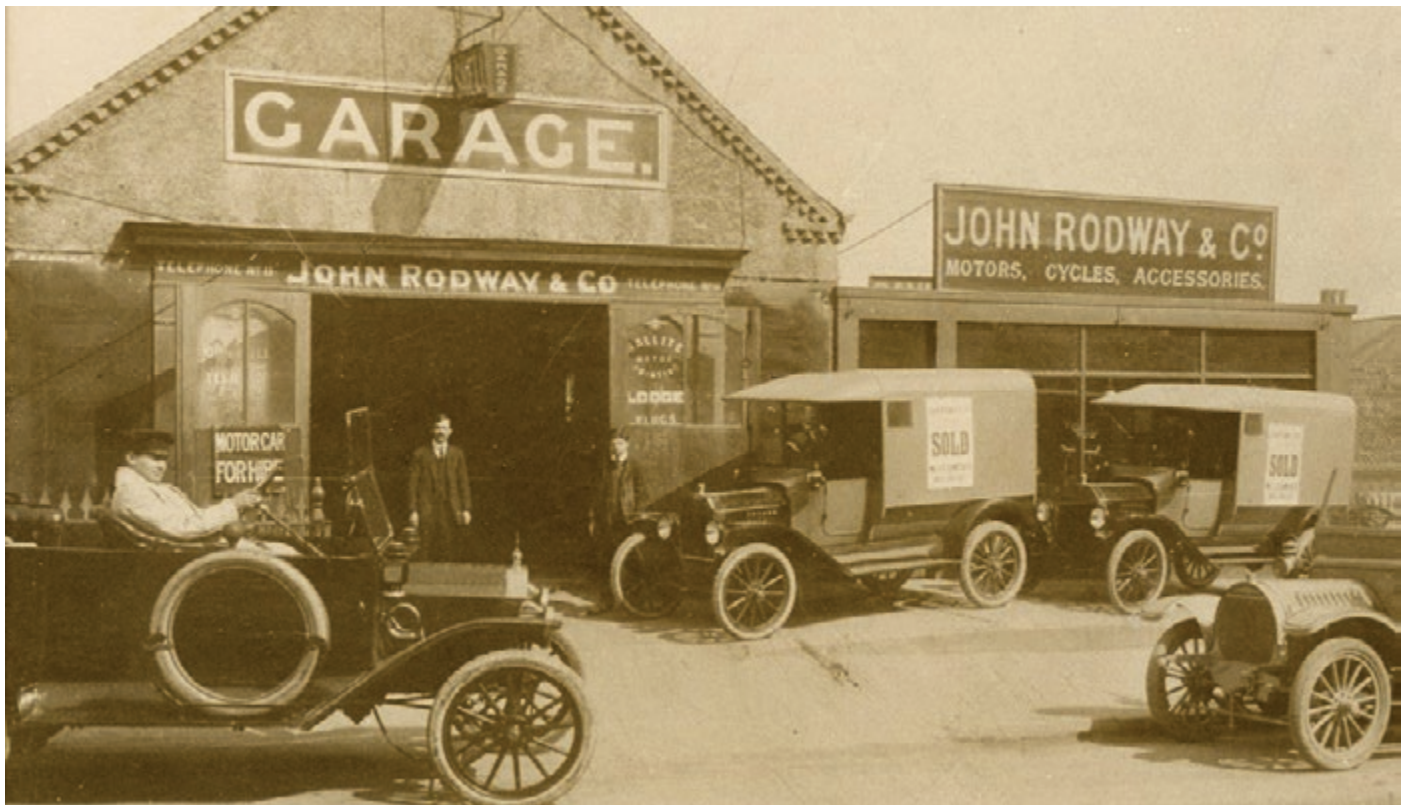
Photo of Olive in a Serbian Uniform next to "Ella" the Alda Ambulance



“T” Ford Time – A Car For All Tasks

By Graeme Jarrett

The Ford T was, and still is, the quintessential all-rounder vehicle.



Above: - These three model T Fords vary in years from 1913 to 1915. A hire car (1913) to the left and two commercial vans (1915) to the right.



Above: - A model T Ford charabanc – that is not something I have seen much of. The vehicle above is captioned as 1913, however I believe the car might be of a later date. Note the British body style.

Findings, Feedback and Follow-Up

In the November issue of Brass Notes, Andrew Benoit in his fabulous article about the Panhard et Levassor and the monumental trip that was undertaken in Queensland, mentioned that a couple of other people, namely, Mark Foy and the future U.S. president, Herbert Hoover also used their Panhards on some massive journeys over some harsh environments. Andrew has kindly researched more on the Hoover Panhard et Levassor and provided the following about the car that has been taken from Hoover's memoirs. –Ed



Photo marked "15th October 1903- Bewick, Moreing & Co- Kalgoorlie Office"



Photo marked "London, the first Hoover automobile. Mrs Hoover at wheel, Mr Hoover in machinery, Huber the chauffeur in cap. The Red House-Horton St"

There is mention of the car in Hoover's memoirs:

"In 1902 we bought our first automobile—a French Panhard. It ran part of the time. Obviously, the motorcar was ideal for our Australian desert mining work, even if it did not go all the time and required a highly professional nurse. On a trip to Australia in 1903 I took a car with me. This was one of the earliest automobiles introduced into those fields. Our mines were scattered at points away from the railroads, and it took more than four hundred miles of driving by team to inspect them. We were maintaining buggy horses at the interior mines upon feed which had to be transported these long distances by camels. It cost us about \$10 per week to

board a horse. As our staff had to make these journeys frequently and as covering 40 miles a day required relays of horses, we were spending \$5,000 to \$10,000 a month for this transportation. All of which confirmed my views as to the inappropriateness of a horse. The new automobile worked by coaxing. We made an unheard-of 125 miles in a single day over bush tracks. Ultimately four automobiles replaced the driving horses.

One obstacle to automobiles in the desert was the long camel trains which followed the bush tracks. The Afghan drivers disliked halting the camels and taking them off of their well-worn pad. We established a custom of giving three large bottles of beer for this service and at a long-distance honk the road would be cleared with cheers from the Afghans.

I had received a mechanical training and thought a little gas engine on wheels was nothing. Were we not building and running tens of thousands of horsepower in steam engines and electric generators, with vast complicated machinery tied to them? Yet those early Australian automobiles got me down into the dirt almost every hour of the day. They often caught a disease called sand-in-the-carburetor and the tires finally had to be bandaged in split steam hose—and replaced every little while. But cars improved and in later years the weekends and holidays of motoring with Mrs. Hoover through the English and Scottish counties, the forest and lake country, formed a large part of those stimulating memories which make one forget much of the objectionable conduct of the human animal."

A follow-up to Mal Grant's article last month of the Electric car accident and the 1960 Annual Rally.

Mal Grant contributed an excellent article on Electric vehicles and how "Everything is new-except that which isn't" in the November issue of Brass Notes. In his article he referred to the 1960 Annual Rally to Sorrento, which he participated in, and his recollections of an accident that occurred involving an electric vehicle. Well I did some research and found out a few more details on both the electric, and also the 1960 Annual Rally.

The Annual Rally of 1960 was memorable for several reasons. Most notably it seems to be remembered for the atrocious weather the participants had to endure, and the following is an excerpt taken from the report in the 1960 December Newsletter (See page 26).

From the entry list, which is again memorable, in that we had, 109 vehicles entered (Scott, Craig and Ben - there is your challenge for next year's Annual Rally) including 20 from interstate. I can only see five entrants that are still members of our club. (1) Mal Grant, Ford T, (2) Ivan Smith, Ford T, (3) Graeme Splatt, Triumph M/C, (4) Maurie Stone, Arrol Johnson, (5) Ian Marchant Douglas M/C. Of course I was there as a young fellow with my parents in the Ford T. I don't recall or remember the weather at all, but some of the others may do, as it sounds like it was simply dreadful.

SORRENTO RALLY

Our fifth major rally concluded in a brief burst of warm sunshine after the two wettest and most miserable days ever experienced in an Australian veteran event since 1896.

The airborne birds were wading, the wading types were swimming, while ducks and seagulls were travelling fully submerged. The rumour that John Alderson bought and fitted a bilge-pump to the Rambler is just bilge!

The endurance of the drivers, and more particularly the women in open cars, was nothing short of amazing yet every mobile entry finished. Beyond emphatic comments on our delightful, changeable climate there was no grumbling - in fact conditions were so bad they were comic.

The reliability of the veterans was completely established and although we might have expected "damp ignition" trouble on Sunday morning none was reported. We did have to abandon the cold-start test through lack of time.

We pay tribute to our officials - men and women - who stuck to their tasks in heavy rain to maintain the essential timing and recording without which a rally can become a rabble.

Most noticeable too was the cheerful energy with which the Golden Fleece staff carried out their tasks, often in blinding rain. Several instances were reported of these men affording help far over and beyond the line of duty to get drivers over remedial troubles. We really appreciate their help.

Considering the weather it is gratifying that not five per cent of starters failed to finish under power and with one exception the failures were mechanical and of a nature not to be detected until that actually happened.

More than twenty interstate veterans took part, most of the cars being impeccably restored and a credit to their owners. Fortunately we were able to match them with some equally good examples and the general comment was that our own veterans are constantly improving, many needing no further treatment other than the necessary cleaning and polishing. Obviously the high standards we have set are showing visible good results.

Rally report excerpt from December 1960 Newsletter

This year we were much more successful in keeping procession formation for the final five miles. And the veterans were given cheery greetings (and guffaws) from the thousands of people in cars lining both sides of the route. We might here suggest that friends in modern "tender" cars should be firmly told to refrain from travelling in the actual procession of veterans. The approach from Alexandra Avenue to Como Park was much easier and far less hazardous than that of the previous year, but the final spectacle was spoiled by the need to keep the cars off the sodden oval. However, the 10,000 people at the Park managed to have a good look at the cars as they stood in line astern on the bitumen. (The cars, not the spectators.)

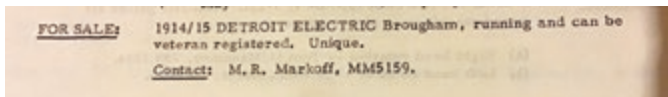
Take note of the 10,000 spectators to see the cars at Como Park



The Ford T of the Ivan and June Smith. The little fellow on the right is our now editor, Greg Smith and Dad (Ivan) bending down while the full driveway service takes place.

The Rally was really quite memorable for the sheer numbers of participants and also for the number of spectators that lined the route. The report gives a staggering number of 10,000 being at Como Park to view the vehicles. Hard to fathom the interest the Veteran vehicles generated.

The Electric vehicle that Mal was referring to in his article was a 1914 Detroit Electric owned by S.J. Vaughan (known as Jack). I first discovered the For Sale Advertisement in the September, 1960 newsletter. It was advertised by Maurice Markoff who owned so many of our early veteran cars in the club during its formative years. My belief is that it was still in original condition, but still very usable.



Advert of For Sale

The next issue of the newsletter (October) stated the Detroit had changed hands and had been sold to Jack Vaughan and registered with the number 050

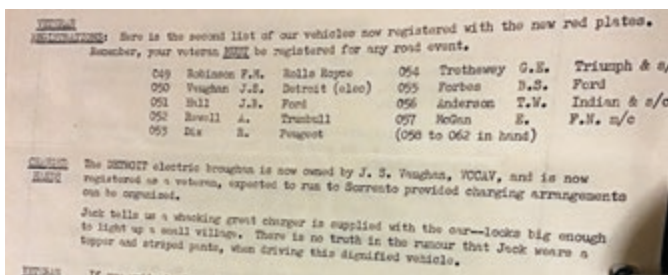
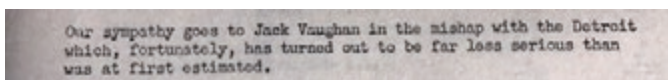


Photo of Changed Hands paragraph

Then finally in the December issue of the newsletter it offers the sympathy message after the accident.



Sympathy message

The further history of the Detroit, is that it was acquired and ended up in the Giltrap's Auto Museum on the Gold Coast. I cannot provide where it went from there after the collection was sold. Hopefully someone will be able to give us the more recent history of the Detroit Electric.

Hi Greg,

Congratulations on yet another wonderful publication with some superb articles contributed by our members. Two articles caught my particular, Stoewer monocled eye.

1. In Andrew Benoit's excellent article on the Panhard "Gulflander" he refers to "Sydney retail magnate, Mark Foy" and his early interest in Panhard cars. Mark was the original agent for Stoewer cars in Australia and one of the first he imported was sold to his older brother Francis. It was Francis who built and operated "Mark Foy's Department Store" in Sydney (carrying his father's name). Francis died in 1919 and the car was left with his younger brother, Mark Foy Junior. This car was sold with Mark's estate in 1951 and I have had the privilege to see it restored. It is my 1911 model B1.



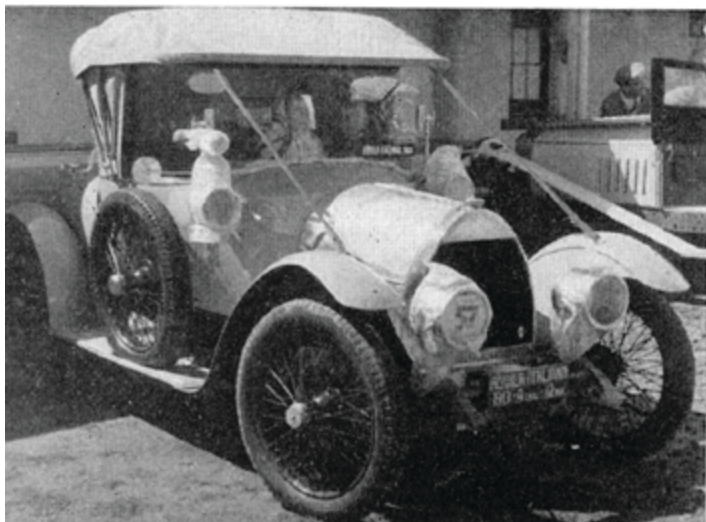
2. Mal Grant's article "Everything is New – Except That Which Isn't!" raises a subject of my recent research into Stoewer history. In 1900, Stoewer were leaders in electric car, truck and bus manufacture in Germany. And yes, what is new? Stoewer electric vehicles were fitted with regenerative braking! A lever mounted beneath the steering wheel had five positions. In sequence these were "Off", "Braking" where the motors were switched to generating mode, recharging all the battery cells in parallel, "Low Voltage" where cells were run in parallel supplying a low voltage to the motors for slow speed travel, "Medium Voltage" for medium speeds, and "High Voltage" where cells were run in series for high-speed travel. For parking, an auxiliary mechanical brake applied to the rear wheels was provided. Their bus had an operating range of 170 km using lead/acid batteries. Sadly, there are no survivors.



And by the way, one of the senior engineers developing electric cars for BMW is Torsten Stoewer. The name lives on!

Cheers, John M Stanley

Brendan Walsh has submitted the write up from the December, 1960 Australian Motor Sports magazine. It makes for fascinating reading and again emphasis's the weather, the Detroit Electric accident and a great overview of the Annual Rally to Sorrento in 1960. It also has a nice photo of the Detroit prior to the accident. I would still like to find the photo post the accident. Thanks again Brendan for your resources, and I love the last line of the article that states, "Ah yes, you should have been on the Sorrento Rally in 1960"-Ed



"GOLDEN FLEECE" VETERAN RALLY TO SORRENTO

12th & 13th November

VETERAN CAR CLUB OF AUSTRALIA (VICTORIA), INC.

When rally organisers have nightmares, they usually centre around two things — bad weather and accidents involving competing cars. In the "Golden Fleece" Rally to Sorrento, which was the Invitation event for 1960, the weather was certainly a nightmare, and, as will be recorded in due time, there was also an accident which happened, the superstitious may like to note, on the thirteenth.

With entrants coming from all states except Western Australia, the total number of vehicles listed on the programme was no less than 109, of which eleven were motor cycles. In an entry list that large there was naturally a very wide variety, ranging from the primitives such as the 1902 Crest-mobile from S.A., the oldest car participating (Why no date in the programme? Full details will be found in "Old Cars The World Over"), up to the numerous Rolls-Royces, by way of lorries, fire engines, a cycle-car and a cab.

Saturday morning dawned dull and wet, but the prospect of a wet day did not seem to bother many of the entrants, as there seemed to be very few non-starters. Weather protection varied from zero on the motor cycles to 100% in the case of Jack Vaughan's 1914 Detroit Electric where the occupants were fully enclosed in plate glass. A wide variety of hastily contrived barriers against the rain and wind were quickly in evidence, mainly based on tarpaulins and beach umbrellas. From 1908 onwards, most of the cars had hoods and windscreens — not that the occupants necessarily kept dry with their protection — while a few, such as the Sideley-Deasy brought from Tasmania by Gordon Fysh and the 1913 Sunbeam owned by M. S. Ricketson, had full sets of side-screens.

From the start in Lansdowne Street, the route led by way of Wellington Parade, Punt Road, Alexandra Avenue, past Como Park where the finish would be the next afternoon, and Williams Road to the Dandenong Road, which was followed for some considerable distance to Berwick, whence a drive along country roads eventually led back to more populous parts and the Nepean Highway, by which time it was the lunch stop on the Frankston Oval. For an all-too-brief period, a watery sun came out and enabled the photographers to get cracking. One car which did not reach Frankston was John Alderson's 1904 Minerva, put out of the running, we gather, by trouble with the automatic inlet valve.

The conditions of the day did not make it possible to enjoy the scenic beauties of the Nepean Highway as it winds

along the eastern side of Port Phillip Bay. One should be enjoying one's veteran motoring on these occasions but no-one can have been sorry to reach the finish at the Sorrento oval, for a young gale was blowing and the rain was being whipped past horizontally. All credit is due to the "Golden Fleece" men with the tankers and supply trucks, who carried out their duties under the worst possible conditions. With the cars at last safely parked at the Lord Mayor's Camp, some under the verandahs, some partly under, and others wrapped in tarpaulins, the crews gratefully made their ways to the various hotels, there to dry out and, if the water had not penetrated their luggage, put on dry clothes.

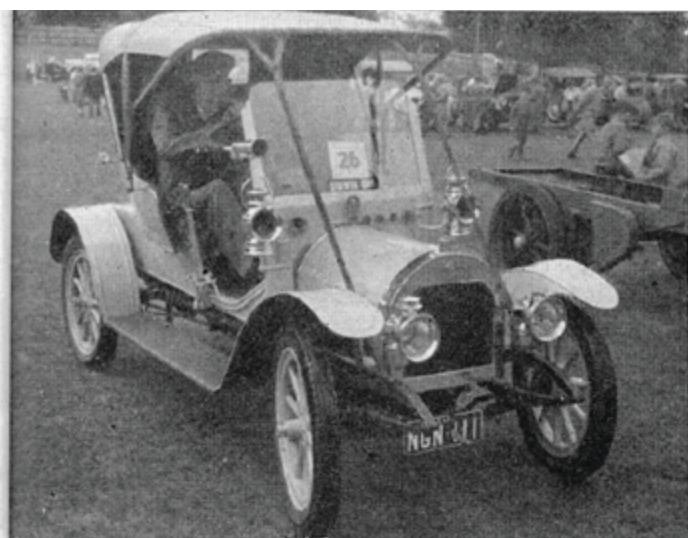
A Supper Dance was held at the Nepean Hotel, Portsea, where the trials of the day were forgotten with the aid of liquid refreshment (subject to the rather odd liquor laws).

We awoke in the morning to see blue sky through the window of our room, but by the time we had returned to the Lord Mayor's Camp it was raining again. The wind now being mainly behind the cars, conditions were not quite so uncomfortable as they had been on Saturday.

Somewhere along the Highway near Dromana there was a crowd of people around an oddly-shaped piece of wreckage in the roadway. This turned out to be all that was left of the Detroit Electric after it had capsized, the occupants by some extraordinary means escaping serious injury in spite of all the broken glass.

The Mornington Oval was closed to the cars, in view of the damage which narrow-section tyres can do to sodden grass, and the cars were parked around the outskirts while the crews partook of the more than adequate lunch. The Star of Merv Gray, from Tasmania, was to be seen being test-driven through the milling throng, to the accompaniment of lovely whirring noises from its exposed magneto drive gears.

After some last showers at Mornington, the rain had eased off sufficiently for the general public to venture out in ever-increasing numbers as Como Park was approached. The timed section ended in Balcombe Road and a final refuelling took place on the sea-front at St. Kilda. From there the survivors ran in the straggly procession which usually results on these occasions to the finish. Whether the promised parade of modern cars and beauty queens eventuated we wouldn't know.

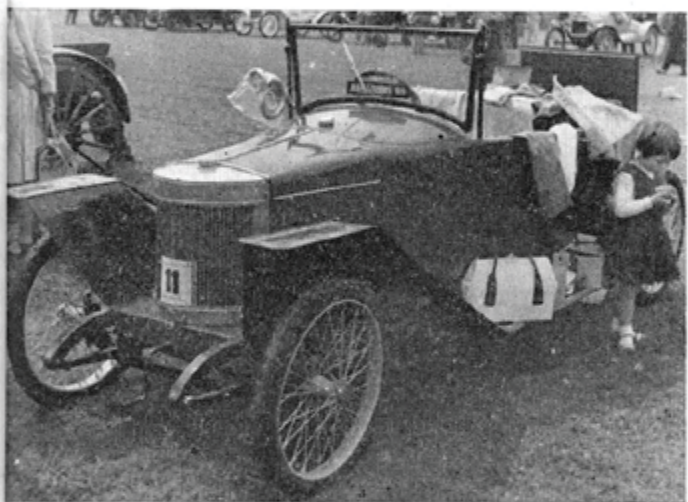


Extreme left: Winner of the trophy for the best restoration, R. F. Shield's 1913 Acquila Italiana.

Left: The lone representative from Queensland, G. Crittenden's 1908 Stoewer.

Centre: One of the better cyclecars, for which there was a craze at this time, M. J. King's 1913 Marlborough.

Bottom: Jack Vaughan's 1914 Detroit Electric, which was later badly damaged in a crash.



As at Mornington, the Como Park Oval was out of bounds to the cars, which stretched two abreast along the bitumen pathway for a pretty long distance, not that one could see much of them amongst the crowd of spectators. Last year, a Curved-Dash Oldsmobile accompanied the rally on a trailer, being taken off and driven onto the Oval just in time to be hailed by the announcer on the P.A. system and in the press the following day as the first car to finish. This year the same owner tried to do it again with a device shown in the programme as a "Torbensen," but the thing must have got stage fright, as when we passed it on our arrival the owner was busily tinkering under the bonnet. Having examined this car at Mornington and found it to consist more of Austin Seven than anything else, we wondered how it came to be accepted as an entry in the rally. Anything further from the true enthusiast's conception of a properly restored veteran car it is impossible to imagine.

The Concours judges had a pretty hard time sorting out their choices from such a collection of assorted motor cars, and those who saw the cars and had the opportunity of looking closely at the better ones might be surprised at their eventual selections. However, the judges were on the look-out for over-restoration, as they called it, and while we may not agree with their views on this highly controversial matter, we do think it is a good thing that the judging at each of these annual Interstate Rallies is not standardised, for with the present set-up it is not likely that the same cars will always be the winners. Our own view on the object of restoration is that it involves returning the car to the condition it was in when delivered to its first owner. From discussion of the subject, the Victorian judges seem to favour a car which looks as it might have done after a couple of years use by a careful first owner.

While not the most enjoyable rally we have been on, due to weather conditions, wholly out of control of the organisers, there is no doubt that in years to come when young veteran car rallyists complain about a few drops of rain on their brasswork, the greybeards will mumble, "Ah yes, but you should have been on the Sorrento Rally of 1960!"

CONCOURS RESULTS:

Best Veteran Car of the Year: 1913 Hillman, A. L. Lude-man (Vic.), V.C.C.A. (Vic.). Perpetual Trophy.

Best Restoration of the Year: 1913 Acquila Italiana, R. F. Shield (Vic.), V.C.C.A. (Vic.). Kermode Trophy.

Best Veteran Car, single and twin cylinders: 1904 De Dion Bouton, Mrs. L. E. Vinall (S.A.).

Best Veteran Car, four or more cylinders: 1908 Metallur-gue, J. Vanstone (N.S.W.).

Best Motor Cycle: 1st, 1911 F. N., E. McGan (Vic.); 2nd, 1909 Triumph, C. Parkinson (Tas.); 3rd, 1913 Douglas, O. L. Marchant (Vic.).

Comings, Goings, and Restorations

by Greg Smith

Due to lack of room available in Brass Notes I have been somewhat remiss in getting some of the recent news out about all the happenings that have been taking place. I apologise for this, and some of this news is like "Eric Pearce with the late News".

In the September issue of Brass Notes Russell Holden advertised 3 vehicles for sale, 2 Cadillacs, and a Reliable Dayton Highwheeler. The Reliable Dayton is still for sale and advertised in this edition. The 1906 Cadillac has been sold to someone in NSW I believe, but more importantly the 1903 project complete with rear entrance body has been purchased by our members Doug and Vivian Fulford. They are very keen to join the Pre-05 rallies so hopefully in a year or so that will be the case.

In a great news story, I am pleased to inform, although it is extremely old news, that Rick Thege has purchased the George Forbes Rolls Royce Silver Ghost. What is extremely pleasing, is that he is using the car on our club events. I was fortunate to ride in it at the Griffith National Veteran Rally, after a hiatus of over 50 years since I had been in a Veteran Silver Ghost. The last one I had been in was Jim Cooper's 1914 car. I had forgotten just how special this marque is, as it did a 200km run effortlessly and in extreme comfort.



Another piece of great news is that James Dunshea and Jack Alcock have purchased a beautiful 1912 Triumph motorcycle. I saw this motorcycle up in Queensland on the Northern Tour, and when Bob notified me that he was selling it I contacted James and Jack as they had told me to be on the lookout for a Veteran motorcycle. The Triumph was located at Mackay (Qld.) but there was a meeting point closer to Victoria to take delivery. It is a very nice Triumph indeed, and certain now to get a fair bit of use.



I reported in the Last "Comings" article in September, that the ex-Kenner Hupmobile model 32 had been sold to someone in Ballarat. At the time I had not found the owner, but it is Kevin Holloway and he entered it for the RACV Annual Rally but was unfortunately unable to attend.

The rare Belsize of John Hollis has changed hands. It was last advertised in the November 2022 edition of *Brass Notes*. It has gone to the Echuca area and is now owned by an ex-apprentice of Adam Auditori. Hopefully the new owner will join the club and use it on our events.



I have also recently heard the rare 1912 Zedel that was advertised in the February 2023 Brass Notes edition and located up in Lake Macquarie has come south to Victoria and I believe it is now owned by member Graeme Wingrove. This is a very rare vehicle and I hope to see it at a future rally of ours.



One vehicle that has left our midst is apparently the 1906 Stanley Steamer owned by Bruce Humphries. Bruce has campaigned this Stanley for many years, but it appears to have been sold to a person in NSW. It is always a pity to lose a steamer from our ranks.

Norm Clark from Beechworth is a very keen motorcyclist and has added to his fleet by purchasing a 1918 Harley Davidson from Western Australia. It has been very nice to see it out in both Griffith and on our Annual Rally at Euroa.

It has power to burn and I believe Norm is looking for a sidecar outfit to put on the Harley to carry Cheryl so they can travel together in style.



I haven't completely confirmed the next piece of news, but I was told the ex-Bruce Feldtman 1911 Ford T that Paul Daley owns has possibly found a new home also, going to Chris Dillion. All will be revealed in the goodness of time. The Paul Daley twin cylinder Maxwell has also found a new home I believe. It would be lovely to see that little car out and about on one of our rallies again.

The latest news I was informed of at the Annual Rally at Euroa was that the 1916 Buick cabriolet advertised in the October Brass Notes and owned by Gordon Berg has gone to another of our club members, Matt Philip in Melbourne, who has already launched into its restoration with great enthusiasm.



Keep informing me of the happenings of our club so we all can stay informed.

Natter Night Meeting Minutes

**VCCA (Victoria) at Clubrooms and Online Zoom Meeting
On Tuesday, 14 November 2023 @ 8.08pm**

Opening

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

Attendance

There were 42 members present in the room and 16 online, a total of 58 who attended the meeting.

Apologies:

Jennifer Atherton & Jessica Holt.

Club News:

Happy Birthday to Callum Walsh, Ken Hall, Adam Auditori, Deane Hill.

Incident involving a highwheeler on the recent Highwheeler rally.

Bernie O'Dea here with his son Shane tonight.

New Members

Tim and Sam Hogg with a 1909 BSA car

Emily Martin

Raymond and Mary Cook with a 1905 Curved Dash Oldsmobile

Raffle Tonight

Deb announced the raffle is lamb, vegies, apple pie, custard & chocolates.

Events

Past Events

Inter Club Pétanque competition, Andrew McDougall said great day & car display.

Bendigo Swap.

Highwheeler Rally. 21 buggies.

Future Events

Annual Rally 17-19/11. Exciting.

Como Gardens Christmas 2/12.

2 wheel brake rally 10/12.

Festival of Motoring Cruden Park 21/1/24

RACV 1 & 2 Cylinder Rally for 14-17/March 2024.

RACV Four & More Rally Kyabram 18-20/4/24

Library and Archives Report

Nil

Wanted, For Sale or Swap

Mystery alloy front timing cover displayed.

Items of General Business

Andrew McDougall is after 3/4 x 5/8 width chain for his IHC highwheeler.

Next Meeting. Tuesday, 12 December 2023 – Christmas dinner and presentation evening. Please RSVP ASAP to Ben

Meeting Closure at 8.34pm

Private Classifieds

FOR SALE

1910 Reliable Dayton, High Wheeler, needs full restoration \$23,000 ono

1 only Firestone 30 x 3 1/2 with 3 brass stem tubes, 99% tread \$200

CONTACT: Russell Holden

E: russell@veterangarage.com.au

M: 0422 219 911

FOR SALE

Pair of reproduced cast brass brackets for mounting sidelights and windscreen pillars. Fixing undrilled. \$180 for pair.

CONTACT: Murray Murfett

M: 0428 914 848



FOR SALE

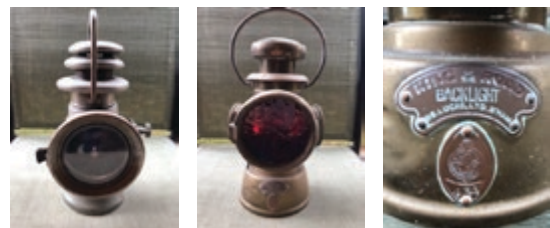
1. King of the Road - backlight - No. 434

2. The H & B Side Lamp - No. 1007

Looking for fair price.

CONTACT: Lorraine Cosgrove

E: lorrone1@gmail.com



Events



VDC Family Christmas Picnic



Santa visit and miniature trains!

**SATURDAY 2ND DECEMBER
FROM 10.30AM**
COMO GARDENS
BASIN-OLINDA ROAD, THE BASIN.

This is a BYO everything event, lunch, picnic tables and chairs, and enjoy the activities in this outstanding garden setting.
For more details, see the magazine.

Entry by donation of \$5.00 per car to support the Basin CFA Fire Brigade.

Enquiries: Stuart McCorkelle 0423 939 053
Email: events@vdc.org.au
Note: If severe weather conditions occur this event will be cancelled.



The Veteran Car Club of Australia (Victoria) Inc.
Catering for All Pre 1919 Motor Vehicle Enthusiasts A.B.N. 61 276 214 581, Inc. No. A0097964Y

You are invited to join us
as we celebrate the year that was, at our

2023 Christmas Dinner & Presentation Night



**Tuesday
12 December
6:30pm Dinner**

Location: Clubrooms
Wakefields Grove, Camberwell
RSVP: Ben Alcock – 0404 917 366
Or: president@veterancarclub.org.au



ENJOY THE LOW-HUMP DIET ALL NATURAL INGREDIENTS 2023 VSCC TWO WHEEL BRAKE RALLY

SUNDAY 11TH DECEMBER 2023

Come on an informative drive to hug our very own, naturally-sparkling, Yarra River from Estuary to Flood Plain

EARLY START TO AVOID THE TRAFFIC & HEAT
FINISH BYO PICNIC BY THE RIVER AT YARRA GLEN
NAVIGATION DEAD SIMPLE - MELWAY

Assemble at 07.30am for 07.50 briefing
Dallas Brooks Drive, Domain, Melbourne

Last Car Out 08.15am

Entry Two (or fewer) Wheel Braked Vehicles enjoy **FREE ENTRY**



THE ASSOCIATION OF
MOTORING CLUBS

Festival of Motoring at Cruden Farm Sunday 21st January 2024

Open to all Historic, Veteran, Vintage, and Classic vehicles over 25 years old.
Club displays welcome

A Celebration of Motoring Throughout the Decades.



- Display Vehicles Must Be Pre Booked www.aomc.asn.au/festival-of-motoring
- Cruden Farm, Cranbourne Frankston Rd, Langwarrin
- The McClelland Drive gates open for display vehicles from 9am
- \$20 Entry for display cars (Includes passengers)
- Spectator entry and car park off Cranhaven Rd.
- Spectator Admission \$10 per person, Children free
- All profits from this event will be donated to Beyond Blue
- Childrens Entertainment, Music, Food & Trophies



Presented by the Association of Motoring Clubs in association with RACV
For further details contact 0473 832 277
www.aomc.asn.au and aomc facebook

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
Jessica Holt (Chris)
t 0431 181 719
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

Scott Emmerson
t 0488 002 054

Callum Walsh (Francesca)
t 0447 766 724

Rob Anderson (Leonie)
t 0414 446 953

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
Rob Anderson
t 0414 446 953
e leonierob@bigpond.com
Post: PO BOX 828
Somerville VIC 3912

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 web-site, and contact Brian Hussey or Bob Ballinger. They will assist with the process for obtaining a permit, and advise of a club Scrutineer who can inspect the vehicle at a mutually convenient time.

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

CLUB MEETINGS
Monthly meetings (Natter Nights) are held at 8:00pm on the 2nd Tuesday of the month (excl. January) in the Club Rooms:
Lynden Park Club Room, Wakefields Grove, Camberwell, off Through Rd.

RACV Annual Rally - Euroa

Photos by Frances McDougall, Callum Walsh and Lachlan Axford



First time out 1912 Triumph of James Dunshea followed in by 1914 Ford T of Don and Lynda McPherson



First time out Callum and Brendan Walsh in the lovely original 1909 BSA



The only hill on the weekend is traversed by 1899 De Dion Bouton of Adam Autiori, about to be passed by 1909 Itala of Greg and Kate Orde. Graeme Jarrett getting a run-up in the 1912 LM



1915 Humber of Rick, Rhys and Dean Dalglish



Line up at the start. 1908 Renault of Bill and Robyn Betts, 1903 Humberette of Greg Smith, 1905 Cadillac of Doug and Vivian Fulford, and the lovely 1913 Stoewer of John Stanley



The Overland and two motorcycles crossing the trestle bridge

RACV Annual Rally - Euroa

Photos by Frances McDougall, Callum Walsh and Lachlan Axford



The 1911 Clement Bayard of Lynne and Neil Andrews dwarfed by the big 1916 V8 Cole of Malcolm and Judith Bandy for their first time out



1918 Harley Davidson of Norm Clark and Cheryl Humphries also out for the first time



Right to left: 1913 Buick of Geoff Brown on its first run out. 1910 Briton of Tim Harris and the 1910 Cadillac of Ian and Sue Berg



1915 Ford T of Robbie and Christine Dalton crossing the trestle bridge



Line up at Nagambie lunch stop. 1913 Overland of Joe and Maria Sciacca, 1908 Renault of Bill and Robyn Betts, 1910 Maxwell of Peter and Judy Fitzgerald, and 1909 De Dion Bouton of Jerri Lee Miller