

December 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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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 Callum Walsh



Thank you to those who responded to the November Model T flashback, see page 7, and the continued responses to the October Humberette, page 6.

This month's flashback is a car that some members will remember and quickly identify, however it is one that I know is around, but have never seen myself.

The photo was taken by my father, Brendan, when he crossed paths with the 1987 Annual Rally – well before being a member of the Club (and years before I was born...).

Readers who know the car, the people in it and their story, please write in and share with us



It's time to enjoy Christmas dinner while we celebrate at our awards & presentation night

**When:** Tuesday, December 10th @ 6:30pm

**Where:** Clubrooms — Wakefields Grove, Camberwell

**Bookings Essential - Register on our website**



## Coming Events

<b>8 December 2024</b>	<b>VSCC 2 Wheel Brake Rally</b> 7.30 am for 8am departure from Dallas Brooks Drive outside the Royal Botanical Gardens
<b>10 December 2024</b>	<b>Christmas Dinner &amp; Presentation Night</b> 6:30pm Clubrooms, RSVP via our website
<b>19 January 2025</b>	<b>Festival of Motoring at Cruden Farm</b> Cranbourne-Frankston Road, Langwarrin
<b>11 February 2025</b>	<b>Natter Night - Dinner with Guest Speaker Daryl Meek &amp; Fiona Lane</b> 7pm Clubrooms and online

## Major Events

<b>13 - 16 March 2025</b>	<b>RACV 1&amp;2 Cylinder Rally - Koondrook</b> Rally Directors: David Provan & Adam Auditori
<b>15 - 18 October 2025</b>	<b>VCCA (Vic) 70th Anniversary Rally - Swan Hill</b> Rally Directors: Michael & Claudia Holding

## National Events

<b>6 - 11 April 2025</b>	<b>National Highwheeler Rally - Corowa, NSW</b> Contact: Noel and Sue Holbrook or Dave and Larna Perry
<b>5-10 October 2025</b>	<b>2025 National Veteran Vehicle Rally - Murray Bridge, SA</b> Rally Director: Hamish McDonald (E) vccsasecretary@gmail.com
<b>19 - 24 October 2025</b>	<b>National Veteran Motorcycle Rally - Ballarat, VIC</b> Contact: Murray Wright - antiquemcca@gmail.com

## Front Cover

By Jason Palmer

This photo was given to my father, Doug Palmer (dec.) by Colin Scott (dec.). It shows a c1912 Austin 10/12 Touring car most likely sold in chassis form by Dalgety & Co, Bourke Street, Melbourne and bodied by Dalgety in South Melbourne. The driver is Ernie Martin of Bushy Park, Navarre, and his passengers are a very distinguished but unknown front passenger, and Robert Ernest 'Bob' & Elizabeth Catherine 'Lil' Kindred of Green's Creek in the rear. It is believed that the photo was taken around the Macarthur area in Western Victoria.

Navarre and Greens Creek are located around the Ararat and Stawell areas of Victoria. The owner of Bushy Park and father of Ernie and Lil, Donald Martin, passed away on August 7, 1925. His death notice in the Weekly Times, Saturday 24 October 1925, noted that he left real estate of £3955 and a personal estate of £2926 to his widow, Elizabeth, and eight children. The unidentified passenger could be one of his other four sons.


Specifications for the Austin 10/12 were vertical inline T-head 4 cyl of 1.2L, 8ft wheelbase, bevel drive with 3 forward speeds, semi-elliptic springs and wooden artillery wheels.

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# President's Message

By Ben Alcock

We have had a few big weeks in November as we enjoyed the RACV Veteran Car Club Annual Rally in Bendigo, thank you to Scott Emmerson and Claudia Holding for all of their work in putting that together. Assisted by their team of helpers, it was a great weekend and thoroughly enjoyed by all. We then had the Bendigo Swap meet where Rob and Leonie Anderson manned our Club site which was a big success and I'd like to thank both Rob & Leonie for all of their help with that, it was great for the Club to have a site again.

Straight after Bendigo we were on the Spirit of Tasmania to head over to Tasmania for the 2024 National Veteran Vehicle Rally in Launceston. Another great week of rallying and celebrating our hobby with our interstate counterparts and a great way to end the rallying year.

As we get closer to Christmas and the year's end, I would like to thank all of you, our members, for another great year. 2024 has been a big year and we have had a lot of successes, and I look forward to celebrating them with you at the Christmas Dinner and Awards Night on December 10.

2025 will see our Club celebrate its 70th anniversary, a major milestone, and one that we will fully embrace.

On behalf of the committee, I would like to wish you all a very happy and safe holiday season. Celebrate safely and enjoy the time to relax, spend some time working and polishing the car or bike and we will see you back in 2025 for our 70th anniversary celebration.

*Stay safe & well,*

*Ben Alcock, President – VCCA Vic*



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# Editorial

By Callum Walsh

November has seen a jam-packed events calendar with the Annual Rally, Bendigo Swap and National Rally. Our esteemed editor has taken the opportunity to extend the trip to the Apple Isle for a bit of R&R, so for this month you will have to put up with me. I hope I can maintain the quality of the publication Greg manages to turn out month after month.

Greg oversees the entire Brass Notes production (which is no mean feat), however there's quite a team behind the scenes that plays a part in its creation. So, I'd like to sincerely thank all those who have assisted me this month by contributing, reviewing, and supporting the creation of this issue.

I began writing this after the Annual Rally, and would like to thank Scott, Craig, Greg and all the other helpers who contributed to making it another extremely successful event. It was great to see so many interstaters, both members and guests, join us touring some wonderful Victorian country scenery.

It may sound ironic coming from someone who's relatively young himself (I'll claim that for as long as I can!), but it was great to see some kids involved in the event. Yes, I know, my own kids are yet to join us on an event, but that will happen soon! Cooper and Jordan Holt were back in the Overland, the Hayes boys were in the Hotchkiss, and Greg's grandson Fletcher, who brought along three of his mates to go for a spin in the family 'T'. It makes me imagine the impression that this will have on them and how it may get them hooked, just like it did myself. I had always been around 'old' cars in the family but not necessarily that many veterans. One of the earliest, and vivid, memories I have of a veteran even has photo evidence. The late Hugh Guthrie was kind enough to let a very excited nine-year-old sit behind the wheel of the Stutz Bearcat and make engine noises. It's stuck with me forever, and here I am on the Committee and editing an issue of Brass Notes. Who knows, we could've seen a future Club President in Bendigo!

Was this the exact moment I caught the Veteran bug? – at age 9, testing the Bearcat out for size (I needed longer legs!)





# Valē – Peter Blayney

By Daryl Meek



Club member Peter Blayney passed away in Ballarat on Friday October 25th at the age of 84.

Raised and educated in Ballarat, Peter went on to train as a motor mechanic at Eclipse Motors before finally moving to work for the Country Roads Board.

A lifelong devotee to historic motoring, in 1966 Peter was one of the foundation members of the Vintage & Classic Car Club, Ballarat. His first foray into historic motoring was the restoration of an ex-Tobin Brothers 1927 Packard funeral vehicle. Youthful exuberance saw the stripped-down vehicle being unceremoniously crashed before Peter shortened the chassis and converted the car to a Coupe. This was followed by another hearse, this time a 1932 Packard, and in turn, a 1937 Packard. Other restorations included a 1923 Chenard Walcker, 1923 Ballot and a pair of 1959 Mercedes Benz saloons.

He was a late comer to Veteran motoring movement, joining the club in 2006 following the acquisition of the remains of a 1904 Oldsmobile Curved Dash from Graeme Edward of Ballarat. A talented engineer and restorer, the vehicle was soon completed and road ready.

Peter was the first to admit that his greatest enjoyment was in the building rather than the driving of his restorations. In more recent years as mobility issues became an issue, he was very happy to enjoy the time as passenger in the Oldsmobile on the Pre-05 Rallies held in Ballarat.

As a testament to Peter's ability, all his restorations survive in the hands of new owners, three of whom are members of the VCCA (Victoria). Fiona and I were fortunate to be able to purchase one of Peter's last vehicles, a 1923 Ballot which Fiona learnt to drive for the 2023 Florence Thomson Tour.

Peter never married but was devoted to his cats. He lived with and cared for his mother until her passing in 2008. During the last 12 months his health declined significantly, and Peter entered respite care until his passing in October. He is survived by two brothers and numerous nieces and nephews.

RIP Peter.



# 1914 Hispano Suiza Type 26 Sports Roadster

By Callum Walsh

It must be Hispano Suiza season, as yet another ex-Australian example has hit the market, although this time not an Alfonso. The Type 26 was designed as the successor to the famed Alfonso, and was powered by a 4.6L, 16 valve, four cylinder engine, with a 5 bearing crank case, rated at 75hp. It is believed that only 56 were produced prior to the outbreak of war, and this being the only known survivor. It was delivered new to Melbourne, where it was bodied by James Flood and Co.

To my knowledge very little is known of its early history, but it was owned for a long time by Jim Sandy, of Mossman, Sydney. It was restored at the beginning of the 21st century by Finch Restorations in SA, with “styled” wings to Jim’s specification, and displayed at the 2003 Pebble Beach Concours d’Elegance where it won one of the Special Awards. Following its appearance at Pebble it changed hands and headed to the new owner in Germany, where it was “faithfully reverted to original configuration” with the reinstatement of the more rounded wings and repainted by brush in much subdued tones. The car is being advertised with Raffay Auto Chronik in Germany, and the advertisement can be found on PreWarCar.com. If anyone is aware of its early history and how Jim came to find it, please share.

As an aside, Jim Sandy also owned a long wheelbase Alfonso, which was sold to overseas as part of the 2013 Theodore Bruce auction at Motorclassica.



*The Type 26 at Pebble Beach Concours in 2003. (supercars.net)*



*The Type 26 as per its current advertisement (prewarcar.com)*

## Flashback Response - October

By Greg Smith

Alan Meredith has responded to the Flashback Humberette article from October and has been able to clear up a couple of the areas where the history was somewhat “murky”. The following is a precis of the information he provided me.

Hi Greg,

I have been following the Humberette dialogue with some interest as this car is a great example and David Holden had it running to perfection. I attended the auction of the Parker collection, and my understanding is that the buyer was Bob Bennet who lived at Palm Cove (Sydney). Bob also bought the ex-Jeremiah / Murdoch Type AU De Dion (which I think he still owns) at the auction. However, the Humberette was sold after a while, and I suspect, on the occasion of the Pickles auction you mention, Bob would have been the seller rather than the buyer.

Given the number of surviving Humberettes that have been actively used over the years some confusion is understandable. I believe Bill Maunsell was a one-time owner of the Splatt Humberette. The Splatts bought their car from David Jones who in turn acquired it from Bill Maunsell.

All the best, Alan

*Michael Sheehan has kindly shared a photograph of the Humberette we featured in the October Brass Notes Flashback column.*



*It was taken in 1959 or 1960, possibly on the Advertiser Rally. It really depicts, that it was at that time, recently restored by George Thompson.*

# Flashback Response – November

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By Greg Smith

We have had several responses to the Flashback column Ford T that was featured in the November edition of *Brass Notes*. First out of the blocks was Barry Smith who recognized the Ford as the one that belonged to Wally Martin. Barry alerted me that the car, including the photo I provided, was from the Second James Flood Book of Early Motoring, and that there was a nice write-up on its history and the modifications that had occurred back in the day. The following is the transcript from that publication:

“This car was purchased by the present owners from VCCA (Vic) member Ashley Dyer in June 1959. It had been standing for many years at the rear of the Dyer B.M.C. Dealership, Fairfield.

It was originally perched on the roof painted bright colours and “driven” by dummies dressed in appropriate costumes. It was quite a well known landmark in the early 1950s.

Restoration was to take 7 ½ long years until the Annual Sorrento Rally, 1966.

Alterations to the body were carried out by Drought & McGlone, Melbourne, opposite the Haymarket.

Radiator top was fitted by Colonial Lamp, Cardigan Street, Carlton. This was probably an attempt to make the car look like a Tarrant Special T, one of which was owned by VCCA (Vic) member Bruce Forbes of Nagambie, now owned by Neville Forbes.

Over the last 4 ½ years the car has been run in 27 VCCA Rallies and outings without trouble of any kind. On return from Adelaide section of the 1970 International Rally the car averaged 240 miles per day and returned 26 miles per gallon.”

Barry said he was quite familiar with the car of Wally Martin and informed me that on “Black Saturday”, it was destroyed in the fires along with approximately 10 other vehicles, predominately Fords, which made up Wally's collection in Kinglake.

---

Andrew Winter was next to respond, and this is what he writes: “With regards to the November Flashback Model T, I’m sure many Victorian members will know this car, but it is pictured in the Frank Maguire book which it notes as being owned by W. Martin and that the T Ford was modified/modernised by the Colonial Lamp Co. of Carlton, Victoria. I may be misremembering but I think I heard that this car may have been destroyed in the 2009 bushfires that hit Kinglake.

---

Darren Savory (our past secretary must have extra time now) also responded that the Ford T Model with the registration number 46-331 was owned by Wally Martin. The car was initially a c1913 Ford T supplied by Tarrant Motors. The T Ford was updated cosmetically in 1918 by Drought & McGlone.



Wally purchased the car in 1959, restored it and used it regularly for many years. Sadly it was destroyed in the fires on Black Saturday in February 2009.

---

By Graeme Jarrett

The Flashback item in the November issue showed Wallace (Wally or Wal) Martin's 1913 Ford Model T.

This car had been updated early in its life to make it look more modern – note the torpedo style scuttle, tapered bonnet with proprietary radiator and domed mudguards.

I believe two brothers who had a retail store in Smith Street, Fitzroy (near the tram turning) had previously been the owners and were responsible for its “new look”.

Wally restored the car and rallied it often in early club events dating from the 1960s. He had purchased the car from a dealer who had it placed on a pole (as a gimmick) in Hoddle Street, Clifton Hill, near to where I grew up, in Northcote. The car is believed to be still owned by the Martin Family.

It is a pity Wally is not here to see his car in this column; he passed away in recent times. Sadly I had not been aware of his passing, otherwise we would have remembered him and his life in these pages.

He was a motor mechanic and garage owner in Greensborough specialising in Ford motor cars.

In the early years in my membership, while the editor of *Brass Notes*, Wally was a part of the team who put our newsletter together. He assisted in the collation, stapling and enveloping of *Brass Notes*.

He is sadly missed by all those who knew him.



# When is a Mercedes not a Benz?

By Jason Palmer

When my father Doug started to collect and be sent photographs of vehicles from around Hamilton and the Western Districts for his research into early motoring and garages, the picture below was one that I have always held a fascination with, even from the earliest days. I have long held a particular interest in early German cars especially those that were imported into Australia. Pictured (below) is an early hire car in Hamilton c1906-1908 which, over the years, has been variously described as a Benz or Mercedes. I have always been firmly in the Mercedes camp, but others continue to put points/information forward that the car is a Benz including descendants of the owner's family. My interest had been piqued again by a visit to Bob Martin (Hamilton) who showed me a copy of that same image Doug had, but appeared to be the 'original' in crystal clear sharpness. Doug's copy had been reproduced many years previous, possibly when he was still printing, and when enlarged became very grainy and I had never pressed for the original source. Thanks so much to Bob, I now have a great copy of the image.

One of the many personalities in Hamilton that recognised the immediate and future prospects of the Automobile was Mr Neil McDonald. As early as 1905, Neil had set up a hire company for motor vehicles in Hamilton, initially out of the premises of Leitch Motor Cycles in Gray Street where he was the manager. Later in 1906, he set up the first dedicated garage in Hamilton in Thompson Street to operate the hire company, repair local vehicles and supply petrol to the motorists in the district. In those early years there was no such thing as a petrol pump or bowser in Hamilton so petrol was sold in tins. Neil's business grew rapidly in popularity including his fleet of vehicles which I believe is the start of the confusion regarding this vehicle.



*Captioned in Doug's folder: Locally owned Mercedes taken near Wannon Falls. Copy courtesy Bob Martin*

The above caption would indicate that the vehicle has been identified but in other pages of his folders Doug references the same photograph as picture of a Benz?

So this is my reasoning for this confusion:

In an article in the *Hamilton Spectator*, December 30th 1905: *MOTOR CAR ON HIRE – Mr Neil McDonald manager of the Leitch cycle depot in Hamilton, during a recent visit to Melbourne, purchased a Benz 12 h.p, twin cylinder motor car and he announces that this is now available for hire. The car which is fitted with all the latest improvements, will carry 4 persons and was fully tested by a run to the Konongwootong estate on Thursday and again on Friday when Mr McDonald succeeded in getting splendid results from it.*

I believe that over the years it has been assumed from this article that the picture is of the Benz purchased in 1905. Unfortunately no known pictures of the Benz are known.



Above is an example of a 1905 12 h.p Benz (mercedes-benz-publicarchive.com), similar to that purchased by McDonald in 1905. As can be clearly observed this is a much smaller car than pictured. Adding to this has been the production of subsequent history pages in *The Spectator* around the 1980's which described the main picture as a Benz. Probably an easy enough assumption to make if read in conjunction with the December 1905 article.

Adding to the confusion, for those unaware of the separate history of Mercedes and Benz pre 1926 it would be easy to confuse the names as those of the one company we know today.



*c. 1908 Mercedes 75 HP*



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In 1912 when McDonald sold his hire cars and garage to Fraser, Hetherington & Co, advertised in the local paper amongst other cars is, 'On-Hire, 75 H.P Mercedes'.

As can be seen by another image from [mercedes-benz-publicarchive.com](http://mercedes-benz-publicarchive.com) of a c.1908 Mercedes 75 HP, the overall sizing and 4 cyl engine fit to the sizing of the McDonald image. Just to throw another curve ball into the mix is the partial remains of a handwritten letter by an unknown author in possession of the Hamilton History Centre which describes, "*in about 1910, McDonald had a 120 horse power Mercedes chain driven which he hired out. I had the pleasure of being driven from Lyne to Talisker Merino in this car on the occasion of the McLeod clearing sale in 1912. We went right to the top of the hill on the grass*" (both Lyne & Talisker were large homestead/properties outside Hamilton)

Not so confident about 120HP, we are starting to move into 'Rennwagen' (racing car) territory.

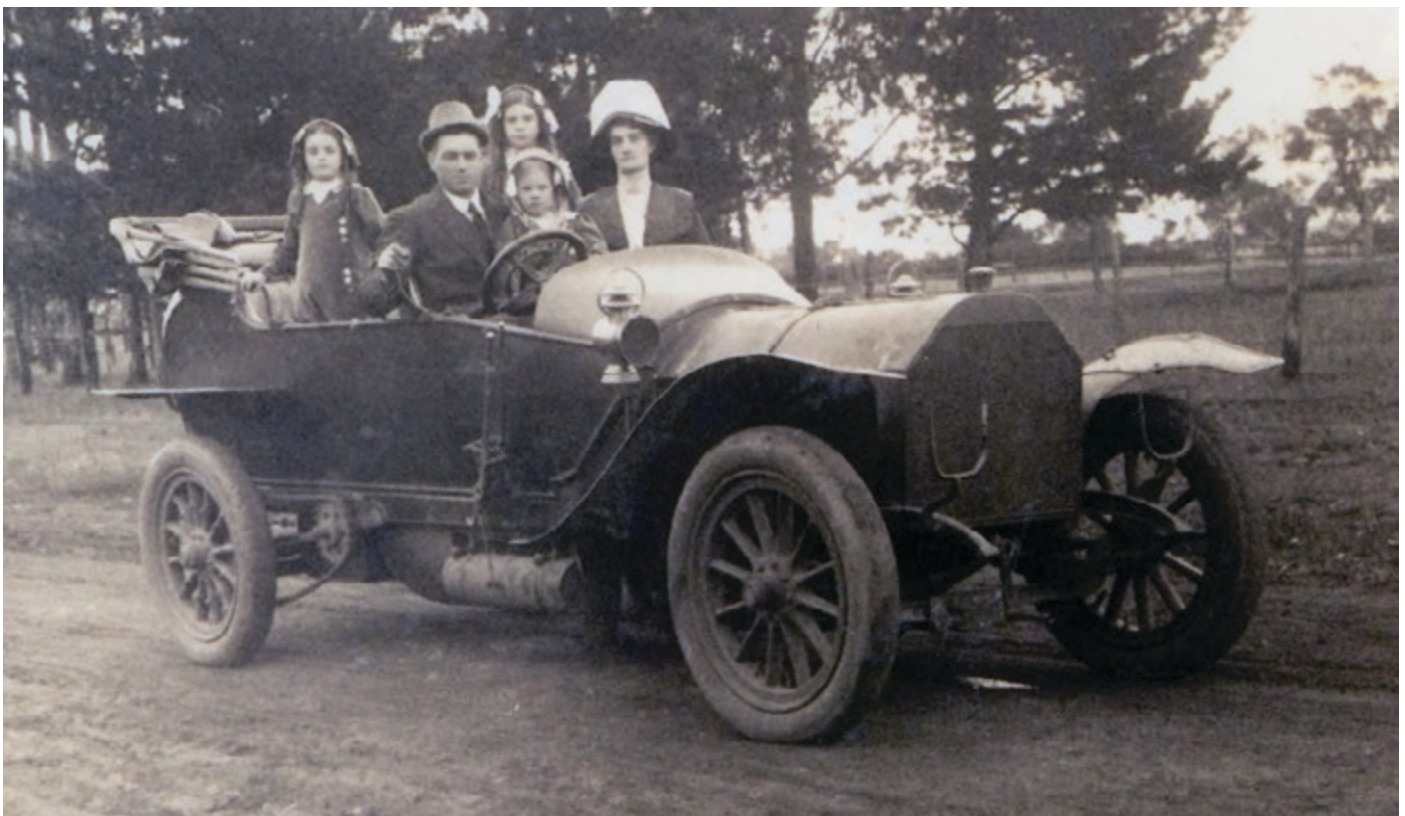
We have the Mercedes pattern radiator which Benz also adapted to their models, Mercedes designed gate gearchange and Mercedes pattern chain drive mechanism that supports Mercedes manufacture. But where's the 3-pointed star? It seems that post 1909 Mercedes were both manufactured with and without the star approved in June 1909. On an interesting note Mercedes, or more accurately Daimler-Motoren-Gesellschaft, were considering taking other motoring

manufacturers to court over the copy of the gate change mechanism but didn't seem to mind the uptake of the Mercedes pattern Radiator by the likes of Fiat, Itala, Peugeot, Benz and many others.

Of particular interest is the coach-work on this chassis, which I believe to be European of origin and possibly fully imported with the chassis, most likely by Tarrant Motors. Also of note is the application of the letter and numbering to the radiator in the first picture M1283.

Newspaper, *The Referee* (Sydney) 24 April 1907 reports: *The Tarrant Company, Melbourne, two very large Mercedes cars are to arrive in a few months, these having been sent for to the order of two Western District (Vic) clients. One a 45 hp car is to be taken delivery of by the purchaser, Mr Austin of Eilyer Station, Western District whilst in London. He is now on tour in the Old Country and will arrange to have it landed in time to meet him when he returns. The other car is to be a 75 hp one and it is sold to land in time for the Spring Touring season, the price being 2400 pounds. It will be of a new pattern in some respects, only a few of this class having so far been made by the Mercedes Company. The buyer already has a 28 hp car of the same make and intends to keep both going.*

As yet the 1912 dated advertisement is sadly the last mention of this significant vehicle. Is it only me that dreams that its remains are sitting on a farm somewhere? Or is it the very expensive car rumoured to have been buried as landfill under the ramp of a shop in Casterton, Victoria. We will never know.



*The McDonald Family in the impressive and powerful early Mercedes*

# Who What and Where Is It? – Responses

By Grant & Max Vormister

In 1985, I was 16 years old, and I purchased my first veteran car, a 1914 Fiat Zero.

The car needed a total restoration after being dragged off a farm in country NSW by Len Sheen. Len was a very active member of the VCC NSW and had plans to restore the vehicle. However, he had other projects on the go and didn't have the time for the restoration. After storing the Fiat for 30 years, he sold the wreck to me.

Dad, Max, was in the process of restoring another Fiat, a 1914 52B. So, the family spent weekends travelling around NSW chasing down leads on veteran Fiat parts.

I think we ended up with five wrecks in total.

My car arrived in Sydney in 1915, where a tourer body was built for a customer from a farm in Gilgandra. Two brothers purchased a Fiat each, and soon after, they were sent off to the First World War. Only one brother returned.

I mechanically restored the car, drove it around the backyard, and started on the body. I attended TAFE for three years, one night a week, to learn panel beating and spray painting. I reproduced the petrol tank, four mudguards, and half the bonnet before I left Australia to see the world.

Ten years later, I returned and soon after moved to Queensland. Having nowhere to park the Fiat, I decided to sell it.

The vehicle now lives in Italy, where the restoration was completed, and the car is driven regularly.

I wish I had never sold my little Fiat, although I'm happy it's being used and loved.

Putt Putt

Grant Vormister

The young lad in the photo is Grant Vormister. Grant restored this 1914 Fiat Zero and the photo was taken in our back yard in Wollongong.

The Fiat was purchased in Sydney from Len Sheen who at the time was the secretary of the Veteran Car Club of Australia (N.S.W.)

The Fiat is on its first run and went well around our back yard.

The Fiat now lives in Italy.

Grant's Dad, Max



Zero in Italy following completion of the restoration



Zero as it was leaving the Vormister's for Italy

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# Comings, Goings and Restorations

By Callum Walsh

In last month's issue we noted the upcoming Auction for two former Australian residents. The first of which was the ex-Briggs Hispano Suiza and it sold for £263,750 (circa AU\$515k), which I'm told is about right for a genuine short-chassis Alfonso. Unfortunately, this was the last short-chassis Alfonso in Australia, and the cost of reimportation makes it unlikely to return.

The other, the ex-Gilltrap 1908 Vulcan 20hp, also sold. It wasn't quite the price of the Alfonso, but went for a healthy £74,750 (circa AU\$146k).

In yet another international auction listing, an ex-Victorian c1913 Mercedes-Knight 16/45 HP Tourer was offered by RM Sotheby's in Munich, on November 23. It sold for a rather large sum of €184,000 (circa \$298,000). I'm told it was owned by Jack Nelson and Mac Luckie during the early part of the Club. I'm sure someone in the Club can recall it, and maybe they can share some of its local story with us in the next issue.



Image by Remi Dargegen 2024, courtesy of RM Sotheby's

Donington Auctions sold a c1913 Fiat Tipo 2B project for \$13,750 at the hammer. It's a complete project, in very good condition, which I have kept a track of since it first came to light at Auction in 2020. It's passed through a couple of hands since then and is now heading north of the state border. Keen eyes will notice that it's had vintage Buick front brakes adapted at some stage in its life, but the original axle and front wheels remain with the car and it's a great basis for restoration. I hope the new owner is pleased with it and can complete the restoration to return another wonderful Fiat (I may be a tad biased) back on the road.



Photo of 1913 Fiat Tipo 2B, courtesy of Donington Auctions



Photo of 1913 Fiat Tipo 2B, courtesy of Donington Auctions

Not long after recovering from the Annual Rally, our renowned set of twins who preach 'Standard of the World' to all those who will listen, have made a flying round trip to outback NSW to collect a stash of 1912 Cadillac parts which they bought at auction. Surely, they've accumulated all available parts by now!



Cadillac engine being loaded.



Cadillac engines acquired by the Emmersons.

I've also heard whispers of a couple more potential acquisitions, however they are very early in the piece and unconfirmed. So, they will be shared by Greg once deals are sealed. Stay tuned!



# Bendigo Annual Rally Report

By Murray Murfett

Crikey, there were plenty of major veteran car events for our members in November!

Firstly, there was the London to Brighton, then our own Annual Rally in Bendigo, followed a week later by the Bendigo Swap, and then immediately followed by the National Veteran Rally in Tasmania.

In our Rally there were an abundance of 'first time out' vehicles and owners, largely due to several intrepid travellers from NSW and Queensland en route to the Tasmanian Rally. All up there were around 42 vehicles entered and 110 participants, including Bill & Robyn Betts's granddaughter Rachael, who drove their 1908 Renault AX for most of the way, having just come off her 'P' plates and only having driven the Renault on one short trip previously, wearing glamorous period costume with Robyn and Bill to boot!



Rachael and Robyn Betts (photo courtesy of Robyn)

Our Rally Directors Scott and Craig Emmerson, Greg Smith, and their band of helpers picked perfect weather, and arranged great runs. The 120 km run on the Saturday through typical Central Victorian bush, with Iron Bark and Box eucalypts, saw undulating (and sometimes challenging) hills which lived up to all expectations. On the steeper bits many of us perfected the art of double-declutching with the smallest vehicle, the single-cylinder 1910 Delage, having to go back and get a bigger run-up at a dauntingly steep incline.

The largest vehicle, an impressive first time out 6-cylinder 1911 Alldays & Onions Landaulette, required 7 sturdy chaps to assist Nigel Smith to get it up the last bit of a steep hill after suffering a mechanical ailment. There were also a few veterans that rattled loose some minor components, such as a muffler, hubcap and a rocker post (resulting in one less of its 6-cylinder Buick power). But by coincidence, and as often happens, a similar Buick engine had just been transported to Bendigo by one of the Rally Directors who generously loaned a replacement part, thus allowing Rick and Laurie to complete the rally (and good luck getting it back!). As for the breakaway muffler, it was scooped up from the road and transported back in the passenger seat of the LM, which made a very loud and sporty sound, impressing onlookers. A Buick hubcap, last seen spinning off the wire-spoked wheel into dense bushland remained lost, despite an Indiana Jones-like search. Alan Esmore didn't mind me telling this story, partly because it was lost on Heather's side of the car but also, he hoped that there could be a kind person out there that might have a spare!? It is rumoured that he is heading back with a metal detector to do a further search! Unfortunately, one of the Model T's refused to get off its trailer from the get-go, despite efforts by many throughout the weekend. With so many in the running, it was the impressive Alldays & Onions that received the Gordon Griffiths Trophy for Hard Luck.

Below: Line up in front of Redesdale Hotel





Morning tea on Saturday was at the historic Redesdale Hotel which provided us with country style, 'make yourself at home' hospitality. Lunch was in Heathcote at the Watering Hole outdoor restaurant, in perfect weather. The return trip through backroads and across the Lake Eppalock spillways was quite picturesque.



*Russell Ward's Empire departing the historic Redesdale bridge over the Campaspe River (Brendan Walsh photo)*

Typical of recent rallies that I've attended, some very creative inclusions have been 'out of the box', e.g. paddle boarding, paddle steamer rides, bushranger hold-ups, humorous poetry, and this rally was no different. On Friday we visited the 'Great Stupa of Eternal Compassion' the most sacred building in Buddhism, which symbolises the enlightened mind and the path to enlightenment. It contains the largest collection of Buddhist relics in the world. A 60-year project costing around \$20 million, its construction is 50 metres square at the base and 46 metres high, being the largest Stupa in the western world. Funded mostly through donations, their 150-year plan includes a school and aged-care facilities. The ornate interior includes many statues of Buddha, the most spectacular being a massive 4-tonne example atop an elaborate pedestal. Carved in Thailand from a huge 18-tonne solid jade rock sourced from Canada, it took 18 months to carve.

You can find more information online, at <https://stupa.org.au/>



*Jade Buddha (Murray Murfett photo)*



*The Great Stupa (with Brian and Joan Scudds in the foreground for scale)*

On the Sunday morning, we were treated to a tour of the extensive workshops and storage area of the Heritage Tram Depot in Bendigo, where restorations and re-purposing are carried out, largely by volunteers. Several ears were pricked up when it was mentioned that they can do white metalling of bearings, and their painting and sandblasting booths were envied. These areas are not open to the public and it seems that Rally Director Greg has persuasive powers, not only to get us in there, but to have staff there on a Sunday!





*Start of the Heritage Tram Depot tour*



Following this we headed to the extensive collection in the Chinese Museum, which explained the immigration of several thousands of Chinese to the goldfields in the 1850's, which made up 20% of the population at the time. Bendigo is now considered the hub of Chinese cultural activity in Australia. Then, as an added highlight exclusively for us, we were treated to a special Chinese Lion dance which was very entertaining.



*The culmination of the Chinese Lion dance, where they "gobble" and "spit out" the lettuce, which symbolises a blessing of wealth and prosperity.*

It was then time to head home, and while there was not really an adequate opportunity to thank our Rally Directors and their team for their special efforts in designing great touring routes, meal venues, places to visit, parking in the funeral director's private carpark, trailer parking at a church, and of course the glorious weather... we do so now! Another thing that the entrants mentioned was the frequent, well placed and reliable directional placards, and the quality of the Rally Booklet. So, a big thank you to those who were responsible for ensuring that we knew where we were going!



STOP THE PRESS! Heather found it!

Alan and Heather did in fact return to the location of the lost hubcap with metal detector in hand to survey the scrub and against all odds, they were successful! Alan can be seen here celebrating and thanking the support provided by his 'achieve' cap.

He was heard saying "I think I'll send Heather out along the road to Rupanyup to find the Berliet radiator badge", as it was lost on the Mid Winter event and unfortunately not found. It appears things falling off his cars is becoming a regular event, and maybe the metal detector should be the first thing packed when preparing for the next outing!



# Annual Rally Bendigo - Entrants List

Entrant	Passengers	Vehicle
Ben Alcock	Deb Alcock	1910 Overland
Jessica Holt	Jeff Alcock, Daniel Allen, Cooper Holt, Jordan Holt	1914 Overland
Robert Ballinger	Helen Ballinger	1915 Ford Model T Touring
David Barnard	Marge Barnard	1918 Buick E644
Bill Betts	Robyn Betts, Rachael Betts	1908 Renault AX
Stanley Bone	Maggie Bone, Tony Berry	1911 FN 1560 1560
David Boyd	Gail Boyd, Ken Wells, Gwyn Wells	1914 Ford Model T
Robert Caffyn	Peter Caffyn, David Nicholls, Harshal Akole	1912 Talbot 4CT
Norman Clark	Cheryl Humphries	1918 Harley Davidson Motorcycle
Geoffrey Clegg	Barbara Clegg	1917 Saxon Tourer
Robbie Dalton	Christine Dalton	1915 Ford Model T
Chris Dillon	Fiona Dillon	1911 Ford Model T
Lis Donald	Karl Donald, Alexander Donald	
Darryl Donaldson	Gwen Donaldson	1916 Ford Model T Tourer
James Dunshea	Sherryn Dunshea	1911 Hotchkiss Type z
Craig Emmerson		1912 Cadillac "Mabelene"
Scott Emmerson		
Alan Esmore	Heather Esmore	1918 Buick
Peter Fitzgerald	Judy Fitzgerald	1912 Rover Clegg Colonial
Doug Fulford	Vivian Fulford, Kevin Brooks, Joyce Brooks	1915 Studebaker SD4
Peter Hammet		1914 De Dion Bouton EK Touring
Tim Harris	Marie Harris	1910 Briton
Tom Hayes	Arthur Hayes, Banjo Hayes, Woody Hayes, Sidney Hayes	1913 Hotchkiss Firetruck
Deane Hill	Pam Hill	
Michael Holding	Claudia Holding	1912 Ford Model T
John Hollis	Dawn Hollis	
Brian Hussey	Jill Bartlett	1913 Ford Model T
Graeme Jarrett		1912 Little Midland Cyclecar
Len Kelly	Fiona Kelly	1915 Cadillac Type 51
Bill Lindsay	Glenice Lindsay	1911 Ford Model T
Alan Long	Janne Long	
Brian Love	Maria Love	
Gavin Mutton	Loretta Marron	1916 Studebaker 6-50
Andrew McDougall	Frences McDougall	1913 Lady Douglas Motorcycle 1914 Matchless V twin Motorcycle
Jamie McKew	Liz McKew	
Daryl Meek	Fiona Lane	
Murray Murfett	Barry Murfett	1909 Renault AX
Gregory Orde	Kate Orde	1909 Itala
Jason Palmer		
Jerri Lee Phillips	Rob Miller, Brett Phillips, Briony Phillips	1909 DeDion BN
Glenn Ridolfi		
Richard Rose	Josie Rose	1915 Overland Model 80 speedster
Ken Russell	James McInnes	
Brian Scudds	Joan Scudds	1904 De Dion Bouton Voiturette
Brenton Smith	Lillie Keogh	1913 Ford Model T
Greg Smith	Denise Smith	1913 Ford Model T
Nigel Smith	Kym Smith, Jeff Nankivel	1911 Alldays & Onions 30/35
Barry Smith	Roslyn Smith	1910 Delage
Rick Thege	Laurie Garrod	1916 Buick DX45
Callum Walsh	Brendan Walsh	
Russell Ward		1912 Empire Model 31
John Wards		1916 Benz DS2
Murray Wright	Julie Wright	1912 Enfield Autocar Roadster

# Findings, Feedback and Follow-ups

By Greg Hill & Diane Russell

*Hello Greg,*

The discovery of the Orient engine in the October *Brass Notes* reminded me of an Orient Buckboard that still exists in Queensland.

The remains were discovered near Barcaldine in the early 1960s and Ray Whyte commenced restoration in the mid-1960s. Although most mechanical parts survived, the cylinder head was missing.

The Ipswich Railway Workshops had wonderful facilities and having a few veteran car club members working there helped in having a pattern made and the head cast and machined at minimal cost.

The Orient Buckboard was completed and entered in the 1970 International Rally from Sydney to Melbourne. The performance left a lot to be desired, so once it had reached a safe distance from the starting point each day, it was loaded into a trailer and unloaded on the outskirts of the next town.

In Canberra, it was on display when Bobby Limb and Dawn Lake arrived with a film crew and Bobby is pictured with Ray's young sons Ross and Brad.

Ray owned the Orient for many years, and it once appeared on the TV gameshow "I've got a secret" where Ray, Scott Goodsir and Ray Allan were all questioned in trying to guess who the real owner was.

Ray moved to Canberra for work and when he returned to Queensland, Ray offered the Orient as a deposit on a house. The agent thought the Orient was wonderful and displayed it in his lounge room where it remains.

*Regards, Greg Hill*



*Bobby Limb pictured with Ross and Brad Whyte at Canberra in the Orient whilst on the 1970 International Rally*

*November Cover Photo*

*Hello Greg,*

I am Beth Payne's [VCCA Queensland member – ed] friend from Ballarat and I'm told you would appreciate any added information about The De Dion Bouton car on the front cover of your car magazine.

I'm afraid I don't own the original photo, it was apparently given to Victorian Museum in 1985 by my cousin Gary Desnoy.

I do however have the names of the people in the photo, including my maternal grandmother Florence Widgery (1893-1978) and Uncle Stan Widgery (1917-2002). The car was owned by my paternal grandfather Alfred Ernest Widgery (1888-1968), who apparently took the photo.



May Dyke, Nana's sister who married Charlie Dyke, and four of her six children are also in the photo. I don't have any more information about the Dyke family.

*Regards, Diane Russell*



# The Great Overtaker

By Doug Fulford

*A good friend of mine owned an old Studebaker  
He wished to be known as "The Great Overtaker"*

*He said to himself "To do this thing right  
I have to be sure my car is real light"*

*The mudguards went first and then the windscreen  
The running boards next were no longer seen*

*He also thought it should stand out in a crowd  
It should be bright, it should be loud*

*The muffler and tail pipe he then removed  
(He claimed the exhaust note was greatly improved)*

*He would only drive days and never drive nights  
So next he removed both head and tail lights*

*He skimmed down the fly wheel, removed the rear tub  
The passenger seat and the cap on each hub*

*The cam was re-profiled, the cylinders bored  
A big carby fitted, new bearings were poured*

*He thought for a bit what next he could do  
And then he removed ev'ry alternate screw*

*His lightened machine he knew would be fast  
So he took it out on the road for a blast*

*He thought he might even earn a reward  
And so he had set up his phone to record*

*What would turn out to be a great deed  
As he flashed past his mates at really high speed*

*His car it was nimble, his car it was fast  
A few unknown cars he had already passed*

*When three of his mate's cars came into view  
He had rounded them up in a moment or two*

*But as he pulled out his car started shaking  
He'd removed the brake shoes so no point in braking*

*He'd just have to sit there and ride the thing out  
He'd gone a bit far, of that there's no doubt*

*His car it was breaking up before his eyes  
(Which given his actions is no great surprise)*

*His mates found him shortly down in a ditch  
He told them he'd met with a minor glitch*

*He was sitting there quietly clutching the wheel  
They kindly asked him how did he feel?*

*I wonder if you can guess his reply?  
He said "I did pass you, I think, didn't I?"*

---

*Who inspired this poem? My answer sure depends  
On those with whom I may wish to stay friends  
And so I wrote Studie and never wrote Benz*

*The list of possibilities is rather large  
A set of their portraits would make some collage  
And include, 'mongst other makes, a certain Delage*

*There are many others should be on this list  
Some names I know, others I have missed  
You can add me too if you really insist*

*Others may wish that they were included  
Like Humberette owners but they are deluded  
And cycle car owners are by default excluded*

*If you're not on the list but think it a high  
To be on such a list why not give it a try  
Line up your mate's car and quickly flash by*

## Information Wanted Re: 1912 Overland Model 59

Alex Reid is seeking information on his old 1912 Overland Model 59 Roadster registered in the VCCA Vic with plate number 155, particularly the chassis and or engine numbers.

**CONTACT: Alex**  
**Phone Home: (03) 9781 4927**  
**Mobile: 0414 462 826**  
**Email alex30@optusnet.com.au**



# Cyclecar Corner – A Single Seater

By Graeme Jarrett

The single seater is a desirable must have for the adventurous spirited driver of a Cyclecar; lightness and good turn of speed are just some of the attractions. In a practical sense it can be very conveniently stored in the hallway of the average Victorian home – having already easily negotiated the passage through the front gate, and the front door. If life could only be that simple!

Anyway, enough of the fantasy element. This rather special looking single seater is, so far, unidentified, at least by me. It does appear to be purpose built rather than a homemade affair.



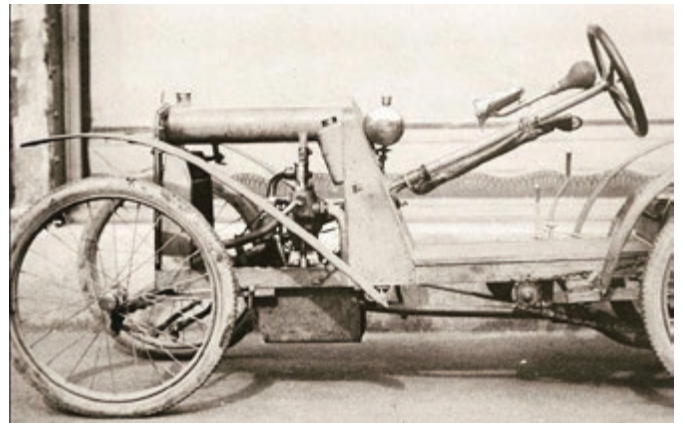
*The duo looking resplendent in their own particular way.*



*The Cyclecar has such simple but purposeful lines. The rear dumb irons on the Pic-Pic look to be an error in engineering elegance*



*The Cyclecar again looking resplendently elegant. Note the unfortunate dumb irons of the Pic-Pic.*



*The Cyclecar again, and this time displaying the engine and some details of its construction. In spite of my best efforts I have not been able to identify the engine. The inlet valve appears to be, in the best French tradition, automatic.*

Many thanks to the anonymous contributor of these photographs sourced from the Internet, Facebook, I believe – accreditation unknown.

*Below: The unidentified single seater Cyclecar. It is shown in what is presumed to be a French location outside a Rochet Schneider motor car agency. The larger vehicle is a PIC-PIC (Picard-Pictet).*





# What Is It?

When collecting their hoard of Cadillac bits and pieces, the Emmersons also acquired this front axle. It's not Cadillac, can anyone identify it?

Stamping for Detroit Axle Co. No 4121 'TJ'. Total length of 1290mm.



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# Let it Be - A Fiat Tipo Zero Story

By Jamie McKew

This little story is about a very old car left for scrap and the man, my father, who rescued it.

Our farm, a decent horse ride north of St Arnaud, was in the black plains district and 30 old fashion miles east of the wreck. We are in the Wimmera, around 1962, and I was with my father when we visited this old Fiat amongst the long green grass of a farm somewhere near Marnoo.

It was the 1880's when the Irish farmers of the name McHugh, from near Cork, came to Australia. They first settled into Clunes but soon moved to the Gooroc district. Mail confusions led to some, and then all, changing the surname spelling to McKew. My grandparents, John and Lizzie McKew, were hard-working indeed. John was a strong man with the energy, hope and the vision of those new farmers. However, tragedy came to the family in 1920 when John McKew died far too young from sepsis caused by a dental infection.

About ten years of schooling and garage work later, the young Jim McKew was back on the farm as a single man in a big house supported by his youngest sister Bessie. Years passed before bachelor Jim and Eileen, a Port Fairy secretary, met on a bus journey. They married in 1947 and by 1962 had six children, of these the first born is telling this story.



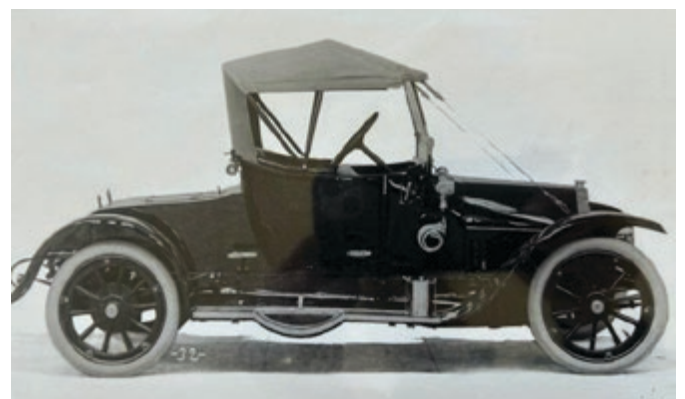
*Photo of Jim McKew*

To improve wheat handling methods for farmers, Dad invented and made the popular McKew Bag Loader. The farm "ute" was a reliable 1924 Chevrolet with a small tray and open cabin. The farm truck was a maroon coloured Bedford S, with the right side door decal proclaiming politely and understated J F MCKEW - FARMER - GOOROC. He could have added inventor and builder as he was already building a large double-brick house himself.

He had acquired a second-hand lathe on which he would create many inventions and undertake repairs. He made his own powerful welder by mounting a six-cylinder Overland engine to an army searchlight DC generator. In his shed workshop a "donkey engine" attached to overhead pulleys and belts was driving the lathe, drills and grinders. He was able to efficiently manufacture various projects such as a hydraulic front-end loader, a farm grader, post hole digger, concrete mixer, water pump, a floor sander, a versatile saw bench with wood plane, a terrazzo grinder, many tools and a band-saw to make the Fiat wooden frame.

Returning to the Fiat, the other star of this story, we can now see that Jim McKew was well capable to restore the Italian car. Over the following years the rusty heap took the form of a car. I was amazed by the newly made wooden wheels full of wooden spokes. I saw him finish two wheels with the metal band heated in the forge and deftly placed over the circle of wood surrounding the spokes and shrinking down to bind the wheel.

He reconditioned the 1950cc engine and I was intrigued to see him lathing steel into new piston rings. He repaired a solid chassis and made a new brass radiator. The brightly shining brass of his newly constructed radiator was another dazzling revelation of his patience and skills. He was guided by photographs sent to him from the Fiat factory office at Turin, Italy. There was no "ask Google" or endless web photos back then!



*Factory image of a Zero, supplied to Jim by the office in Turin*



He also machined from brass some missing parts for the petrol pressure pump and its bypass valve. During these years Dad was in touch with the ever helpful enthusiasts including Jack Brittain in Warrnambool and Tom and Alan Esmore of garage and car fame in nearby St Arnaud. It was wonderful to spend time with Alan at the St Arnaud Rally and restore overdue connections in my great, golden hometown.



*Jim's fabricated radiator, to the same size and shape of the original.*



*Pressure pump.*

From 1963 to 1974 he had made impressive progress. It was now a complete orange coated chassis with everything except a body! He had drawn a design for a car carrier. The Fiat had now taken pride of place in the garage and workshop. It had booted out the family sedan, a roomy 1963 Chevrolet. Dad seized an offer to drive the Fiat in the grand parade at the annual St Arnaud Agricultural Show. That was quite a wonderful day for him on Saturday October 5 1974, in the town he loved so well. Very sadly our dear father Jim McKew was taken by a heart attack too soon in December 1974.

Now it is 2024 and another 50 years on. The ever-patient Fiat (which means "let it be" if you speak Latin) is now out of isolation again and in Geelong heading for a third life. I joined the VCCA and loosened up the sticky engine with frequent lubrications into the pistons. Cranking now bounces freely off the compressions. The old oils have been drained and flushed until clean and replaced; the magneto and plugs are sparkling; the radiator as good as ever. Working on the car, I feel a real connection with Dad, re-tracing his trail and intend to complete his great work, as a joint effort.



*The Zero as it sits today*

Thanks to the VCCA things are on the move, and I thank Callum Walsh who got in touch early. Suddenly, the project seemed possible. Callum was intrigued that there was another Fiat near to him and possibly a twin for his own car. On June 6, 2024, he came along with a fountain of information on veteran Fiat cars. Said Callum "I can't believe there's another Zero so close to home, incredible. There are only 2 others left in Victoria, both out in Warragul" [Members may recall Alan Lethborg's Tipo Zero, it now resides interstate – ed]. He established that this car was probably a 1913 Tipo Zero, it is engine number 429 of approximately 2000 made between late 1912 and 1915.



*Tipo 51A Engine No. 429*

Now two rallies on and I hope to start the engine soon - if I can figure out how the carburettor works - but we have a chassis without a body! Now the aim is to restore the car as a two-seater. I intend to tackle the framing woodwork myself as Dad intended to do. A bonnet is being repaired, four mudguards are yet to be assigned, along with body panels and doors. Seeing the great restorations at the rallies has been inspiring. I thank the kind members I have met and who offered wise advice, which is always most welcome!



## But what about the body that's on it?

By Callum Walsh

Yes, your eyes do not deceive you, there is a body sitting on the car in the photo. So, what's the story?

If you remember back to the April edition of *Brass Notes*, Murray Murfett wrote about Tom Esmore collecting a 'barn-find' veteran motorcycle for Murray's father, Jack, whilst on a wedding anniversary trip to Tasmania. Murray noted that in that same trip Tom collected a body for a veteran Fiat, well this is that body! Tom had collected it for Jim, with the intention of using it on the Zero.

Looking closely, you can see that the body has the right shape for a Fiat chassis but is too big for the Zero. I am confident that this body was originally from a larger Tipo 2 model. Jim had intended to modify it to suit, but following his sad and premature passing, the body remains in very complete, original and unmolested condition. It really deserves to be reunited with one of the many body-less Tipo 2s in Australia.

The body has the original dealer tag still in place on the dashboard, for The Fordyce Motor Co. Ltd., of 171 Brisbane Street, Launceston.



Fordyce Motor Co dealer tag

A quick Trove search found numerous articles from October 1912 and October 1913, shortly following the Launceston Show of the respective years, which prominently reference their Fiat showing, amongst their extensive offerings of Star, Siddeley-Deasy, Delage, K.R.I.T., Rover, Mercedes, Benz, Stoneleigh, F.N., Hupmobile, Calthorpe, Auto Carrier and, of course, Ford Model T.

One column in the *Examiner* (Launceston, 16 Oct 1913), stated *"The exhibit of cars by this Company attracted a good deal of interest, a representative range of cars at prices to suit all buyers ranging from the popular Motel T "Fords" to the superb "Siddeley Deasy" and magnificent Fiat Cars, which have won such high favour since their debut at Launceston show 12 months ago."* It continues *"The demand for Fiats during the past 12 months has been exceptional, and the fact that more Fiats have been sold than any other make of high-grade car in Northern Tasmania since last show speaks for itself."*

The *Daily Telegraph* (Launceston, 9 Oct 1913) wrote *"The remarkable steering lock, cool running flexible silent engine, powerful silky brakes, easy springing, and soft gear change make the Fiat an ideal car to handle on Tasmanian roads. A Fiat, even on the most hilly roads never boils, the cooling of the water being excellent. It has become an established fact that for hard, solid work and a long life a Fiat stands supreme. The lasting quality of Fiat car has been thoroughly and conclusively tested in Tasmania."* High praise indeed. It went on; *"Some splendid types of Fiats are on view at the Fordyce Motor Company's stand; a fine double seater 15/20h.p., with body work by Paine and Son, to the order of Mr F. Paine, being a particularly handsome car; and a single seater 15/20h.p., for Messrs. Hawkes Bros., Tasmanian representative. With torpedo body and nickel fittings throughout being a splendid type of single seater."* Could this body be the 'splendid single seater'? Or was it ordered upon seeing the show car? I can only speculate but wouldn't it be great to know.

They also reported on the 'new' Tipo Zero, it reads *"The Fiat Company are making a light model, known as the type "0". With a chassis weight of only 12 1/2cwt, and the same engine and equipment as the 12/15h.p. models. Judging from advices received from motorists in a position to offer a sound opinion, the type "0" Fiat is going to get as solid hold in this State as the 15/20 and 12/15h.p. models. Fiats are "the car of complete satisfaction" all the world over."*

The car of complete satisfaction they say, who am I to disagree.



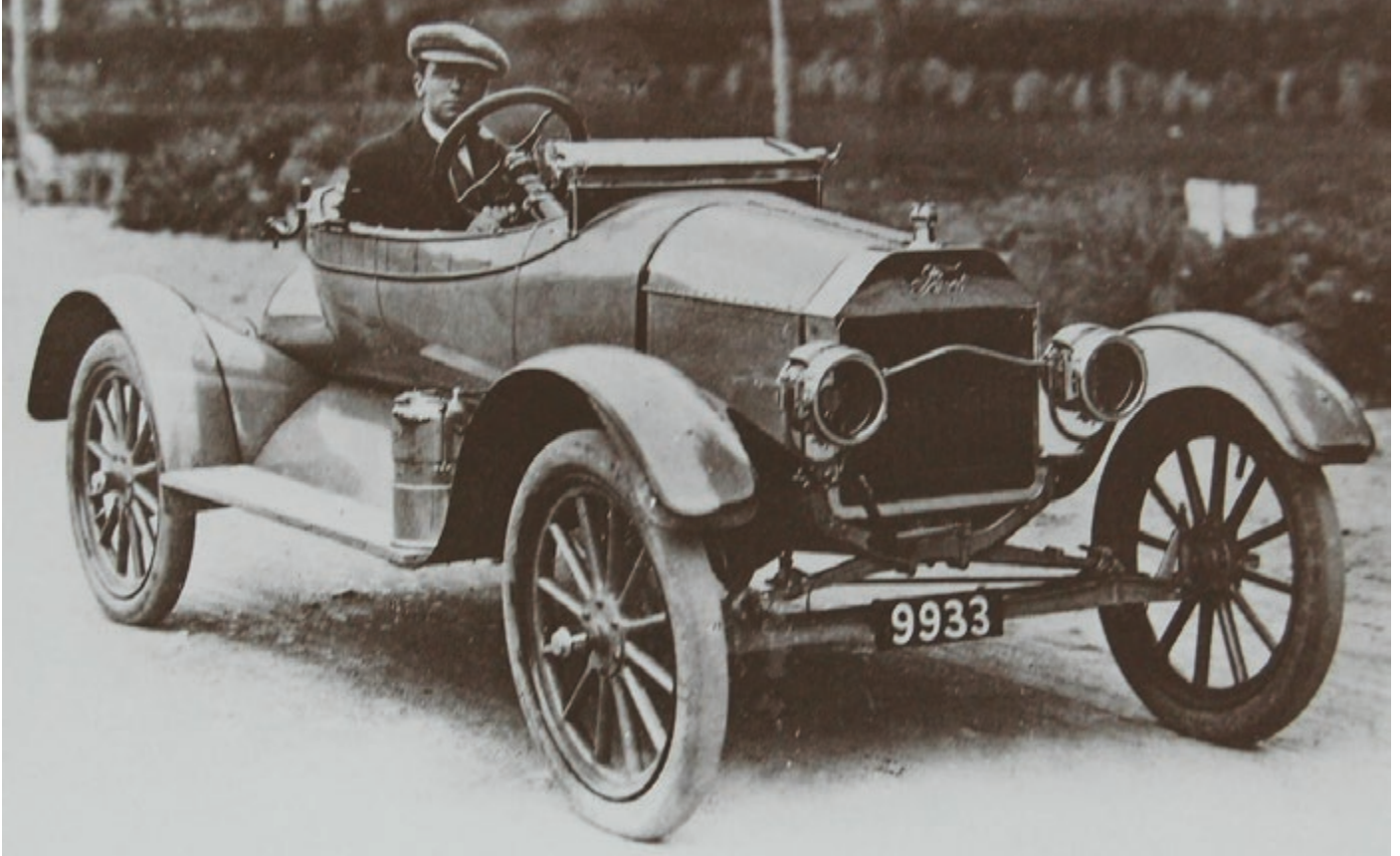


# T Ford Time – Tarrant Bodies

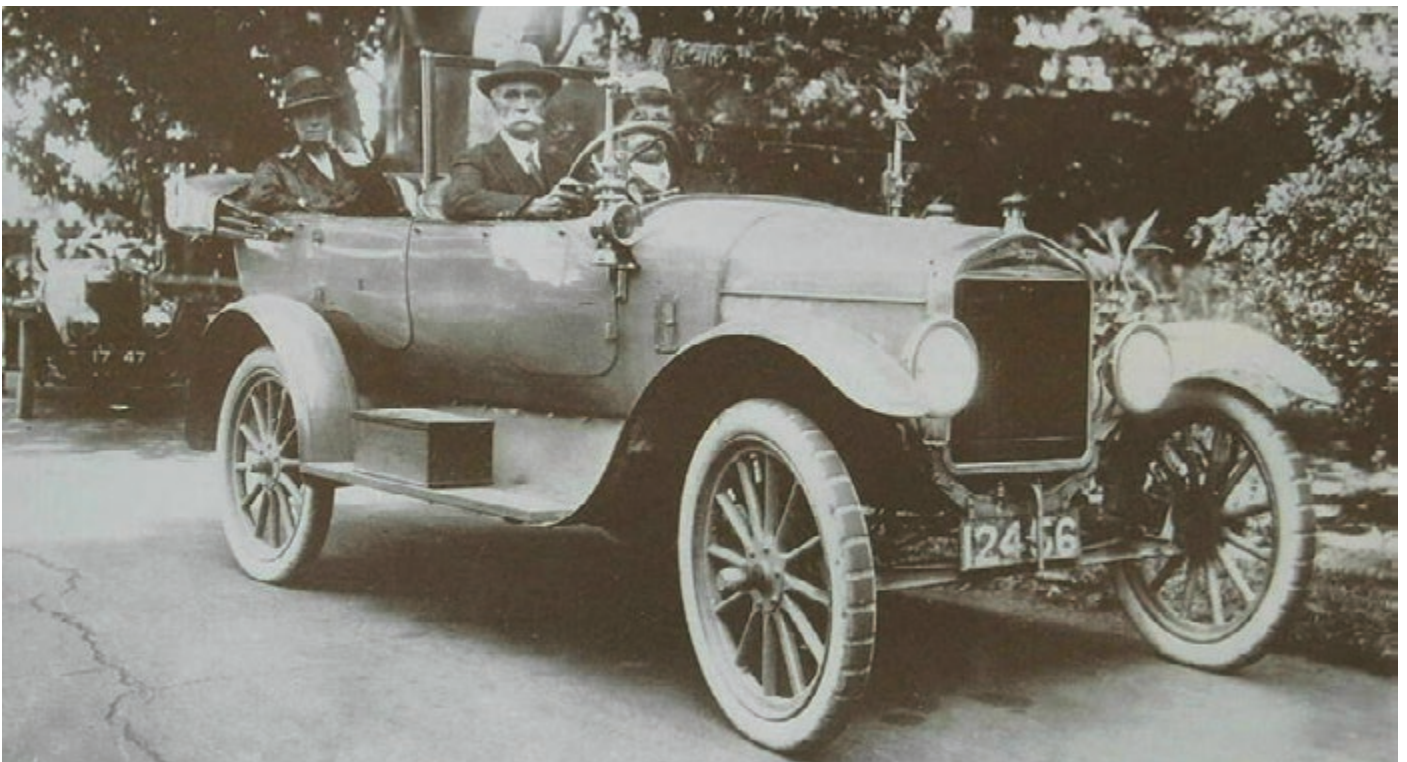
By Graeme Jarrett

The Ford T in Victoria was largely the sales domain of Harley Tarrant. As well as agents for the marque they also had a body building facility of large proportions.

Both of these shots have been seen previously published by others – provenance unclear to the writer.



*Robert Lane in a Tarrant boded car circa 1915. In early 1915 this car carrying registration number 9933 was registered to R. G. Carey, Peel St, Ballarat.*



*Harley Tarrant in a Tarrant bodied tourer circa 1917. The car that can be seen at the rear is either a Marlborough or a Wilton; both these and other similar looking cars were based on Malicet & Blin proprietary components.*



# The Holdens, the Thomas and the London to Brighton

By Callum Walsh

If, like Greg and myself, you were following the London to Brighton online, there was plenty to see! This included one vehicle that the Club is very familiar with. The 1902 Thomas of Russell and Chris Holden, headed to the UK for the event, where they were joined by their daughter, Andrea, and her partner Tom.

On the eve of the Run they attended the St James' Motoring Spectacle, where Andrea was awarded a special prize for "Embodying the spirit of the original pioneers of the Club" as part of the Ladies' Automobile Club 120th Anniversary celebrations. Congratulations Andrea!

Andrea also drove for the majority of the day, as one of more than 50 female drivers in the 2024 Run, but unfortunately they didn't quite make it all the way to Brighton due to an incident which damaged the radiator. Maybe Russell can expand on that in a future article, but you can see all of their journey via Russell's 'The Veteran Garage' YouTube channel and Facebook page.





# The Lady Driver

By Irene Hill

It is unclear just who invented the button by today's definition, but early versions have been unearthed by archaeologists in excavations in Egypt, Iran and Greece – some dating from around 6000BC. Toggle-type buttons were found, made from bone, wood and teeth. Most are believed to be funerary items as ancient cultures often used buttons as decoration, harbouring a superstition that a row of buttons would ward off evil spirits. Early garments were generally draped or pulled over the head and secured with belts and lacings.

Around 1300 dress became a signifier of wealth. Detachable sleeves had been part of the Florentine fashion since the 13th century, a practice that enabled one to wear simple sleeves at home and more elaborate ones when going out. These were attached at the shoulder by a series of buttons.

The use of buttons allowed for a more contoured tighter fit on the body of the undergarments worn under armour. Women's dress, apart from sleeve treatment, had few buttons at all. Buttons were almost exclusively the domain of men.

The Renaissance movement heralded a new era of discovery and invention and came with changes in thinking towards the self-worth of human beings.

Beautification and display of the human figure increased. As clothing became more expressive so too did the embellishments. Buttons became more decorative and were made from more precious materials, often made and sold by jewellers. Buttons moved from utility to luxury, often listed as inheritance, passed down through the generations.

Henry VIII and Elizabeth I are often portrayed with rows of diamond or pearl buttons.

The biggest trend in the use of buttons as fasteners came in the 17th century, losing their predominantly ornamental role. The French led the way with buttons at the knee of their pantaloons, a single line from neck to knee on their long coats, wide buttoned cuffs and buttoned pocket flaps.

The British frock coat and the riding jacket emerged at the turn of the 18th century. These sported extensive numbers of buttons, all of which had a purpose as opposed to their ornamental forebears.

The 18th century is considered the period when men's clothing reached its ultimate opulence. The nobility and wealthiest class used rubies, emeralds, and sapphires with diamonds especially favoured in their button choices – an indication of their social standing.

Paste (glass) was used to imitate diamonds and precious gemstones. It allowed the less wealthy to imitate the more affluent.

Brilliant faceted and polished cut steel buttons added to this sparkly adornment. There was no material or manufacturing technique that evaded the button makers.

By the late 18th century men's clothing was excessively elaborate when the "dandy" came on the scene. The dandy needed several colourful elaborate waistcoats and of course copious amounts of decorative buttons were his focal point.

With a changing social structure and the discovery of new materials and methods of manufacture, Britain was heading to dominate the export market with its production of buttons.



# Parking 29 Cars and Trailers for Tasmania – Simples

By Michael Holding

I thought it would be simples. Ask who needs trailer parking on the mainland for the TAVCCA National Veteran Vehicle Rally. Collect their money, give them a map. Simples.

Firstly, 27 replied, then 30, then 28 and eventually 29. Assuming everyone would be on the same Spirit of Tasmania sail, we planned to park up everyone at the property in Little River, while we were driving our Model T to the quay. Wrong; entrants had booked on 7 different sails over a ten day period, so six trips to Little River later, all but the Sunday night sailors were parked and gone. Not that simples after all.

On the Sunday, trailers were to start arriving at 2pm, so we planned a casual lunch with Russell and Chris Holden at the Little River pub to start the rally. Didn't happen!

En route to the pub, our Model T died. We were stranded on the side of the freeway, cars and trucks barrelling past... and then the weather front hit; soaking rain, wind and cold. Claudia hitched a lift back to our home to collect the D-Max in case we were forced to "go modern" and we towed the Ford with a snatch strap to Little River to continue fault finding.



And then the chaos started. I would have my head buried under the bonnet and Claudia would call "Two more arriving, where do you want them to park?" And again, 4 minutes later. And then again 7 minutes later. And then again 5 minutes later. And on it went for the next hour and a half.

Eventually, all was calm, the skies had cleared, all trailers and tow cars were parked up, all the veterans were gone ...and the T Model was firing on all cylinders.

Sadly, not all the veterans were that fortunate. Rob Duffy's 1913 Rambler and Russell Holden's '16 Monroe each boarded the Spirit attached to tow ropes. Both vehicles responded to some extra care and attention the following day and were mobile for the rally.

*A full report on the National Rally will be in the next instalment of Brass Notes - ed.*





# Private Classifieds

## 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

AEC truck chassis including wheels and axles. Available for "Scrap Value" (approx. \$200)

Hopefully this truck chassis can be saved from being scrapped.

**CONTACT: Robert Jeffcott**

**Phone 0428 089 223**



## WANTED

DU6 Bosch Magneto in restorable condition

**CONTACT: Russell Holden**

**Email: russell@veterangarage.com.au**

**Phone: 0422 219 911**

## 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**



## FOR SALE

c1900 De Dion powered bicycle

For further details and price,

**CONTACT: Russell Holden on 0422 219 911.**



## WANTED

A set or pair of mudguards, any profile new or usable second hand for a 1910 Fiat project. Will consider any options.

A Brass Bulb Horn

**Contact: Paul Fullard 0417 390 027**

## FOR SALE

### Roi-Des-Belges Body

One Roi-Des-Belge body that is suitable for a large veteran car. The integrity of the body is excellent as it was built for veteran car, but not used. The body is 0.96 m wide at the front, 2.76 m long and 1 m wide at the rear. Approx 800mm high at the rear, excluding trim. Door handles not included as they belong to the car.

Guards available if of use, likewise the old firewall. The body is located near Kyneton in Victoria.

**PRICE: \$10,000.**

**CONTACT: Phone Harry Hickling**

**M: 0419 011 092.**



## FOR SALE

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

**CONTACT: Paul Williams 0408 691144**

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





## Items For Sale:

**CONTACT: Min Innes-Irons 0418 214 022**

**Vac Tanks - \$20 each**

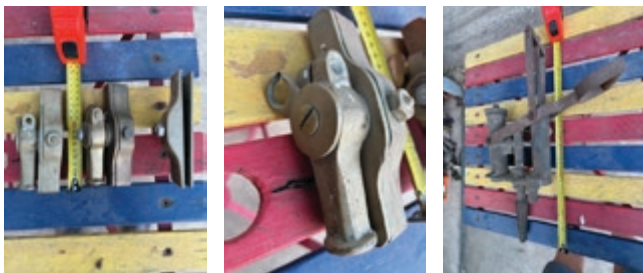


**Windscreen posts - \$150 - 560mm long**



**Bosch DU4 parts - \$50**

**Brass windscreen brackets x3 - \$120**

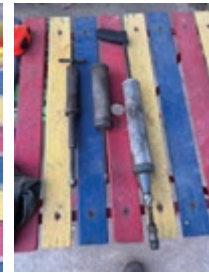


**Air pump - \$50**

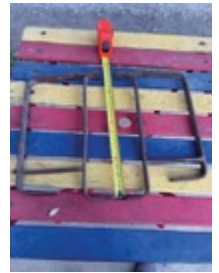
**Buggy / Carriage Light - \$120**



**Grease Guns - \$10 (all three)**



**Brackets - \$10**



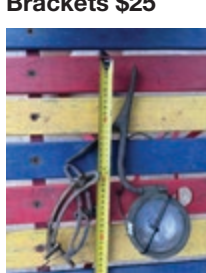
**Herm Riemann Lamps - \$400 lot**



**Lucas Horn \$120**



**Spotlight \$100 - Brackets \$25**



**Bike lamp - \$10**



**Door handle \$20**



**Lucas Horn \$120**



**Gas hose - 2.8m / 12mm OD / 5mm ID - \$5**



## FOR SALE

1909 De Dion Bouton Type BN Rear Entry Tonneau.

Recent full restoration. Recent complete clutch and engine rebuild. History in recent Brass Notes issues. Immaculate condition. Comes with many spares incl. engine and starter motor. \$POA.

**CONTACT: Jerri Lee & Rob Miller**  
**Phone 0419 011 092.**



# Natter Night Meeting Minutes

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## **VCCA (Victoria) at Clubrooms and Online Zoom Meeting**

**On Tuesday, 12 November 2024 @ 8.04pm**

### **Opening**

The Club President, Ben Alcock, welcomed all to our November Natter Night.

### **Attendance**

There were 29 members in our Clubrooms and 14 members online tonight.

### **Apologies:**

Jennifer Atherton, Brian & Joan Scudds, Kath Wright, Robyn Blackwell, Paul Daley, Doug & Viv Fulford.

### **Visitors**

Welcome to John Wards – member from NSW.

### **New Members**

None.

### **Member News**

None.

### **Financial Reports**

Claudia presented the current financials. Next report will be February Natter Night

### **Raffle**

Beef, vegies, apple pie & cream. Thanks Deb.

### **Membership Report**

Nothing to report.

### **Events**

#### **Past:**

AOMC Showcase – Rob Anderson represented the Club Stand with his Renault. First attempt at this format by Shannons, appeared to be well supported and the Club is happy to participate again in future.

Annual Pétanque Competition –combined clubs – Andrew McDougall reported on this fun day. Disappointed that no members attended from the Veteran Car Club. Looking for more participation next year.

RACV VCCA Annual Rally - Bendigo 8-10/11 – Callum Walsh reported on a great event, well organised and well attended. Andrew McDougall added some anecdotes.

#### **Coming:**

Bendigo Swap 16-7/11 – Rob Anderson will be manning the Club Stand

National Veteran Vehicle Rally – Tasmania, 17-23/11 – 70 entries (65 vehicles). Promises to be an exciting week.

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

Geelong Revival 22-24 November

Motors and Masterpieces at the Exhibition Buildings 22-24 November

VDC Christmas Party – 1/12 – Eltham Miniature Railway – Veteran Car Club Members are welcome

VSCC Two Wheel Brake Rally – 8/12 – Dallas Brooks Drive – Veteran Car Club Members are welcome. Special trailer parking if required see David Provan

Ballarat Begonia Rally – 21-23 Feb 2025. Entries open - contact Vintage & Classic Car Club Ballarat

1&2 Cylinder Rally – 13-16 March 2025 – Koondrook – entries will open in December – Great area for touring. David Provan is looking for volunteers, tail end Charlie, pick up signs etc.

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

Swan Hill 70th Anniversary Annual Rally in October 2025.

### **Library and Archives Report (Daryl Meek)**

Old Club Magazines – Daryl clearing them out to make space.

The Automobile magazine – no longer subscribing due to cost but thanks to Andrew McDougall who will pass on copies as he finishes with them.

Definitive 3 volume book on De Dion is being published – see Daryl

### **Wanted, for Sale or Swap**

For Sale – 1911 Model T Ford – all original from USA – details to follow

For Sale – Alan Lethborg - Buttercup (1909 Renault) – much prefers to sell to club member but will open to market soon if necessary.

Wanted – Andrew Brown wants an updraft Stromberg or Zenith 1¼" carby

### **Items of General Business**

Ben advised members that the Club Rooms are available for private events by arrangement.

Barry Gomm is looking for some vehicles to visit a retirement home early next year

Michael Holding reported that the 2025 Membership Directory will hopefully be printed before Christmas and distributed in January

### **Guest Speaker – Simon Anderson**

Thanks to Simon who gave a very interesting talk on his travels in the Variety Bash

Next Meeting 6.30pm – Christmas Dinner & Presentation Night- Tuesday, 10 December 2024 – bookings open shortly

**Meeting Closure at 9.20pm**



# 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.

### Trailer Parking

There is ample trailer parking about 200 metres from the rally headquarters.

### 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))

# Events

## 2024 V.S.C.C. TWO WHEEL BRAKE RALLY

**Sunday 8 December 2024**

Melbourne's Municipal Tramways Trusts

Prior to World War I, Melbourne was served by an extensive tramway system consisting of nineteenth century cable trams, a couple of horse trams, Victorian Railways operated electric trams and around the central cable tram system an extensive network of private and municipal electric tramways. After WWI they were all amalgamated into the Melbourne and Metropolitan Tramways Board.

A century later come and join us on a tour of some of the surviving relics of the municipal tramways trusts to finish at Wattle Park for lunch which, of itself, was once part of the Hawthorn Tramways Trust.

**START:** 7.30 am for 8 am departure from Dallas Brooks Drive outside the Royal Botanical Gardens, on Sunday 8 December.

Organiser: Peter Donald, 0409 224 700, peterinsteam@yahoo.com.au

## 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.



THE ASSOCIATION OF  
MOTORING CLUBS

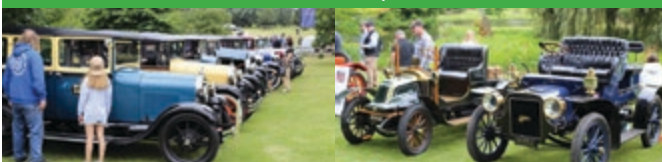
## Festival of Motoring at Cruden Farm Sunday 19th January 2025

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





## RACV VETERAN CAR CLUB 70TH ANNIVERSARY ANNUAL RALLY - SWAN HILL 2025

Have you booked your accommodation for next year's commemorative event?

The RACV Veteran Car Club 70th Anniversary Annual Rally will be held in October 2025 but our recommended properties are releasing bookings to the general public now, and they won't last long. This will be the final accommodation reminder.

We will have 3 full days of touring over flat roads, this event is suitable for 1 & 2 cylinder vehicles including motor bikes. When Samuel Shenton founded the Flat Earth Society in 1956 he was actually thinking about Swan Hill.

Check the club website for more details [www.veterancarclub.org.au](http://www.veterancarclub.org.au) Click on the "Upcoming Events" tab at the top of the page

Michael and Claudia Holding (Rally Directors)

### Big4 Swan Hill

03 5032 4372

<https://big4swanhill.com.au>

Just 2 kms from the daily start

Still have various cabin configurations available

Ensuite powered sites available

### Big 4 Riverside Holiday Park

03 5032 1494

<https://www.big4riversideswanhill.com.au>

Adjacent to the daily start location.

Only three bedroom cabins remaining. Plenty of powered sites.

### Swan Hill Resort

03 5032 2726

<https://swanhillresort.com.au>

Motel style rooms and units available



## 15TH NATIONAL VETERAN MOTORCYCLE RALLY - BALLARAT

October 19-24, 2025

The Antique Motorcycle Club has been working on the 15th National Veteran Rally and would like to share with you some information about the event.

Rally Director: Murray Wright

Rally email address: [nvmr2025@gmail.com](mailto:nvmr2025@gmail.com)

Rally Enquiries: Murray Wright 0448 112 622 or Chris Ridsdale 0448 425 001

The Rally headquarters will be the Big 4 Ballarat Windmill Holiday Park, 56 Remembrance Drive, Cardigan.

The rally will start from the Big 4 Caravan Park each morning with day runs around 100kms.

We have an online expression of interest form for you to complete with a non-refundable payment of \$40. This will be deducted from your subsequent entry fee. Entry forms due out around Easter 2025.

Use https link for Online Expression of Interest form: <https://tinyurl.com/58bhrr8m>

Alternately you can print the expression of interest form and post to Murray.

We are putting a lot of effort into making this a great riding event and we are looking forward to receiving your online Expression of Interest. See you in October 2025.

**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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PO Box 2300,  
Mt Waverley, VIC 3149

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e president@veterancarclub.org.au

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e vicepresident@veterancarclub.org.au

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e paul.daley@neo.com.au

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t 0447 766 724

Rob Anderson (Leonie)  
t 0414 446 953

Michael Holding (Claudia)  
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**  
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Somerville VIC 3912

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**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 Brian Churchill, mobile 0408 344 434, email secretary@veterancarclub.org.au.

Download the application form at  
veterancarclub.org.au.

## BRASS NOTES

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

## EDITORIAL POLICY

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

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

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

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



# Annual Rally at Bendigo

Photos by Callum Walsh



*First Time Out - Nigel Smith's 1911 Alldays & Onions 30/35*



*First Time Out - Rick Thege's 1916 Buick DX45*



*First Time Out - Alan Esmore's 1918 Buick Roadster*



*First Time Out - Darryl Donaldson's 1916 Ford Model T, which encountered a few challenges.*



*First Time Out - Richard Rose's 1915 Overland Model 80*



*First Time Out - Rachael Bett driving Bill's AX Renault*



*First Time Out - Tom Hayes' 1913 Hotchkiss*



# Annual Rally at Bendigo

*Photos by Callum Walsh*



*First Time Out - Chris Dillon's 1911 Ford Model T*



*1910 Briton - Tim Harris*



*1916 Studebaker 6-50 - Gavin Mutton*



*Line up at Saturday Lunch*



*De Dion Bouton, Delage and Model Ts at The Great Stupa*