

September 2024



# Brass Notes

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

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



**Dementia Prodest**

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

Patron: Mr Geoff Cosgriff,  
President and Chairman, RACV

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# Flashback

By Greg Smith



Our flashback photo this month is a De Dion Bouton. It comes to us courtesy of Kevin Cadzow of St Arnaud. At the recent RACV Midwinter Rally, Kevin and I were reminiscing about a rally we both attended way back in the 70s to St Arnaud, and I also think that rally was also run by Alan and Heather Esmore. We were talking about how the Town Hall was used as the venue for a public display and how we had to get the cars in through the back door via steps, which was quite a feat. One thing led to another, and Kevin said he had some slides at home of the event (me also) and he would bring them for me to view the following day. On viewing his slides, I came across this very unusual De Dion Bouton with an enclosed coupe body. Kevin very kindly allowed me to take home the slides to be scanned.

This De Dion was apparently on this run and from memory it was from the Western District. Can anyone help with the identity of this car, with maybe its model and year? Who owned it at that time and where is it now? This is a De Dion with a very unique body style, so I am hopeful someone can share their knowledge about this vehicle. Please respond to the Editor with any relevant information.

Last month we featured a wonderfully restored 1914 Talbot 4CB, and thankfully we had one excellent response that has solved many of our questions. I thank Murray Murfett for his knowledge and effort in helping us out. Turns out his father owned and restored this car. See the report on page 7 about this Talbot.

## The RACV supports the:

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

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

## Coming Events

10 September 2024	<b>Natter Night - 8pm Clubrooms and online</b> Guest Speaker, Daniel from the Yarra Valley Chocolaterie and Ice Creamery
8 October 2024	<b>Natter Night &amp; AGM</b> 8pm Clubrooms and online
20 October 2024	<b>Ford Flathead Festival</b> National Steam Centre, Scoresby
16 - 17 November 2024	<b>Bendigo Swap Meet - Bendigo Showgrounds</b> Information: <a href="https://www.bendigowswap.com.au/">https://www.bendigowswap.com.au/</a>

## Major Events

13 - 15 September 2024	<b>Pre-1905 Pioneers Run - Naracoorte, SA</b> Rally Director: Julian McNeil
8 - 10 November 2024	<b>RACV Veteran Car Club Annual Rally - Bendigo</b> Rally Directors: Scott Emmerson & Greg Smith
13 - 16 March 2025	<b>RACV 1&amp;2 Cylinder Rally</b> Rally Directors: David Provan & Adam Auditori
15 - 18 October 2025	<b>RACV Veteran Car Club 70th Anniversary Annual Rally - Swan Hill</b> Rally Directors: Michael & Claudia Holding

## National Events

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

## Front Cover Write Up

By Graeme Anderson & Greg Smith

Our front cover photograph has been very kindly supplied by Graeme Anderson of Geelong (1912 Adams fame). It features a car from Geelong we believe, as it was captioned with the following information: Tom Kelly of Mercer Street, Geelong. In his 6 hp Humber car, a 1905 model.

This is a Humberette of 1904/05 as in these years it saw the Humberette car “grow up”, as it was bolstered by a 6 1/2 hp motor rather than the 5 hp in 1903. The 5 hp car and the 6 1/2hp were produced for a time, in parallel. This was done to offer customers a choice of either. It also changed from a two speed gearbox to a three speed, with the gear change moved to the outside, rather than on the steering column. And the third major change was from the wire wheels to the substantial wooden spoke wheels.

At this stage we have no information on Tom Kelly, or who the occupants are of this gorgeous Humberette. Hopefully someone may be able to supply more information.

What I can say with some experience is that they were not concerned with speed as this extraordinary hood would have slowed the car even with its “powerful 6 1/2 hp” engine.

We thank Graeme for supplying this superb image and hope that other members will also supply quality photographs so we can showcase our wonderful era of vehicles.



# President's Message

By Ben Alcock

The Club year for 2024 was another successful, eventful year. We continue to run our monthly members meeting, Natter Night, as a hybrid online and in person meeting with committee meetings following suit. This has proved very popular with our regional and interstate members now able to participate in our club meetings without having to make the commute.

Our membership continues to grow, we are lucky to welcome new members at most meetings, a very positive sign for the club and our movement. It has also been great to see some of our 'older' cars coming back into commission after years of retirement.

*Brass Notes* is always well received by our membership and the editorial team led by our editor Greg Smith continue to do a fantastic job to get this magazine published each month. We have been fortunate to have a large number of contributors this year, ensuring that we have an interesting magazine full of articles, both old and new, to engage with all our members.

Work in our library and archives is an ongoing project that Daryl Meek looks after. He has done a great job digitizing images and ephemera, from new donations and existing sources. It is an ongoing process that regularly unearths treasures that have been long forgotten. A lot of these items we are able to use in *Brass Notes* and our members enjoy helping with the "what car is it?" section.

We were able to run our full suite of events this year. Each of these events were very well received and a big thank you and appreciation was given to the rally directors for all their efforts in running these events. We also secured RACV sponsorship of our major events with a further 3 year contract which will continue the long and successful relationship between the RACV and the VCCA (VIC).

Our social media platforms have been a big hit this year. We have made a conscious effort to collaborate with the local areas in the lead up to our events by posting simultaneously, widening both ours and their online presence. In general, our online engagement is up and in a sign of the times, the old car hobby is generally embracing of this. It has encouraged the worldwide sharing of photos, videos and information and this only enhances our hobby and its viability within the community.

Our online event entries have been expanded to memberships, both new and yearly renewals. The uptake of the online payment option has seen a very positive change in the quick renewal of memberships, creating some efficiencies in the workload of our registrar and treasurer. While we will continue to work with and help those that aren't technically minded, I am very proud of how our membership has generally embraced our online systems and we welcome their feedback to continue to improve on this process.

The scrutineering and safety team continue their work; in support of those members who may need help and direction with restoration issues and of course, matters related to roadworthiness and the road-going capability of their car.

Bob Ballinger remains our Technical Adviser and Brian Hussey (Chief Scrutineer) is there for all of the above. They both operate statewide for members' convenience with a safety officer also in each region of the state supporting them and ensuring we have good reliable cars continuing to rally on our events.

I would like to thank and acknowledge the work of the executive team, the support they provide our Committee is very much appreciated and their work allows us to continue letting our members enjoy our Club and hobby. Thanks also go to our Committee who help maintain the club and keep us running as we are, a special thank you to those that are stepping aside this year as we welcome some new blood to the team. This year's AGM will see a new secretary step into the chair. After 5 years in the role of Secretary, Darren has completed his full 5 year term as per our club rules and has to step aside. I would like to thank Darren for his years of support and work and I look forward to seeing him out in the T and/or bike on our events. I also look forward to welcoming the new secretary into the role.

We look forward to 2025, which we hope will be a great year of motoring for all our clubs.

*Keep safe and well,*

*Ben Alcock, President – VCCA Vic*



**September Natter Night**  
Tuesday September 10 at 8pm

yarra valley  
chocolaterie  
& ice creamery  
*Experience it*

**GUEST  
SPEAKER**

Join us as we see, hear, smell and taste  
our way through the cocoa farming and  
chocolate making process.

The poster features a large splash of chocolate, a chocolate ice cream cone, a pink cup of chocolate, and several jars of chocolate. The text is in a mix of bold, sans-serif and script fonts.



# T Ford Time – Early Examples – 1909

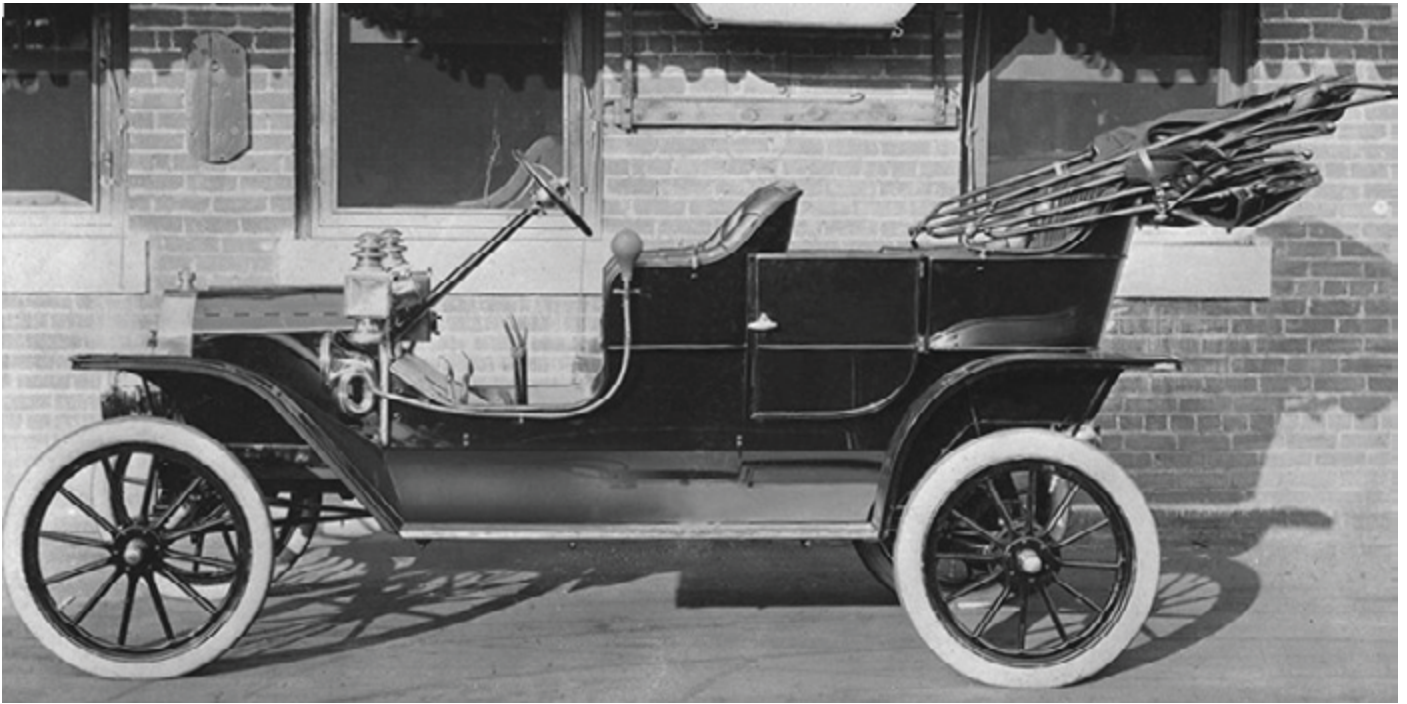
By Graeme Jarrett

The Ford model T is such a utilitarian device that no one should be without one! Perhaps not everyone agrees with the sentiment but it does have a ring nice to it.

The early production cars were not without problems and these issues were dealt with over time.

There were weaknesses in the rear axle and other issues were dealt with, in part to reduce manufacturing costs.

These early shots of the model T are not often seen – so many of the cars built later do dominate the photo archives



*This 1909 model is a part of the online Corporate Ford (archive).*



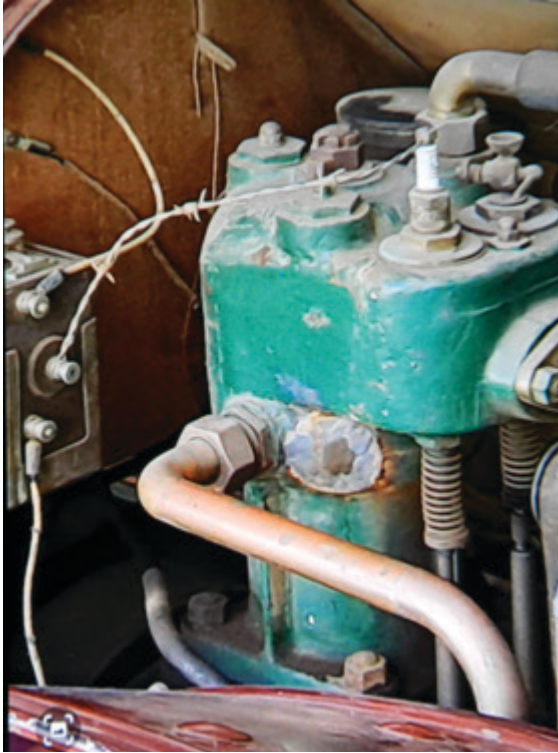
*These early model T Fords used to convey the wedding party. (Accreditation unknown – USA).*

## LETTER TO THE EDITOR

*Hi Greg*

Good article on Jeff Wolfgang cars. I would like to point out his 1906 Darracq has a new type of spark plug lead. An old rusty piece of barb wire. (Works well)

*Max Vormister*



## LETTER TO THE EDITOR

*Dear Editor,*

### **The 2024 Creepy Crawly Run**

Greg, as you know, I recently participated in the inaugural Creepy Crawly Run that was held in the spectacular Macarthur region of New South Wales.

Viv and Doug Fulford, along with Max Boardman, did a fantastic job organising the rally, which spanned several days from Friday 26 to Monday 29 July 2024.

Participants were treated to well-organised rally routes that showcased the scenic beauty of Mount Hunter, Camden, Campbelltown and surrounding areas. The carefully chosen daily routes ensured a smooth run for the 'creepy crawly' vehicles, allowing their owners to fully enjoy the drives and picturesque landscapes. In addition to the interesting and at times challenging routes, the event visited various historical sites (such as Camden Park House, The Stables at Brownlow Hill) and featured social gatherings that enhanced everyone's overall enjoyment.

I understand that ideas are now being discussed for a similar rally to be held in 2025. If it does take place, I encourage Victorian members to consider getting their 'creepy crawly' vehicle prepared and to participate. Although it's a long drive up the Hume Freeway, I assure them, it will be well worth their while.

Viv, Doug and Max deserve my sincere thanks for their tireless efforts, meticulous planning and commitment that resulted in the inaugural Creepy Crawly Run being a resounding success!

*Best regards, David Provan*



## INSTRUMENT REPAIRS

Veteran Vintage Classic

Speedo, Tacho, Clock,  
Temp, Oil, Amps, Fuel

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



VVC INSTRUMENTS

## MEMBERSHIP

### **WELCOME TO NEW MEMBERS**

The club wishes to welcome the following new members:

- Darryl & Gwen Donaldson of Tootgarook VIC with a 1916 T Ford.
- Nigel & Kym Smith of Wagga NSW with a 1912 Overland, 1913 Pope motorcycle & rare 6 cylinder Alldays.



# Talbot in 'Flashback'

By Murray Murfett

Greg, your Talbot images bring back memories from when I also attended the 1984 National Rally in the Barossa Valley. At the time, this 1914, 15/20 Talbot was owned by my father, Jack Murfett from Terang, and this was its first outing, where it won the award for the Best Restoration. And you were quite right, it is a model 4CB, well spotted! I was also present when it was acquired as a wreck from a Mount Gambier Car Club member around 1975. It was not one of the legendary Talbots from the Taylor collection in Melbourne.

Quite a lot of its history is known, having been discovered on a vineyard property at Coonawarra, with the chassis cut in half. The rear section was in use as a farm trailer and the front, with engine, radiator, gearbox was used to drive a water pump to irrigate the grape vines. The firewall and some instruments were still intact, and the original headlights and horn were found hanging up in the stable.

Interestingly the acetylene headlights were inscribed 'Made Expressly for Vivian Lewis Ltd. Adelaide', which supported the verbal history that it had been sold and used in Adelaide. In fact, there was a belief that it was first owned by the Governor of South Australia however this was never proven.



Headlights with the "Made Expressly for Vivian Lewis Ltd Adelaide" owned by Greg Smith

The restoration of the running chassis was completed in Terang by Alan Bates, a clever friend of my father, whose first job was to weld together the two parts of the chassis. It is understood that VCCA Club member Rob Caffyn was consulted on technical aspects at some stage.

There was no trace of a body, apart from a cowl and the remains of a bonnet. It was thought that it was originally a tourer. However, a single seater, period body was built, with a genuine fold-up single seat on the fold out boot lid, to carry a foolhardy passenger.

This work was undertaken by a retired engineer from Mount Gambier, and I recall on at least one occasion accompanying my father, Jack, to Mount Gambier to Colin Cameron's well-equipped workshop to discuss designs, measurements and paint colours. Jack made a new bonnet, under the guidance of Roy Begelhole, who at the time ran restoration classes in Warrnambool.



The Talbot ready for test-driving around the back blocks of Terang!

Jack caught the veteran bug, and later acquired a restored 1908 Clement-Bayard and after a few years of enjoyment, both were put up for sale. The front-radiated Clement-Bayard was purchased by a South Australian dealer and shortly after the vehicle was re-sold to a collector in Portugal. The 4CB Talbot was sold to a collector in Sydney, initially as a stablemate for his Talbot, then regrettably re-sold to a Talbot dealer in the UK. I think Ian Polson may have been the dealer. From memory the Talbot ran very well and was reliable- 'Invincible' as the sales brochures claimed.

And while I never got the chance to drive it, it did spark in me an interest in veteran cars.



This photo shows the quality restoration of this Talbot, with the fold up seat on the boot lid exposed.



# Cyclecar Corner – Home Made

By Graeme Jarrett

The Cyclecar really was minimal motoring! Those drawn to the new motoring in 1912 and beyond were trying to go on the road on a minimal budget. These minimalist cars were not the favorite of the rich and famous, however, there were exceptions.

In the event you were not able to afford a Cyclecar the next best thing was to make one or convert some old neglected set of bits and build one yourself. That is, provided you had the mechanical ability to achieve a result. Many a homemade Cyclecar took to the roads at the hands of the technically capable – and some less so. Here are a few of them.



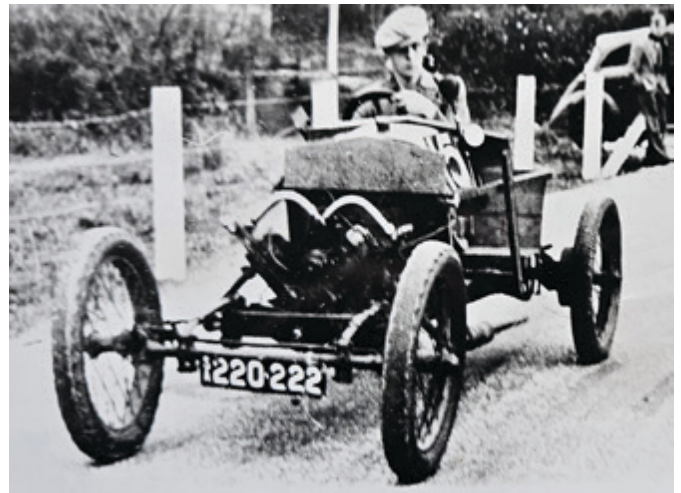
*This vehicle looks to be a homemade single seater largely built using the majority of parts from a four cylinder Fabrique Nationale (F.N.) motorcycle from Belgium. Well done him! Accreditation Flickr – a European location.*



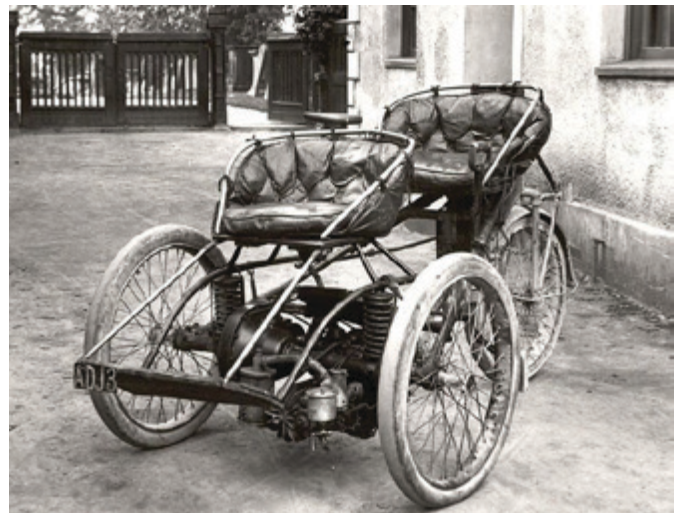
*This one was built in Australia by Carl Junker for his young son C Junker Jr. Photo taken at Glenroy Hill. Accreditation Bob King.*



*Another local one from Bob King. Although it has a similarity to a Go Cart it has the wheels and inventiveness of a Cyclecarist.*



*This one is also from the Bob King collection. It features the late David Pearce in his modified G.N. – post 1916 model. I expect the weight stripping was done in an effort to improve performance.*



*This machine started life as a Perfecta based tricycle – marque not identified. It has been altered to run backwards – the engine has perhaps been modified to run in the opposite direction! The front wheel is now the back wheel and this would prove to be a challenge for driver at higher speeds – let's say unstable. Accreditation unknown – France presumably.*



*This is one of my all-time favorites – pedestrians beware! I have not quite decided if it is a genuine folly or someone's attempt at building a minimalist vehicle. It looks to have been based originally on an early Tricar chassis frame and wheels. Accreditation unknown.*



# The Lady Driver - Dressing the Edwardian Man

By Irene Hill - VCCA(Q)



Unlike women's fashions in the Edwardian era, traditional articles of gentlemen's clothing changed very little. The only concession to the passing of time was in tiny details: a new cut to trousers, a new shape to a jacket. As they had, since the turn of the nineteenth century, colours remained fairly dark, the only places allotted colour being the waistcoat, the sweater and the tie. However; with the rise in popularity of outdoor leisure activities such as motoring, yachting, cricket and polo, there came the introduction of sportswear, with the greater emphasis on comfort.

As with most things pertaining to the Edwardian era, the Prince of Wales heavily influenced not only what men wore, but when. In 1864 at Sandringham, while Bertie was still the Prince of Wales, the dress code reflected the smartness and informality of the prince's court.

Bertie introduced the silk smoking jacket, the forerunner of the dinner jacket, the first of his sartorial inventions.

He is also credited with making fashionable the turned-up trouser, after rolling up his trouser bottoms to walk through wet fields. He also insisted on his valet pressing a sharp centre crease in his trouser leg.

As his girth grew, and undoing the bottom button on his waistcoat, he thus created another accepted fashion detail.

We have Bertie to thank for making popular the tweed or plaid knickerbocker suits and the belted Norfolk hunting jackets in tweed. Later, when Bertie became King Edward VII, he made popular the cream linen suit and Panama straw hat for summer activities.

## Time Is Running Out

By Rob Anderson

Membership Subscriptions were due on the 1st of July and we still have 82 Members who have not yet renewed!

You can still renew, using the on-line option on our website [www.veterancarclub.org.au](http://www.veterancarclub.org.au)

Alternatively, you can complete your hardcopy Renewal Notice and sign the Declaration (it's essential this is done), pay by EFT, Cheque or Money Order and return the form to the Treasurer C/O 16 Willowtree Drive, Werribee Vic 3030. Details are on the form.

If you have misplaced your renewal form, and struggle on-line, simply contact the Registrar. (Contact details below)

**REMEMBER** that those members who do not renew should also note:

1. This will be your last edition of *Brass Notes*;
2. Any VCCA (Vic) sponsored CPS Veteran is regarded by Vicroads as "unregistered" if you are unfinancial; and
3. You will lose continuity of membership and will need to re-apply which includes payment of the \$25 joining fee again.

If you have any questions regarding your membership, please contact the Registrar.

If you are one of the 232 members who have already renewed, Thankyou for being prompt!

Rob Anderson, Registrar  
0414 446 953  
[registrar@veterancarclub.org.au](mailto:registrar@veterancarclub.org.au)

# What Is It? – Response

By Steve Campbell-Wright & Graeme Jarrett



Hi Greg,

Regarding John Kennett's article 'What is it?' on page 15 of the August *Brass Notes*, I confirm that the car in the centre is a 1910 sleeve-valve Daimler sporting a 'Donegal' body made in the Daimler factory. The model is unclear, but a clearer image may help. In particular, the hubcaps would help to identify the model. Initial indications are that it's a 15hp or 20hp model.

All the 1910 Daimler features are in this car. It retains the flat-top front mudguards from previous years, while having the newly introduced rear coil-spring dampers. It also has the large diameter tyres, as large as 1020 x 120 on the heavy cars – a feature that only lasted for 1910. Compare this with the tyres of the other two cars.

Landed in Australia, there would have been no change from £1,000, and it takes pride of place in the centre of the staged photo. My attached photo below shows a Donegal tourer in the despatch yard of the Daimler factory in 1910.

Steve Campbell-Wright

## Response to the three car photograph August 2024

John Kennett, many thanks for providing this most interesting photograph – apologies for not responding sooner.

I understand the photograph was taken in the Warrnambool area. Is the building in the background still there?

**Firstly**, the car on the right is a Straker Squire of circa 1913 – a 15/20 horsepower model (90 x 120 – 4 cylinders). The company employed a one model policy at that time. They were popular, well built cars that were often seen on our roads here. There were twenty two of these registered in NSW in 1915 – I expect similar numbers in other states. The agents for them, in Victoria, were Dennys Lascelles (in 1914), E H James & Co were also agents (in 1911).

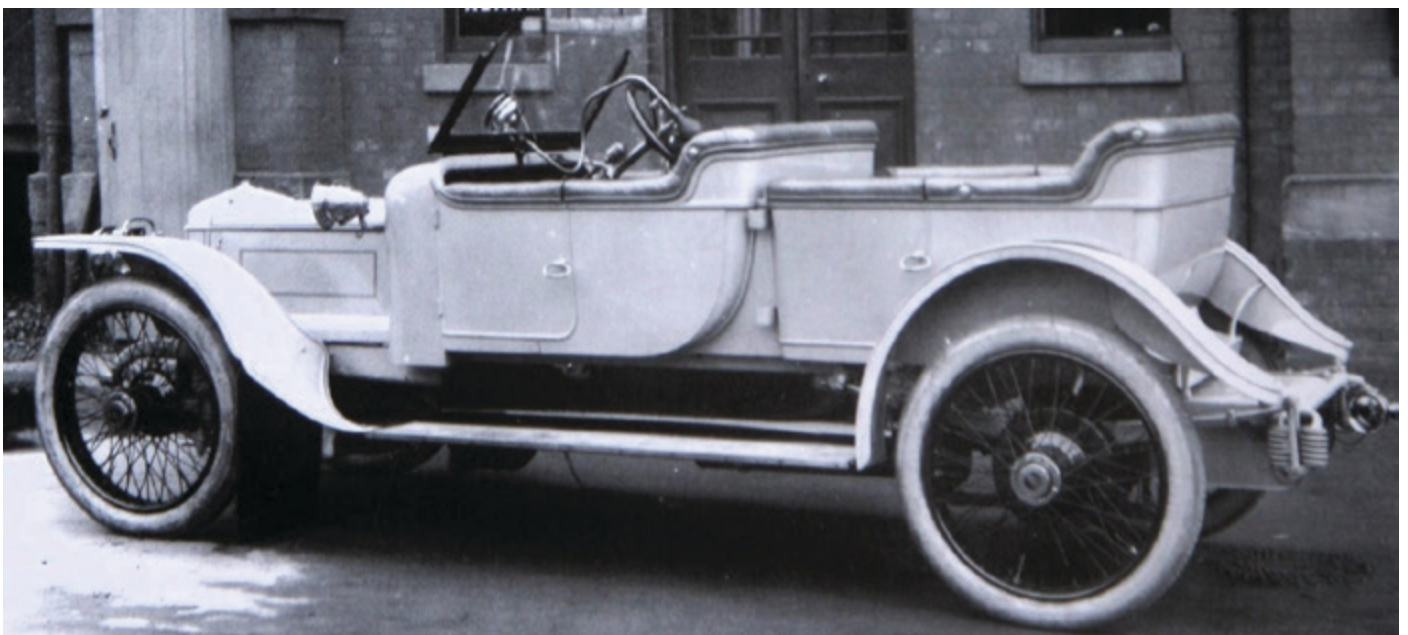
*(I totally agree with Graeme's thoughts on this vehicle-Ed.)*

**Secondly**, the car in the centre is a Daimler. In light of its formidable presence, I expect it might be a larger horsepower model. However, the wheels are large giving a false impression of its size. At that time a wide range of moderate, medium and higher powerful engines were on offer (from 15hp to 58hp). This one might be the 15hp model – expert opinion invited. Agents for Victoria were Dalgety & Co.

**Thirdly**, the identity of the car on the left is a tricky one (for me) - I expect it is a Stoewer. Agents for this marque in Victoria were the Kellow Motor Company (in 1910) and Jones and Levy (in 1914).

*(It is a hard one indeed, especially with the reproduction of the image, but my pure guess is possibly Vulcan or Crossley-Ed)*

Graeme Jarrett





# Steam Theme

By Greg Hill and Glenn Ridolfi

## The Georgetown Gardner-Serpollet Steam Car

The July edition of *Brass Notes* contained a story about the 1899 Gardner-Serpollet steam car owned by R.C. Ramsay from Oondooroo near Winton and recovered by Don Roberts in 1965.

The editor mentioned another Gardner-Serpollet steam car found in North Queensland and restored in Atherton in the 1960s and asked for further information.

It is believed that the French consul brought this Gardner-Serpollet to Australia in 1902 and four years later it was sold on to a travelling photographer, Mr. Chargeois from Croydon, Queensland. It was subsequently bought by a Mr. Green of Prestwood Station, west of Georgetown, in North Queensland and was mainly used as a tractor until 1918 when it was abandoned on Green's property.

In 1961, a Frenchman, Lucien Chabaud from Atherton retrieved the remains and commenced restoration. The original wheels were beyond use, so Lucien used wheels from a 1915 Cadillac that was also on the property.

Some important parts were missing, and the condenser was found being used as a solar hot water system on the roof of a house in Georgetown.

In 1975, the Gardner-Serpollet was sold to Jim Eisenhower of Sydney who completed the restoration, and he was then able to compete in the 1978 International Veteran and Vintage Rally.

The true date of this Gardner-Serpollet has always been in question as a brass plate showing 1899 is attached to this vehicle, but the vehicle is believed to be 1900 or later.

It is now thought that a stock agent in North Queensland, who was a friend of Lucien Chabaud, also knew about the Ramsay car near Winton, and the 1899 brass plate was removed and fitted to the Lucien Chabaud car.

Further specifications and mechanical features were obtained from Pedr Davis book *Veteran and Vintage Cars* published in 1981

### MECHANICAL FEATURES

Engine: Four cylinder, horizontally opposed, 18 hp, poppet valves. Coil type flash boiler with 16 paraffin burner jets. 82 x 90mm bore and stroke

Transmission: Chain drive to rear wheels. Engine can be reversed for travelling backwards.

Chassis: Channel sections, riveted, with hand forged axles stamped Lemois Paris, 1899

Brakes: Reversing the engine when travelling forward slows down the car. There is a handbrake operating on the rear tyres and a foot brake operating on externally contracting drums bolted to the rear wheels.

Dimensions: Overall length 12ft 0 ins (3658mm).



Overall width 5 ft 3 ins (2230mm). Overall height 5ft 6 ins (1676mm). Kerb weight 32cwt (1630 kg).

Performance: Maximum speed when new – 48mph (77 km/h). Normal cruising speed – 43 mph (70 km/h). Fuel consumption at highway speeds – 9 mpg (40 litres/100 km).

*The restored Gardner-Serpollet when owned by Jim Eisenhower. The car is now believed to have been sold overseas.*

*Photo source: Photo from the Pedr Davis book *Veteran and Vintage Cars* published in 1981.*



# Cow Pastures Creepy Crawly Caper (26 to 29 July 2024)

By Doug Fulford



Some of the "horseless carriages" at the start of the rally

There are a number of "creepy crawlly" type early veteran cars in the Macarthur and Southern Highlands area of New South Wales, and the list is growing. Several that wouldn't need that much work to get them back on the roads are sitting idle in sheds. So Max Boardman and I figured that we should put on a run specifically designed to suit such cars and see if we could get some of these cars out. We also hoped to inspire others to make the effort to get such vehicles operational in the future. The local area is reasonably hilly which limited the choice of suitable routes somewhat. At the same time, we did want to show that such cars will climb most hills – if somewhat slowly – in low gear. Our other intention was to show off the history of the area. The event was organised on a PAYG basis and run under the auspices of the Horseless Carriage Club of America South Eastern Australia Branch. We were delighted that David Provan, having heard about the event, decided to join us and brought his 1904 Curved Dash Oldsmobile with him.

Friday afternoon was a glorious, warm winter's afternoon. We enjoyed a guided tour of Belgenny Farm which was established by John and Elizabeth Macarthur in 1805. It contains the earliest collection of colonial farm buildings in Australia. Belgenny Farm was part of the original 2,000 hectare (5,000 acre) Camden property granted to John Macarthur in 1805 and became the home farm for John and Elizabeth and their children. As a bonus we were able to drive past Camden Park House which is only occasionally open to the public.

As glorious as Friday afternoon was, Saturday morning was miserable – cold and raining. Unperturbed we headed to Denbigh. The land was originally granted to Charles Hook in 1812. The house was completed by 1822. The property was purchased by Thomas Hassall, the "galloping parson" in 1826.



Rally organisers Max Boardman (left) and Doug Fulford



Max Boardman's Chevrolet 490 and the twin cylinder De Dion



Doug and Vivian Fulford's 1905 Cadillac at Camden Park House



Hassall had established the first Sunday School in Australia and he expanded the original house. In 1866 Charles McIntosh, a Scottish farmer, leased land at Denbigh which he purchased the following year, the year Thomas Hassall died. Today, five generations later, Denbigh is still owned by the McIntosh family. The owners had opened up their private entrance, so we drove through a magical tree-lined avenue, their canopies merging into a natural archway, through to the barn for morning tea. This is the venue for a lot of charity events including "Opera in the Barn".

The weather was improving (but not that great) so most of us skipped a planned park visit and headed to Brownlow Hill Loop Road. Nothing like a combination of rain and a dirt road to make our cars look very well used.

We inspected the stables at the historic Brownlow Hill property. The estate was originally obtained by Alexander Macleay as a grant-by-purchase of 1,663 acres in 1827. In 1862 the property was sold to Severin Salting. In 1875 Salting sold the property to Jeremiah Downes who had variously leased and managed the property for both Macleay and Salting. Since then, the Downes family have been on Brownlow Hill for six generations; to this present day.

That afternoon we visited the "National Studebaker Museum of Australia" which, along with a range of early Studebakers, houses other marques and a lot of antique items aside from automobiles. A range of early phonographs was demonstrated along with a pianola, an orchestrelle and a polyphon (music box).



*Peter Martin drives his Reo past Camden Park House*



*Setting out for Denbigh in the rain*



*The Stables at Brownlow Hill*





*Phonographs at the Studebaker Museum*

Sunday dawned rain free but rather cool and windy. We travelled via Menangle to the Campbelltown Steam and Machinery Museum. There we enjoyed morning tea and were shown around the various sheds by our informative and very humorous guide. We had to reluctantly drag ourselves away for the short drive to lunch in a private room at the Campbelltown Golf Club. The drive back home, pretty much into the wind, saw our one serious breakdown of the rally with Alan Miller's 1907 Schacht suffering a broken crankshaft.



*The view from Burragorang Lookout*



*Alan and Denise Barker's 1906 Darracq*



*David Provan speaking at the final dinner*



*Alan Miller's Schacht*

Monday was a longer and much hillier route. We got off to a rather late start as Bill and Robyn Betts's AX Renault had a flat tyre having picked up a nail. Then it was off to Donna and Anthony Sinclair's home to view their collection of veteran and vintage cars, everything from a 1 cylinder De Dion powered (English) Jackson to a 9.2 litre four cylinder American La France roadster. We left, reluctantly, and headed to the picturesque Burragorang Lookout before heading home for the final dinner.

This rally was essentially an experiment and not widely publicised. Based on the very positive feedback from all the participants we are hoping to run a similar event somewhere in the general region next year, probably based in Moss Vale. But it will most likely be scheduled a bit later in the year when the weather is likely to be a tad warmer.



# Who Is It Response

By Greg Smith



In the August edition of *Brass Notes*, we featured a photo of three people pictured in front of a 1913 Ford T. Unfortunately, there were no responses, or people to be brave enough to guess. I can reveal that the people in the photo was from left to right were Ivan Smith, my father, myself, the honorary editor, and my big brother Ken. I believe, from further study of the photo that it was taken at the Annual Rally of 1965 to Bendigo. I can see the Plaza theatre in the background, which is one of the tell-tale signs as well as the age of myself and my brother.

I certainly do not seem so happy and is this because my dad has ticked me off for not polishing the T Ford radiator to the expected standard? I have improved with my brass polishing since. Ivan has Brasso in hand to make the job respectable.

What is of great interest to me is the jumpers my brother and I were both wearing. These jumpers were hand knitted by my Aunt Barbera who lived in New Zealand, and we were very proud to wear them with the veteran car on our front. The jumper my father is wearing I believe was also knitted by my Aunt and it features the name Ford, in script, and also Vauxhall, which were the first two vehicles that Ivan and June rallied. What is even more remarkable is that we still have this jumper, and it still is in very good condition at 60+ years old.

We thought we could recreate the photo in front of the Ford T, but we no longer have the other jumpers. As my mother, June mentioned in her letter to the editor last month, the old Ford T has been in the club as long as they have been members, which is now 65 years.



*The Ford T with Ivan and June and myself in the front, and my brother in the rear ready to go on another Annual Rally in 1961*

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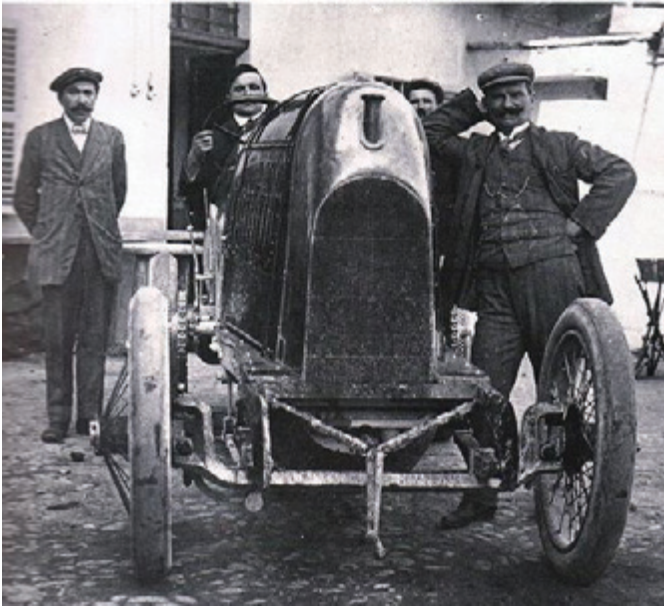
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# FIAT Racer S76 – The Beast of Turin – Interloper

By Graeme Jarrett



The saga of the S76 FIAT racing car is an ongoing project which shall continue as new information is available and gathered for publication. Photos of the car were recently sent to me by Andrew Howe-Davies, one of our members in Great Britain.

I know little of the car itself.

Accreditation for photographs, Andrew Howe-Davies.



*This FIAT is extraordinary for more than one reason, slightly bizarre and in a style only the European design houses can build. The designer of this body seems to be mocking the S76 or perhaps an attempt to reignite interest in the S76 Beast of Turin racer.*



*From whichever angle you view this car it can only be described as notable and not easily forgotten. Those on board seem to be lapping up the attention.*



*This Italian group is enjoying the fun and theatre of this extraordinary car.*

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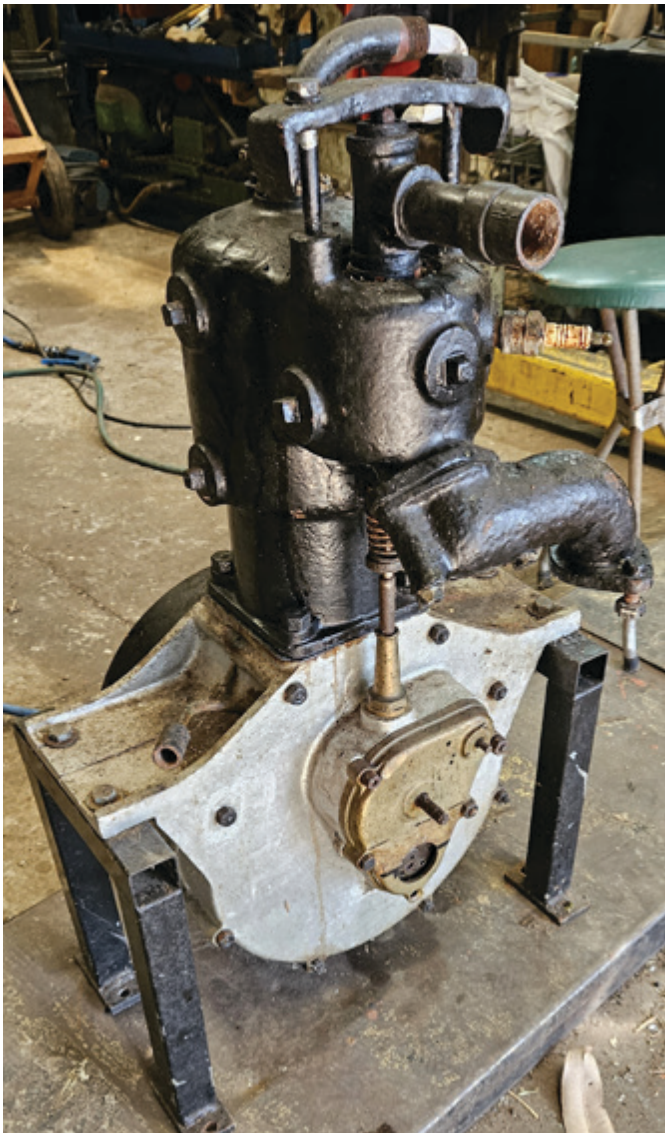
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# What Is It? – Engine With No Name

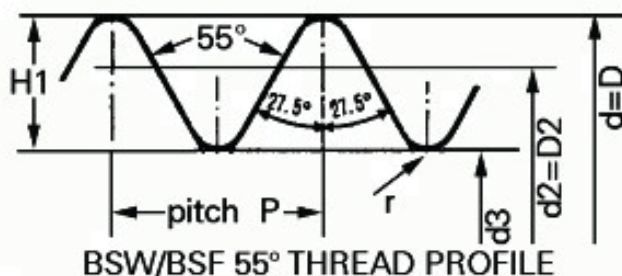
By Graeme Jarrett

These unknown veteran motoring items that pop up continue to intrigue me!



*The unidentified engine – the automatic valve securement is notable. The valve chamber is clearly not original – fabricated from pipe fittings.*

This quite early looking single cylinder engine is giving nothing away in regards its identity. It would appear to be British made in light of the widespread presence of Whitworth form threads.



It is expected to be from a motor vehicle in light of the presence of an external flywheel with cone clutch facility. The Stroke is approximately 4.5 or 114.3mm.

The bore is estimated to be 110mm approximately, (roughly 4.3 inches). This equates to an approximate capacity of 1126cc.



*the flywheel that has the facility to receive a cone clutch.*

The square headed plugs in the water jacket are similar to those used on the Motor Manufacturing Company's (MMC) engines.



*The timing cover.*

Although the timing cover is of a distinct shape I cannot recall seeing one of these previously.

One of the more interesting features of this engine is the relatively small diameter bolts. The crankcases are held together with 1/4" diameter bolts and the studs holding down the rather large barrel are only 3/8" diameter. Most engines that I have seen of this size used larger sizes.

Please, no one contact me and tell me it is De Dion Bouton, it is clearly not.

# A Berliet, a Beauty and a Big Bloody Mystery

By Jason Palmer

When researching WW1 and WW2 service men and women, I am constantly surprised how quickly we lose history and how names, dates and records can just disappear. It is also amazing that when you come into possession of an item, once invisible information can suddenly appear.

Not long after purchasing my Berliet project from Sydney in March 2023, I was searching the internet for manuals or any other information on the model L14 (4 litre, 4 cylinder) and, not unexpectedly, very little materialised. So, I thought that, just for a giggle, I would type Berliet into Facebook marketplace, without any real expectations. To my amazement one of the first things to pop up was a brochure for Berliet along with some associated documentation. A message was immediately sent to the seller and a day or so later, following a quick trip from Ascot Vale to Bulleen, I was the possessor of two lovely items, a Berliet brochure and a 1916 issue Australian Passport.

Having a quick flick through the brochure back in the car, I was a little disillusioned that most of the pages had been utilised as a photo album, with random images pasted over the pages. Disappointment, however, soon disappeared when it became apparent that several of the period photos included images of Veteran era cars.

I was also immediately struck by the beauty (in my opinion) of a woman who was portrayed in many of the photos. That same person was the owner of the 1916 passport.



*The Beauty – Edith Whiteford*

First call was to Trove to determine who was the agent for Berliet in Victoria? Plenty of mentions of Berliet in NSW and other states but as for Victoria, nothing. Because some of the brochure was in French, I wasn't sure if it had been originally sourced from Australia or overseas. I estimate that the document to be c1910-11. Perhaps Alan Esmore might be able to correct me on that. Strike 1.

Next step was a message to Daryl and Fiona regarding the registration number of the car in the album. This should get me going! The records available show that registration number 12531 was first issued around September 1913 to a W. A. Reed of High Street, Northcote for a motorcycle. Daryl advised that it wasn't until 1916 that motorcycles were issued their own registration sequence. Prior to that the numbers were consecutive with motor cars. Strike 2.

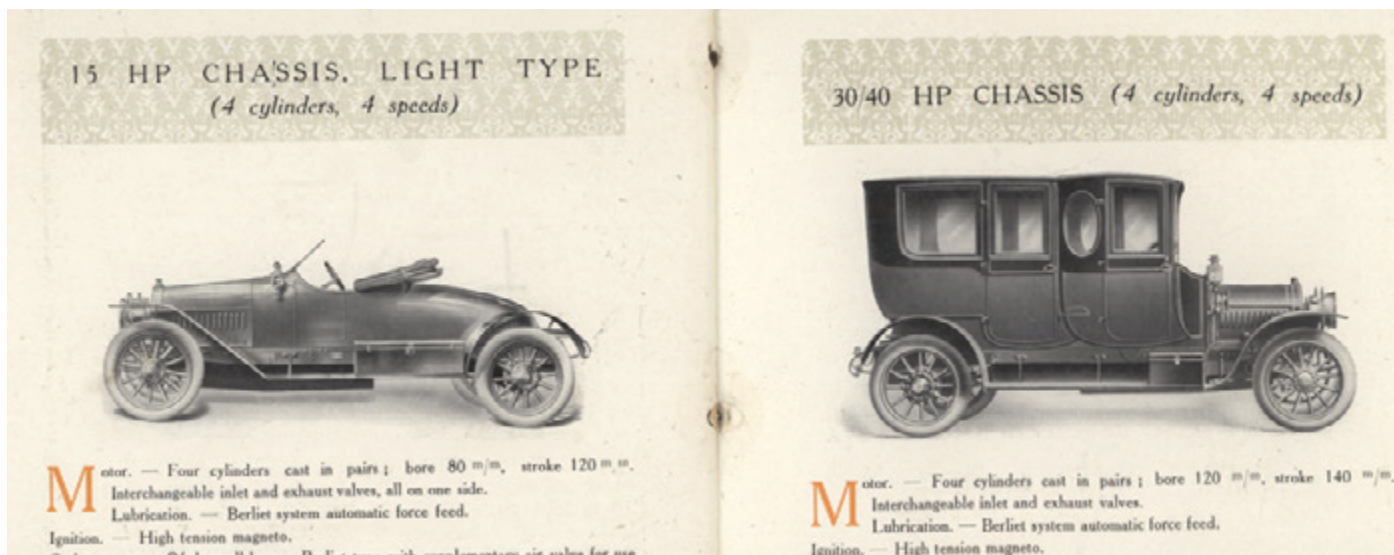
Well, at least I've still got the passport to follow-up on. Passport No.5295 was issued 24 February 1916 to Edith Whiteford who was born Orange, NSW on 13 December 1877. Unfortunately, a check of the Australian Passport records showed no records in that name. A check of the Emigration records also showed nothing under either the name or date. Surely NSW Births, Deaths and Marriages must have some record. Again nothing. Thinking that Whiteford could have been a maiden name, I send an inquiry to the Orange Historical Society requesting details for records of any Ediths born 13 December 1877 in Orange. This time not even the courtesy of a reply. Strike 3 and out!



*Berliet brochure c1910/11*

One of the photos also showed a veteran vehicle with a clear registration number. This, combined with the named passport and the fashion & jewellery shown in the photos suggesting this was a quite a well-heeled family of the time, should prove an easy research project. How wrong can you be!





*Berliet cars as shown in the brochure.*



*A very nice c1912-1914 Rochet Schneider Touring car pictured in the brochure – Registration 12531*



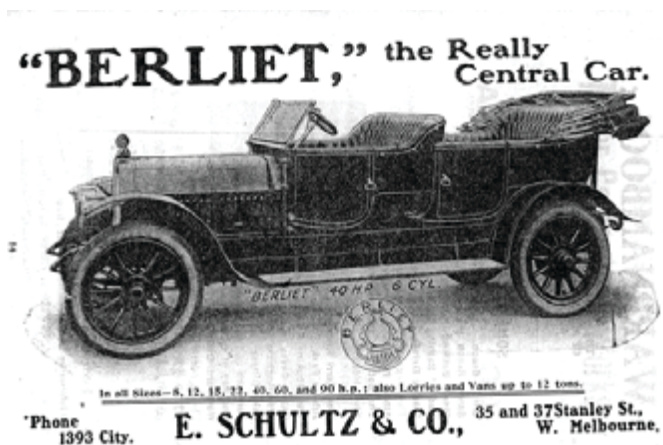
*Family photo in brochure.*

Not to be discouraged, it was back onto Trove to find the agents for Rochet Schneider in Victoria. Again, nothing listed for Victoria. Oh, come on, this is getting ridiculous. Time for a break.

Move forward 12 months and purely by chance I stumbled across the pictured advertisement in my dad's archives. Finally, success is mine!

So over 15 months later and the Bloody Mystery remains unsolved. Who is this family and why did Ms Edith Whiteford travel to England, disembarking at Portsmouth on 6 June 1916 at the height of WW1? Did she volunteer as a nurse, Y.M.C.A. or Red Cross or was she visiting a wounded family member? Why is there no record of her ever returning.

Well, at the moment, I am at least the custodian of some very nice historic documents and what amateur historian doesn't love that. As for my Berliet, I am hoping, probably over optimistically, to have at least a running chassis by the anniversary rally next year. But don't hold me to that!



*The Berliet advert found in Doug Palmer's archives.*



*Right: Another photo pasted into the brochure. An as yet unidentified American tourer. (Editor's Note: Vehicle is an Overland, possibly a Model 69)*



# Henry Royce's German Challenger

By John Stanley



Henry Royce's German challenger! In 1906, the same year that Rolls Royce introduced their 6-cylinder "Silver Ghost", the Stoeper brothers produced their first 6-cylinder model, the P6. The P6 had an in-line engine cast in three pairs of 2-cylinders. Its bore and stroke were 120 mm x 130 mm providing a displacement of 8,825 cc. It was very conservatively specified as developing 50 HP at 1,200 rpm while it could comfortably run at 1,500 rpm. Roads permitting, it could cruise at 110 kph.

The engine had two camshafts, with a cross-flow Tee head. This engine design was developed in 1900 by Boris Loutsch, chief engineer at the company "Motofahrzeug und Motorenfabrik, Marienfelde-Berlin" and was first used by Daimler in the original Mercedes.

The P6 was released with sensational applause in November 1906 at the Berlin Motor Show. It so impressed the Emperor, Kaiser Wilhelm II that he immediately placed an order. However, at his special request, a longer wheelbase chassis was built with body to seat 8 (or 10) passengers.

The Kaiser's car was displayed in the Berlin Motor Show of 1907 before being delivered, and was the star feature.

It is not likely that a second Special was built, but at least 10 and probably 20 of the standard, shorter wheelbase models were produced. Three of these competed in the 1907 Herkomer Trophy event, one driven by Emil Stoeper. In 1908, two were driven, one each by Bernhard and Emil Stoeper in the Prinz Heinrich rally.

Nothing is known about what happened to this car. But recently an original print of a photo above was advertised, unidentified, on eBay. With sharp eyes, the "Gebrüder Stoeper" makers plate can be recognised in front of the navigator's feet, below the firewall. Notice that the navigator is carrying a 2-tone horn for warning those in front, of the approaching vehicle. Like the "Ghost", this engine also ran very silently. The very proud looking driver, navigator and passengers are yet to be identified, but this can only be the Kaiser's Special.



# Held in Conjunction With the Paris Olympics in 1900- Motor Racing!

By Murray Murfett



In 1900, Paris hosted the Exposition Universelle, a combination of a World Fair, Olympic Games (which among other regular sports, included fishing, hot air ballooning, kite flying) and motor racing.

Motorsport was in its infancy in 1900, the motor car had only been around a few short years. Karl Benz was granted the first patent in 1886, and two years later, Bertha completed the first ever road trip in her husband's Benz Patent-Motorwagen, signalling the beginning of the age of the automobile.

Just 12 years later in Paris, what better way to showcase the car's potential than a series of races and events that would test the speed and endurance of the automobile and the stamina of the people who drove them. Predominantly French manufactured vehicles, with French drivers, the cars entered were - Renault, Peugeot, Delahaye, Serpollet, Hurtu, Panhard-Levassor, De Dion Bouton and Mors.

The races were divided into 14 categories that included small, medium and six-seater cars, electric taxis, delivery vans, trucks, and motorcycles which would compete over three gruelling days and a distance of 1347km, from Paris to Toulouse and back again to Paris. Rather than racing each other on the road, the entrants departed the start at two-minute intervals. To ensure that no one took liberties with the selected route, all vehicles had to pass through no fewer than 82 control points along the way. After a rest day in Toulouse, the competitors turned around and completed the return trip to Paris.

A total of 18 drivers contested the event for large cars (voitures) which was won by a Frenchman, Albert Velghe, who completed the route in 20h 50m 9s in his two-seater, 24hp Mors.

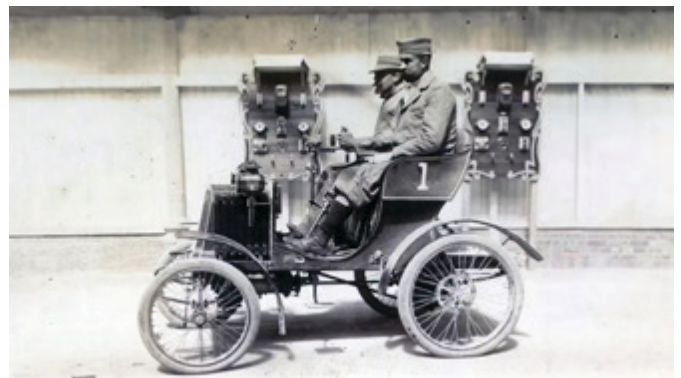
Just nine drivers were classified as finishers by the end of the race. The list of non-finishers featured the name Selwyn F Edge an Australian-born Irishman driving a Napier who went on to carve out a motor racing career that saw him win the 1902 Gordon Bennett Trophy, at that point the biggest motorsport race in the world.

The small car class (voiturette) was won by Louis Renault, who headed home a field of eight drivers that included his brother Marcel.

Both were driving their Renault Voiturettes, but while Louis completed the course to take victory, older brother Marcel was listed as a non-finisher, following a collision. Renault's arch-rival Peugeot also tasted success at the Exposition, claiming three gold medals, triumphing in the categories of taxi and delivery cars, lightweight trucks and large trucks.



*A very determined Mors driver!*



*Renault Brothers. Note the electric car charging stations on the wall behind.*

And of note were the six vehicles entered in the category of taxis with electric motors. This category was won by Louis Krieger in an electric car of his own build that featured groundbreaking technology such as brakes on all four wheels. Krieger took home a gold medal for his efforts. Krieger became a two-time gold medalist when he backed up his electric taxi success with victory in the electric delivery car class.

Acknowledgement: The Melbourne Age: [drive.com.au](http://drive.com.au)



*Kriegers Electric Taxis, perhaps not yet in racing mode.*



# Findings, Feedback & Follow-Ups

## The Albion Motor Lorry

Alan Meredith

The two Albion motor lorries featured in the August issue of *Brass Notes* (page 23) were both 16 hp 30 cwt models supplied to the Otaki-Coleridge branch of the Public Works Department in April 1913. Although Henry Ranger's Christchurch Garage features in the background of the photograph I think it unlikely that Ranger's business would have been the supplier. More probably Rangers would simply have acted as the local contact point for front line servicing and support.

The New Zealand agents for Albion commercial vehicles were the Wellington headquartered firm of Grapes and Riley. Founded in 1909 this firm acted as selling agents for Albions and also carried on business representing more than twenty other British manufacturing firms including several automobile and tyre companies. They were self-described as being Consulting and Commercial Motor Engineers. Over time branches were established in Auckland, Christchurch and Dunedin.

On October 1, 1907 the New Zealand Railways Department implemented a motor omnibus service running twelve seated 26 hp Albion charabancs between the rail siding at Culverden and the tourist township of Hanmer Springs. The distance spanned was twenty-five miles.

The fleet ultimately grew to four Albions and the service continued through into the war years. Unlike most other early rural omnibus ventures which had country roads and solid tyres to contend with this service was remarkably successful. The enviable reputation established was of considerable benefit in the procurement of other Albion sales within government and public transport circles. These sectors were the target markets that Albion had met with noteworthy success in overseas.



*Albions at work at Hammer Road*



*Albion buses which replaced coaches on the Culverden to Hammer run 1910*

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By January 1911 nine Albion commercial vehicles had been sold in New Zealand, allegedly triple the number of any other make. The Post and Telegraph Department in Wellington ran a fleet of four Albions, which had expanded to eight by March 1913, while the Union Steamship Company purchased their first 2 ton Albion in July 1911 for Wellington use. The Albion brand started to find favour in Dunedin after aerated water producers Thomson and Co acquired an impressive 32 hp covered lorry. Other early Albion buyers in Dunedin were Lane and Co., Herbert Haynes and Co. and John Eadie, while the Mornington Borough Council ran a bus service initiated in October 1912 using a 32 hp twelve seated Albion charabanc.



In August 1913 a new Albion was added to Craig and Company's transport fleet and put to work serving on a variety of routes around Central Otago. In September 1913 two new Albions were on board the T.S.S. Tyrone when it ran aground off the Otago Heads and was declared a total loss. The Albions, however, were salvaged and subsequently sold by public auction.

By November 1913 the number of Albions that had been sold in New Zealand was said to number forty-nine.



*Lane and Co. 1912 Albion. Page 79, Pioneer Motoring in Otago by Alan Meredith*

#### **Response from Rod Holmes on the Albion Lorries:**

I was interested to see the cover photo of July *Brass Notes* of the Albion delivery vans and the accompanying article.

As an Albion owner, I confirm both photos are Albion model A3, 2 cylinder 16 HP. chain drive models. Albion produced this model from 1903 till 1913, with only minor changes to the radiator and carburettor.

The agents in Victoria was Kellow. In SA Vivian Lewis, and NSW and Qld. The Canada Cycle and Motor Co.

Most A3 models were sold as chassis and owners built bodies to suit, passenger cars or buses, vans or lorries. Chain sprockets were changed for the commercial lorries.

The photos shown with van bodies are similar to those used by Harrods in London who had a fleet of 70 vans in a 1913 photo. Albion stopped car manufacture during WW1 and concentrated on buses and trucks until 1970 when they amalgamated with Leyland.

There are three A3 Albions still running in Australia and two more I have heard of in bits. If you look up the VCC (NSW) web site you can see my brother and my Albions in the Vehicle Profile section.

Attached are some photos of Albions in Australia.



*Albion A3 Lorry at Kempsey NSW in 1911.*



*Albion A6 Laundeleit, Melbourne. These were the only 6 cylinder luxury car made.*



*Albion 1908 A3 Lorry owned by Keith Holmes and 1911 A3 car owned by Rod Holmes*



*Albion bus, Western Queensland c1912. Albions were popular for mail runs.*





# The 3-Cylinder Argyll With an Unhappy Ending!

By Murray Murfett

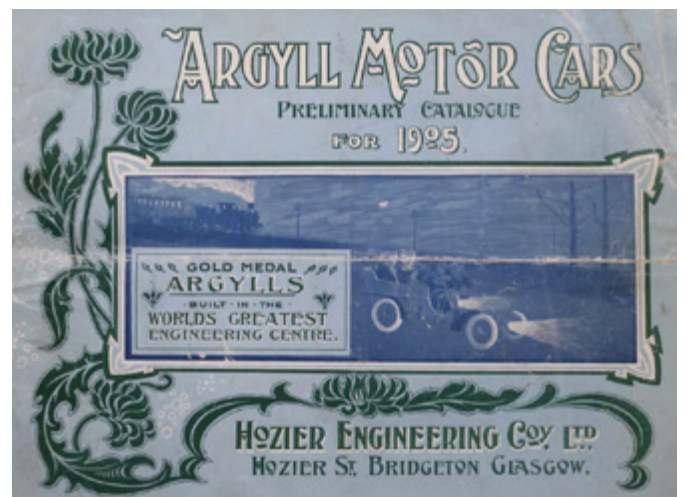
Last month Murray Murfett supplied the front Cover photograph and associated article featuring a beautiful Argyll. This month he has provided an intriguing story of a very significant Argyll that existed in the Warrnambool area. As far as I am aware, there are no surviving 3-cylinder Argyll vehicles worldwide. Following, Murray outlines the story, with photographs, of such an exceptionally rare Argyll. -Ed.

I first heard of the existence of this rare c.1904, 3-cylinder Argyll, and its demise, from local Warrnambool enthusiast, and longtime club member, Colin Drake. Bought from new by a Mr. Ritchie, of 'Blackwood', Penshurst, (north of Warrnambool) the vehicle was later sold to William E. 'Bushy' Downing, who shortly after, became the local agent for De Dion Bouton, Argyll and Tarrant motor cars in Warrnambool. He was also an inaugural member of the ACV (later the RACV after the First World War). At the time he was the owner of the local Alderdice Brass Foundry, and the Argyll was stored in a rear shed at the foundry premises, along with other early vehicles. The foundry remained in family ownership and several years ago following an enquiry, I was loaned some photographic negatives to copy.

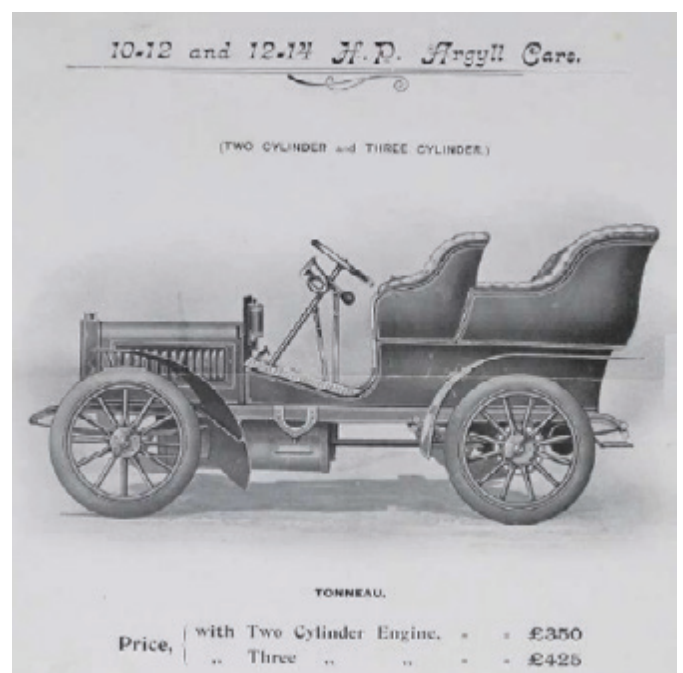
The original, but deteriorated photos were taken in 1947 and show 'Bushy' Downing loading up the Argyll onto a trailer to participate in a street procession to celebrate the Grand Centenary of Warrnambool. Unfortunately, Mr. Downing died later that year, and the executor of his estate ruled that the Argyll along with the other vehicles be cleared out and were subsequently sold for scrap metal.

For many years after, the local scrap metal dealer bragged that he had 'broken up the earliest car in Warrnambool!'

Note: Argyll Motors Ltd were established in Glasgow, Scotland in 1899. Aster and De Dion Bouton supplied their early 2 & 4 cylinder engines, however the 3 cylinder version was built in their own factory.



Loading up the Argyll for Warrnambool's Centenary procession in 1947.





# Commercial Collage

Photographs supplied by Alan Meredith

Alan Meredith in his detailed article on the two Albion trucks that were pictured in the August edition of *Brass Notes* (page 23) spoke of the Albion commercial vehicles that were so popular in New Zealand. He specifically mentioned that the Post and Telegraph Department ran a fleet of four, which by March 1913 had expanded to eight.

Here Alan has very kindly supplied some photographs of two such Albions. The first shows a Royal Mail Albion loaded with cane baskets outside the Lower Hutt Post Office which is located near Wellington.

The second is an Albion laden with numerous bags of mail held with netting and pictured in Wellington.



Royal Mail Albion with cargo of cane baskets full of mail – photo taken 1909

# Who Is It?

This month we have another Who is it? conundrum. The image features a fairly young bloke in front of a 1918 Dodge, and obviously a very keen helper. What I can share with you to hopefully steer you in the right direction, is that this person is from interstate, although he is the son of members of our Victorian club. He is another of the second generation that we are lucky enough to see come through. Good luck with this one!



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- Mechanical repairs to all Veteran, Vintage & Classic cars



Albion loaded with a cargo of mail, when letters were the common form of communication – photo taken in 1911

# Annual General Meeting

By Darren Savory

All members are notified that the 2024 Annual General Meeting will be held at the Clubrooms, Lynden Park, Wakefields Grove, Camberwell and/or by Zoom Conference on

Tuesday, 8 October commencing at 8.00 pm

## AGENDA

- 1 Opening and welcome by the President
  - 2 Apologies, proxies and declaration that a quorum for the meeting is present
  - 3 To confirm the minutes of 2023 Annual General Meeting
  - 4 The President's annual report on the activities of the Club during the 2023-2024 year
  - 5 The Treasurer's report and presentation of financial statements of the Club for the 2023-2024 year
  - 6 To confirm the annual membership subscription and joining fee for the 2024-2025 year
  - 7 Appointment (and fix any remuneration) of an auditor for the 2024-2025 year
  - 8 Election of the executive and general committee positions for the 2024-2025 year
  - 9 Honorary Life Membership Awards
- Pursuant to Rule 9(2) of the Club's Constitution, an Honorary Life Member shall be a member of longstanding who has performed outstanding and distinguished service for the Club. The appointment of a member to Honorary Life Membership is the ultimate expression of the Club's gratitude to that member for his or her generous support of the objects of the Club.
- 10 Closure

## APPOINTMENT OF PROXY

In accordance with the Club's Constitution (Rule 34), each member is entitled to appoint another member as their proxy if they cannot attend the meeting, by notice given to the Secretary in writing (by hand, post or email no later than 24 hours before the meeting) or the form may be given to the Chairperson before or at the commencement of the meeting. An opportunity to request a Proxy Form will also be given by the Secretary at the September Natter Night being convened via Zoom. Alternatively, please contact me and I will post or email the form to you.

## CALL FOR NOMINATIONS FOR EXECUTIVE AND COMMITTEE POSITIONS

### WHEN

The 2024 Annual General Meeting will be held at the Lynden Park Clubrooms, Wakefields Grove, Camberwell on Tuesday, 8 October commencing at 8.00pm.

### POSITIONS

If you would like to be involved in the management of the affairs and business of the Club, please consider nominating for a position on the committee. The executive positions of President, Vice-President, Secretary and Treasurer (for a 12-month term of appointment) need to be filled and there will be two general committee positions available (for a three-year term of appointment).

### NOMINATION FORM

A nomination form will be available at the September Natter Night meetings. If you are unable to attend a Natter Night meeting, please contact me on 0438 873 053 or [secretary@veterancarclub.org.au](mailto:secretary@veterancarclub.org.au) and I will post or email the form to you.

### CLOSING DATE FOR NOMINATIONS

Pursuant to the requirement of the Club's Constitution (Rule 54), nominations must be given to the Secretary (by hand, post or email) on or before Sunday, 8 September 2024. Please scan and email the completed form to [secretary@veterancarclub.org.au](mailto:secretary@veterancarclub.org.au). Alternatively, mail the completed form to the Secretary, Veteran Car Club of Australia (Victoria), P.O. Box 2300, Mount Waverley Vic 3149 and please allow at least 5 days for delivery.

### MORE INFORMATION

If you would like further information, please feel free to contact me on 0438 873 053 or email [secretary@veterancarclub.org.au](mailto:secretary@veterancarclub.org.au).

Audit Report to Members of  
The Veteran Car Club of Australia (Victoria) Inc

**ABN 61 276 214 581**

In my opinion the accompanying accounts, being Profit and Loss Account for the year ended 30 June 2024 and the Balance Sheet as at 30 June 2024 have been drawn up so as to give a true and fair view of the transactions of The Veteran Car Club of Australia (Victoria) Inc for the period and of the assets and liabilities as at the close of the period.



Michael Dillon  
CPA 1411132  
13 August 2024



# Financial Reports

## STATEMENT OF FINANCIAL POSITION AS AT 30 JUNE 2024

	June 30 2023	June 30 2022
<b>ASSETS</b>		
Current Assets		
Cash and cash equivalents	150,742	153,447
Accounts Receivable	5,000	15,000
Club Stock	0	0
Other current assets	1,110	2,866
<b>Total Current Assets</b>	<b>156,852</b>	<b>171,312</b>
Non Current Assets		
Property Plant & Equipment	39,515	39,564
<b>TOTAL ASSETS</b>	<b>196,367</b>	<b>210,876</b>
<b>LIABILITIES</b>		
Current Liabilities		
Event Fees rec'd in advance	7,440	6,964
Membership Subs rec'd in advance	6,915	10,103
Misc Creditor	2,665	0
Sponsorship received in advance	5,000	15,000
<b>Total Current Liabilities</b>	<b>22,020</b>	<b>32,067</b>
<b>TOTAL LIABILITIES</b>	<b>22,020</b>	<b>32,067</b>
<b>NET ASSETS</b>	<b>174,347</b>	<b>178,810</b>
<b>EQUITY</b>		
8020 - Retained Earnings	178,810	150,141
Net Income	-4,462	28,669
<b>TOTAL EQUITY</b>	<b>174,347</b>	<b>178,810</b>

## SUMMARY OF MAJOR EVENTS DURING THE YEAR

EVENT	INCOME \$	EXPENSES \$	SURPLUS DEFICIT \$
2023 Midwinter	9,482	8,918	564
2023 Pre-1905	2,986	2,896	90
2023 Annual Rally	23,796	25,918	-2,122
2024 1&2	32,772	34,497	-1,725
2024 4&More	8,554	8,074	480
<b>TOTAL</b>	<b>77,590</b>	<b>80,303</b>	<b>-2,713</b>
<b>Percent Surplus</b>			<b>-3.5%</b>

## STATEMENT OF COMPREHENSIVE INCOME FOR YEAR ENDED 30 JUNE 2024

	July 2023 - June 2024	July 2022 - June 2023
<b>Income</b>		
Club Event Entry fees	82,795	48,556
Donations received - general	5	33,713
Donations received - library	850	1,275
Interest received	3,446	821
Natter Night Proceeds	580	364
Newsletter Advertising received	1,780	1,455
RACV Spons'p applied to events	15,000	25,000
Sale of Club Stock	200	210
Sale of Club History Books		
History books - Members	225	155
History books - Non Members	140	0
Membership Subs & Joining fees		
Membership Subs Rec'd - Print	13,430	16,418
Membership Subs Rec'd - Email	8,914	7,783
Joining Fees Rec'd	225	160
History Book Postage Received	154	0
<b>Total Income</b>	<b>127,744</b>	<b>135,910</b>
<b>Expense</b>		
Annual Return Expense	47	61
Bank & Credit Card charges	1,582	1,080
Club Event expenses	99,756	72,678
Cost of Stock sold	346	300
Depreciation expenses	1,081	1,016
Donations paid	1,986	0
Fundraising costa	33	3,307
Insurance	3,448	3,076
Low Cost Asset write off	56	276
Natter Night expenses	177	849
Newsletter printing and distrib		
Newsletter Stationery		0
Newsletter printing	11,022	11,507
Newsletter postage	2,807	4,170
Newsletter production	4,356	4,576
On-line Communication	2,024	2,729
Postage and telephone	500	355
Postage - History book	335	
Rent of clubrooms	124	118
Subscriptions to other Organ'ns	286	386
Trophies and Awards	786	755
Website expenses	1,454	0
<b>Total Expense</b>	<b>132,206</b>	<b>107,241</b>
<b>Net Income</b>	<b>-4,462</b>	<b>28,669</b>

## STATEMENT OF CHANGES IN EQUITY FOR THE YEAR ENDED 30 JUNE 2024

	<b>Retained Earnings</b>
Opening Balance at 1 July 2022	150,141
Surplus attributable to the entity	28,669
Closing balance as at 30 June 2023	178,810
Income attributable to the entity	-4,462
<b>TOTAL</b>	<b>174,347</b>

# Events

## RACV VETERAN CAR CLUB ANNUAL RALLY – BENDIGO

**November 8th – 10th**

It was said for a moment in the 1880s that Bendigo was the richest city in the World. Today the Golden past still shines with majestic buildings and monuments all around. This November we will be injecting this old town with a burst of motoring history, as we tour the country lanes and by ways, enjoying the sights of the Bendigo goldfields.

Most of the rally routes, plus many local details have been well sorted and sourced by our local – Mick Turner who I am personally very grateful for his energetic input, and advice, and it is immensely appreciated.

The RACV Annual Rally is best summarised as the must attend tour, in 2024. Loaded with terrific tours along roads time has forgotten, I declare, yes indeed, I declare the 2024 RACV Annual Rally a thing of beauty – “shall I compare thee to a summers day “. Yes, yes, I’m still referring to the Rally, but maybe also a Cadillac!

The Tour starts on Friday 8th with a fantastic drive, visiting The Great Stupa of Universal Compassion. This is the largest Stupa built in the western world. A dog friendly location (on the lead) and a place that has wonderful walking tracks, to enjoy this cultural Buddhist attraction. Total distance 55km

At the moment nothing formal is organised for a dinner get together. I will update in my next report on a pay as you go place that is suitable.

Saturday 9th: approx. 120kms total

A perfect measure of relaxed driving mixed with pleasant scenery, the rally will depart from the All Seasons and pass via Strathfieldsaye, Sutton Grange to Redesdale, and arrive for lunch at the Heathcote Golf Club. After lunch it’s an easy drive home, all designed for optimum enjoyment of your veteran, described to me as a scintillating experience!

Saturday dinner is at the All Seasons Hotel (171 Mclvor Hwy, Strathdale) in the ‘Conservatory function Room’. A magnificent space to celebrate the night away.

Sunday 10th: approx. 80Kms total

Sunday’s drive will again depart from the All Seasons and head in an Eastly direction. We will follow and cross the Campaspe River, arriving at Toolleen for a Roast Lunch. Meals served from 12.30pm. The return to Bendigo is a short and easy drive.

Book your accommodation now. The All Seasons Resort Hotel still holds lots of rooms for the Veteran car club. Ph: 03 5443 8166. Secure a room today

Other accommodation choices are Park Lane Big 4 Holiday Park. 761 Mclvor Hwy. Ph: 5449 3335 or Golden Reef Motor Inn. Ph: 1800 624 793

Entries will be out in two shakes of a Fords taillight!



**November 8 – 10, 2024**



Witness Bendigo's beautiful heritage streets, arts & culture and fine food & wine as we travel the gold rush region.

**ENTRIES NOW OPEN** - <https://veterancarclub.org.au/>

Rally Directors: Scott Emmerson and Greg Smith



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[Jeff.factory10@outlook.com](mailto:Jeff.factory10@outlook.com)





# Natter Night Meeting Minutes

**VCCA (Victoria) at Clubrooms and Online Zoom Meeting  
On Tuesday, 13 August 2024 @ 8.05pm**

## Opening

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

## Attendance

There were 38 members in our Clubrooms and 14 members online tonight.

## Apologies:

Jennifer Atherton, Andrew & Frances McDougall, Alan Long, David & Kath Wright., Jeff Alcock, Daryl Meek & Fiona Lane.

## Club News

Lois White passed away. Service 17/8.

## New Member

Darryl & Gwen Donaldson of Tootgarook with a 1916 T Ford.

Nigel & Kym Smith of Wagga NSW with a 1912 Overland, 1913 Pope motorcycle & rare 6 cylinder Alldays.

## Financial Reports

Financial Books have been Audited and will be presented in September *Brass Notes*.

## Raffle

Lamb, vegies, apple pie & chocolate. Thanks Deb.

## Membership Report

Registrar Rob Anderson said 100 members currently unrenewed.

## Events

### Past:

RACV Midwinter Rally - St Arnaud. Thanks to Alan & Heather Esmore.

### Coming:

Pre-1905 13-15/9 S.A. 30 entries.

RACV VCCA Annual Rally - Bendigo 8-10/11.

National Veteran Vehicle Rally – Tasmania, 17-23/11

Swan Hill 70th Anniversary Annual Rally in October 25. Need to book accommodation by Aug 24.

VCCA Calendar will be finalised for 2025 shortly.

## Library and Archives Report (Daryl Meek)

Nil

## Wanted, for Sale or Swap

Nil

## Items of General Business

Waiting on news on the Lang & Bev Kidby arrival in their 1923 Bean in Melbourne.

Secretary needed for our Club. Also, next year 5 x committee will re-stand or stand down. Time for new members to stand and help.

## Events Committee 19/8

**Next Meeting 8.00 pm on Tuesday, 10 September 2024**

**Meeting Closure at 8.30pm**

## CLASSIC, VINTAGE & VETERAN NOW AVAILABLE



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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**

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

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

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

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

**TREASURER**  
Jessica Holt (Chris)  
t 0431 181 719  
e treasurer@veterancarclub.org.au

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

**COMMITTEE MEMBERS**  
Andrew McDougall (Frances)  
t 0417 310 852

Steve Hobbins  
t 0419 317 687

Greg Smith (Denise)  
t 0447 395 233

Craig Emmerson  
t 0410 663 292

Deb Alcock  
t 0412 777 676

Peter Hammet (Joan)  
t 0428 282 631

Scott Emmerson  
t 0488 002 054

Callum Walsh (Francesca)  
t 0447 766 724

Rob Anderson (Leonie)  
t 0414 446 953

**FIVA REPRESENTATIVE (TAVCCA)**  
Andrew McDougall

**SUB-COMMITTEES**

**DATING**  
Andrew McDougall

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

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

**SUBCOMMITTEE:**  
**CLUBROOMS MANAGEMENT**  
Ben Alcock and Jim McCaffrey

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

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

**EDITOR**  
Greg Smith  
e editor@veterancarclub.org.au

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

**WEBMASTER**  
Ben Alcock  
t 0404 917 366

**ENVIRONMENT & SUSTAINABILITY**  
Frances McDougall

**AOMC DELEGATES**  
Daryl Meek  
Andrew McDougall

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

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

Download the application form at  
veterancarclub.org.au.

## BRASS NOTES

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

## EDITORIAL POLICY

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

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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**



# The Ohlmeyer 'Jigger'

By Murray Murfett



*Albert Ohlmeyer's sons, Julian and Ernst as adults, preparing for a trip.*

Albert Ohlmeyer was a watchmaker from Tanunda, SA and built his 'Jigger' in the backyard shed in 1904. Visitors to the National Motor Museum (formerly the Birdwood Mill Museum) would have marveled at the ingenuity of this one-off contraption, with its wooden chassis, chain drive, redgum clutch, sulky seat, 'billycart' brakes, 'plank' front mudguards and an ingenious articulated steering column to allow the driver to walk beside the vehicle on boggy or sandy tracks, to assist the 4.5 H.P. motor.

The recently 'colourised' image really brings the original black & white photo to life, enabling a closer study on the quaint vehicle. Albert's two sons Julian and Ernst and their two terriers are posing for the photo and noticeable is the bend in the wooden chassis, the onboard scythe, and judging by the condition of the vehicle, it was used extensively, having road registration number 217. It is recorded that it was capable of travelling at nearly 20 m.p.h. and once was driven from Adelaide to Casterton, Vic. and return. Albert used this vehicle until 1916 when he bought a new Model T Ford, and then his sons used it. Later abandoned, it was restored by the family in the 1960s, and subsequently displayed at the Birdwood Mill Museum.



*The Ohlmeyer boys, in 1906, sitting in the 'Jigger' built by their father, Albert in 1904.*

#### Acknowledgements:

- National Motor Museum
- Les Peters (colourisation of image)



# What Is It?



In previous month's we have featured several images from the marvelous Gilbert Ralph collection of glass negatives, taken in the Goldfield's region of Western Australia. We again have two more images to show a lovely large Veteran pictured with both the hood up and the hood down. Because of the clarity these glass negatives the detail is quite spectacular.

The last time we did a What is It? question about the car to be answered, we had a pretty good response. We are again hopeful that the learned members will be able to help us out with the identity and details of this large touring vehicle. Please submit all relevant detail to the Editor.