

August 2024



Brass Notes

www.veterancarclub.org.au

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



Dementia Prodest

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

Patron: Mr Geoff Cosgriff,
President and Chairman, RACV

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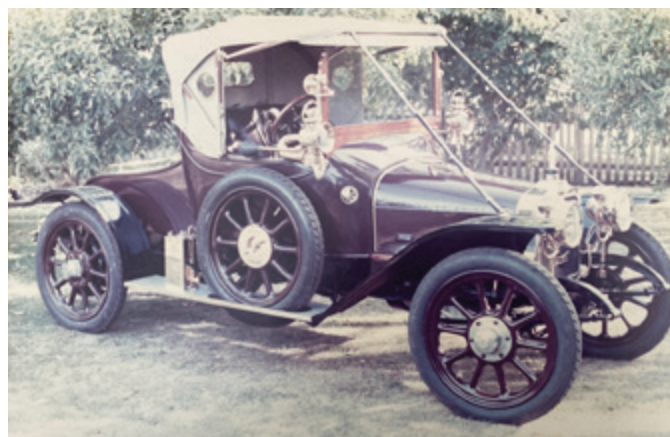
The RACV is the principal sponsor of the Veteran Car Club of Australia (Victoria) Inc.

The RACV supports the:

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

Flashback

By Greg Smith



Our flashback photo this month features a beautiful Talbot. I believe it is c1914 but as to the model, being no expert, I will hazard a guess as a 4CB. I am sure the Talbot experts will help us out here with the exact model. The last time I reckon I saw this lovely vehicle was at the 1984 National Rally at the Barossa Valley. I also have an image showing this Talbot next to another Victorian Talbot that was owned by Ken Chenhall (now David Provan) during this rally. From my memory, it was a wonderful restoration and was a car I looked over many times during the week-long rally.



We are hoping we will be able to get some sort of history, and who owned it, in fact any relevant information on this extremely well restored Talbot. As I stated, I don't believe I have seen this vehicle since that time, so it would also be great if we could find out where it may be now. Please write to the editor with any information on this Talbot so we can share history and information.

Last month we featured a beautiful original Austin Cabriolet that was sold at the 1982 Parker Auction and rallied quite extensively on our runs. We did not have any responses, so I have just given my thoughts on the car on page 5. As I often stress, it is never too late to contribute any information you may have on a past vehicle. I hope this might also be the case and we are able to uncover further information.

Coming Events

13 August 2024	Natter Night 8pm Clubrooms and online
10 September 2024	Natter Night 8pm Clubrooms and online
8 October 2024	Natter Night & AGM 8pm Clubrooms and online
20 October 2024	Ford Flathead Festival National Steam Centre, Scoresby
16 - 17 November 2024	Bendigo Swap Meet - Bendigo Showgrounds Information: https://www.bendigowswap.com.au/

Major Events

13 - 15 September 2024	Pre-1905 Pioneers Run - Naracoorte, SA Rally Director: Julian McNeil
8 - 10 November 2024	RACV Veteran Car Club Annual Rally - Bendigo Rally Directors: Scott Emmerson & Greg Smith
15 - 18 October 2025	RACV Veteran Car Club 70th Anniversary Annual Rally - Swan Hill Rally Directors: Michael & Claudia Holding

National Events

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

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

Time is running out to secure your chosen accommodation for next year's celebration event.

The RACV Veteran Car Club 70th Anniversary Annual Rally will be held in October 2025 but our recommended properties are only holding cabins, motel rooms and sites for us until 31 August 2024.

After this date, they will be released to the general public and won't last long.

We have recently added a third property to our suggested accommodation options.

Big4 Swan Hill tourist park.

Check the club website for more details

www.veterancarclub.org.au

Michael and Claudia Holding (Rally Directors)

Big4 Riverside Holiday Park

03 5032 1494

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

Only 3 Three bedroom cabins remaining. Plenty of powered sites.

Big4 Swan Hill

03 5032 4372

<https://big4swanhill.com.au>

Various cabin configurations available

Ensuite sites available

Swan Hill Resort

03 5032 2726

<https://swanhillresort.com.au>

Motel style rooms and units available

Front Cover:

For further details of the front cover photo see page 6.

President's Message

By Ben Alcock

I would like to thank Alan & Heather Esmore for all their work in organising the RACV Midwinter Rally in St Arnaud. The local knowledge and passion for the community was evident from all of the helpers and locals that we met over the weekend. Alan managed to bring in a lot of fun little elements that really made the weekend, and hopefully made some money for the local hospital. It was also great to see so many cars out, including a few first-time outs and I don't believe tail end Charlie was required at all, which made the weekend even more special for all of us. Be sure to read the full rally report on page 18 with photos.

Now that the Midwinter is done, we are full into the RACV Veteran Car Club Annual Rally being held in Bendigo in November this year. We have had a really great uptake to accommodation bookings so make sure you jump on to the website for all the details if you haven't already booked, spaces are filling quick https://veterancarclub.org.au/?page_id=8313.

We are fast approaching October, which means a new club year and we are seeking a new Secretary at our AGM. Darren will have completed his full 5-year term and has to step down, that means we need a Secretary. If you have any interest please get in touch with Darren or myself, this is a job that could be completed online as our meetings are now held virtually as well as in person, so there's an opportunity for country/regional members to put their hand up as well.

We have guest speakers booked in for the remainder of Natter Nights the year, if you have any ideas for 2025 speakers, please get in touch with me.

Stay safe & well,

*Ben Alcock,
President – VCCA Vic*

Membership Subscriptions

By Rob Anderson

MEMBERSHIP SUBSCRIPTIONS ARE DUE NOW and payable by August 31. Individual hard copy Renewal Notices have been distributed in early July to all members who had not yet renewed.

While the preferred renewal option is using our online system, those members who are more comfortable with a hard copy can complete the Membership Renewal Form and Declaration and pay as they have done in the past (EFT, Cheque or Money Order).

Remember if using the hard copy renewal option, and paying by EFT, it is still essential that you sign and return the Renewal Declaration to the Treasurer C/O 16 Willowtree Drive, Werribee Vic 3030. Details are on the form.

Alternatively, you can use the online system and pay by VISA/Mastercard, EFT, cheque or money order completing the declaration through the On-Line system.

RENEWALS to 18 July	
Paid by Credit Card	102
Paid by EFT	31
Paid by Cheque/Money Order	9
Paid by Cash	2
TOTAL	144
Still to renew	169

MEMBERSHIP

WELCOME TO NEW MEMBERS

The club wishes to welcome the following new members:

- Michael & Bernadette Matthews of Port Fairy with a 1914 Wolesley Stellite



17 Deborah Street, Golden Square,
VIC, Australia, Victoria

Brown's
Whitemetal & Mechanical
Service

Andrew Brown
0466 061 002



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

Flashback Response

By Greg Smith

Last month we featured a wonderfully original and unusual bodied 1912 Austin car. Unfortunately, we had no responses to help us with the history of this vehicle, so at this stage we are still hoping for some information to reveal more facts. What I can confirm is that this Austin was sold at the 1982 famed Parker Auction. It was in my mind one of the best cars to come from this sale. I particularly love the body style and how original this car was and still is. It underwent a sympathetic restoration to make it roadworthy and was a very consistent performer at many of our rallies.

It was advertised as a 1909 model Austin, at the auction, but subsequently dated as a 1912 model. It was purchased from the auction by Jim Robinson for the price of \$16,500 and at that time was quite a lot of money. Personally, I still believe it was one of the better buys at the auction. I was once told by his sister, Margaret, that Jim was going to the auction in an attempt to purchase two cars, the Austin and one other. However, due to the price that the Austin fetched, the other purchase was not affordable.

Below: The delightful cabriolet bodied 1912 Austin of brother and sister, Jim and Margaret Roberston. With a sympathetic restoration it remains a very original example. Shown here on the 1984 Annual Rally with Margaret and Jim in front of the car

It was driven on many of our rallies with Margaret piloting the Austin as Jim was confined to a wheelchair. The sight of the Austin was always delightful with its wonderful original patina and the wheelchair strapped to the rear deck. The interior always looked so inviting, being quite plush and warm. Since Jim's passing it remains with Margaret up on blocks. It is the hope of several that we are able to recommission this lovely veteran, and help transport it to a future rally where again Margaret can again grace the roads in this gorgeous original Austin.



The Austin as it was presented at The Parker Auction in 1982



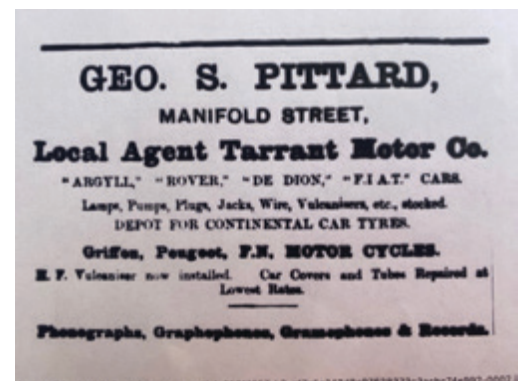
Argyll 'For Hire' in Camperdown

By Murray Murfett

This image, dated 1910, is in the collection of the Camperdown & District Historical Society, and probably taken locally. The driver is George Pittard from Camperdown, Victoria, with his wife Barbara, daughter Ethel and possibly his mother, or mother-in-law, sitting in the middle.

Born in 1870, George was quite entrepreneurial in Camperdown, and as early as 1902 had established a cycle business, with sidelines in Edison phonographs, gramophones and guns, all "At Melbourne Prices"! By 1907 he had secured the local agency for the Tarrant Motor Co. "who handle a number of the most popular and moderately priced machines, among of which are Argyll, Rover, De Dion, and F.I.A.T." In 1910, George had further developed his business and was advertising an Argyll motor car for hire. 'Get There Quick' became his catchword, and it is presumed that the Argyll image here was the one for hire, and judging by the minor dents visible on the mudguards, it is also presumed that some hirers were not skilled drivers, and maybe tried to get there a bit too quick! He was also the agent for Griffon, Peugeot and F.N. motorcycles, also selling lamps, pumps, jacks, wire and vulcanisers.

There is nothing known of the survival of the Argyll.



Right: Advertisements from the Camperdown Chronicle 1910



The Argyll for hire in Camperdown in 1910. Identified as a five-seater, 16-20hp model, c1907/08. Note the unusual headlights and the ladies' bonnets.

LETTER TO THE EDITOR

Re mystery car in BN:

G'day Greg. No mystery. It's a delightful 1904/5 Oldsmobile Model T Rear Entrance French Front model. There's a nice restored version in Christchurch, owned by Bruce Shadbolt.

*Regards,
John Day*



LETTER TO THE EDITOR

Letter to the Editor

*Dear President Ben and Entrants at the
Midwinter Rally,*

Thank you for the great card you all signed to celebrate my 94th birthday. Ivan and I are now both 94 years old and are residents in R M Begg Aged Care here in Kyneton. We were so pleased that Greg and Brenton entered the 1913 T Model that we have enjoyed rallying over so many years with your members of this great Club. That Model T has been in our family since 1959 when we first joined the Club, so it has now clocked up 65 years of continuous membership like ourselves. Our thoughts were travelling in the mid-winter cold with you, and by reports it was, and has always been, a great rally.

*Appreciative thanks and regards to you all.
June Smith.*

LETTER TO THE EDITOR

Hi Greg,

Re Steam Theme - Gardner Serpollet article.

It was stated the first motorcar to arrive in Queensland was the De Dietrich in January 1901. It may be worth mentioning the Massey Harris quadricycle arrived in December 1900. (*Brisbane Courier Mail* 29 December 1900, trove).

Given it had four wheels, seating for two and a petrol motor I believe it was the first. Maybe not a conventional looking motorcar as we know it, but it was certainly referred to as a motorcar in the newspapers of the day. Also, there was a De Dion quadricycle that arrived in May 1901, which was before the Locomobile that was reported as coming.

*Best regards,
Dave Straughan*



A similar De Dion Quadricycle

LETTER TO THE EDITOR

Dear Editor,

On behalf of The St Arnaud Hospital Foundation, I would like to express our gratitude to the Veteran Car Club's Mid Winter Rally entrants, for their generosity towards our fundraising efforts. Unbeknown to me, it was all Alan's idea to collect some "foreign capital" towards this year's collections.

With thanks and much appreciation

*Heather Esmore,
Foundation Treasurer*

Fiat Racer S76 – The Beast of Turin Recreation Part 2 – Italian Connection

By Graeme Jarrett.

Further to my article on this subject vehicle recreation, chassis in particular, in the July issue of Brass Notes.

This piece is in reference to the engine sourced in Turin, Italy.

To recap: - In 1910 FIAT built two racing cars, factory records designate these as the model S76. The first one took to the road in early 1911. They were apparently built as contenders for the world land speed record. Both cars had 4 cylinder engines of approximately 28 litres each (290hp). The engine was quite a modern design for the time and included overhead cam-shaft and three valves per cylinder (in the subject car).

One of these vehicles has been recreated by Duncan Pittaway in England and is known most often as the Beast of Turin.



The FIAT model S76 recreation as it looks today.

What many don't know of this vehicle is the majority of original parts (chassis and axles) that make up this car came from Australia. Duncan has previously claimed these parts are from an original S76 – this is, in my opinion, highly unlikely if not impossible. More on this matter in a future issue of Brass Notes.

After Duncan bought the chassis parts from Tasmania he set about finding a very large FIAT engine to create his recreation. He was fortunate in discovering the only legitimate surviving engine from a FIAT S76 race car – engine No 2. This was located in Turin, Italy and appears to have sprung from the Politecnico Di Torino (a Technical College in Turin, Italy).

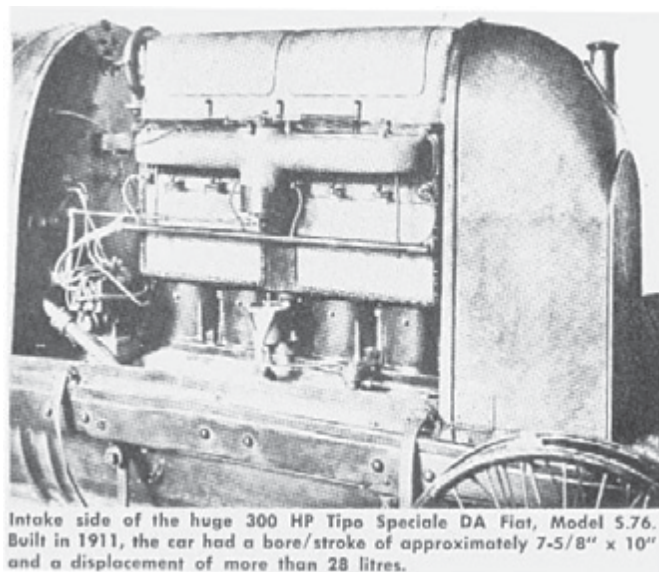


The front door of the Politecnico Di Torino.

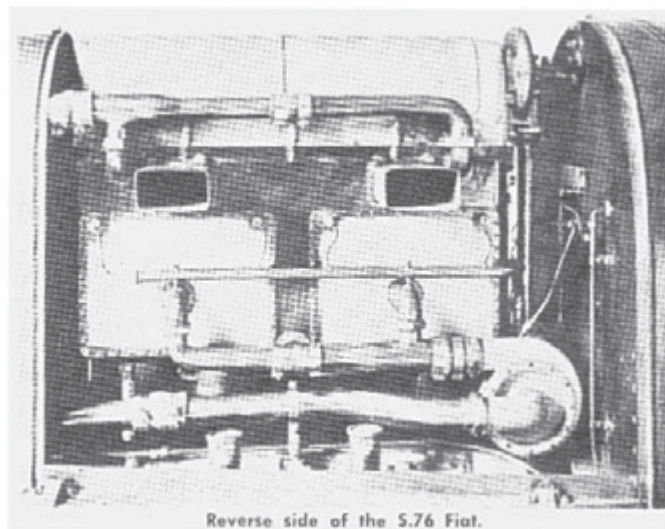
After two and a half years of persistent pursuit Duncan was able to remove the engine and return to England with it, in a van. Clearly this had been a difficult and protracted negotiation.

So, the engine on arrival in England was prepared for installation into the Australian chassis. This had been repaired and straightened by a provider of various services to early motor car enthusiasts.

Anyway, I have included some early factory photos of a S76 engine by FIAT, for interest.



An early photograph of a S76 engine – Inlet side.



An early photograph of a S76 engine – Exhaust side.

So, the exact terms of business that exist for the removal of the engine to England are not known to me. However, it has become apparent that the Italian authorities have taken issue with the export of their cultural heritage. They have vented their unhappiness with the situation which has been published in Italy.

La Repubblica is an Italian language daily newspaper published in Italy. In the January 21st, 2021 issue it was stated that (English language interpretation) “..... the engine of La Belva (The Beast) was expatriated without Ministerial Authorisation.....”. The then Director of the Energy Section of the Polytechnic of Turin, Gian Vincenzo Frascatori, was aware that he had made a mistake for not getting the necessary permits for the expatriation of the precious engine. Apparently it is possible for items to temporarily be removed to other countries for repair or conservation, artworks in particular are an appropriate comparison. “It is an historical asset, we will bring it back to Italy with the Carabinieri”. (Google interpretation).

Note: - The Italian Carabinieri is an Italian national police force, organized as a military unit and charged with maintaining public security and order as well as assisting local police.

Wikipedia states, “In 2019 an investigation has been started regarding the type 76 engine. Italian authorities have ascertained that the engine mounted on the "Beast of Turin" was originally kept in the "Antonio Capetti Collection" of the Polytechnic of Turin: the drive unit was loaned to Mr. Pittaway in charge of restoration, but the 'Collection' discovered after some years that it had a non-functional replica block, when returned to their care. The return procedures are currently underway”.

Well, Mr Duncan Pittaway appears to have an issue to deal with in that regard.

Accreditation: -

- Google.
- La Repubblica.
- Wikipedia
- FIAT
- Mark Bisset

To conclude. For my previous article on the chassis, which I would like to add to, I wish to view any photos of the chassis parts that were exported from Australia. A number of people here have owned those parts at one time or another and I hope that at least someone can help in this matter. If you wish to remain anonymous that is perfectly understandable and be assured your anonymity will be fully respected by me.

I look forward to hearing from you.

Graeme Jarrett

graemejarrett@gmail.com

Modello	300 HP S.76
Anno di costruzione	1911
Motore tipo	S.76
Cilindri	4 blocco verticali
Diametro e corsa degli stantuffi	190 x 250 mm
Cilindrata totale	28.353 cm ³
Rapporto di compressione	—
Potenza nominale	300 HP
Regime di esercizio	1.500 giri/min.
Potenza massima	290 CV
Regime corrispondente	1.600 giri/min.
Carburatore	automatico Fiat a livello costante
Disposizione delle valvole	in testa
Comando delle valvole	asse a camme in testa
Accensione	con magneti a bassa tensione (tre punti)
Lubrificazione del motore	forzata con pompa a ingranaggi
Frizione	a dischi multipli in olio
Cambio	a quattro velocità e retromarcia
Trasmissione	secondaria a catene con differenziale
Freno a mano	a espansione sulle ruote posteriori
Freno a pedale	a contrazione sul semiasse primario
Passo	2.750 mm
Carreggiata anteriore	1.300 mm
Carreggiata posteriore	1.300 mm
Ruote	a raggi tangenti tipo RAF
Pneumatici anteriori	880 x 120
Pneumatici posteriori	895 x 135
Peso	1.900 kg
Velocità massima su strada piana	220 km/h
Numero di esemplari prodotti	2
Quotazione attuale di un esemplare autentico	fuori commercio

The engine and chassis specification for the S76.

As you can see from the above the bore & stroke are 190mm X 250mm creating 28.4 litres capacity.

Factory 10

Veteran Restorations

Timber bodies, panel fabrication

Seat Upholstery & Hoods

Spray Painting

Light Engineering

Jeff Alcock: 0425 519 959

Jeff.factory10@outlook.com



Cyclecar Corner – Cyclecar Race in The USA

By Graeme Jarrett

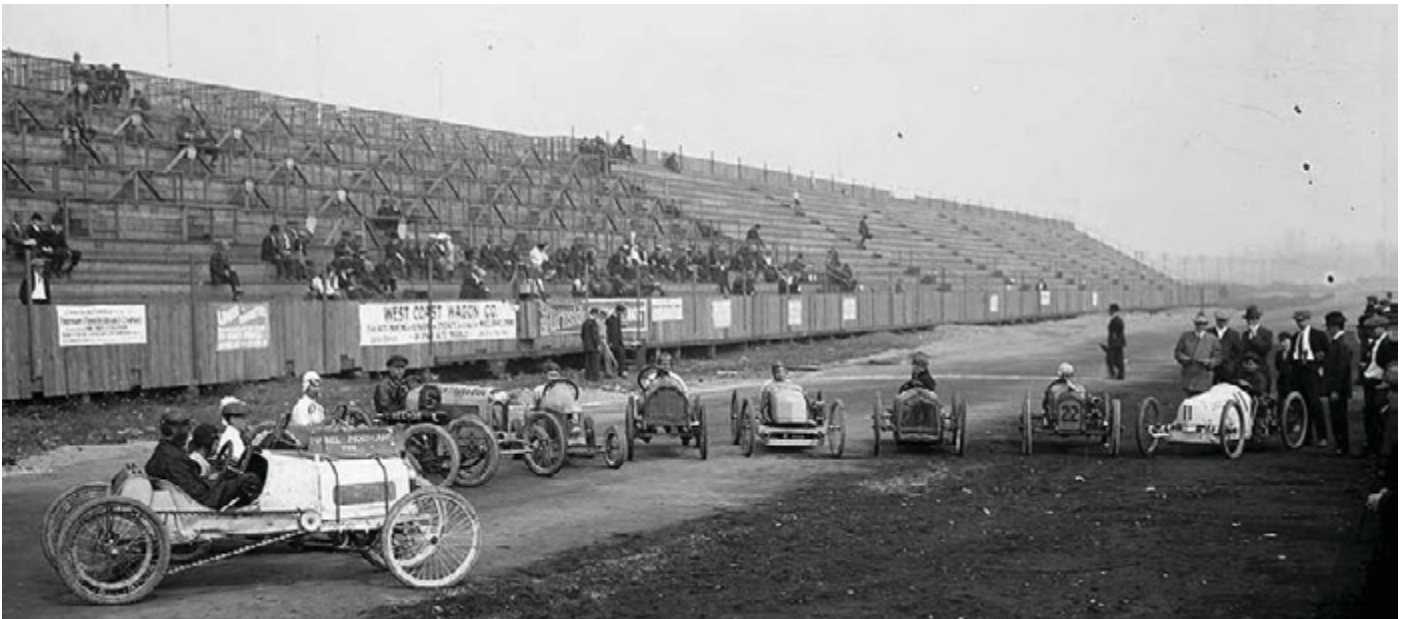
The Cyclecar in the USA was generally larger and more powerful than its distant cousins in Europe – many alleged Cyclecars were more akin to Light Cars. I have been guilty of recording little of the USA in this column and need to balance that.

In 1914 (September), small racing Cyclecars and their junior drivers took to the Tacoma Raceway (NW USA, near Seattle). The "cycle cars" were in town for Labour Day races. The cars were designed and built, in most cases, by the drivers themselves.

These were, in some instances backed by the motor vehicle companies whose names they carried. It was common for backers to bankroll competing cars as advertising.

The machines were largely home made using a mixture of parts from other vehicles. Motorcycle engines were typically used and final drive was often by chain or Vee-belt.

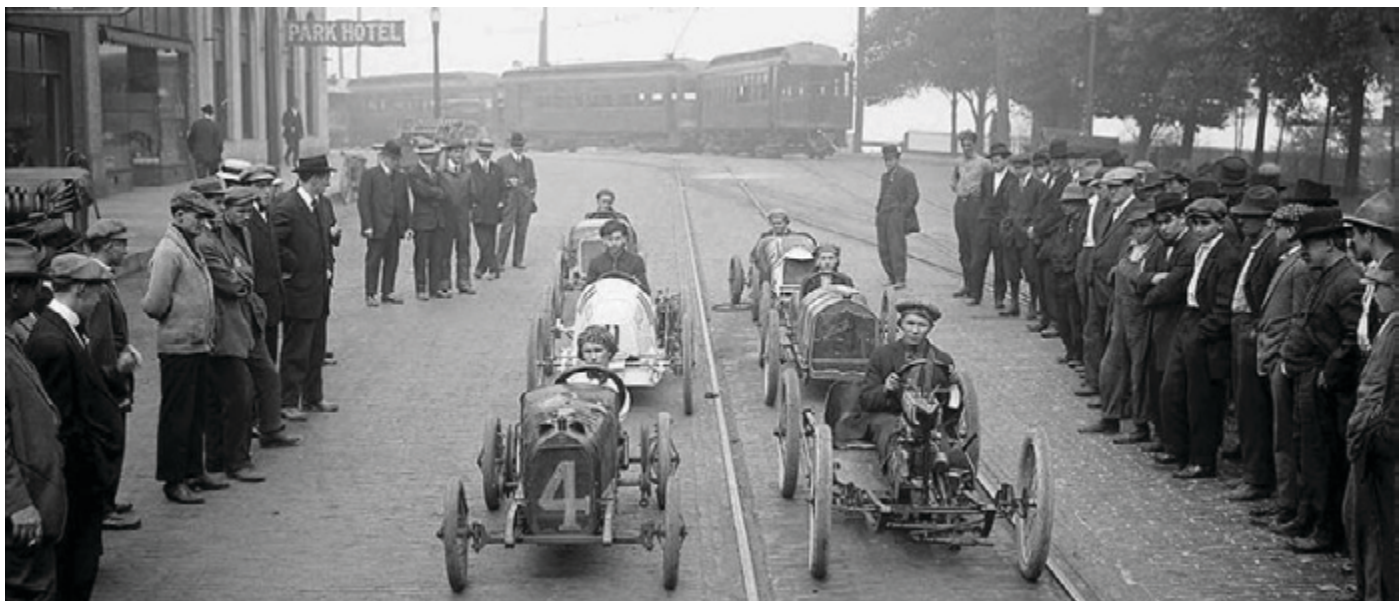
Accreditation: - PYCRIL - Marvin D Boland Collection photographs and some text.



The starters are present for the photo shoot.



The contenders are lined up for the start.



The contenders are lined up for the public display advertising the event.



Grossman (possibly) in an unidentified machine.



Ray Ritters in the Velie (No 2).



The Seattle Bug after a mishap.



Grossman in the Red Devil (No 5).

Steam Theme

By Chris Sorensen

Adventures with my 1901 Locomobile Three London to Brighton Runs



The 1901 Locomobile Surry of the Sorensen's

To finish the articles on my steam cars, this one is on my 1901 Steam Locomobile Surry and its three London to Brighton adventures

After shipping the 1903 Grout back to Australia at the end of the 2011 London to Brighton run, I purchased a 1903 Cadillac in Pennsylvania. After some restoration work, the Cadillac was shipped to London where it completed three runs. At the end of our third run, we were following an early Stanley steam car. The smell of the Stanley got me yearning to try another London to Brighton in a steam car.

Back at my friend's place, in Pennsylvania, we located a 1901 Steam Locomobile Surry. It had been restored after a fire; however, the pipework was not complete. With help from my friend, we completed the pipework, and some minor cosmetic work, then commissioned the steam engine and boiler.

With our work on the Locomobile Surry somewhat finished, we started test runs steaming around the little local village of McConnellsburg, Pennsylvania. Without time to waste, the car was then packed into a container and was shipped off to the Port of South End in the UK.

Back in Australia, my wife Jenny had again sewn all the period costumes for the crew. With those packed, we headed off for the 2016 London to Brighton run. For assistance, we invited my American friend along for the first run. As per the photos, the American flag held a place on the car, alongside the Australian flag.

Once again, the crew had an early start in Hyde Park. We had to light the burner at 5.30am, line up, and then wait in anticipation for the red flag to be torn up. The convoy of cars left Hyde Park, travelled through the Admiralty Arch, and then past Buckingham Palace. We then drove further down The Mall, passing the Houses of Parliament and Westminster Abbey. This was followed by a steam over Westminster Bridge with sixty miles to go to Brighton. It was a very crisp morning with traces of fog. Passing the Palace just added to the excitement.



The Locomobile steams out of the start at Hyde Park



Out of the fog the Sorensen Locomobile goes past Buckingham Palace



Running repairs as the conrod gets straightened on the footpath

For us, it all went well until we had passed the halfway mark. Unfortunately, we then heard a horrible crunching noise coming from the engine. A piston cross head pin had come loose and fallen out. The connecting rod was bent quite badly, and we had thought that was it. Luckily, we found the pin, and my friend slowly but surely straightened the connecting rod with a hammer on the footpath.

Without losing too much time, we were off again - the little steam engine chuffed along. To ease the load, Jenny and I got into our support car and followed, leaving my friend and son to drive the Locomobile.

Some ten miles out of Brighton we decided to make more steam. Our team increased the fuel supply to the boiler burner. In doing this, we had to be careful not to put too much fuel into the burner. If this were to happen, we had the risk of a backfire.

Well! This is exactly what happened. Jenny and I were following and saw a big flame come from the back of the car. Because of previous experience with this, the boys knew to keep the car running. This allowed the flame to burn out with only small damage to the paintwork. Jenny and I following, saw this happen and from where we were it was quite frightening.

With all that behind the Locomobile, our two operators, Jenny and I were back into it. We steamed on to cross the line, receiving the prized finishing medal.

We went back again for two more runs in the Locomobile, the last being in 2018. On both occasions we entered the concours on Saturday in Regent Street and to our great surprise at the 2018 event won first prize for the best car and dress. The thrill of having the Locomobile and ourselves, all dressed up in period costumes on the podium in the middle of Regent Street is our most valued memory from our London to Brighton runs.



No wonder the Sorensen group won the first prize for the best dressed car and occupants

Disappointingly, on both those runs, we didn't quite make Brighton. Sometimes, the Locomobile required the assistance of its passengers to climb the hills, as the photo shows. The cross head pin, that came out

on our first run, did it again. This happened on both occasions and the damage was not able to be fixed to allow us to finish. Sadly, the Locomobile had to be loaded onto our support transport to be taken back to its storage at South End.

I sometimes now regret not trying another run in it, however, with the exchange rate not favouring the Australian dollar, repairs were quite expensive. We decided to ship it down to Australia. We have re-engineered the issue of the cross head pin now, making it foolproof (well, almost!).

The locomobile engine is rated at 10 shaft horsepower which drives the car along quite happily, even with four passengers. The real reason for it being pushed in one of the photos was that on the run there had been a hold-up in the cars ahead due to a nasty accident. We were waiting for some time with the burner off when all of a sudden, we were asked to move on with an uphill start. The boiler was not quite up to pressure even though there were clouds of steam. The engine just needed a little help from its passengers.



The Locomobile required a push when the boiler pressure was down on an uphill start

As an epilogue to its first run with the nasty backfire, much to the disappointment of my friend, the American flag was burnt to a cinder. On the other side was our Aussie flag which remained intact and is still on the car today.

Starting and running a steam car is not for the faint-hearted. Although they were popular at the turn of the last century, by the late 1920s steam cars had mostly disappeared, replaced by petrol cars which were much easier to operate. Locomobile steam cars were very popular and transitioned into petrol-driven motorcars, unlike Stanley steam cars, which faded out.

So, in closing, the prize in our trophy cabinet is the large glass engraved trophy presented to us by the President of the Veteran Car Club of Great Britain for winning the Concours d' Elegance in the Locomobile surrounded by the starting and finishing medallions for the De Dion Bouton, Grout, Cadillac and Locomobile. Our ambition is to add one more starting and finishing medallion for the 1898 Thomson.

What is it Responses from July

Last month we featured two images from the Gilbert Ralph collection on the back page, and inside back cover from the Goldfields region of Western Australia. The inside back cover vehicle was something fairly early and featured a fixed canopy and was of a family of five. The back page image was of an impressive large car pictured at the Kalgoorlie racecourse with the hood up and another shot of the car with the hood folded down.

We received responses from a few folks who took the time to write with their views. For that I am truly thankful. These were not too hard to identify but I realise we are all quite busy and responding does take time and effort.

First to let his thoughts known was Greg Hill, who suggested the inside back cover vehicle was a 1904/6 "French Front" Oldsmobile. The back cover car being a c1908 Darracq of quite high horsepower, perhaps around 40 hp.

Ian Irwin wrote to say he had seen the two photographs on the back cover before, and he had run the photos past the late Francis Ransley, of Darracq fame, and he had said the car was a Darracq of c1908.

Jason Palmer also contacted me with his thoughts. He stated the inside back cover vehicle was a c1904/05 Oldsmobile Model N, and the large car on the back page was a c1908 Darracq.

Thanks to the people who helped us out with the identities, and we have another photograph of the Darracq at the Kalgoorlie Racecourse, with people this time and a big dog in the driver's seat. I also think we have a member who has a "French Front" Oldsmobile, so who knows he may wish to supply further information on that particular model.



*The 1901 Locomobile at speed in the Autumn leaves in the U.K.
London to Brighton Run*

Who Is It?

This month we again have a who is it? conundrum. The photo was taken at a Veteran Car Rally c1964, but the location is not known. Of particular note is the wonderful hand knitted jumpers worn by the young fellows. Hopefully next month, we will have some identities of these people.



What Is It – Solutions

By Graeme Jarrett

The page 31 offering in the July issue of *Brass Notes* shows an Oldsmobile which is mostly commonly known as a French Front model, in reality it was designated by Oldsmobile as the model T (and model N). These were built from 1904 for a few years. It was the model directly after the Curved Dash model (6C). The layout was very similar to the 6C but had a longer wheelbase and slightly larger engine.

There were more than a few Oldsmobiles registered in the Goldfields region, however, this one cannot be accurately identified in the WA registration records (1915 – 1928), which survive. These are online and can be found here: -<https://www.carnamah.com.au/car-registrations>

OLDSMOBILES in STOCK.

Agent for—
**LONDONDERRY STEAM LORRIES.
DARRACQ CARS.
BENZ CARS.
GROUT.**

**AMERICAN MOTOR CAR and VEHICLE
COMPANY,
SURREY CHAMBERS, PERTH.**

In 1904 the America Motor Car and Vehicle Company (Perth, WA) were agents for the Oldsmobile.

The page 32 offering shows a Darracq which appears to be one of the larger horsepower models. I am not familiar with this marque but will hazard a guess and suggest this is a 50hp model circa 1910. We do know from Deane Motor Co, the agent, there were two of these sold there in 1910.

DARRACQS.

SOME RECENT BUYERS OF DARRACQS.

Sept. 1910.—Mr. H. P. Downing, South Perth, 14-16 H.P. DARRACQ.
Oct., 1910.—Mr. J. Brown, Nedlands, 14-16 H.P. DARRACQ.
Oct., 1910.—Mr. L. J. Manning, Fremantle, 14-16 H.P. DARRACQ.
Nov., 1910.—Mr. A. V. Marshall, Cue, 14-16 H.P. DARRACQ.
Dec., 1910.—Mr. J. P. Bailey, Bridgetown, 50 H.P. DARRACQ.
Dec., 1910.—Messrs. Bewick, Moreang and Co., 50 H.P. DARRACQ.
Jan., 1911.—Mr. P. Minchen, Albany, 14-16 H.P. DARRACQ.
Jan., 1911.—Dr. Cockey, Perth, 10 H.P. DARRACQ.
Jan., 1911.—Mr. J. Sharp, Murchison, 14-16 H.P. DARRACQ.
Jan., 1911.—Mr. Atkins, Murchison, 14-16 H.P. DARRACQ.
£275.—10 h.p., four cylinders, 2-seat doctor's model, DARRACQ.
£325.—12 h.p., four cylinders, 4-seat side entrance, DARRACQ.
£375.—15 h.p., four cylinders, 5-seat side entrance, DARRACQ.
£500.—20 h.p., six cylinder, 5-seat side entrance, DARRACQ.

SOLE AGENTS:
THE DEANE MOTOR CAR AND CAB CO.,
653 HAY-STREET. PHONE 1408.

The registration records for WA list Darracq cars of 35hp, 30hp, 25hp and 20hp as well as lesser machines of 10hp, 12hp and 14hp. Clearly Darracq cars sold quite well over there.

In the early years circa 1904, the America Motor Car and Vehicle Company (Perth, WA) were agents for Darracq, however, later (Circa 1910) the agents were The Deane Motor Car and Cab Co.

What Is It?

By John Kennett

John Kennett has very kindly sent in a photograph of three veteran cars to be identified. Several people have tried in vain to help out with the make of each, but there is very little certainty as yet. John would love to know what each car is, so please make the effort and give your thoughts. Even if you only can recognise one, it would be a great help. The photograph is taken from another image and does have some glare emanating from the glass but please do your best to help identify the vehicles. It is believed to be photographed in the Warrnambool area so the building may give a clue. John may even give a prize??



Jeff Wolfgang – Denman Museum

By Graeme Jarrett

The Denman and District Heritage Village museum is largely devoted to the Jeff Wolfgang collection of vehicles and unique historical items from past and present generations. It is approximately 140kms north west of Newcastle, NSW in the direction of Singleton and Scone.



The Denman and District Heritage Village Museum new building.

I had reason to visit there recently to view the museum and its collection and also to meet up with Jeff Wolfgang again. Many of our earlier members will remember Jeff from early 1 & 2 Cylinder National Rallies – seeing him in his 1906 Darracq. The museum construction was funded by government agencies and run largely by volunteers from the area.

Many of his vehicles and machinery is housed in the museum which I viewed when given a tour by Jeff himself.

Jeff recently celebrated a milestone birthday – 90 years young in June, 2024. He remains fit and healthy and active in his hobbies and farm.



The 1913 Sunbeam that Jeff restored and drove on the 1988 International Bicentennial Rally to Canberra.



This is the 1906 Darracq (also restored by Jeff and driven by him in early 1 & 2 Cylinder National Rallies.



Jeff's 1900 Locomobile steam car (not currently running on steam).



Jeff Wolfgang outside the museum that houses some of his vehicles collected over his long life of accumulating all manner of early objects.



The International Motor Co wagon.



This early cycle is one of Jeff's favourites.



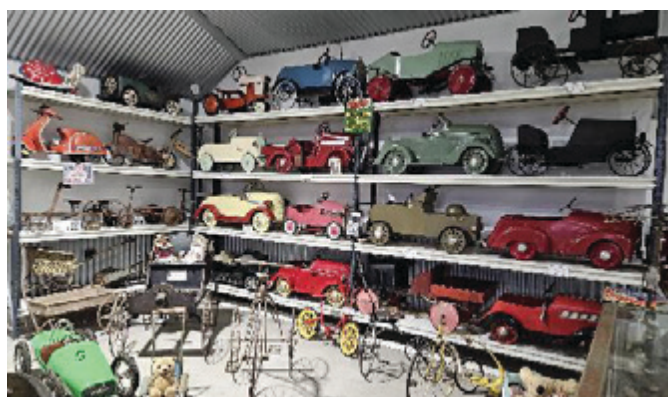
Jeff's much admired Crossley stationary engine.



Another of Jeff's early cycles, a chain drive Starley.



The 1916 Indian Powerplus motorcycle.



Another of Jeff's interests is early pedal cars - a selection from his collection.

RACV Midwinter Rally in St Arnaud

By Murray Murfett

Rally Director Alan Esmore promised flat roads and good weather for the RACV Midwinter Rally in St Arnaud on 12-14 July, and he sure delivered. With great assistance from wife Heather, and the local North Central Vintage Car Club who were a great bunch of people. They left no stone unturned in helping out with tail-end-Charlie, directional signage, bus transportation, elaborate sashes, rally bags, guest speakers, musical entertainment, morning teas etc. From our Club, President Ben Alcock, Assistant Rally Director Scott Emmerson also pitched in, with one of the Rally highlights, the annual Cold Start Competition being expertly run once again by Michael & Claudia Holding, who also looked after the Rally entries.

In attendance were 85 enthusiasts of all ages, and 37 veteran vehicles. For most of us, it all started on Friday afternoon with a shakedown run but for a couple of intrepid travellers, it began the day before, with Darren & Jenny Savory (1916 T-Ford Tourer) and Robert Caffyn and Dave Nicholls (1912 Talbot 4CT Tourer) having driven the 250kms up from Melbourne, mostly without a hitch. Well done! There were several first timers including Rally Director Alan's son Mark and wife Lisa, driving Alan's 1913 Buick Tourer, one of his first restorations. Also, Russell Ward & Patricia Williams in the 1912 Empire and Michael & Bernadette Matthews in their 1914 Stellite.

The Shakedown Run was a visit to an innovative agricultural business, Gilmac, located just north of the town. With 6 similar operations throughout Australia, Gilmac produces high quality, decontaminated stock feed, compressed into bales, solely for export to South-East Asian countries, including Japan, Saudi Arabia & China, mainly using oaten hay. On Friday night the dinner was at the Sporting Club, which gave excellent service.

On Saturday morning while getting ready to head to Rupanyup, some 60 kilometres away, we were set upon by a pair of armed and desperate bushrangers on horseback, who caused a great ruckus, demanding gold coins from us. Finally freed, we headed off, passing through Marnoo, newly sown paddocks of wheat, and through very heavy fog!



The local bushrangers who helped raise \$220 for the St Arnaud Hospital Foundation.

Arriving in Rupanyup (so named from First Nations origins), we headed to the Woods Farming & Heritage Museum for morning tea, where we were met by recently joined club members Michael & Bernadette Matthews, who are actively involved in the museum. Their rare 1914 Wolseley 'Stellite' was displayed out front and surrounded by our vehicles.

(Some of this Stellite's history was featured in Brass Notes July 2024.)



Murray Murfett, Ian Rees and Michael Matthews, a new member and owner of the 1914 Wolseley 'Stellite' Tourer on right. On the left, is Rally Director Alan & Heather Esmore's 1911 Berliet 'Sporting Torpedo' in front of the huge Woods Museum in Rupanyup. Unfortunately, the Berliet lost its radiator badge on the way back to St Arnaud!



Martin & Tina Smallman, all steamed up in their 1911 Stanley Tourer

And then down memory lane, almost getting lost exploring all the themed rooms containing domestic items and farming machinery from bygone days. A separate shed nearby contained an incredible 90 tractors! Lunch was provided by volunteers at the Museum.

The dinner on Saturday night was at the Shire Café (the former offices of the pre-amalgamated Shire of Kara Kara) where host Lana somehow managed to fit us all in. With background music provided by a couple of local Club members, all was going well until local bushranger Captain Melville appeared, to fleece us of more gold coins!

Despite the elaborate spectacle, and the drama and authenticity of a second robbery under arms, with threats of “yer money or yer wife!” The gun toting bushranger went away with slim pickings from our cash poor crowd.

Also active during the night were Claudia Holding and Kim Williams, who were extracting bets from the punters for the Cold Start Competition. And Doug ‘Banjo’ Fulford once again entertained us with a witty poem based on the rally events.



Taking all bets! ‘Cajoling’ Kim and ‘Crooked’ Claudia



Our wonderful Rally organisers- Scott, Alan, Heather & Ben, wearing their flash sashes, that we were all presented with. Very classy!

St Arnaud was founded on gold in 1855 and appropriately, Alan ‘Essie’ and Leigh Sutton gave a fascinating talk. Alan showed examples of gold nuggets (both real and facsimile) and Leigh spoke of the

financial success of a current underground gold mine over Bendigo way. After experiencing the conditions in underground mines for 12 years, Leigh developed an innovative system to improve safety for miners and his invention is now used worldwide receiving various safety awards. Leigh was also our reliable ‘tail-end-Charlie’.

Sunday morning was very busy with preparations by the 9 entrants for the much anticipated Cold Start Competition, once again expertly run by Michael & Claudia Holding. With carbies and maggies finely tuned, divine intervention sought, and whatever other tricks that scrutineer Michael couldn’t catch you out on, we were underway, on a frosty morning. No electric blankets or ‘Start Ya Bastard’ were detected, although there were some retrospective penalties imposed for these supposed misdemeanours occurring last year! Initially an 8 second ‘wait’ was imposed, which then somehow got converted to a 10 kg ‘weight’! Quite a ‘heavy’ penalty on a bloke with a dodgy hip! However, a hurriedly written doctor’s certificate by Vivian enabled a ‘runner’ to be deputised to carry the weight.



The 1st place winner in the 2024 hotly contested Cold Start Competition. Mark Hebstreit (1912 Ford T).

The Cold Start Competition (Hotchkiss Trophy) was first run back in 1977 and is a lot of fun. Last year’s runner-up Mark Hebstreit was the winner this year, with a startup time of just 9.2 seconds for his 1912 Model T, while last year’s winner, Greg Orde’s sporty 1909 Itala, was not on its best behaviour, deciding that Sunday should be a day of rest!

The Sunday morning run began with morning tea up at the site of the Lord Nelson Mine, which operated from the 1880’s to 1915, with a poppet head, large boilers, crushing plant, and later cyanidation tanks to chemically separate the gold from the ore. Up to 200 miners worked the site, with many working in a network of shafts and tunnels up to 2,000 feet deep and extending well under the town in several directions. Around 10 tons of gold were extracted, with a modern-day value in excess of one billion dollars! The mine

closed in 1915, due to rising water and a shortage of miners due to the Great War. Traces of cyanide remained in the overburden, and I recall during my time in St Arnaud in the late 1970's as the district's Health and Weights & Measures Inspector, a local resident had raised concerns of the potential dangers of any residual cyanide in the mullock heaps. Dutifully I sent off some samples to Melbourne for analysis and while the official analysis was quite scientific, the verbal report back to me was that it was barely detectable, and you would have to consume a wheelbarrow full in one sitting to be concerned! We then heard another story of an enterprise which began in the St Arnaud area in the 1880s which is still operating, four generations later. The extraction of eucalyptus oils from

harvested new growth Mallee Blue gum leaves using steam distillation is a flourishing business and supplies 75% of the world's product!

Then we did a town tour, looking at the silo art, cast iron shop verandahs, before arriving at Alan & Heather's home for lunch. Not sure how legal it was but the public street out front was blocked off for our parking. The local Lions Club catered for lunch, and then we were privileged to view 'Essies' fabulous collection of vehicles, which he started as a boy with an Austin 7 'Chummy' which he rolled, and then at aged just 13 his father Tom gave him an Austin 7 'Ace', which he also rolled. Clearly his comprehensive collection and driving skills have advanced from there and Buicks appear to now dominate.

Then it was time to head home. The Savory and Caffyn vehicles on the long drive back to Melbourne, regulars Laurie Garrod and Doug Fulford & Vivian back up to NSW, and the rest of us scattered around Victoria, after having a great RACV Midwinter rally in St Arnaud.

Many thanks to the organisers and helpers!



2nd place in the 2024 Cold Start Competition James Dunshea (1911 Hotchkiss)



And it's goodbye to Mick Turner's 1914 Twombly Cyclecar, ready to be trailered home!

ST ARNAUD GOLD

Doug Fulford

*Bushrangers in disguise
Took us all by surprise
Stole our gold and supplies
Rode off with their prize*

*It is time to say goodbyes
Kind of makes one realise
Just how strong are the ties
'Twixt vet'ran gals and vet'ran guys*

*This rally had so many highs
'Specially when the fog did rise
A fantastic thing to organise
The Esmores take the prize.*



3rd place in the 2024 Cold Start Competition Jeff Alcock (1914 Overland)

Entrant List

ENTRANT	VEHICLE
Alcock, Ben	1914 Overland
Alcock, Jeffrey	1910 Overland
Anderson, Rob	
Barnard, David	1918 Buick E6-44
Blackburn, Richard	1911 Scott Motorcycle
Boyd, David	1911 Renault AX
Brown, Geoff	1913 Buick 24
Caffyn, Robert	1912 Talbot 4CT
Daley, Paul	1913 Willys Overland
Dalton, Robbie	1915 Ford Model T
Dillon, Christopher	1909 Minerva Type R
Dunshea, James	1911 Hotchkiss Type Z
Emmerson, Craig	1912 Cadillac
Esmore, Alan	1911 Berliet
Esmore, Mark	1913 Buick
Fitzgerald, Peter	1912 Clegg Rover Colonial
Formby, Louise	
Fulford, Doug	
Garrod, Laurie	1916 Buick
Holding, Michael	
Hollis, John	
Hussey, Brian	1913 Ford Model T
Herbstreit, Mark	1912 Ford Model T

ENTRANT	VEHICLE
Lindsay, Bill	1911 Ford Model T Tourer
Long, Alan	
McKew, Jamie	
Meek, Daryl	
Murfett, Murray	1911 Buick Model 32 Runabout
Orde, Gregory	1909 Itala
Philip, Matthew	
Poyser, Ron	
Provan, David	
Ruge, Phil	1915 Ford T
Sargent, Catrina	1913 Scott Motorcycle
Sargent, Colin	1913 Deluxe Spacke motorcycle
Savory, Darren	1916 Ford Tarrant Tourer
Smallman, Martin	1911 Stanley Tourer
Smith, Brenton	1913 GWK Model B
Smith, Greg	1913 Ford Model T
Thege, Rick	1915 Hupmobile
Turner, Michael	1914 Twombly
Ward, Russell	1912 Empire Model 31
Williams, Paul	1911 Wolseley Tourer
Wright, Murray	1912 Enfield 12 Roadster

Cold Start Competition

RESULTS SHEET

TOTAL PRIZE POOL - \$397.00

		DIVIDEND PER \$1.00 BET				
	Total Bets on this Cranker	1st	2nd	3rd	Time	Placing
Mark Herbstreit	\$71.00	\$3.91	\$1.12	\$0.56	9.20	1st
James Dunshea	\$65.00	\$4.28	\$1.22	\$0.61	9.91	2nd
Jeff Alcock	\$45.00	\$6.18	\$1.76	\$0.88	10.51	3rd
Paul Williams	\$17.00	\$16.35	\$4.67	\$2.34	13.68	4th
Murray Murfett	\$31.00	\$8.96	\$2.56	\$1.28	14.05	5th
Peter Caffyn	\$30.00	\$9.26	\$2.65	\$1.32	22.83	6th
Brenton Smith	\$28.00	\$9.93	\$2.84	\$1.42	29.84	7th
Greg Orde	\$88.00	\$3.16	\$0.90	\$0.45	48.74	8th
Russell Ward	\$22.00	\$12.63	\$3.61	\$1.80	DNS	

THERE MUST BE MORE THAN FIFTY WAYS TO CHEAT AT COLD CRANK

Doug Fulford

*One contestant told me that he really had to win
And despite me pointing out that cheating was a sin
He simply pleaded for me to count him in
There must be more than fifty ways to cheat at cold
crank*

*Some of these methods I think are truly nifty
But if you use them then you will become shift
It isn't that hard to dream up the whole fifty
There must be more than fifty ways to cheat at cold
crank*

*You could sneak out at night and secretly crank it
Or cover the motor with a big blanket
Something that might just not be worth it
Just go and ask my mate Murray Murfett*

*It would of course add to the fun
Driving at midnight on a secret run
But you'd better take care and be very quiet
So that later on you can deny it*

*Or you could grab your partner's hair dryer
To raise the temp round your car a bit higher
Just pretend that you're standing there
To dry and to style your very wet hair*

*Of course the others who are competing
Might also be quite fond of cheating
I know you enjoy a God given flair
For ensuring that comps like this are fair*

*That seems to me to give you right
To sabotage them during the night
So that the results the very next day
Come out as they should in the right way*

*Sugar goes well in a petrol tank
In what amounts to a very sweet prank
Or given the chance if you are able
And simply cut through their choke cable*

*You walk past a car O dear and O gosh
It's very dirty and sure needs a wash
The important step here is make sure to get
The maggy all clean and thoroughly wet*

*A victim might wonder just how indeed
Their car is missing a vital plug lead
His next door neighbour is bemused that
His brand new batt'ry's totally flat*

*Chewing gum can be easily forced
Into the pipework of any exhaust
But such a manoeuvre must be well planned
So you don't risk burning your hand*

*Or then again why not double the fun
And use a wad of chewed bubble gum
You'll get onlookers who would have thought
That cold cranking would be a spectator sport*

*Another effective and real easy prank
Is greasing the handle of their starting crank
Make it so greasy that their hand will slip
Because they can't get sufficient grip*

*Or spread some oil there on the ground
Follow the course that they'll run around
Which will be setup and carefully roped
Oops they have slipped just as you hoped*

*Actions like these are really vindictive
And you'll discover somewhat addictive
It's important to stop before going too far
And end up nobbling your very own car*

*Which it would seem would make all this cheating
A little bit pointless and self defeating
Instead just be happy and wear a big grin
Knowing your hard work will get you the win*

*But in this regard don't you mention my name
And I implore you don't ever claim
That it is my verse that is to blame
For all your mean tricks at the cold cranking game.*

Findings, Feedback and Follow-Ups

The fine article contributed by Andrew Winter last month on the "flashback Minerva" that was owned by Peter and Susan May contained one error. Andrew has written to explain that error. -Ed

Hi Greg

Another great read – thank you. Pleasure to contribute a small piece – it does help justify keeping old photos and newspaper clippings etc - what many might consider to be rubbish but is very valuable to some!

I noticed I had made a mistake in the information I sent. The 26hp Minerva for 1911 was the Type X (not XX). Minerva started (very logically) with 'A' for the first model (the Minervette) through to Z. When they ran out of letters in 1911, they started renumbering at 'AA' (logical if a little unimaginative!) finishing with ZZ in 1924. They then recommenced model designations at AB, AC, AD etc... The depression killed the company before this sequence was completed. Hopefully, I don't lose my "Minerva Guru" status due to this glaring error!

Regards Andrew Winter

You are still the "Minerva Guru" to me, please don't stop contributing. -Ed

Findings, Feedback and Follow-Ups

Ian Irwin has kindly supplied further information on the Albion article we had in July Brass Notes on page 6. By the way, Ian also alerted me to the photo of the Albion we used on the July Front Cover -Ed

Hi Greg,

Re your comment that you didn't know the identity of the Victorian agents for early Albion had me wondering. I don't have many pre-Great War Australian motor magazines. I have 1 x 1909, 3 x 1910, and 3 x 1914. Only one featured an advert for Albions, which is from the December 1914 Australian Motorist magazine. I realise it's later than we would have liked, but it could possibly be correct for earlier years. It's a starting point. Hopefully, a club member solves the issue for you.

In the lower left, the Melbourne agency is shown as The Kellow-Falkiner Motor Company. (Surprise! Surprise!)

Regards,

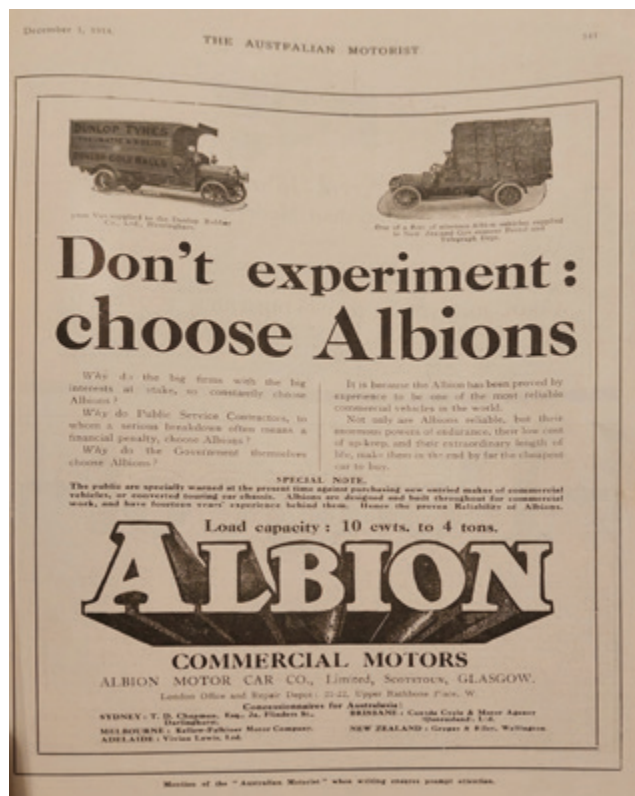
Ian

Commercial Collage

By Mick Turner

Last month we featured a couple of commercial vehicles on our front cover and on pages 3 and 6. Well it always amazes me how eclectic the interests of our readers are. I have had numerous comments about how fantastic it was to have images of commercials that were in our Veteran period, and we should promote and celebrate these types of vehicles. As a result, we will be asking for contributors to send into the editor articles and photos that highlight our commercial vehicles of the Veteran era.

Our first contribution has come from Mick Turner who spotted this on Facebook. He was fascinated with the images of the Albion delivery vans we had in Brass Notes last month. He has found another couple of Albions, this time from Christchurch, New Zealand, in a more truck configuration parked outside the Christchurch Garage. The proprietor, Henry Ranger, was the agent for Ford and Hudson cars. Maybe he was also the agent for Albion commercial vehicles. Lets hope our New Zealand correspondent, Alan Meredith may be able to help with further information.



Comings, Goings and Restorations

By Alan Esmore and Greg Smith

At the recent RACV Midwinter rally we were lucky enough to witness the unveiling of a Buick Roadster at the Esmore residence. We reported back in the January/February 2024 issue of Brass Notes, that Alan had purchased this Buick, and the following is his account of the restoration to date. He really has done so much in a very short time. It is also great to see another vehicle from the Parker Auction of 1982 to soon be on the road. -Ed

THE BUICK

The Buick was listed as a 1918 Roadster in Parker Bros sale, in Colac, 1982, and described as a lovely car when restored.



The Buick as it was presented at the Parker Auction

Aubrey Neilson of Bunyip was the successful buyer, at about \$5000. He dismantled it carefully, boxing parts in order and named each with the contents.

He aged, and the project was shelved until 2017, when his son Barry decided to continue the restoration. The engine was taken to a "reputable" reconditioner in Melbourne, but progress was very slow, to the extent where a few years went by. Barry was instructed to collect it and pay a large amount of \$s for work done!

About this time, he also visited a tyre dealer to buy beaded edge tyres and was informed that the rims he had, were worn out, so they fitted the five new tyres and new rims, and there they sat in the shed, inflated, till I came on the scene, in December 2023.

The car was advertised in Brass Notes, describing as having had in excess of \$20,000 spent on it, and now only needed some work on the body and upholstery to finish it – HA HA!

Upon arriving home, I admit that I was daunted by the task ahead. After a few days of exciting myself that I could probably restore it, severely rusted panels, rotted timber and missing parts, and all. Is this idea a mistake?

Unfortunately, soon after, I realised the engine work done, was in vain with many more \$s to spend, and when I decided to fit the rims and tyres, alas they were too big!

A phone call to that company brought no joy, so I investigated the four rims that belonged to the car originally and hey, they are OK and good to bead blast and paint!

In the shed I have an identical 1916 Roadster with wire wheels, which in my mind, to swap over would look much better, and as the 1918 engines are 60hp and 1916 40hp is a good reason.

My mate Joe Kirk, a furniture restorer, made a new steering wheel in two days –WOW!!! You just must have a look at it! The wood came from an old church pew end and was made in the same way as they did back in 1918.

So, for 6 months all weekends and 2-3 hours each night after work, I have spent more than 300 hours working on the car. I did get some help from a local car club member with the body rust and painting.

Work memories often go back 50 years, to a 1920, 6 cylinder Buick I did, which we then immediately towed a caravan with, to Adelaide to the National Vintage Car Rally.

This is an Australian bodied car and hence different mudguards to the US models. I have searched Australia for USA shaped guards, to no avail, so I have dolled up and welded patches in the original guards (which I dislike) for now, hoping one day to get the actual USA style ones.

I had a new bonnet made and sourced many parts on a trip to northern NSW. (I actually ended up having 2 new bonnets made, so there is a spare that someone may need one day.)

A new radiator core was made to fit my tanks and the upholstery was done in one week – a really lovely job!

So, I will finish the engine, with a few modifications inside and make valance panels, paint the bonnet etc... and away we go to the Annual Rally 2024!



The Buick was advertised with this photograph last year. Still unchanged from when it was at the auction



The dismantling of the Buick to the bare chassis



Stripping the car down in readiness for a complete restoration



Woodwork needed to be replaced



Parts loaded onto the Ute to take home to St Arnaud



Body getting readied for priming and painting



The unveiling that happened during the RACV Midwinter Rally



Car after body and guards being painted

Last month we mentioned that a Daimler had changed hands. It was the one from the Parker collection that was auctioned back in 1982. The last owner was Adam Auditori who has now sold it to Rick Thege. Rick now has a fine collection of Daimler vehicles.

Speaking of Rick Thege again, he told me at the recent RACV Midwinter Rally that he has gone to the “dark side” and purchased the Sears High Wheeler restoration project from Adam Auditori. I would be of another opinion; in saying he has not gone to the “dark side” but has in fact seen the light. This may well be my motor-buggy bias!



The Daimler that has changed hands from Adam Auditori to Rick Thege

Also heard at the RACV Midwinter rally was that a 25 hp Talbot maybe making its way to Central Victoria. It is in chassis form minus the engine, but the recipient has one that is the correct size. Stay tuned for further updates as they transpire.

Lastly, this month, I have received the excellent news that a gorgeous little Etoile has been completely restored to concours standard in my opinion, by one of our international members, Alan Meredith. Alan who has lived here in Victoria, has gone home to New Zealand and completed an amazing restoration of this fabulous vehicle. He previously sent an image of the car in “mock up” form some time ago. And after gathering all the correct missing bits, which was to take almost ten years, the car is now complete and fantastically restored. Congratulations on this marvellous achievement Alan.



The Etoile in mock up form some time ago



Photo that was taken during the floods the affected Echuca last year. Luckily the motor and seat had already been removed prior to the flood.



The Sears suspended in the container above the flood level



Alan Meredith has completed a wonderful restoration of the Etoile. It would be great if it was here to participate in our Pre-1905 events

T Ford Time –Universal Uses

By Graeme Jarrett

The model T Ford can be turned to almost any use!

The majority of these photographs and text information came from the archives of the Ford Motor Co, USA.

Henry Ford was especially interested in documenting his company's activities as an example for others to follow.

In the 1920s, the Ford Motor Company's Photographic Department was the world's largest still and motion picture production unit. Company photographers documented various activities from the shop floor to the community. These efforts demonstrated the power of photography in education, documentation, and propaganda.



The T Ford being used as film crew transport and equipment staging at the Ford works.

The Ford Model T's four-cylinder, 60-horsepower engine was highly adaptable, but few people took it as far as Charles Van Auken. With Henry Ford's approval and support, Van Auken -- a Ford employee -- built this airplane powered by a Model T engine. The experimental aircraft, based on the Bleriot XI monoplane, did not perform well.



This is an example of the conversion of a T Ford engine for aero use.

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Private Classifieds

FOR SALE

1909 Daimler 38 hp

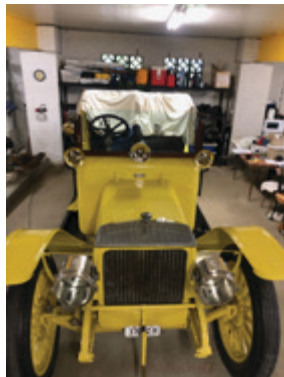
My 1909 Daimler is 38hp, 6.3 litre with an original 7-seater Roi de Belge body. The body has recently been repainted the original yellow. The lights and horns re-plated. A starter has been fitted. It cruises comfortably at 50mph with plenty of torque.

The Daimler was sold new to Mr. Knight in Tasmania. There is considerable documentation including an early photo and an original handbook.

PRICE: Priced very sensibly at \$120,000 ONO

CONTACT: Rodney Henderson

M: 0428 88 99 58



FOR SALE

1910 Enfield Speedster

Runs and drives. Car is located in the Gold Coast Qld area. Not my car, I am just listing it here on behalf of the owner. Phone me for further details, including more photos and video of the car running.

PRICE: \$75,000 ONO

CONTACT: Andrew Winter

M: 0447 534 078



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.

PRICE: Asking \$25k negotiable.

Located in Bannockburn.

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



FOR SALE

1915 Ford Model T Pickup

Roadster pickup style body. I am assisting the family of a late friend sell this car. Fitted with ruckstell and starter motor. Seat back and door need upholstery. The car is located in Adelaide. Serious prospective buyers please contact me for further details, noting that I am NOT the owner.

PRICE: \$35,000 ONO

CONTACT: Andrew Winter

M: 0447 534 078



Natter Night Meeting Minutes

VCCA (Victoria) at Clubrooms and Online Zoom Meeting

On Tuesday, 9 July 2024 @ 8.02pm

Opening

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

Attendance

There were 35 members in our Clubrooms and 16 members online tonight.

Apologies:

Jennifer Atherton, Stan Bone, David & Kath Wright.

Club News

Adam Auditori has sold the 1899 De Dion to Andrew McDougall, whilst Adam has bought the PS Melbourne.

New Member

Michael & Bernadette Matthew of Port Fairy with a 1914 Wolesley Stellite

Financial Reports

The Treasurer, Jessica Holt, said the Financial Books are going to the Auditors soon for review. Finances in good order, lots of transactions at the moment due to entries for Midwinter and membership renewals.

Raffle

Lamb, vegies, apple blackberry pie & chocolate.

Membership Report

Rob said 110 renewed, and 200 to go.

Events

Coming:

- RACV Midwinter Rally - St Arnaud. 45 entries.
- Pre-1905 Run 13-15/9 Naracoorte S.A.
- RACV VCCA Annual Rally - Bendigo 8-10/11.
- Bendigo Swap 15-17/11.
- National Veteran Vehicle Rally – Tasmania, 18-23/11
- Swan Hill 70th Anniversary Annual Rally October 2025. Need to book accommodation by Aug end of 2024.

Library and Archives Report (Daryl Meek)

1 Daryl showed a picture of a Talbot from an early Herald Rally.

2 Gif Hatfield donated 1970 & 1978 Rally books

3 A Terry Parker book *Australian Motoring Events* 1903-1930 is available to borrow.

Wanted, for Sale or Swap

Callum Walsh advised a 1911 Star 12hp is for sale

Items of General Business

Daryl informed us that Lang & Bev Kidby are driving their 1923 Bean London to Melbourne. A few cars to meet at Melbourne Town Hall. Date to be determined.

Alan Long is after pitman arm re-builders.

Next Meeting 8.00 pm on Tuesday, 13 August 2024

Meeting Closure at 8.28pm

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

ABN: 61 276 214 581

PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY

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Mt Waverley, VIC 3149

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e president@veterancarclub.org.au

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e secretary@veterancarclub.org.au

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e paul.daley@neo.com.au

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t 0417 310 852

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Greg Smith (Denise)
t 0447 395 233

Craig Emmerson
t 0410 663 292

Deb Alcock
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Peter Hammet (Joan)
t 0428 282 631

Scott Emmerson
t 0488 002 054

Callum Walsh (Francesca)
t 0447 766 724

Rob Anderson (Leonie)
t 0414 446 953

FIVA REPRESENTATIVE (TAVCCA)
Andrew McDougall

SUB-COMMITTEES

DATING
Andrew McDougall

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

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

SUBCOMMITTEE:
CLUBROOMS MANAGEMENT
Ben Alcock and Jim McCaffrey

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

SAFETY COMMITTEE / SCRUTINEERS
Brian Hussey
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Bob Ballinger (Helen)
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WEBMASTER
Ben Alcock
t 0404 917 366

ENVIRONMENT & SUSTAINABILITY
Frances McDougall

AOMC DELEGATES
Daryl Meek
Andrew McDougall

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

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

Download the application form at
veterancarclub.org.au.

BRASS NOTES

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

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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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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

RACV Midwinter Rally in St Arnaud



Parked at the museum in Rupanyup



Phil & Carmelita Ruge's 1915 'Duncan & Fraser' bodied Ford T



First time out for Russell Wards 1912 Empire Model 31



1911 & 1913 Scott motorcycles with a 1912 Deluxe resting under a tree.



Silo art in St Arnaud



Paul Williams tweaking the 1911 Wolseley for the Cold Start Competition

RACV Midwinter Rally in St Arnaud



Murray Murfett racing to crank up the 1911 Buick Runabout, with his 'runner' Ian Rees following behind with the 10kg 'penalty' weight.



Right to Left. 1913 Buick of Mark Esmore, 1912 Enfield of Murray Wright, 1911 Wolesley of Paul Williams



Brenton Smith hoping the 1913 GWK keeps running.



Right to Left. 1911 Renault of David Boyd, 1911 Ford T of Bill Lindsay, 1912 Empire of Russell Ward



Right to Left. 1915 Hupmobile of Rick Thege, 1913 Ford T of Greg Smith, 1912 Enfield of Murray Wright



Left to Right. 1913 Overland of Paul Daley, 1909 Minerva of Chris Dillon, 1913 Ford T of Brian Hussey