

November 2024



# Brass Notes

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

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



**Dementia Prodest**

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

Patron: Mr Geoff Cosgriff,  
President and Chairman, RACV



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# Flashback

By Greg Smith



Our flashback photo this month features a Ford Model T. This Model T has some different features so is somewhat distinctive. It was very prevalent on many of our runs in the late 60s right through for many, many years. From my recollections it would not have missed too many Annual Rallies at all. We would really appreciate it if anyone could help out by providing information on who owned it and maybe its history. I am also hopeful and confident that many will know of this Model T's subsequent history. Please respond by writing to the Editor with all the relevant information on this fairly unique Ford Model T.

This month will also see Part 2 of the information we have received on the 1909 De Dion Bouton that we featured in the September flashback column. I hinted last month how it had completed a full circle and came back to Victoria after a stint in NSW. Please read about it on page 6.

I am also very happy to report we received a good amount of information on the Humberette we featured in the October edition of *Brass Notes*. It is always nice to receive and see photographs of the car when it was purchased as new. We are lucky enough to have two such images as well as a fairly detailed history of this car that is still amongst our membership ranks. Please take the time to read the details on page 10.

Please remember to help us out on all these flashback column vehicles as it is remarkable to find out about our cars.

## The RACV supports the:

- RACV 1&2 Cylinder Rally
- RACV Midwinter Rally
- RACV Veteran Car Club Annual Rally
- RACV Four & More Rally

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

## Coming Events

12 November 2024	<b>Natter Night - Guest Speaker Simon Anderson</b> 8pm Clubrooms and online
16 - 17 November 2024	<b>Bendigo Swap Meet - Bendigo Showgrounds</b> Information: <a href="https://www.bendigowswap.com.au/">https://www.bendigowswap.com.au/</a>
10 December 2024	<b>Chistmas Dinner &amp; Presentation Night</b> 6:30pm Clubrooms, RSVP via our website
19 January 2025	<b>Festival of Motoring at Cruden Farm</b> Cruden Farm - Cranbourne-Frankston Road Langwarrin, Victoria
11 February 2025	<b>Natter Night - Dinner with Guest Speaker Daryl Meek &amp; Fiona Lane</b> 7pm Clubrooms and online

## Major Events

8 - 10 November 2024	<b>RACV Veteran Car Club Annual Rally - Bendigo</b> Rally Directors: Scott Emmerson & Greg Smith
13 - 16 March 2025	<b>RACV 1&amp;2 Cylinder Rally - Koondrook</b> Rally Directors: David Provan & Adam Auditori
15 - 18 October 2025	<b>VCCA (Vic) 70th Anniversary Rally - Swan Hill</b> Rally Directors: Michael & Claudia Holding

## National Events

18 - 23 November 2024	<b>2024 National Veteran Vehicle Rally - Launceston, TAS</b> <a href="https://vccatas.com/2024-Nat-Rally.html">https://vccatas.com/2024-Nat-Rally.html</a>
6 - 11 April 2025	<b>National Highwheeler Rally - Corowa, NSW</b> Contact: Noel and Sue Holbrook or Dave and Larna Perry
19 - 24 October 2025	<b>National Veteran Motorcycle Rally 2025 - Ballarat, VIC</b> Contact: Murray Wright - antiquemcca@gmail.com

# Front Cover Write Up

By Greg Smith

Our front cover photograph this month features a very nice De Dion Bouton with the Widgery family on a picnic. Our source for this wonderful image is Museums Victoria, and we again thank them for allowing and providing such quality images from the era we cover. It is captioned: Mrs. A. E. Widgery and Mrs. C. Dyke on a picnic with their children and De Dion Bouton motor car, Lake Burrumbeet, about 1920.

I entrusted Brian Scudds, our resident De Dion expert, to try and help with further details on the De Dion. His opinion was that he believes the De Dion Bouton to be a model AL, single cylinder 8hp version. He also stated if it is that model, that these were produced from late 1905.

I particularly liked the photograph on many levels. I enjoyed how it seemed in that era smiling was not

encouraged, with all, including the children, with that dour expression. I also, as per usual, focused in on the lights on the car. Beautiful Bleriot sidelights seemed to be the light of choice for De Dion's of that period, but the headlights are particularly interesting with extremely small self-generating versions. The rear entrance tonneau body is lovely with the hood up. This again is not common to see a hood erected on this body style. Would have been quite cosy with all seven in the car, assuming they all came together. I also like they bought a net along for catching maybe butterflies, or maybe yabbies in Lake Burrumbeet. The registration plate is very legible so I am hoping the detectives we have will be able to supply further information on who actually owned this De Dion Bouton, and whether it was a local car, to perhaps Ballarat. A wonderful photo with loads to take in.

# President's Message

By Ben Alcock

The end of the year is fast approaching and we have a very busy November with the National Rally in Launceston following on from our RACV Veteran Car Club Annual Rally in Bendigo.

At our October AGM, we elected our new executive and general committee for the next club year and I am very excited to announce that Brian Churchill has stepped up into the Secretary role and already doing a great job, I look forward to working with him alongside Claudia Holding who has stepped back into the role of Treasurer.

I would like to thank Darren Savory for all his work as Secretary during his full 5-year term. Darren juggled the demanding role of secretary with his full-time job very well and continued to provide a high level of support during his time. It was a pleasure working with him and I look forward to seeing him out and about on rallies now he has more free time. I would also like to thank Jessica Holt for her 12-month stint as Treasurer, managing the clubs' finances. Thank you both for your service.

Don't forget that the December Natter Night will be our Christmas Dinner and Presentation Night, you can RSVP on our website.

*Stay safe & well,*

*Ben Alcock, President – VCCA Vic*



## VCCA (Vic) Club Safety Policy

By Brian Hussey

We are doing our best to maintain the flexibility and freedom of our Club Permit Scheme.

Remember: Your friendly Club Scrutineer is there to help you with any roadworthy related issue.

The VCCA (Vic) Club Safety Policy is held in high regard by VicRoads and many other car clubs. It has been copied and is being practiced by some of the more significant clubs. Whilst being a compliment, this also means we must stay ahead of the game and continue to set the example for which we are known. There have been some roadworthy examinations recently which have underlined the need for us all to remain vigilant. Our permit system offers us freedom and flexibility with economy. It is important therefore that we remain focused on the importance of roadworthiness and safety. In this way we shall ensure the continuation of the Club Permit System as we now have it. All members, when renewing their subs, sign a declaration to be personally responsible for the roadworthy state of their car or motorcycle. The importance of responsible driving also cannot be overstated.

Owner-onus applies always of course, but we owe it to each other to take the business of safety seriously. As a club, we are also fortunate in that we have the authority through our team of recognised Scrutineers, to perform our own roadworthy testing, along with authorising the VicRoads Eligibility Document. The time and trouble this saves us is immeasurable. Our Scrutineers are putting their experience and time to work as a service to the Club and its members voluntarily. There is no cost to the Club or the members for this service.

Please therefore co-operate with a Scrutineer if and when you are approached regarding an issue which has been noted. Remember, it's up to them to decide whether or not to formalise that notice. If the notice is formalised, you will be given a time frame in which to make good that issue. When a roadworthy issue has been brought to your attention and is not addressed in the agreed time frame, the notice must go into VicRoads, whereupon you may have your permit revoked. I would hasten to add this club has never had a formalised notice and our Safety Policy is clear enough for that to remain unlikely.

The Scrutineering team will help in anyway it can and is there for the asking.



# Editorial

By Greg Smith

In the July editorial I discussed the volunteer issue that just about all clubs rely on to be successful and in cases stay afloat. Well, I am again writing on that particular theme. Volunteers are paramount, in fact, they are pretty much the cornerstone for any organisation.

This month I just wanted to convey a "good news" story about our committee and the volunteer attitude that some members display.

One of the topics I raised some time ago at a committee meeting was that some members required help to be able to attend our rally events. The issue of age, physical abilities, the know-how, information, resources, motivation and a myriad of other issues that may affect the ability of someone to attend an event.

With the upcoming year celebrating our 70th year of operating as a club, and with lots of planned events to mark this occasion, we are hoping to get as many members as possible to participate in these festivities.

There are many members who, for whatever reason, find it difficult to still participate. To facilitate this goal two members of our committee have generously offered to volunteer their services to help increase this participation. Andrew McDougall has volunteered his expertise to get veteran cars that have not graced our roads for some time, back in action in a going condition. Then Daryl Meek has also generously stated he would be willing to trailer these vehicles to the event if that was the barrier to attending an event. Both these volunteers should be applauded for their selfless generous gestures in helping our future 70th anniversary celebration events to be a success. I believe there is a couple of lady members who may be in need of their services. I am also sure other members would be most willing to help out with whatever tasks to ensure members in need are able to participate. If you require assistance, please contact a committee member and we will endeavor to assist.

Speaking again of volunteers, Callum Walsh has volunteered his time to be editor and chief, in producing the December issue of *Brass Notes*, while I am unavailable during this period. I thank Callum very much for volunteering his valuable time. It should be a "bumper issue" chock full of F.I.A.T. articles and information. So, as I will not be available to write in that period, I would prematurely like to wish everyone a safe and lovely Christmas and New Year period. I also would like to thank members for your support in contributions and feedback to our Club's *Brass Notes* magazine that we have received throughout the year. I can assure you that this is very much appreciated.

## Who, What And Where Is It?

I have received this photograph recently and I am now posing the question to you, the readers, who this may be? and what is the car? and finally where is this car now?

The hints I can provide are, the photo was taken around 1987. The second clue I can provide is, we have featured this person before in the who is it column. As far as the car goes, that should be reasonably easy, but what is the model and year?

Please respond by writing to the Editor, with your informed guesses.





## INSTRUMENT REPAIRS

Veteran Vintage Classic

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Brendan Walsh 0418-103739  
Bannockburn 3331  
vvcinstruments@gmail.com

 VVC INSTRUMENTS

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





# Flashback Response for September

By Brian Hussey, Alan Meredith, Rob Miller & Greg Smith

*This is the promised part 2 of the September flashback De Dion Bouton. Just to recap from last month we found out that the 1909 De Dion Bouton Model BN was discovered by Fred Opprecht in 1960, and he restored the car over a period of time to have it on the road in 1967 with a very distinctive enclosed coupe body. He eventually sold the car to Greg Roberts in 2007, who undertook a full restoration including the building of a new rear entrance tonneau body to first rally it on the National 1&2 cylinder rally at Forbes in 2008.*

*That is where we finished last month.*

In 2013/14 Brian Hussey was looking for a new single or twin cylinder car project. Alan Meredith gave him a lead as he knew that the Robert's De Dion was becoming available. Brian had already had an earlier experience with restoring and motoring the ex-Taylor Collection / Barry Johnson single cylinder De Dion, so was quite enthused with the prospect and wasted no time in acquiring the De Dion BN. His first rally was the National 1&2 cylinder rally at Robe, South Australia and this proved to be somewhat of a challenge for Brian as this outing highlighted that the Automatic Inlet Valve (a.i.v.) engine fell short of Brian's desired performance level.



*The De Dion pictured during the Robe National 1&2 Cylinder Rally 2014*

It was soon to be rectified when Brian decided to give the car a full re-restoration. The a.i.v engine was replaced with an excellent 150mm long stroke Model CP De Dion mechanical valve engine that had come from the Jack Nelson estate sale. Brian was never satisfied with the grey colour scheme so the whole car was repainted top to bottom in a colour that suited Brian. Lots of cosmetic detail was also tidied up and all brass work was beautifully nickel plated. It was given the full Brian Hussey quality restoration.

All this occurred over a number of years as Brian was also doing a complete restoration of the McBeth twin cylinder Delage at the same time. Those of you who know Brian, will also appreciate that at the same time as these two restorations were taking place, he decided to build two extra rear entrance tonneau bodies to the

same specifications as his car for Julian McNeil and another De Dion Bouton owner. Brian is not one to sit idly and seems to thrive, the busier he is.

Rather than go through all the things Brian did in re-restoring the De Dion I will basically provide a pictorial record of some of the work.



*The car at Brian's getting completely stripped down for re-restoration*



*The car undercarriage with the new paint colour scheme*



*The newly restored 150mm long stroke CP De Dion engine with mechanical valves installed*





*Chassis ready to take the newly painted body. The radiator is all freshly plated.*



*The wonderful result of the 1909 De Dion Bouton BN refurbish*



*The body back in place on the rolling chassis*



*The magnificent finish achieved by Brian in the driver's area of his De Dion Bouton*

The car has now found a new owner in Jerri Lee Miller. She has taken it on several 1&2 Cylinder events and always appears to be very much at ease driving it, and also appears to be having an absolutely great time whilst doing this. Rob and Jerri Lee have done quite a bit more work on the De Dion with making the clutch operate much more smoothly and effectively. They have also even made the De Dion look even better, if that is possible, by adding and restoring a beautiful French "Le Jannus" bulb horn and a lovely pair of Herm Reimann Germania headlights and matching acetylene generator which have all been nickel plated to match the other bright finishing items on the car. Thanks to Graeme Balfour, Jerri Lee was able to obtain a suitable Stepney Wheel from fellow Club member, the late Bruce Feldtman, from Dookie, which Rob restored and mounted along with a beautiful Swiss 8-day dash mounted clock. The car now is complete and always looks immaculate. It certainly has come a long way throughout the car's colourful history.



*Jerri Lee at speed with Rob on a recent Cobram 1&2 Cylinder Rally. I think they are definitely enjoying themselves. Note the Stepney Wheel*





*The completed De Dion Bouton resplendent with all its jewellery looking immaculate*



*Jerri Lee enjoying the De Dion with friends*



## November Natter Night

Tuesday November 12

**GUEST SPEAKER** Simon Anderson, reliving stories of his journey in the 2024 Variety bash with nephew James, Raising much needed funds and *doin' it for the kids!*

8pm in the  
Clubrooms and  
online





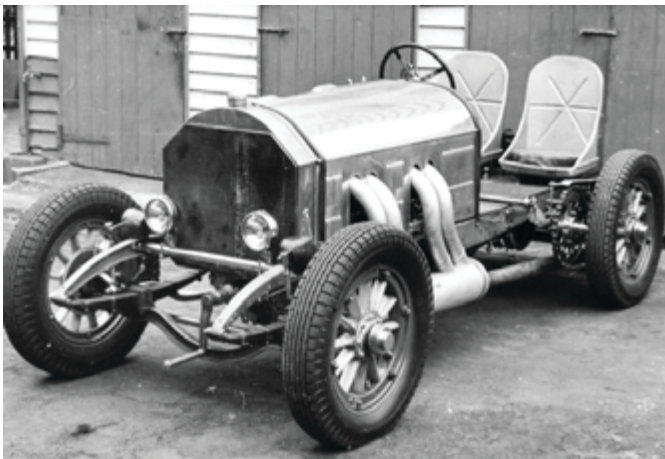
# Semmering Mercedes for Sale – Australian Connection

By Graeme Jarrett

Most, if not all, of the more recent members would not be aware that the famous Mercedes hill climb car of 1908 spent much of its early life in Australia – unlike the alleged recreation, Beast of Turin (FIAT) that spent none of its alleged life here.

Anyway, the Semmering Mercedes was for a time in the ownership of one of our early members, Lyndon Duckett. He restored the car to road going condition in 1942/43 and used it here in various events on and off road.

It was sold out of Australia in the latter half of the 1950s by Lyndon and ultimately resided in the Indianapolis Motor Speedway Museum. It is now for sale and is to be offered later this year or early 2025 at public auction by RM Sotheby's, an auction house.

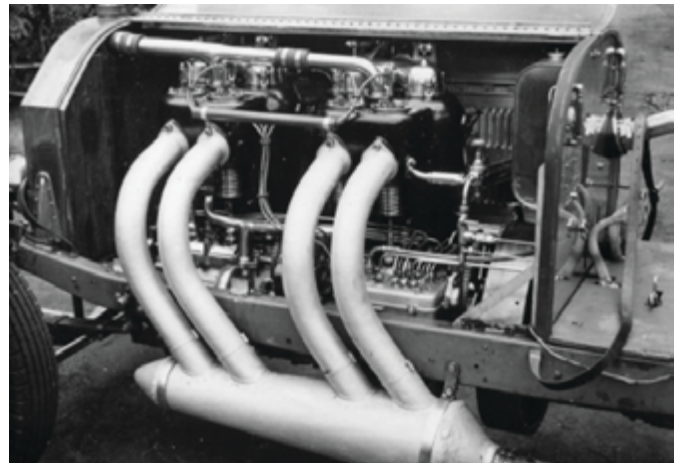


*The Semmering Mercedes as restored by the late Lyndon Duckett prior to its departure to America from Melbourne. Accreditation, George McKaige.*

The Semmering Mercedes was built specifically to win the 10km long Semmering hill event in 1908 which it won as well as the 1909 event. The hill is located at Schottwein – Semmering near Vienna, Austria.

The car itself has a four cylinder engine of approximately 17.3 litres in capacity (175 x 180). It is usually described as being 150hp but sometimes described differently and has in the past been inaccurately (incorrectly) described and attributed.

It arrived in Australia not long after its success at Semmering in 1909 – being entered in an event in 1911 at Artillery Hill, south of Sydney in the hands of Colin Smith. It had been imported a little earlier by Lebbeus Horden, an heir to the Horden family department store empire. From there it travelled to Melbourne being sold to Percy Cornwell of Coburg – best known for the ownership of the Napier L48 engine out of the 1904 record breaking car amongst other interesting early vehicles. From Cornwell's ownership it gravitated to Ike Watson, also in Melbourne, who dismantled it in which form it was sold to Lyndon Duckett in 1942. He restored it within a year.



*The engine of the Semmering Mercedes as restored by the late Lyndon Duckett. Accreditation, George McKaige.*



*The car was restored using a replica body in the USA – this is as it looks today. It will be offered for sale by public auction soon.*

The Indianapolis Motor Speedway (Museum) is offering this car along with ten others that are regarded as not in keeping with current thinking. Quote: – “Proceeds from the sales will go toward the museum's endowment, ensuring its long-term financial sustainability.”

It would be nice if the car returned here for our continued connection and enjoyment of its presence. We live in hope.

I am indebted to Mark Bisset (Primotipo) for his expertise in describing the car and its early time here and Bob King for sharing his early knowledge.

Photograph accreditation: – George McKaige and IMS Museum.

0412 900 853

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VIC, Australia**

# Flashback Response from October

By John Washbourne, Terry Parker & Greg Smith

We have been most fortunate to uncover quite a deal of information on the c1913/14 Humberette. The present owner, John Washbourne, was quick to identify the Humberette as being the one he and Judy own and has kindly supplied what information they had accrued over the years. We also had some input on the early years of the Humberette from Terry Parker, as the car was originally a South Australian vehicle. So, between the two, plus some other detective work we have a pretty good chronological history of the Humberette. The photo that Daryl Meek provided in the first instance was instrumental in helping identify which Humberette we were dealing with, as we were able to see it was the car that was at the time owned in the Parker Collection and was photographed in front of the Chrysler dealership in Colac in the late 70s.

The Humberette was originally sold in South Australia to Mrs. Hughes {later Mrs. Lizzie Telford} and was registered in March 1914, with the number 4361. We have two photographs of the Humberette pictured with a c1911 BSA owned by Mr. A. N. Hughes with the registration number 3573 outside Boston House, Port Lincoln which was their residence.



Accreditation: The Sporting Car Club's South Australian Motoring History Book No. 1 and No.6



The car was sold in September 1957 from the estate of Mrs. Lizzie Telford to Mr. George Thompson. (you can see the newspaper cutting in Terry Parker's published book," About Old Cars")



The car was used in its original state for a period of time by George Thompson before he restored it and later sold it in 1960 to the Parker Collection. John has a record of the car competing in the Golden Fleece Invitation Rally in 1959

The Humberette was in the Parker collection right up until the Auction Sale in October 1982. As from the photograph that Daryl Meek supplied it showed it was used in a number of local events and parades.



It was sold at the Parker auction sale for \$16,400, which was one of the more expensive vehicles sold at the auction, but it was restored and a going vehicle, so this would have led to a premium price.



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This is where the history gets a little murky, as we do not know who purchased the Humberette at the auction. We are fairly confident that it did go to NSW, so hopefully someone from there or otherwise may help with that fact.

Part of the reason we think it went to NSW is that the next time it was sold (although we don't have the year) was at a Pickles Auction in Sydney, where it was purchased by R. J. Bennett. Hopefully he is known by one of our readers who may help fill in the details.

It would be wonderful if we could fill the murky detail with some concrete history as John Washbourne would dearly love to know these facts.

In 2005 it was purchased by the late David Holden who used it for a number of years predominately on 1&2 cylinder events, and when David became unwell it was sold to its present owners John Washbourne and Judy Lewis, who have campaigned it since 2016.

Another name appears in John's paperwork on the car, and that is Bill Maunsell. Can anyone shed any light on Bill's connection with the car? What I can recall, Bill owned a curved dash Oldsmobile, but I don't remember him having the Humberette. Please contact the Editor if any further information can be found on this marvelous little Humberette.

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## Commercial Collage

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*By Simon Anderson*



Our photograph this month comes from Simon Anderson and is sourced from the wonderful Facebook site of Pete Wood, London to Brighton. Pete Wood always displays some wonderful content, and we are indebted to him in allowing us to use one of his images

It is titled with the following:

The Lacre commercial department trotting out the carrying capacity of its vehicles, along with the death knell message...

Photo dated early 1905.

A superb photograph lamenting how the horse drawn vehicles are being superseded by Lacre industrial vehicles.

*Accreditation: Pete Wood London to Brighton Facebook site*

# What Is It Response

By Terry Parker & Greg Smith



In the October issue of *Brass Notes*, we had a What is it? photograph supplied by Arthur Hayes. We only had one written reply and that was from marque expert, Terry Parker, who easily recognised the car as being a Straker Squire. Terry has an enormous amount of experience with this make and still owns a lovely 1913 example of 15hp which coincidentally we featured a photo of on page 24 in the last issue. (He also owns a 1923 6 cylinder version.)



Photo of Terry Parker's Straker Squire

Such is Terry's knowledge he set about and completed a wonderful book on the surviving Straker Squire vehicles. No 3024 is Terry's car, and it adorns the front cover of this excellent publication.

He went on to describe from 1911 (Sir) Roy Fedden's 15 hp motor had exhaust pressure fuel supply up until 1913 when a mechanical air pump arrived. Then in 1914 the engine capacity was increased and was 90 X 140, giving 20 hp which was the same as Vauxhall's at the time. He stated the motor of the Straker Squire was identical to an A Type Vauxhall except Straker used a gear oil pump to supply the mains and fill the big end troughs. Vauxhall persisted with their plunger (bilge) pump until c1924.

Straker Squire were definitely a quality car and were very successful in many of the motoring escapades of the time.

The VCCA (Vic) has had two Straker Squires in its ranks over the years. Many will remember the 1912 Straker Squire that was restored by Norm George back in the 1960s. On doing a little research I came across the discovery and restoration of this Straker Squire in the Second James Flood Book of Early Motoring. The following is quoted directly from the book: *"This 1912 Straker Squire, 15 hp, 2800cc, 4 cylinders, was purchased new in chassis form by a Mr. Goldie, a stock and station agent of Seymour, who, until acquired by the present owner, (Norm George) was the sole owner of the car. The original body was built by N.A.C. Motor Body Works, 114 Little Collins Street, Melbourne."*

*In Mr. Goldie's retiring years he moved to his property at Rye. This is where the Straker was turned to harrowing the soil. It finally gave up and was eventually left to rust about 100 yards from the beach, where it laid for thirty years.*

*The salt air played havoc, gradually corroding it away. The salt spray pitted through the manifolds and waterways. The rear wheels were almost corroded through, and the springs were matted into one complete solid block of rust. The chassis was almost rusted through near the firewall. Fortunately, the differential and gearbox were in near-mint condition.*

*Norm George, being an engineer, recognised the engine, when he first saw it, as having many fine features well in advance of its time. He felt he had to find the owner and negotiate its purchase. He became the excited owner in 1964.*

*After further investigations, he learned that this car had been manufactured by S. Straker and Squire Ltd. of Fishponds, Bristol. It was designed by A. H. R. (Roy) Fedden (later to be knighted), then a brilliant engineer, at the age of 21.*

*In 1967, its present owner commenced on the car's restoration, making patterns for the manifolds, waterways, and other parts. He also built the body. During the next eight months he spent almost 2,000 hours on the car, but as it is believed to be the only example of this model in the world today, he considers it was well worth the mammoth effort.*

*During restoration, Mrs. Moffat, a daughter of the late Mr. Goldie, came to see the progress. To the owner's delight and surprise she presented him with the original lights which she was holding as a keepsake.*

*Restoration was completed in March, 1968, immediately after which it was taken on a Rally to Shepparton. Since that time it has covered 9,400 miles to numerous Veteran Car Club outings and rallies, including interstate runs to Sydney, Canberra, Adelaide and Tasmania, the car always having been driven all the way. It is comfortable and capable of keeping up with today's traffic – a trip to Adelaide taking 12 hours, including meal stops.*



*During the period 1909 to 1913, Straker Squires were used extensively in nearly every form of motor sport and had many race, reliability trial, hill climb, and speed trial records to their credit”*



*1912 Straker Squire restored by Norm George*

This Straker Squire was purchased by Graeme and Lynne Edwards who used it extensively on our club events for some time, and sadly, when they decided to part with it, a buyer could not be found here after lots of advertising, and the car was eventually sold to the UK.

The other Straker Squire that exists in our club is still in the process of restoration and owned by member Wayne Fisher. This car was purchased at the Donington Auction in July 2020. This was the collection of an amazing amount of Straker Squire parts accumulated by the late Dr. David Watson, and a fair bit of restoration work has been undertaken. I am hopeful that in a future edition of *Brass Notes* we can report on the progress of restoration of this lovely Straker Squire.



*Above & Below: Photo of Straker Squire at Donington Auction, where it was purchased by Wayne Fisher*



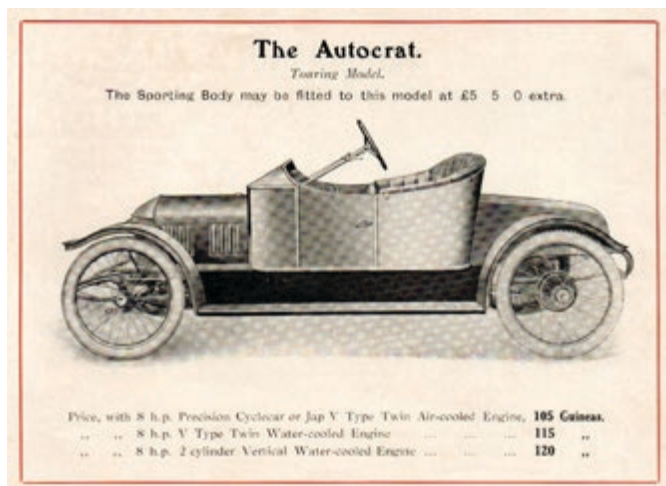


# Cyclecar Corner – Autocrat Light Car

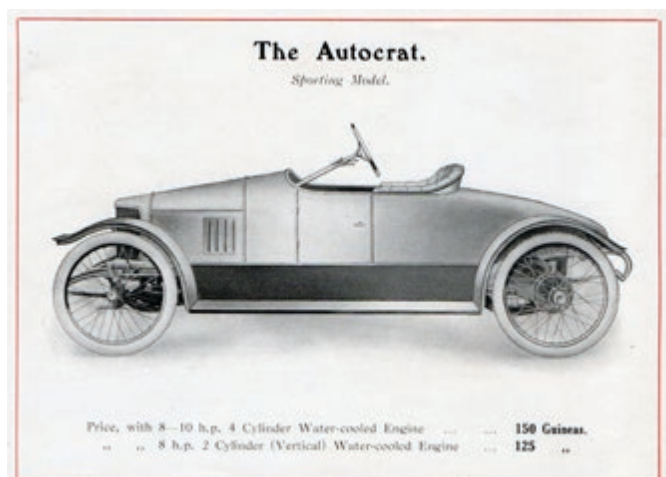
By Graeme Jarrett



The Autocrat Light Car was an assembled vehicle using proprietary components, and in this case (1913-14 models) those made by The New Merlin Cycle Co., Ltd, Birmingham, England. The early models used both Precision and JAP engines of the vee-twin configuration – typical of this time for such a car. However, the sporting model and delivery van did use either a four cylinder engine or a vertical twin – for extra performance.



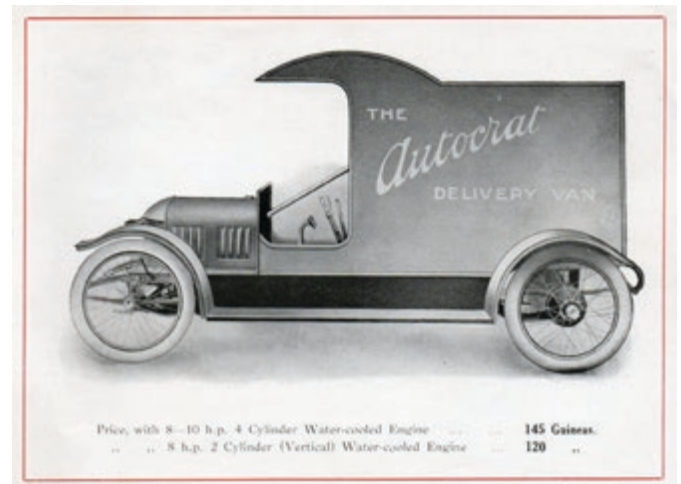
The Touring model Autocrat with vee-twin engine.



The Sporting model Autocrat with four cylinder or vertical twin engine.

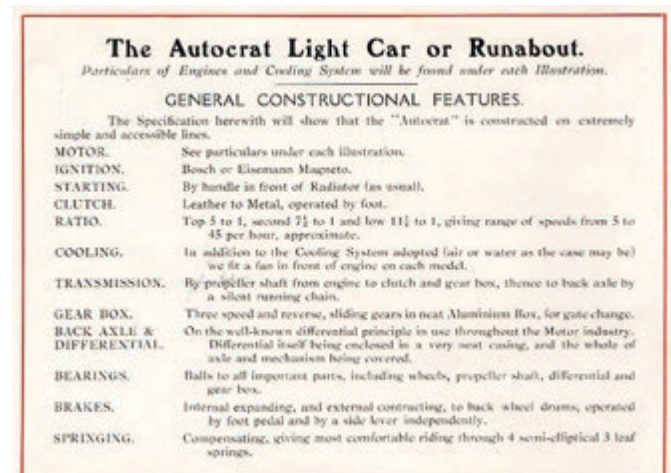
Interestingly the Autocrat did last longer than most of their contemporaries in the Cyclecar Boom just prior to The Great War (WW1. 1914-18). They began trading in 1913 and ended production in 1924. The last of their offerings were more conventional in having four cylinder engines and bevel final drive. These later cars were also still using proprietary engines including by Meadows.

Merlin chassis are relatively easy to identify because of their cast (steel) front and rear dumb irons bolted to the channel chassis (longitudinal) rails.



The Autocrat Commercial van – an idea of what might be achievable.

Merlin in the early days seemed to have been prolific in their offerings which included chassis, axles, and transmissions for both belt and chain final drive. Interestingly, rack and pinion steering was available on all of their chassis – an advanced idea for the time on such a car.



The specification for the 1913-14 vehicles.

Certainly there were cars that arrived here based on Merlin components and at least one is known to survive, Mick Turner's wicker bodied car described as The Merlin.

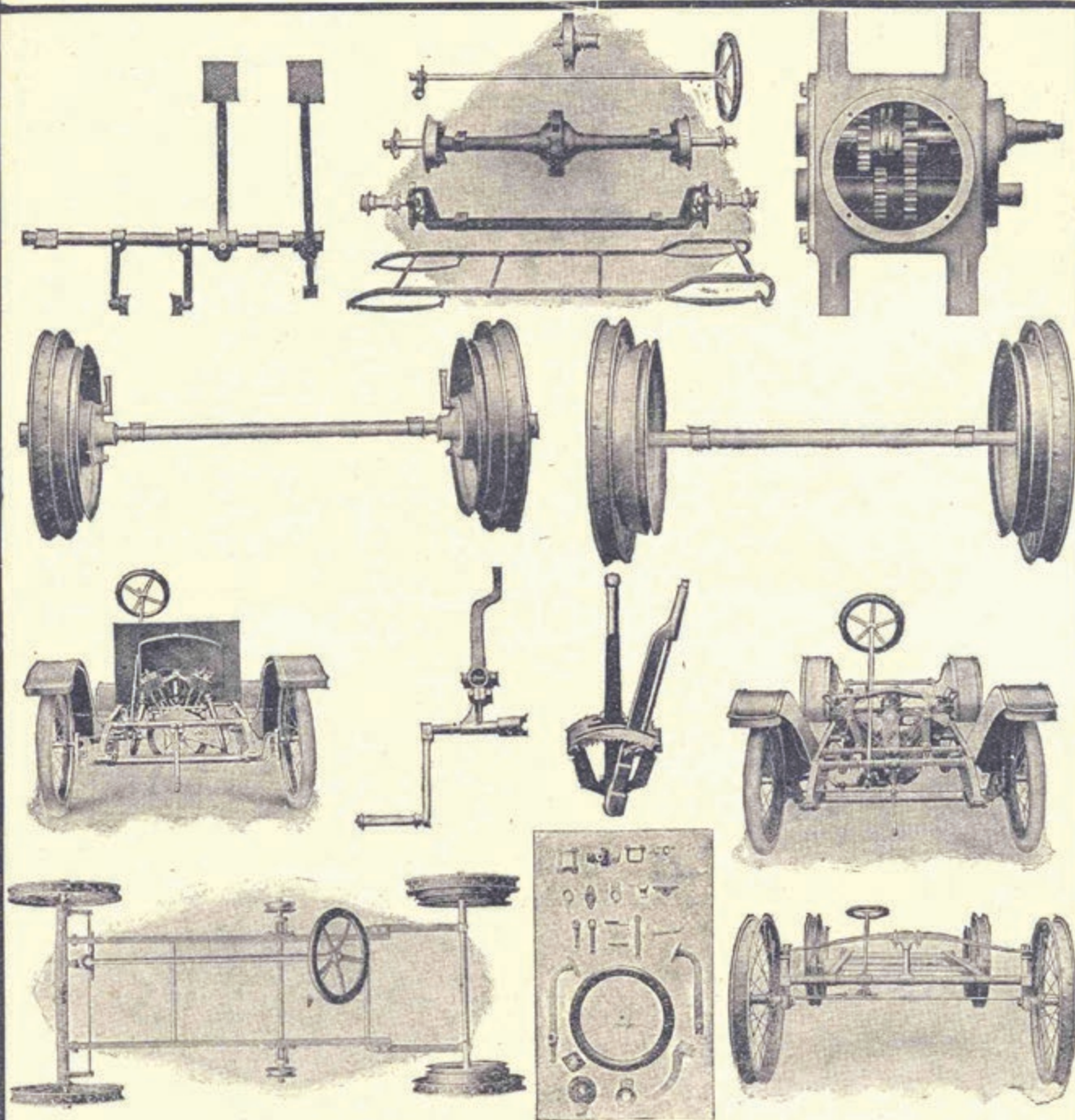
Right: These are components by The New Merlin Cycle Company that were the basis for the Autocrat and other similar small cars in the 1913-14 era, including Merlin etc. This full page advertisement dates from April, 1913 (The Cyclecar magazine).



CYCLECAR

MERLIN

COMPONENTS



First Row, left to right—clutch mechanism; clutch; steering gear; back axle; front axle; chassis frame; gear box. Second Row—back axle (belt drive) with wheels and internal brakes; back axle (belt drive) with wheels (no brakes). Third Row—complete chassis, 8 h.p. Jap air-cooled twin; starting handle, with fan bracket; gate change speed and brake levers; complete chassis, with 90 degrees 9 h.p. Jap twin engine. Fourth Row—belt drive chassis (plan); odd parts; belt drive chassis (front elevation).

Price and further particulars on application.

MERLIN CYCLECAR COMPONENTS are stocked by Messrs. Brown Brothers, London and Manchester. East London Rubber Co., London. Bristol and Sheffield. Timson Bros. (Export Agents), Birmingham, Liverpool and Newcastle-on-Tyne. J. A. Riley, Birmingham.

**The NEW MERLIN CYCLE CO., Ltd., (Cox Street West,) BIRMINGHAM.**



# De Dion Bouton Trilogy

Many will know of Michael Edwards who is known to be the English authority and author of several books dealing with the De Dion Bouton marque. Michael has been on the VCCGB dating committee and also acted as their chairman. He has again published an exceptional trilogy of books dealing with De Dion Bouton, and I am pleased to say our club is in the process of acquiring these treasured volumes for our impressive library.

The following is a summary for publicity purposes for the books we are purchasing. You too, have the opportunity to acquire them for your own library by following the link: [surrendenpress.com](http://surrendenpress.com)

**Surrenden Press introduces a new publication:**



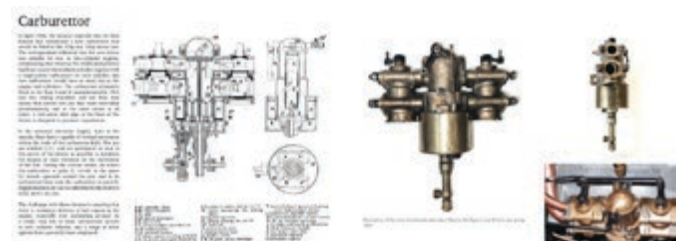
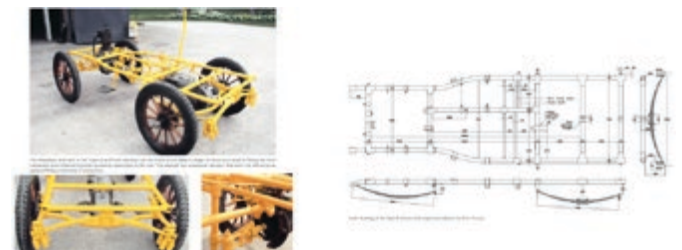
This study aims to present a comprehensive review of those De Dion Bouton vehicles that entered production between 1899 and the end of 1904. An early study was published in 2016, but in the intervening years, the review of many more extant vehicles from Europe, Australia, New Zealand, and the USA has facilitated a thorough assessment of Type-specific technical elements and a revision of some of the initial conclusions. A volume is dedicated to each of the voiturette, front-engined single cylinder, and front-engined twin cylinder vehicles. The evolution of Types is thoroughly considered, and a comprehensive series of contemporary and recently produced images and summary charts is included to illustrate the various changes that were made. Technical chapters cover detailed aspects of engine and transmission design, and specially prepared chassis drawings of each Type offer new insights on construction.

There is coverage of the individuals who provided the impetus for the early development of the De Dion Bouton company and its subsequent success. Chapters on the participation of De Dion Bouton vehicles in tours, trials, and racing feature period images never previously published. Perhaps one of the most significant achievements, and one that had a long-lasting impact on the French motor industry, was the supply of engines from the Puteaux factory to a host of other manufacturers.

In each part of this work, a section on these companies that used De Dion Bouton engines, such as Lacoste & Battmann, Corre and Renault, as well as those that operated under licence, including Cudell and Motorette, are considered. Chapters are included on the development of commercial and electric vehicles.

Within the 800 carefully designed pages there are more than 1,000 photographs and drawings, a comprehensive set of footnotes and a bibliography that together provide a comprehensive narrative of the De Dion Bouton business at the turn of the last century. An epilogue charts the pathway of the company through the war years to its eventual cessation of production in the early 1930s.

De Dion Bouton: The Veteran Years will be of value to those interested in the De Dion Bouton marque and to all early motoring enthusiasts curious to learn more about the fluctuating fortunes of the world's largest engine manufacturer at the turn of the last century.



*"In recent years Michael Edwards has filled a gap in veteran car literature with a series of books on De Dion Bouton automobiles that are well written, copiously illustrated and – to use a much-abused term – scholarly. This latest trilogy continues the series in fine style, dealing in a most readable manner with the individual models of the veteran era in great, almost forensic detail. This handsome record of the company's glory years celebrates the company in its prime and is highly recommended to all enthusiasts of the veteran era."*  
David Burgess-Wise, The Automobile



More details can be found on the website:  
[surrendenpress.com](http://surrendenpress.com)

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# Unlock Camden 2024

By Doug Fulford



*Doug Fulford and Max Boardman with their 1905 Cadillac and 1904 De Dion Bouton*



*Bill Betts' 1908 AX Renault*

Unlock Camden is an annual event that celebrates the town's historic past as well as unlocking stories and images and promoting the historic locations and buildings in the Camden area. Max and Darius Boardman (1904 De Dion Bouton and 1913 T Ford), Doug and Vivian Fulford (1905 Cadillac) and Bill and Robyn Betts (1908 AX Renault) displayed their cars in front of the historic Victorian Rustic Gothic style building known as "Macaria".

Built by Henry Thompson in 1859/60 it was originally intended to be a school – Thompson had 16 children. From 1901 to 1932 it was the home and surgery of famed local Camden medico, Dr Francis West. The postcard pictured above is believed to be circa 1905 and shows an early horseless carriage parked out the front, presumably belonging to Dr West (my assumption). Maybe someone can ascertain the make and model?



# T Ford Time – Hughenden, Central Queensland

By Graeme Jarrett

The Ford model T was seen everywhere and none more so than in rural Australia.

These photographs come from the Hughenden area of Central Queensland. They have been collected from the [Flinders Shire Historical Photographic Project](#). Attribution State Library of Queensland.

*The project involved the Hughenden District Historical Society, the community and Flinders Shire Council working together to assemble a collection of more than 1,000 images showcasing the district, early settlement, people, industry, businesses, buildings and events. Sponsored by a Regional Arts Development grant, the funding enabled project research and detailed descriptions, verifying the contents of each image were accurate. Anne Scheu - Collections Engagement, State Library of Queensland.*



*This photograph focusses on the difficulties of punctures and how to deal with them. These men look to have the need to deal with another puncture or unrecoverable blown tube. Their forlorn viewing of the recalcitrant inner tube tells it all.*



*Members of the Elliott family drive across the 5 mile grid on Muttaborra Road, Hughenden circa 1900 -1920. This model T looks to be from 1918.*



*This appears to be the same vehicle in Gray Street, Hughenden. The building in the background is said to be the Central Hotel.*

## What Is It?

By Warwick Landy

Warwick Landy kindly sent this photo taken in 1913 to be identified. The photograph is of the Tutt and Storrie Motor Coach and was taken in 1913. This vehicle left the Bayswater Railway Station and took tourists to Sassafras and Olinda in the Dandenong's region.

The image was found on the Old Ferntree Gully History Facebook page.

Can anyone please help out with what make, and model this vehicle is? I am very confident we will be able to help out Warwick with a positive identity.



# Steam Theme

Story and pictures by David K. Wheatley

## A Horseless Carriage Fit For A King

*Daryl Meek in his vast collection of ephemera has uncovered an article on the Gardner Serpollet that we featured in the September issue of Brass Notes in the Steam Theme Column. Daryl's collection never ceases to amaze me! It is an article taken from the Australian Women's Weekly of 26 November 1969. -Ed*

For years it pulled a plough then was abandoned in a paddock. The vehicle is old, and when started it sends steam and smoke everywhere.

But its owner, Mr. Lucien Chabaud, an ex-racing driver, formerly of Vacluse, France, considers it priceless. For after wide inquiries he believes that there are only two such cars left in the world. One is in England, and the other is in the garage of his home in Atherton, North Queensland.

The car, a steam-powered Serpollet built in France in 1900, has been carefully restored by Mr. Chabaud. Viewing the results of his work, one can easily see why this was the model chosen by the English royal family at the turn of the century. The Prince of Wales, who became King Edward VII, often rode in his luxuriously upholstered Serpollet. The model was named "The King" because of its fine appearance.

But three years ago, Mr. Chabaud's car looked far from regal. He found it on "Prestwood" station, a cattle property near Georgetown, Queensland. In 1917 the car had made its last major trip - to the goldmining township of Croydon. For a while it was used to pull a plough on "Prestwood"; after that it was left out in the paddock. Over the years its former elegance completely disappeared. White ants chewed away the wood. The wheels sank into the ground. A tree grew up through the framework, pushing its way among the rotting timber.

Until he saw the Serpollet, Mr. Chabaud's ideal had been the sleek racing Ferraris he had driven in France. But he was the first to see the old car as anything but useless junk. "Straight away I knew I had to have it," he said. "So, I bought it and had everything transported to Atherton. I even took the rotten wood so I could copy the shapes exactly."

To help him restore the car, he was fortunate enough to have the handbook the manufacturers supplied with it. But even though he had photographs and specifications to guide him, there were many difficulties.

"Two of the mudguards were badly damaged, so I had to make new ones," he said. "Since steel in Australia is not made in metric sizes as it is in France, I had to pare the new material down to get the matching thickness."

Everything was copied exactly, right down to the ornate goldleaf decoration on the back of the seats. The luxurious upholstery, the carpet on the floors, and the

gleaming brass work transformed the heap of rubbish into a carriage once more fit for a king.



Goldleaf work on the back of the passenger-seat.

All this time, Mr. Chabaud was also tracing the car's history. He received dozens of letters in response to his enquiries and built up the record of its movements since it left the factory in 1900. "It was shipped from France to York, in England," he said, "and from there went to the French Embassy in Sydney. It was later bought by a travelling photographer who came north in it, and he sold it to the owners of 'Prestwood'."

The wanderings of Lucien, his Melbourne born wife, Jean, and their daughter, Margaret, have been as varied as the car's. They came to Sydney 12 years ago, then moved to Mt. Isa, Alice Springs, Cairns, and finally to Atherton, where they settled four years ago. Here Mr. Chabaud established his own business, fashioning wrought-iron work to sell in his shop.

The well-equipped workshop which he uses to make his living provided him with an ideal place to keep the Serpollet while he worked on it. "As soon as a job was finished I'd spend a few hours on the car," he said.

From the handbook came information on its performance. It could reach speeds of up to seventy miles per hour (provided the driver could stand the wind), but there was also a warning to take care when starting the engine to avoid a "nasty explosion."

The first time the car was started by Mr. Chabaud that warning seemed well founded. "There was smoke and steam everywhere," he said, "and in the end some of the pipes burst. I'm repairing them now, so it won't be many more hours of work before I have it going again."

*Australian Women's Weekly, Wednesday 26 November 1969, page 31*





*Lucien Chabaud at the wheel of his Serpollet.*

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## The Late Peter Briggs' Hispano-Suiza

Another ex-Australian veteran is going under the hammer this month when RM Sotheby's sells the 1915 Hispano-Suiza Alfonso XIII from the Peter Briggs' Estate, on November 2nd. The following is the history of the car published in the catalogue.

Manufactured by Hispano-Suiza in 1915, it was delivered from the company's Paris factory, along with two other Alfonso XIII's, to Australia. The car is then believed to have been bodied by a Sydney coachbuilder, before being first registered in 1915 to Mr. H. Williams, an executive with the Dunlop Rubber Company, who used it on priority business during the war years.

In 1927, Williams sold the Alfonso to Mr. Angus Eyres, an engineer with New South Wales Railways. Eyres used the car as his everyday transport, including on priority business during World War II, before selling it to Mr. George Green in 1958.

Green was an enthusiast and collector, and during his tenure with the car various modifications were made, including fitting an auxiliary oil pump. Green entered numerous events with the Alfonso, including all the Katoomba Rallies from 1960 to 1974, and the 1970 Sydney to Melbourne International Rally. In 1965, returning from Adelaide in a Vauxhall 30-98, accompanied by a colleague driving the Alfonso, Green encouraged his friend to keep pace, resulting in the car averaging 60 mph over the 400 miles between Mildura and Cootamundra. By 1976, Green estimated that the Alfonso had covered some 500,000 miles.

After Green passed away, the Alfonso was sold to its current owner, the York Motor Museum of Western Australia, in 1983. Peter Briggs, who had a career in the mining industry, had established the museum in 1979 to house his collection of cars.

After purchasing the Alfonso, Briggs commissioned Roger Fry to undertake a full restoration of the car in 1985, including replacing its body with a copy of that from Briggs Cunningham's skiff-bodied Alfonso, which can now be found in the Miles Collier Collection. Mahogany for the body was taken from the then recently closed Boans department store in Perth, and brass was used for its fittings and radiator. A new engine block was cast by VM Engineering, using established patterns, before John Hunting of Perth reassembled the engine.

Since completion of the work in 1988, the Alfonso has made regular appearances at Perth's Celebration of the Motor Car; entered the Pebble Beach Concours d'Elegance; and been campaigned in the Ritz Hotel Madrid Hispano-Suiza, and New Zealand Pan Pacific Rallies.



*Photo credit: Neil Fraser / RM Sotheby's*

# Comings, Goings, and Restorations

By Greg Smith

I thought I would update you on a car that was almost considered iconic back in the 1960s and 70s when it was owned by the Gilltraps Auto Museum in Queensland. It is now being auctioned in London at the Bonhams Golden Age of Motoring Sale on the 1st of November. Many will remember this car for the distinct paint work it carried when owned by Gilltraps. It was a participant in the International Rally from Sydney to Melbourne.



*The Vulcan when owned by Gilltraps with its distinctive striped paint work.*

The following is the write up direct from the Bonhams Golden Age of Motoring Auction site:

1908 Vulcan 20hp Roi-des-Belges Tourer  
Registration no. SV 4343  
Chassis no. 526  
Engine no. 528

- Supplied new to Australia
- 3.9-litre four-cylinder engine
- Brought back to the UK in 1989
- Present ownership since 2016

This rare survivor of an historic British make was delivered new to Australia and first owned by one Frederick Dodds of Newcastle, New South Wales. Supplied with an extra set of wheels and an interchangeable van body, it was still registered to Dodds in 1919. Email correspondence on file states that the Vulcan took part in a parade in Newcastle in 1947 and shortly thereafter passed into the ownership of Sydney resident John McLean, a founding member of the Veteran Car Club of Australia (NSW). When McLean moved to Queensland in the 1960s, the Vulcan went to Gilltrap's Auto Museum on the Queensland Gold Coast. It was sold together with some of the Museum's other cars in 1989, being purchased by Simon Langton and shipped to the UK. Our vendor is the sixth owner in this country.

It is believed that the engine in this car is of the '4" Racing' or 'Tourist Trophy' type. However, it should be noted that Vulcan made two four-cylinder engines with a 4" (102mm) bore: one displacing 3,923cc, the other 4,680cc.

This car is said to be a 20hp model so would have been fitted with the former. Following its acquisition by a previous owner in 2008, the Vulcan was re-sprayed, re-trimmed and fitted with a new hood. It subsequently completed several Veteran Car Club events.

Our vendor acquired the Vulcan in 2016, since when it has sat comfortably in his garage, covering only some 50 miles around Llanrhaeadr-ym-Mochnant in terrain which is not ideal for such a vehicle. This very practical Edwardian motor car is offered with VCC dating certificate and a V5C registration document.



I have heard that the Cottin et Desgouttes that Rick Thege purchased from Graeme Edward has finally got to Rick's shed. I believe it is, or maybe already, headed to the Up the Creek Workshop to make it roadworthy and mobile as I believe it is in such lovely original condition and will be preserved that way.

In some interesting comings, Russell Holden has imported two extremely early motorcycles. Both are around the turn of the century vehicles and are still in original, unmolested condition. I was privy to see them at the recent Pre-1905 Pioneers run in Naracoorte. One is called J Bourgerly and is c1898. The other is a c1902 (although I believe it could well be earlier) De Dion powered Bicycle. I not sure exactly what the plans are for these extremely early motorcyces, but I believe one or maybe both could be for sale. The best thing to do if you are interested is to contact Russell. Motorcycles of this era and still being in their original condition are certainly very rare indeed.



*Left is the c1902 De Dion powered bicycle with a surface Carburetor*

*Right is the c1898 J Bourgerly in original condition. Note the engine placement*

<https://www.youtube.com/watch?v=x-TVtIpJeM8>



# Findings, Feedback and Follow-ups

By Tim Harris

In the October issue of *Brass Notes*, Murray Murfett submitted an article on the Michelin Tyre Man. He also explained how there was a Michelin Guide that was produced annually which featured useful information such as tyre maintenance and repair, addresses for repair garages, petrol stations, accommodation addresses and road maps, and later a reference for the gourmet food lover with "star" ratings given.

It was produced and printed in many languages and available in many different countries. Tim Harris has one such Michelin Guide and has kindly shown some photos from his one that looks like it was for Belgium, Luxenberg and Holland.





# Not a Clement-Talbot, Not a Talbot but a Bayard

By Julian McNeil



On looking over the cover of the October edition of *Brass Notes* of the fine picture of Mr. J. R. Duggans motor car, I noted the similarity to my 1908 Bayard. In particular the three point hinge mechanism for the bonnet was identical to what I had to repair on my 1908 Bayard when I acquired it. This is not the single unit affair that one sees on a similarly aged Talbot. Also, I could not convince myself of the presence of the bolt in the middle of the radiator core that characterises Talbots and serves as a support for a fan. Although Talbots and Bayards of that year looked very similar from the outside, they are quite different mechanically.

If one wishes to be pedantic there is no such car as a Clement-Talbot only the Company 'Clement-Talbot Ltd'. To justify that statement, I would go to that seminal book *Motoring Entente* by Nickols and Karslake. As background, Monsieur A. Clement was a very talented engineer and had become wealthy from being a partner in the Gladiator Bicycle concern and from obtaining, from Harvey Du Cross, the European concession for Dunlop tyres. In 1903 he entered into partnership with the Earl of Shewsbury and Talbot to produce cars in England. For reasons that make interesting reading in *Motoring Entente* it was a very litigious time and thus for the cars that were to be made by the two partners, the following "Notice and Warning" was placed in advertisements for these cars:

*Monsieur A. Clement, the famous French Motor Engineer, was previously in business with a firm called "Clement Gladiator Ltd" but dating from October 1st,*

*1903, he has ceased to hold the position of managing-director and all his business connection with that company.*

*The British Automobile Commercial Syndicate Ltd. of 97-98 Long Acre, London, W.C. beg to state they will remain the sole agents of Monsieur A. Clement.*

*Clement-Talbot Ltd desire it known that at the new works they are erecting the automobiles from the designs of Monsieur A. Clement ...*

*The Cars manufactured by Monsieur Clement, in Paris, will be described by him under the name 'Bayard' cars, whereas the cars sold upon the English market, whether manufactured by him, pending completion of the London Works, or in the near future by Clement-Talbot Ltd will be known as TALBOT CARS"*

I have copies of Bayard catalogues from 1906 and 1908 that adhere strictly to this stricture stating that they are: "Bayards - Constructeur, A. Clement". This is also true of brass badges on the engines and radiators. At the time they must have been fearful of the lawyers involved.

One can only conclude that this legal requirement was eventually dealt with by the stratagem of changing his own name and that of his cars to 'Clement-Bayard' which occurred in 1909. This appears to have also coincided with a switch in the position of the radiators to behind the engine of the future Clement-Bayard cars.

For similar reasons I submit that the commercial ambulance that you describe later in the same edition of *Brass Notes* is also a Bayard. You will note in the pictures supplied the Bayard style bonnet hinge and lack of fan bolt in the radiator core but also this vehicle is documented in Richard McDonough's book "Queensland's Motoring Dawn" in which he states that: *'the Queensland Ambulance Transport Brigade placed an order for a 10-16 HP four cylinder chassis to be supplied by the Clement-Talbot Co. of England. Due to arrive in late March (1909) it was actually a French Clement-Bayard chassis supplied via Talbot'*

Given my previous dissertation on nomenclature and the statement of 'Notice and Warning' quoted by Nickols and Karslake it may have been more accurate to state that it had been a Bayard Chassis supplied by the British Automobile Commercial Syndicate Ltd. For other reasons that I won't list here, I am sure that the agents for Talbot Cars in the 'Colonies' were also agents for Bayards.

It is therefore of some concern that the Talbot owner's club should claim a Bayard as one of their own and to make matters worse, when one looks at the Wikipedia page for Talbot Cars there is a picture of Mr Duggan's Bayard.



My 1908 Bayard (despite what it states on the brass plate on the dashboard) showing the three bonnet hinges and lack of bolt in the radiator



The right panel of this photo is a page at the front of the French catalogue for Bayard Cars for 1908. The left panel is a fold-out sheet advertising Bayard cars for the 1906 season. Note how the convention of 'Bayard automobiles constructor A. Clement' is followed at this time.



This picture shows the typical bonnet hinge for a Talbot of this period.

Thank you, Julian, for this wonderful and informative response. I am constantly grateful to our membership for helping us all learn and be educated. This is one of the reasons I love the era we deal with. My naivety in this area has been now rectified, and I would guess I was not the only one! -Ed



Right: The Irish Envoy in a Talbot at Donald, Vic 1911



# Workshop Notes – Cutting Gaskets on a Crafting Machine

By Doug Fulford

Christmas is fast approaching, and you may well be scratching your head and wondering “What should I buy my beloved for Christmas?” Well, I may have the answer for you – a crafting machine. “Why a crafting machine?” you might well ask. Well, a crafting machine, as I have recently discovered, is in fact a gasket cutting machine in disguise.

With more years of veteran motoring behind me than I care to admit I have hand cut quite a few serviceable gaskets and have gathered together quite a collection of wad punches and other items to aid cutting gaskets by hand. Some gaskets are fairly tricky, for me at least, to cut accurately enough (e.g. the fuel bowl gaskets in a Schebler Model R carburettor). Cutting out was never my strong point and one of the reasons I was considered a failure in kindergarten. If your only veteran is a T Ford you can buy almost any gasket you are going to need, professionally cut, off the shelf. If so, you are hereby forgiven for not reading the rest of this instalment of “Workshop Notes”.

A crafting machine is designed to cut out a wide variety of media such as paper, cardboard, fabric, vinyl, thin leather, cork etc so why not gasket paper and other gasket materials? The basic process involves downloading or creating a design and sending it to the crafting machine to cut it out for you. You can also use them as a plotter by fitting them with pens rather than a knife. [If, like me, you remember pen based plotters before large format ink jet printers took over you can think of them as a plotter with a knife.] If you only need one of any gasket design then making it by hand will almost certainly be quicker but cutting it on a crafting machine will almost certainly give a neater, more accurate result. But once you have created a design and saved it, cutting more gaskets is a breeze. And designs can easily be shared over the internet.

There are three main brands of crafting machines designed for domestic use: Cricut, Silhouette and Brother. Cricut appears to be the most popular and has the most accessories. The first two are readily available in Australia. While all of these machines have their advantages and disadvantages, I chose a Silhouette Cameo 4 Pro. It is the only machine with a cutting width of 24 inches, has the highest maximum downward force on the cutting tool and, unlike the Cricut, can be operated without being connected to the internet. (You do need an internet connection to install the software when first setting the machine up). Manufacturers do upgrade their product ranges, so I suggest you do your own research at time of purchase. You do need a Windows PC or a Mac to operate these machines. Luckily my daughter, Victoria, has a laptop with Windows (in my opinion a feeble excuse for an operating system) so we were good to go.

The first job is to produce the gasket design. In my case I am installing new rear axles on our 1915 Studebaker. (One axle broke on the HCCA International

Tour in the Tweed Valley and the other one was cracked and twisted.) There is a gasket that goes between the axle flange and the hub, with an OD about 8 inches. (The other gasket that I need for this job is the transaxle cover gasket with an OD of about 12.5 inches. Thank goodness I didn't settle for a 12 inch machine!)

I installed LibreCAD (a free program available on Linux-great, Windows and Mac) and spent some time watching YouTube how to videos to get the basics. There isn't enough space here to explain how to do that and, in any case, there is a huge range of software options for producing a design, including Adobe products. I then printed the design on normal paper to check how closely it matched the requirements – no point in wasting more expensive gasket paper. I did have an issue with printing true to size which required two changes – setting margins in LibreCAD that accounted for the inherent minimum margins in the printer and then, as a result having to switch to A3 paper so that no scaling occurred. I then tweaked the design accordingly. I was fortunate in having an A3 printer but that wasn't a necessity as you could do a trial cut on the Silhouette or use the Silhouette as a plotter.

Then the exciting (well to me at least) part – cutting our first gasket. Silhouette provides a series of YouTube videos to show you how to set up and run your Cameo 4 Pro. They are not quite as complete as I would have liked. For example, it showed you how to install a tool – in this case the auto blade. It then said to lock it in place but didn't tell you how. Once you know how it is obvious, and it may be obvious to all Victorians, but I am a New South Welshman, and I had a number of failed attempts where no mark at all was made on the media as the knife wasn't locked in place correctly. Once we did get it locked in place we had to play with the settings (blade depth, force and the number of passes) to get it to cut fully. It appears that multiple passes are the way to go and easing off on a final cut may help extend the life of the cutting mat. Once we got the cutting right the quality of the cut was fantastic. I was using a manilla folder as media while we were learning how to operate the machine. This turned out to be fortuitous as our initial cut was not true to size. As we knew the correct size, we could easily correct that within the Silhouette Studio software. It would be worthwhile to record the settings that prove optimal for a particular type and thickness of gasket material for future reference.

We did run into some other problems along the way but found solutions with the help of videos and posts made by other Silhouette users. The cutting mat was jamming on the right-hand side with the media on the left but only with narrower media. The solution was to have some dummy media on the right. After jamming up the cut was not being started in the correct location. It turned out that when a jam occurs you may have to

move the cutting head back and forth several times through its full motion to recalibrate it. If you do decide to try cutting gaskets this way those two tips might save you some frustration and wasted gasket paper.,



*The Final Cut Gasket*

I guess the question remains is it worth the time and expense involved in setting up to cut gaskets this way. I guess it depends in part on how many gaskets you are likely to need and if you maybe already have access to a suitable crafting machine. There is also the satisfaction of producing a “perfect” gasket. Also, a crafting machine happens to be good also for – well crafting. As a demonstration of that we downloaded an original style Studebaker script from the internet and cut it out on a piece of cardboard as a test. The result was pretty impressive -I might have to get some iron on or self-adhesive vinyl. If I get some self-adhesive vinyl, I could adorn my car trailer accordingly. For me, I am glad I have set up to cut gaskets this way.



*The Studebaker Script Logo as Cut*

The Silhouette software will accept designs in a number of formats which makes it quite versatile. In this case I transferred a dxf file from LibreCAD for cutting the gaskets and a png file for the Studebaker script. The gasket designs I needed were fairly simple geometrically and so were easy to create directly in LibreCAD. For a more complex design you can import a scan or photograph of the required gasket or one of the components it mates with into LibreCAD and trace it. Hint – you need to import into a different layer.

As I subsequently discovered the success with the Studebaker script was somewhat fortuitous. It worked because the file I downloaded had a transparent background. When I scanned in a gasket to demonstrate that it could be reproduced, I discovered that you then need to make the background transparent (which I did using ImageMagick) or alternatively have Silhouette Studio trace the outline for you. Even the basic edition of Silhouette Studio is pretty powerful, and I have only just scratched the surface. The auto blade that I was using (the default one that comes with the machine) is convenient - that is until it stopped setting the depth of cut under software control. Luckily there is a fairly simple workaround.

You can also set the Silhouette up as a plotter and mark out a gasket and cut it manually if you are having trouble cutting it on the machine.

One final word. Despite my opening sentences, I didn't try to kid Vivian that I purchased the Cameo 4 Pro for her, tempting as that might have been. I also note that gasket paper can be very expensive when purchased from the average auto parts store plus they often have little or no stock.

Swift Supplies (<https://www.swiftsupplies.com.au/>) have a wide range of gasket materials in a range of thicknesses at what I think are very competitive prices. (I have no personal or financial interest in Swift Supplies.)



*Original gasket (top)  
Reproduction from  
scanned image  
(below)*



*Transaxle housing gasket plotted*



# Pre-05 Rally Entry List

Number	Entrant	Passenger(s)	Vehicle
1	Peter Allen		1902 Waltham
2	Rob Anderson	Leonie Anderson	1903 Oldsmobile
3	Simon Anderson		1901 Argyll
4	Tess Anderson		1903 Humberette
5	John Bennett		1904 Antoine Solo motorcycle
6	Maxwell Boardman	Samuel Boardman	1904 De Dion Type W
		Christine Boardman	
7	Darius Boardman		1904 Ariel m/c
8	Roger Cameron	Richard Colley	1903 Peugeot Model 50
9	Larry Clarke		1903 Humberette
10	Peter Fagan		1904 Clement Garrard Type D m/c
11	Doug Fulford	Vivian Fulford	1904 Cadillac (display)
12	Darryl Grey		
13	Noel Holbrook	Sue Holbrook	1899 Peugeot
14	Russell Holden	Christine Holden	1902 Elmore
			1898 J Bourgerie (display)
			1902 De Dion Bike (display)
15	Michael Holding	Claudia Holding	1900 Locomobile (display)
16	Hamish McDonald	Philip McDonald	1904 De Dion Type Q
17	Andrew McDougall	Frances McDougall	1904 De Dion Model Y
18	Julian McNeil	Jane McNeil	1901 De Dion Vis-à-vis (display)
19	Gavin McNeil	Sandy McNeil	1903 Wolseley
		Frank Cord-Udy	
20	Nicholas McNeil	Emily McNeil	
21	Darryl Meek	Fiona Lane	
22	Geoffrey Mitton	Nhu Trinh	1904 De Dion Type V
23	Geoffrey Paynter	Trevor Paynter	1904 Darracq 12HP
		Anna McNeil	
24	John Prentice	Lynne Prentice	1904 De Dion Model Y
25	Tim Rettig	Annie Rettig	
26	Brian Scudds	Joan Scudds	1904 De Dion Type V
27	Greg Smith		1900 Victoria Combination
			1903 Romania m/c (display)
28	Graeme Splatt	Sandra Splatt	
29	Nigel Steele-Scott		1904 Speedwell
30	Peter Templer	Chris Templer	
31	Rick Thege	Heather Thege	1903 Carlton
32	Ian Voysey	Trish Clayton	

# AGM Minutes 2023

## AGM MEETING

VCCA (Victoria) at Clubrooms & via Zoom Meeting  
On Tuesday, 8 October 2024 commencing at 8.05 pm

## AGM MINUTES

1. The President, Ben Alcock, opened the meeting and welcomed everyone to the 2024 AGM.
2. **Apologies** – Jennifer Atherton, David Provan, Paul Daley, Stan Bone, Fiona Lane, Jeff Alcock, Joan Forryan, Jessica Holt.
3. **Proxies and declaration that a quorum** for the meeting is present (rule 36.2 – must have physically present or by proxy 5% of the members entitled to vote) – Darren Savory confirmed we had a quorum with 46 members present & 15 online.
4. **Minutes of the 2023 Annual General Meeting** (as presented in October *Brass Notes*)  
Resolution: That the minutes of the 2023 Annual General Meeting, as published in the October 2024 edition of *Brass Notes*, be accepted.  
Moved by Darren Savory. Seconded by Peter Hammet. Carried.
5. **The President's Annual Report** on the activities of the Club during the 2023/2024 year (as presented in September 2024 *Brass Notes*)  
Resolution: That the President's report, as published in the September 2024 edition of *Brass Notes*, be accepted.  
Moved by Ben Alcock. Seconded by Andrew McDougall. Carried.
6. **The Treasurer's report and presentation of the financial statement of the Club for the 2023/2024 year** (as presented in September *Brass Notes*)  
Resolution: That the Treasurer's report be accepted.  
Moved by Ben Alcock. Seconded by Peter Hammet. Carried.
7. **The President confirmed the annual membership subscription and joining fee** for the 2024/2025 year. Printed \$95, email \$60.  
Resolution: That the annual membership subscription and joining fee for the 2024/2025 year be accepted.  
Moved by Ben Alcock. Seconded by Barry Smith. Carried.
8. **Appointment of auditor** (and fix any remuneration) for the 2024/2025 year  
Resolution: That the appointment of Michael Dillon CPA as the Club's auditor (on an honorary basis) be accepted.  
Moved by Ben Alcock. Seconded by Daryl Meek. Carried.
9. **Election of the executive and general committee positions for the 2024/2025 year**  
Pam Hill announced there being only one candidate nominated for each **executive** position, **Ben Alcock** shall be declared President, **Daryl Meek** shall be declared Vice-President, **Brian Churchill** shall be declared Secretary and **Claudia Holding** shall be declared Treasurer, all for a twelve-month term. All in Attendance were in favour.  
We have the following candidates for the **general committee** positions:  
Michael Holding has been elected to the committee for a three-year term.
10. Meeting was closed at 8.12 pm by the President, Ben Alcock.

# Natter Night Meeting Minutes

## NATTER NIGHT MINUTES

VCCA (Victoria) at Clubrooms and Online Zoom Meeting  
On Tuesday, 8 October 2024 @ 8.13pm

## Opening

Following on from the Annual General Meeting, the Club President, Ben Alcock, welcomed all to our October Natter Night. He then proceeded to welcome the newly elected Secretary, Brian Churchill, and Treasurer, Claudia Holding to the table. He thanked the outgoing Secretary, Darren Savory, for his 5 years dedicated service and the outgoing Treasurer, Jessica Holt, for her service for the past 12 months. A round of applause from the members.

## Attendance

There were 46 members in our Clubrooms and 15 members online tonight.

## Apologies:

Jennifer Atherton, David Provan, Paul Daley, Stan Bone, Fiona Lane, Jeff Alcock, Joan Forryan, Jessica Holt.

## Visitors

None.

## New Members

None.

## Member News

Geoff Payne – members are saddened to hear the passing of Geoff who has been a long standing and Life Member of the club. The club extends deep condolences to Sue and family. His funeral was well attended by club members.

Geoff Simmons – Daryl Meek reported that Geoff is very unwell in hospital in NSW and that he and Fiona will be visiting him

## Financial Reports

Nil

**Raffle** Lamb, vegies, apple pie & cream. Thanks Deb.

## Membership Report

Rob Anderson reported that 12 members have so far not renewed and that he will continue to chase them. Cars will become unregistered if not financial.

## Events

### Past:

Pre-1905 at Naracoorte. Andrew McDougall gave a detailed and colourful report of what was a challenging and exciting event.

B40 Rally – Warragul – Scott Emerson spoke about the VDC Rally for “under 40s” that was attended by 25 cars including 2 Veterans

### Coming:

Ford Flathead Festival 20/10.

Annual Pétanque Competition –combined clubs – 27/10 – Andrew McDougall is looking for participants to form a team or simply enjoy the event at the club rooms.

Natter Night – 12 November – Member Speaker – Simon

Anderson on his travels in the Variety Bash  
RACV VCCA Annual Rally - Bendigo 8-10/11 – currently 26 entries

Bendigo Swap 16-7/11.

National Veteran Vehicle Rally – Tasmania, 17-23/11 – entries closing October 18. Currently 45 registered.

Natter Night – 10 December - Dinner & Awards, kicking off our 70th Year Celebrations

1&2 Cylinder Rally – 13-16 March 2025 – Koondrook – entries will open in December – details to follow

National Veteran Rally in Murray Bridge 5-10/10/25

Swan Hill 70th Anniversary Annual Rally in October 25.

## Library and Archives Report (Daryl Meek)

Nothing to report.

## Wanted, for Sale or Swap

Nil

## Items of General Business

No further items

**Next Meeting 8.00 pm on Tuesday, 12 November 2024**

**Meeting Closure at 8.50pm**



# Private Classifieds

## FOR SALE

JR Oldfield Dependence Type No '542F' Paraffin tail lamp. Complete and in good condition.

\$150

Bosch Magnetos  
FF4AR and BC4A  
\$150 each.

**CONTACT: Callum Walsh 0447 766 724**



## FOR SALE

2 E&J all brass taillights with three coloured glass lens. Red, Blue and clear. One lamp is in very good condition and all complete ready to mount. The other is missing the inside reflector, and the clear lens has been replaced at some time and the lens is not very clear. The price for the good lamp is \$430 and \$325 for the one missing the reflector.

**CONTACT: Greg Smith 0447 395 233**



## WANTED

Flexible brass tubing to suit a bulb horn 15mm X 900 mm (9/16" X 36") approx.

**CONTACT: Tim Harris 03 5763 3244**

## FOR SALE

1909 International Auto Buggy

Long time Australian vehicle restored by the late George Eden of NSW.

Now owned by Neville Marsden of Braidwood.

\$59,000

**CONTACT: Neville 0428 422 034**

**After 7pm**



## FOR SALE

1906/07 Clement 9.25 litre chain-drive Edwardian Raceabout:

Two-seater chain-drive Edwardian racing Special. Four-cylinder 9.25 litre American LaFrance engine. Bosch magneto, Schebler carburetor. Rebuilt in the UK in 1989 and has VSCC UK 'Blue Form'. Exciting car and strong performer. Nothing else like it in Australia. Located in Richmond, Vic. Priced at \$125,000.

**CONTACT: Louis Santin 0432 844 691**



### FOR SALE

Oval Brass Petrol Tank with screw cap, tap and brass hold down straps. \$500

H 1' 31/2" X W 10 1/4" X L 2' 8"

Can deliver to Bendigo

**CONTACT: Tim Harris  
03 5763 3244**



### WANTED

Kevin Quigley & Bruce Humphries are seeking a pair of Corcoran headlamps, 7" forks, and hopefully in reasonable condition, for their 1910 Buick model 14 restoration, which is nearing completion.

**CONTACT: Kevin Quigley 0419 300 090**

### FOR SALE

1911 Star 12hp

Ex-Graeme Birkett. January 1911 production, 2.4L 4-cylinder engine, 4-speed gearbox. Earliest known owner was an Orchardist in East Doncaster, J. Tully. Graeme purchased it in Melbourne as an almost complete project. Graeme sourced a correct radiator and other missing bits and pieces, then built a body based on period photos and other cars. Restoration finished in the early '80s. Car has sat for 10-12 years and requires mechanical recommissioning. Asking \$25k negotiable. Located in Bannockburn.

**CONTACT: Colin Birkett on 0499 994 629 or  
Callum Walsh on 0447 766 724.**



### FOR SALE

Set of Riley Wheel Co. (not the car brand) 815x105 beaded edge wire wheels. I have 6 to make 5 good wheels \$1000

1917 Buick spare rim carrier \$100

1916 Dodge fuel cap \$40

Star front axle with one cap \$60

Talbot 4AB front axle with wheels and one cap \$400

Lucas King of the Road 633 tail light \$200

Stunning small electric light as pictured \$110

**CONTACT Peter Taylor 0417 678093**



### FOR SALE

1906 DeDion Bouton, 1 cylinder AL 8 hp, fully restored in excellent condition, \$70,000.

**CONTACT: Paul Williams 0408 691144**

**E: Paul Williams  
charleywilliams2@icloud.com**





# Events

## 2025 RACV 1&2 CYLINDER RALLY KOONDROOK

Thursday 13 to Sunday 16 March 2025



The 2025 RACV 1&2 Cylinder Rally will be held in Koondrook.

Koondrook is situated on the mighty Murray River and is connected by a bridge to its twin town of Barham in the neighbouring state of NSW.

### Itinerary

Planning is now well underway to arrange rally routes that will be on quiet, flat roads through picturesque landscapes in and around this magnificent part of Victoria.

The rally will kick off on Thursday afternoon with a shake-down run. Friday and Saturday will be touring days. A leisurely drive is planned for Sunday morning. After lunch, we will return to our respective accommodation locations to pack-up and head for home.

### Rally Headquarters

Comfort Inn Clubarham, 45 Murray Street, Barham.

### Accommodation

Koondrook and Barham are popular tourist destinations and so, to avoid disappointment, the rally directors recommend that you book your accommodation now!

Be sure to check the property's cancellation policy before making your booking. Phone the property directly and advise them you are attending the Veteran Car Club rally. Do not use internet/website bookings. The dates have been blanked out for us and will show as unavailable.

The recommended accommodation is:

#### Comfort Inn Clubarham

A: 45 Murray Street, Barham

P: (03) 5451 1800

E: [info@clubarham.com.au](mailto:info@clubarham.com.au)

W: [clubarham.com.au/stay-with-comfort](http://clubarham.com.au/stay-with-comfort)

#### Other Options

Other accommodation options – a short distance from the rally headquarters – are listed below.

#### 1. Comfort Suites Clubarham Golf Resort

A: 6788 Moulamein Road, Barham

P: (02) 9296 5707

E: [info@clubarham.com.au](mailto:info@clubarham.com.au)

W: [clubarham.com.au/stay-with-comfort](http://clubarham.com.au/stay-with-comfort)

#### 2. Barham Caravan & Tourist Park

A: 1 Noorong Street, Barham

P: (03) 5453 2553

E: [stay@barhamcaravanpark.com.au](mailto:stay@barhamcaravanpark.com.au)

W: [www.barhamcaravanpark.com.au](http://www.barhamcaravanpark.com.au)

#### 3. BIG4 Holiday Park Barham

A: 138 East Barham Road, Barham

P: (03) 5453 2009

E: [stay@big4barham.au](mailto:stay@big4barham.au)

W: [www.big4.com.au/caravan-parks/nsw/the-murray/barham-holiday-park](http://www.big4.com.au/caravan-parks/nsw/the-murray/barham-holiday-park)

#### 4. Riverland Motel

A: 45 Thule Street, Barham

P: (03) 5453 2811

E: [stay@barhamriverlandmotel.com.au](mailto:stay@barhamriverlandmotel.com.au)

W: [www.barhamriverlandmotel.com.au](http://www.barhamriverlandmotel.com.au)

#### 5. Murray Waters Motor Inn & Apartments

A: 1 Keene Street, Koondrook

P: (03) 5453 2300

E: [info@murraywatersmotel.com.au](mailto:info@murraywatersmotel.com.au)

W: [www.murraywatersmotel.com.au](http://www.murraywatersmotel.com.au)

### Entries

Online entries will open in January 2025.

### Helpers Needed!

The rally directors seek the assistance of members who might be able to help them out during the rally. They need a tail-end-Charlie, helpers to undertake tasks like supervising people parking their trailers and someone to pick up the rally signs at the end of each day. If you can assist, please contact David Provan on

0409 136 301 or [david.provan@optusnet.com.au](mailto:david.provan@optusnet.com.au).

### Contact Information

For further information, please contact the rally directors:

Adam Auditori (0428 037 755/[auditori@bigpond.com](mailto:auditori@bigpond.com)) or

David Provan (0409 136 301/[david.provan@optusnet.com.au](mailto:david.provan@optusnet.com.au))





THE ASSOCIATION OF  
MOTORING CLUBS

## Festival of Motoring at Cruden Farm Sunday 19th January 2025

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](http://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 Redkite
- 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](http://www.aomc.asn.au) and aomc facebook

## 2025 TAVCCA NATIONAL VETERAN VEHICLE RALLY – MURRAY BRIDGE S.A.

All TAVCCA member clubs are invited to participate in the 2025 National Veteran Vehicle Rally, set against the breath-taking backdrop of South Australia's finest landscapes.

From October 5 to 10, we will gather in Murray Bridge to celebrate the rich automotive heritage that binds us together as enthusiasts.

This year's tour promises an unforgettable journey through some of South Australia's most picturesque and historic regions. Here's what you can look forward to:

**Mannum & Milang:** Revel in the charm of these iconic Murray River towns as we cruise through scenic routes, discovering their unique stories and heritage.

**Karoonda:** Experience the heart of South Australia's agricultural history, where the open landscapes tell tales of hard work, innovation, and resilience.

**Strathalbyn:** Immerse yourself in this town's timeless beauty and allure, rich history and captivating museums and antique shops.

**Langhorne Creek:** Indulge in the world-renowned wines of this premier region, a perfect blend of relaxation and sophistication to complement our journey.

Please note: Entries are limited to just 100 vehicles. We strongly encourage you to register your Expression of Interest early and secure your spot as soon as possible to avoid missing out on this extraordinary event.

You need to register through TryBooking by clicking on the link below.

<https://www.trybooking.com/events/landing/1218065>

There is a charge of this EOI but it is refundable on Event Entry (less a small handling fee)

Once registered, we urge participants to reserve their accommodation directly with the listed sites.

Members' presence at this event will add to the camaraderie and shared passion that makes these gatherings unique. Whether you're a returning participant or joining us for the first time, we guarantee an event filled with memorable moments, exceptional vehicles, and a true celebration of our automotive history.

**National Veteran Vehicle Rally 2025**

Join us for the 2025 National Veteran Vehicle Tour in Murray Bridge, 5-10 October, celebrating our automotive heritage across scenic South Australia.

We will visit the Murray River towns of Mannum and Milang, explore Karoonda's agricultural history, and savour Strathalbyn's charm and museums. Don't miss Langhorne Creek's renowned wines. Number of entries limited to 100 vehicles. Secure your spot now!

**Accommodation**

- 1** Bridgeport Hotel – Rally Central  
Phone: (08) 8532 2002  
Call to make your reservations – state that you are part of the Veteran Car Rally 2025
- 2** Parklane Motel  
Phone: (08) 8531 2461 (08) 8531 1218  
Email: [reservation@parklanemotelmb.com.au](mailto:reservation@parklanemotelmb.com.au)
- 3** Murray Bridge Marina and Caravan Park  
Phone: (08) 8532 6900  
Website: [murraybridgemarina.com.au/contact](http://murraybridgemarina.com.au/contact)
- 4** Murray Bridge Tourist Park  
Phone: (08) 8532 2850  
Email: [info@murraybridgetouristpark.com.au](mailto:info@murraybridgetouristpark.com.au)

Register online at [www.trybooking.com/CRHWR](http://www.trybooking.com/CRHWR)

Reserve your accommodation

Tell your accommodation you are part of the National Veteran Vehicle Rally 2025!

KA 7704



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

**ABN:** 61 276 214 581

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

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Mt Waverley, VIC 3149

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t 0404 917 366  
e president@veterancarclub.org.au

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e vicepresident@veterancarclub.org.au

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e secretary@veterancarclub.org.au

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t 0407 008 895

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

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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.

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

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

## JP SERVICES AT NATTER NIGHTS

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

## CLUB MEETINGS

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

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



Find us on  
**Facebook**

# Pre-1905 Pioneer Run at Naracoorte

*Photos by Frances McDougall*



*1904 Antoine motorcycle of John Bennet*



*1904 Clement Garrard of Peter Fagan with 1903 Romania of Greg Smith in background*



*1901 De Dion Bouton Vis-à-vis of Julian McNeil with 1904 De Dion Bouton of Andrew Mc Dougall*



*Right to left 1904 De Dion Bouton driven by Hamish McDonald, 1904 Darracq driven by Geoff Paynter, and 1904 Speedwell of Nigel Steel-Scott*



*1903 Humberette with Simon Anderson in the driver's seat with normal driver Tess Anderson looking on*



*1904 De Dion Bouton of Andrew McDougall and the 1901 Argyll of Ivan Smith driven by Simon Anderson*



# Pre-1905 Pioneers Run Naracoorte

*Photos by Simon Anderson*



*Left to right 1904 De Dion Boutons of Geoff Mitton, Andrew McDougall and Julian McNeil*



*1903 Peugeot of Roger Cameron and John Prentice*



*1900 Victoria Combination driven by Greg Smith*



*1904 De Dion of Max Boardman*



*1899 Peugeot of Sue Holbrook*



*1903 Wolseley of Gavin McNeil*