

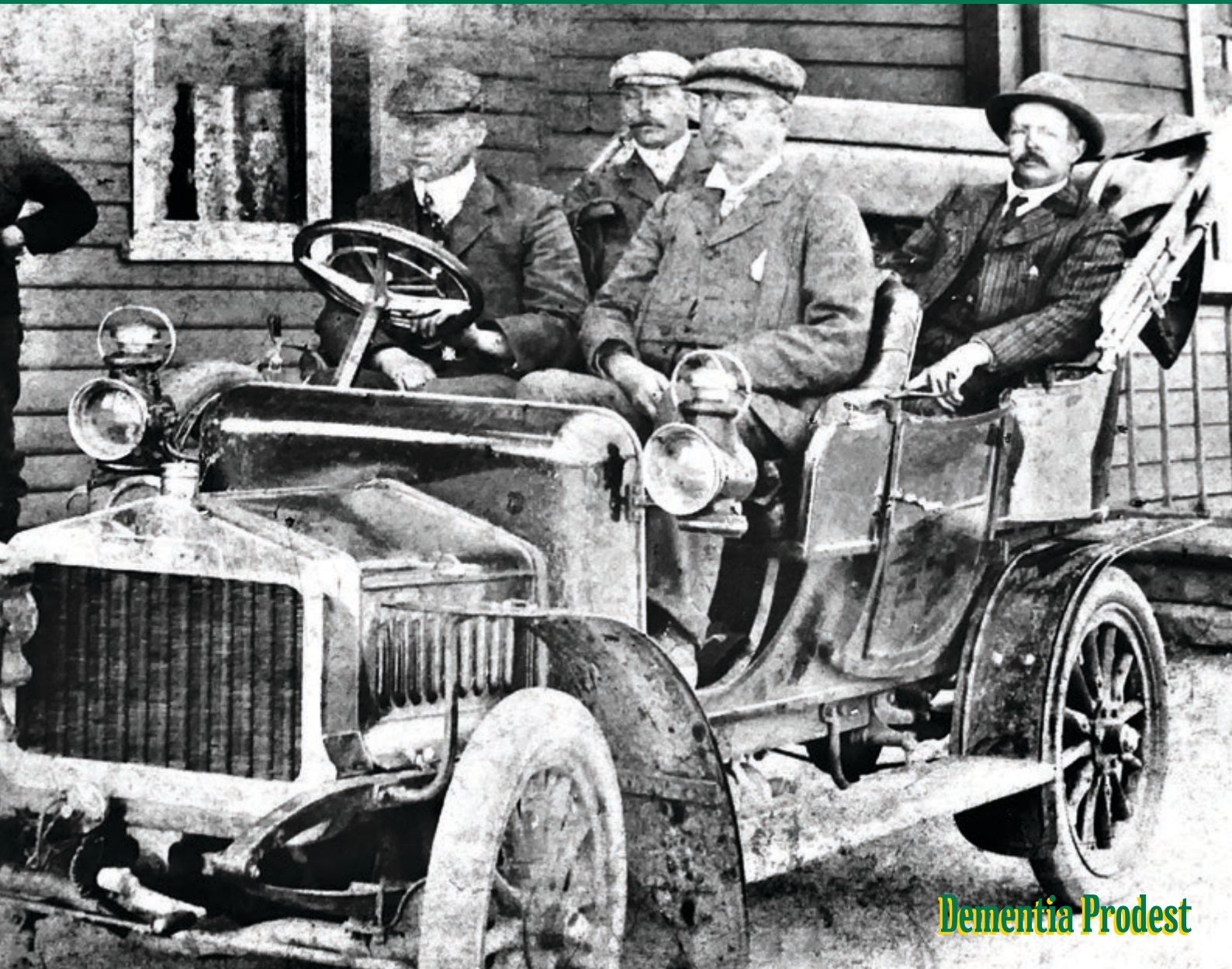
January/February 2025



# 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 Greg Robinson,  
President and Chairman, RACV

# CONTENTS

President's Message.....	4
Show and Tell.....	4
Editorial.....	5
2024 Presentation Evening.....	6
Valē – Geoffrey Simmons.....	7
The Story of the 1906 Alldays and Onions.....	8
T Ford Time – Queensland Vehicles.....	10
November Flashback -	
A Unique Tarrant Style Model T Ford.....	11
November Flashback Responses.....	12
Commercial Collage.....	13
What Is It?.....	13
Two Wheel Brake Rally.....	14
Jubilee Reliability Trial May 9, 1951.....	16
December 'Flashback' Daimler.....	18
Cyclecar Corner – Buckingham Vee-Twin.....	20
National All Veteran Vehicle Rally.....	21
The 2024 National Veteran Rally.....	24
Steam Theme.....	26
Comings, Goings, and Restorations.....	27
Letter to the Editor.....	29
Private Classifieds.....	30
Events.....	31

# Flashback

By Greg Smith



Our flashback photo this month features a Talbot that originally came from one of Victoria's largest and significant collections – the Taylor Collection. This collection was very important as it contained an enormous number of vehicles of the Talbot marque. We are hopeful that in the future we will be providing further articles to show information dealing with this most significant collection. Stay tuned on this revelation.

The Talbot pictured here was unusual in that it was restored with a fabric covered roadster body, making it quite unique. The photograph was taken during the 1989 RACV Annual Rally to Ballarat. It is also pictured next to another Talbot that is now owned by David Provan. We would be very appreciative of anyone who would be able to provide information on who owned and restored the Talbot, and as always, any past history that you may know. We would also like to know the Talbot's subsequent journey as I have not seen it for some time. Please respond by writing to the Editor with all relevant information about this fairly unique Talbot.

We have received further information on the Daimler that was featured in the December Flashback Column and to read about this see page 18. We thank both Steve Campbell-Wright and Steve Edwards for their contributions on this Daimler. We also have been fortunate to get further information on the Ford T we featured in the Flashback Column in the November issue of *Brass Notes*. We are very grateful to Barry Gomm, David Chantrell and Bruce Forbes for their contributions. See page 11 for these responses.

## The RACV supports the:

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



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

## Coming Events

11 February 2025	<b>Natter Night - Guest speakers Daryl Meek &amp; Fiona Lane</b> Drinks & Nibbles from 7pm in Clubrooms, meeting at 8pm (online available)
16 February 2025	<b>RACV British &amp; European Motoring Show</b> Yarra Glen Racecourse Armstrong Grove, Yarra Glen
23 February 2025	<b>Shannons American Motoring Show</b> Mornington Racecourse, Racecourse Road, Mornington, Victoria
28 - 30 March 2025	<b>Florence Thompson Tour</b> Goldfields

## Major Events

13 - 16 March 2025	<b>RACV 1&amp;2 Cylinder Rally - Koondrook</b> Rally Directors: David Provan & Adam Auditori
12 - 14 September 2025	<b>RACV Pre-1905 Pioneers Run - Ballarat</b> Rally Directors: Daryl Meek & Fiona Lane
15 - 18 October 2025	<b>VCCA (Vic) 70th Anniversary Rally - Swan Hill</b> Rally Directors: Michael & Claudia Holding
8 November 2025	<b>70th Anniversary Gala Dinner</b> Contact: Ben Alcock

## National Events

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



1906 Alldays and Onions at Derby Hotel.

### Front Cover Photograph:

Driver: W. Marsh

Co-Driver: P.O. Fysh

Passengers: P.O.'s brothers

Left side: H. K. Fysh

Right side: C.W. Fysh

Mr. P. O. Fysh is Andrew McDougall's Great Grandfather. We have in past editions of Brass Notes featured a number of P. O. Fysh vehicles, but the one this month is the first car he purchased. It is a 1906 Alldays and Onions.

For more details, see article on page 8

# President's Message

By Ben Alcock

In 1955 a small group of motoring enthusiasts formed a club to enjoy veteran cars. Today, 70 years later, we continue to build and enjoy that club. Our Club has a very proud history and I am excited for 2025 as we celebrate our 70th anniversary.

We have a busy year with lots of events planned to celebrate our milestone year, with the hope that there is something for every member to attend and enjoy. Starting with our February Natter Night, we will kick the night off at 7pm for drinks and nibbles prior to the meeting, with our supper following on from guest speakers Daryl & Fiona. Please join us in the room to welcome in 2025, there might even be cake.

You will shortly receive your hardcopy 2025 TAVCCA membership directory in the mail. These directories take a large amount of work to put together, and while he was supported by Claudia, Michael Holding has done all the data collecting, formatting and collating of the books. On behalf of all TAVCAA Clubs and members, I would like to thank Michael for the work that he has put into these, and also for getting them out in time for the start of the 2025 club year.

A reminder that these directories are only as accurate as the information we have for our members, please make sure you keep us up to date with any changes in your living arrangements or your vehicle collection.

We ended 2024 with our presentation evening and Christmas dinner which was very well attended, thank you to those that made the effort, it was great to celebrate another Club year. I'm hoping that 2025 will be just as enjoyable for all and that we have a great year of Veteran motoring.

*Platinum celebrations,  
Ben Alcock, President – VCCA Vic*

## Show and Tell

It's Back. After a bit of a hiatus Show and Tell returns for February's Natter night.

For this 5th instalment, join presenters Daryl Meek and Fiona Lane for another journey into the interesting and the obscure.

As previously, we are also looking for contributions from other club members, both onsite and online.

Do you have something in the cupboard or packed away that is just that little bit different?

Bring your item along on the night and be prepared to give a one-minute presentation.

See you and your treasures at Natter Night, Tuesday 11 February.

## NATTER NIGHT



### February 11, 2025

**7.00pm** - Start the year at the Clubrooms with refreshments - catch up with your friends and we supply everything.



**8.00pm -  
Natter Night**

With Daryl Meek & Fiona Lane presenting their popular segment. Feel free to bring something of interest to show as well!

## MEMBERSHIP

### WELCOME TO NEW MEMBERS

The club wishes to welcome the following new members:

- Harry & Cathy Hickling from Malmsbury - 1908 Mercedes 35HP
- John & Josephine Poljansek from Montmorency - 1918 GCS Motorcycle, 1914 Fiat TIPO 52B Roadster, 1914 Triumph Motorcycle

## Factory 10

*Veteran Restorations*

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



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

# Editorial

By Greg Smith

It was on my break from *Brass Notes* during December, having that little bit of extra rest and relaxation, in the “apple isle” that my mind, still partially attached to *Brass Notes*, thought it may be an idea to have some sort of a “Tasmanian theme” in the January/February edition.

I had already received a what is it? photograph from Grant Vormister, which was of a Tasmanian car. Several vehicles were to change hands at the Veteran National Rally, thus supplying material for the Comings, Goings and Restoration Column, so it prompted me to give this theme further thought. I also had a visit to Chester McKaige, and he very kindly lent me a book about the Paine Carriage and Motor Manufactory Company who were based in Launceston. On flicking through the pages, there was a beautiful photograph of the McDougall 1913 Siddeley Deasy that I had never seen before (See page 16). This extraordinary car was of course bodied by Paine body builders of 66 Patterson Street, Launceston. So again, I thought there may be a story there, so more and more things were steering me towards this Tasmanian theme.

Calum Walsh (the stand in editor), for December *Brass Notes*, wrote a wonderful article on the F.I.A.T. body that had originated in Tasmania from the Fordyce Motor Co. Ltd. of 171 Brisbane Street, Launceston. This triggered my memory that before it was Fordyce Motor Co. it was previously the Wearne and Geard premise that made the Sovereign Motorcycle (being an owner of a Sovereign motorcycle I was acutely aware of this fact).



*The Wearne and Geard premise before it became the Fordyce Motor Co. Humber in the garage doorway and a very early Vauxhall out the front*

I had seen several photographs of the Fordyce building and was amazed by one which featured four KRIT vehicles. These are a very scarce motorcar and to see four in one image proved that many must have been sold by the Fordyce Motor Co., and this was just amongst the many other makes they were selling. (see photos top right to see the makes they were selling). So, enjoy this issue of *Brass Notes* that has some “Tasmanian flavour”.



*Fordyce Motor Co. Note the four KRIT Motor vehicles in this image*



*A Siddeley Deasy and a FIAT car pictured outside the Fordyce motor garage. Look at all the different makes shown on the sign writing they sold.*

Before signing off, I again thank Callum for his grand efforts in putting together the *Brass Notes* for December. It was very interesting to note the moment he really got the “Veteran Bug”, whilst being allowed to sit in the Stutz Bearcat of Hugh Guthrie. I know for me, I never had a moment, as I was born into Veteran Motoring being put in a bassinette in the back of the family 1913 Model T Ford. I had no choice, thank goodness! I would be very interested to get other stories on how and when other people decided that they wanted to be involved in Veteran cars.



## INSTRUMENT REPAIRS

Veteran Vintage Classic

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

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

 VVC INSTRUMENTS

# 2024 Presentation Evening

By Ben Alcock

## **Ron Hobbs Perpetual Trophy**

Brandon Price - 1903 Carlton

## **Kingsley Strack Trophy**

Kim Anderson – 1910 AX Renault

Claudia Holding – 1905 Cadillac

## **Bert Lamshed Memorial Hotchkiss Trophy**

Mark Herbstreit – 1912 Ford Model T

## **Gordon Griffiths Trophy**

Nigel Smith – 1911 Alldays & Onions

## **Frankston City Commemoration Trophy**

Rob & Jerri Lee Miller - 1909 De Dion Bouton

## **McKaige Trophy**

Simon Anderson

## **Apollo Trophy**

Murray Murfett

## **Kermonde Trophy**

Alan Esmore – 1916 Buick

## **New Four or more-cylinder Car Restoration**

Alan Esmore – 1916 Buick

Nigel Smith – 1911 Alldays & Onions

## **50 Year Awards**

Colin Daniels

Malcolm McInnes

Brian Scudds

## **60 Year Awards**

Russell Beach

Robert Griffith

David Smallacombe

Lynette Andrews



David Smallacombe



Rob & Jerri Lee Miller with  
Greg Robinson, President, and  
Chairman of the RACV



Brian Scudds



Mark Herbstreit



Simon Anderson



Claudia Holding



Russ Ward receiving his first  
time out award.

# Valē – Geoffrey Simmons

By Graeme Jarrett & John Wards, Photographs by Callum Walsh

Club member Geoffrey Simmons passed away in Sydney on Sunday January 5th 2025 at the age of 80 years. His lengthy health battle, which precluded him from attending some of our on road motoring events, finally overcame him.

We offer our condolences to his long term partner, Anna and his many close friends.

Geoff, or 'Simmo' as he was often called, was born in Sydney and grew up in the western suburbs, often describing himself as a Westy, a generic term for a person with working class roots. He, along with his twin brother John (deceased) were motor mechanics, apprenticed by their father, working collectively in the home workshop for many years.

Because of his association with cars from a very early age Geoff was drawn to all those things motoring, these included motor racing of which he had an abiding passion. He prepared, maintained and built a number of cars for competition including BMC minis and Jaguars.

Later he developed an interest in vintage and veteran motoring where he embarked on the ownership of a variety of early cars including Morris (Bullnose) and Palladium. His gravitation to veteran cars was inevitable and included the restoration and campaigning of Delage, Napoleon and Innes. He also had a brief flutter with a Sizaire Naudin which soon passed to fellow enthusiast in Sydney, John Wards.

We Victorians best came to meet and know Simmo for his attending the Victorian 1 & 2 Cylinder annual rally events as well as the nationals for these cars. In light of his regular visits to Victoria he decided to join our club in 1995. He attended these very regularly and became something of an ambassador – often saying "doesn't matter where you hold it I will still come". His beaming approach, fast style on the road and can do attitude are legendary – a man hard to ignore and difficult to forget. He was generous and sharing - a legend in our space and beyond.

RIP Simmo.

## My Fun Experiences With My Mate Simmo

*John Wards has written -*

Vale Geoffrey Simmons - Our mate Geoffrey. I got to know Geoffrey when I was President of the Veteran Car Club (NSW) around 1989. We were at the National Veteran Rally in Warwick where our competitive mate decided to give the Delage a bit of a boost with "laughing gas", nitrous oxide, and blew the block off the crankcase. The evidence still shows on the bonnet of the car.

In 1992 Geoffrey asked me to come with him to the first Victorian 1&2 rally. What a hoot! I had never driven in a 1 or 2 cylinder car before. Boy didn't I learn quickly. Geoffrey's passing techniques are legendary. Passing close enough to almost rub the hubcaps off the car you

are overtaking and passing 3 abreast. Also, there was only one speed - FLAT OUT. I think that's why Anna enjoyed being passenger so much!

The following year Geoffrey acquired the Sizaire from Melbourne enabling me to use it and eventually buy it. We rallied together for most of the next 30 plus years. Now to the "I don't believe it" part. Geoffrey asked me to SLOW DOWN! We were in my Sizaire et Naudin at Hamilton in 2020 with Geoffrey as the passenger. I wanted to do 70 kph, but when he asked me to slow down, I only reached 69.7 kph. Bugger!

Geoffrey was one of the most generous and supportive people I've ever known and a great mate. I am sure he will be sorely missed.

John Wards

*I also have great "Simmo" memories and all that knew him would also be reminiscing with very fond recollections - Ed*



*Simmo driving at speed in his beloved 1909 type F Delage.*



*Left to right, Simmo and John Wards preparing for the road with John's 1909 Sizaire Naudin that Geoff owned for a short time.*

# The Story of the 1906 Alldays and Onions

By John Tenniswood (edited by Frances McDougall)

It was 1963. I had recently become the proud owner of a trailer load of rusted iron and rotted wood from which protruded a brass radiator proudly displaying the name "Alldays". Merv Gray of Launceston had discovered this and the remains of several other old cars in a junk yard belonging to Walter Bryant on Flinders Island. The Alldays had sat there, minus its engine, rusting and rotting for some forty years. The engine had found its way into a boat which had been burnt in a bushfire (presumably on the shore!) and had now been reunited with the body. It came into my possession through the good offices of Nigel Bills and Henry Crocker, who were both aware of my youthful enthusiasm to restore and drive a real veteran car – a desire that would take almost another forty years to be fulfilled.



*The Alldays as found by John Tenniswood- a jigsaw puzzle.*

Not only had I found, in Joe Kremmer, a tradesman who had worked on Alldays cars, but my research through the VCC of Great Britain put me in touch with G. James Allday, MBE, a member of the manufacturer's family and himself the proud owner of a 1904 single cylinder car. He was Past President and Life Patron of the VCC of GB and was of great assistance in my early research.

Soon after I acquired the car, I was contacted by Gordon Fysh who told me that his father, Mr P.O. Fysh of Launceston, had once owned one of these cars. He gave me some photographs of that car showing his father sitting beside the chauffeur, a Mr Marsh, with his two uncles in the back. The picture was taken outside the hotel at Derby.

The chances of this being the same car seemed remote, because these cars were popular in Australia and New Zealand, but Gordon told me to check a couple of points. Did the original engine have a repair at the back of the cylinder block? Yes, it did. Did it have a modified drive shaft? Yes. Was the rim missing off the single headlamp? It had been kicked off by a horse that had shied at the car as it was going up Pontville Hill. I could not say as I did not have the lamp. Perhaps it was the same car, or perhaps they all had modified drive shafts and repairs at the back of the block. But it seemed more likely that I had the Fysh car.

I was intrigued, so I did some research on Flinders Island by working backwards. Walter Bryant had acquired the car from a Mr Costa of Emitta after it had broken down. Mr Costa had since died, but his son, George, was still on the island. I contacted him. He was delighted to hear from me and told me that his father had bought the car from a Mr Burbury of Launceston in 1920, and it had previously belonged to Mr P.O. Fysh. He still had the headlamp: would I like it? Yes please! When the headlamp arrived, the rim was missing. He also sent me one of the original Powell & Hanmer side lamps.

Gordon told me that his father took delivery of the car from A.G. Webster and Sons of Hobart in 1906 and that it was driven to Launceston by Mr. W. S. Todd. I decided to contact Websters to see (tongue-in-cheek) if they still stocked parts. Naturally they didn't, but they were interested and put me in touch with Mr Bill Spencer who was managing director of Co-operative Motors in Hobart. The old man was fascinated to learn that I had the Alldays as he recalled that when he was a boy working at Websters, he had helped to unpack and assemble the Fysh car.

I had enough material to rebuild the body which still includes some original pieces such as the little "boot lid" under the back of the rear seat and the curved scrolls in front of the rear doors. The scuttle, radiator and brass bonnet fittings are original, and the mudguards are the modified ones which came with the car.

I had some cowhides tanned in Melbourne to match the colour of a small piece of the original upholstery which I found nailed between two pieces of wood and a local upholsterer undertook the task restoring the seats to their original studded glory. I carefully brush painted the body to match the grey I had found on the original body (I did not think that spraying was appropriate for the period) and the late Kevin Cannell, who had served his apprenticeship as a coach builder, did the decorative line work for me, following the designs we could make out on the original panels.

I heard about an Alldays engine under a house in Ulverstone and made a special trip to investigate. Yes, it was the correct engine and was complete with water pump and original carburettor, a White and Poppe. But, no, the owner would not part with it. He promised to let me know if ever he decided to sell it and that was the last, I heard from him.

Then, about five years ago I received a phone call from Francis Ransley.

"I've got an engine for your Alldays," he said, "Do you want it?"

Somehow, in a way unique to Francis, he had persuaded Allan to part with the engine that I had coveted thirty years earlier. Francis had to come south, so he brought the engine down and it took up residence under the bench in my workshop.

And so it was that in November 1999 the Alldays made its way to Wynyard on a trailer. Over the next twelve months Francis stripped down the chassis and rebuilt the gearbox and rear axle, replacing bearings (the rear axle bearings would fit a Mack truck), improved the braking system and made up one good motor out of the three I had, fitting it with new pistons and stainless-steel valves "so that you can use unleaded petrol!". He built a complete ignition system using trembler coils and making a box to house the contact breaker which is driven from the end of the right-hand cam shaft. The box sits below the radiator in front of the car and is the object of much curiosity. I explain that it is the black box flight recorder and if I ever have a prang, it will give the clues as to what happened.

One evening Francis phoned and said "Listen!". I could hear a regular chuffing noise in the background.

"Is that the Alldays?" I asked.

"Yes, I've got it going."



Longford 2005

#### SOME INTERESTING POST-SCRIPTS:

##### **Extract from a letter written to me by Mr. George Costa of Emita, Flinders Island, dated 2nd July 1964.**

*The car [Alldays] was imported from England by Mr. P.O. Fysh, boot manufacturer of Launceston. Its next owner was Mr. H.H.Burberry [sic.], warehouseman of Launceston. My father bought the car from him in May 1920. It was shipped to the island about a month later. As I was only a boy of 10 at the time my memory will have to work overtime... It had a German Bosch 2 contact magneto chain driven. The carburettor was a Schebler marine type...the oiling system was a flat oil tank connected to a pump like an outsize hypodermic syringe with a two way tap on the bottom. You pumped the oil into the pump, turned the tap and pushed the plunger down again, every five miles...the oil was pumped direct into the crankcase on LH rear corner. The fuel supply was a semi pressurised tank, pressure*

*being supplied by a short length of pipe from the rear cylinder exhaust pipe... to a valve, then to the top of the petrol tank. There was no vent in the cap on the tank...*

*The car was only on the road a few times after it came to the island owing to the condition of the unmade roads and partly because of mechanical trouble. About 25 years ago the engine was sold to Mrs Lee's brother who had it in a boat for some time. Later the shed in which the boat was stored was burnt down in a bush fire and the magneto, carburettor and pump were completely destroyed... I later sold the remains of the car to Mr W. [Walter] Bryant from whom Mr. [Merv] Gray obtained it.*

##### **Extract from a letter from Mr. Gordon Fysh of Launceston, dated 1st September 1964:**

*I am indeed most pleased to hear that you have my father's old car... When Merv Gray got the car some years ago, I had a look at it but could not identify it because of the altered mudguards and windscreen, so concluded that it must have been one of the Hobart cars. I was not aware that Harry Burbury had owned it so conclude that he must have purchased it while I was overseas during the 1914-18 show... Do you recall that in the photo [of P.O. Fysh in the car outside the Derby Hotel] the headlight rim is missing? That happened at the top of Pontville hill when a horse feeding on the bank opposite the church jumped in front of the car and took the headlight rim as clean as a whistle.*

*During the time my father owned the car it certainly had no magneto on it. The commutator, as we used to call it, together with the make and break being driven off the half time shaft and situated just ahead of the radiator.*

*My memory is that my father bought the car in 1906 and took delivery of it in Hobart and the car was driven to Launceston by Mr. W. J. Todd who gave father driving lessons on the way north. I can well remember Father and Mr. Todd arriving home with the car one afternoon. I can also remember that the car which Father had a trial run in prior to purchasing his was a short chassis model having a swing front seat the same as Merv Gray's Star.*

*...I discussed the matter [of dating] with my brother and we agreed that 1906 is the correct date [when the car was delivered] because we had definite proof that Father got the Argyle in 1908, and we do not think he would have bought two cars in consecutive years as he did not buy the first of his four Napiers until 1911*

*It would appear from these two letters the Mr Burbury must have been responsible for the modifications from the original, which included the swept front guards, the windscreen, the Schebler carburettor and magneto and the fancy paint job, which I have restored. I wonder what happened to the Argyle and the four Napiers.*

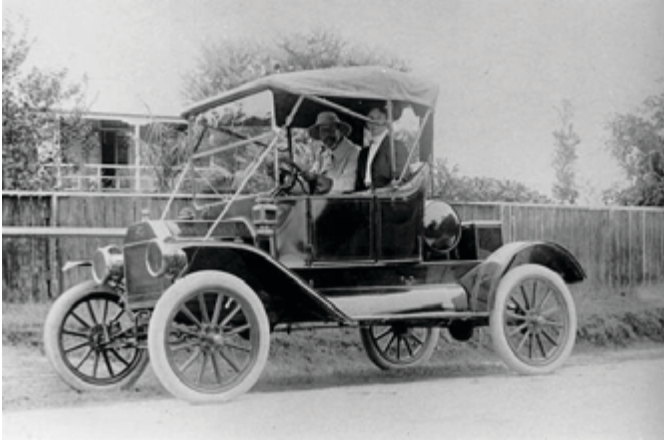
The 1906 Alldays and Onions is now owned by Joe Clippingdale.

# T Ford Time – Queensland Vehicles

By Graeme Jarrett

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

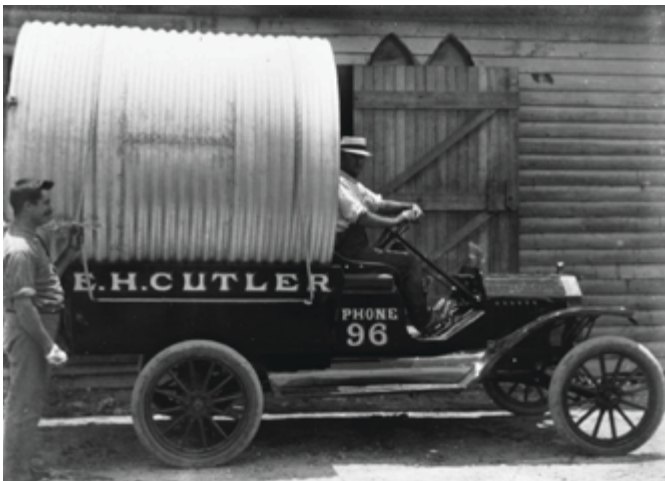
These photographs are of Queensland model T Ford cars. Attribution: - State Library of Queensland.



*Doctor and Mrs. David Hardie in their model T – believed to be a 1912 model.*



*This model T Ford looks to be from 1915. The photograph was taken in 1944 and shows Mr Ben Gordon of Queensland. The lack of tyres on the car might be as a result of tyres not being available at that time – so long after these tyres were in demand. A problem for early cars still on the road. Attribution: - Jack Gordon Photographic Collection. Published by The Toowoomba Chronicle (also called (The Chronicle).*



*This model T looks to be a standard car chassis put to use as a plumber's work horse. It is owned by E.H. Cutler seen here delivering a water tank, Ipswich Queensland.*



*This 1915 model T Ford is seen in Elizabeth Street, Brisbane. The badge in the centre of the radiator is indicative of a Red Cross volunteer participant.*

## CLOCK'IT

PRECISION MADE, SUPERIOR QUALITY CABINETS

Scott Staples

T 03 9720 6580

F 03 9720 9152

M 0419 710 039

E [scott@clockit.com.au](mailto:scott@clockit.com.au)

Makers of Custom Cabinets  
Domestic, Commercial, Industrial

All Cabinets Designed and made  
to your Specifications

Please visit our web site

[www.clockit.com.au](http://www.clockit.com.au)

**Brown's**  
Whitemetal & Mechanical  
Service

**Andrew Brown**  
**0466 061 002**



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

# November Flashback - A Unique Tarrant Style Model T Ford

*By David Chantrell*

The following car is owned by Wal Martin of Kinglake in Victoria, Australia.

The images below are from when the Tourer was bought new in August 1913. It is shown on Flat Rock Road, Kangaroo Ground in Victoria and was purchased from Tarrant's on May 29th, 1913 by Albert Brooks Snr, owner of a furniture shop in Smith Street Fitzroy (inner city suburb of Melbourne)

The following image shows the car as it is now restored. Wal had the fortune of meeting Albert Brooks Snr before he died and established that Albert had wanted the car to look like the later Tarrant bodied Tourers and approached the Tarrant company to modify it. Finding the quote too expensive, the modifications were made by Drought & McGlone.



These final two images were taken on June 22nd 1959 when Wal purchased the car from Central Park Motors in Fairfield, Melbourne.



# November Flashback Response

By Neville Forbes

Hi Greg,

After reading the November edition of *Brass Notes* I thought that I may be able to add some more information relating to the Model T on page 2, which I believe was destroyed in the Black Saturday bushfires at Kinglake.

My 1916 Model T I believe is a sister to the one depicted in the magazine. I have been told that 5 or 6 of these deluxe bodies were made by Tarrant Motors in Melbourne.

In relation to my Ford T Tourer, the engine and chassis were imported from Canada. The special 'deluxe' body was built by Tarrant Motors of Melbourne for Dr. Syme of the Melbourne Age Newspaper, however Dr. Syme did not end up taking delivery of the car.

It was purchased by Mr. Gardom of Byrnside (near Kyabram) in 1916 for his daughter Ruby. Bruce Forbes of Nagambie purchased this car from Miss Gardom in 1955. The car has been in the Forbes family ever since.

Hope this is of some interest.

Regards,

Neville Forbes

**Editors Note:** It appears from the evidence provided by several people that the Wally Martin car was altered and modified by Drought and McGlone c1918 to look very similar to the Tarrant special deluxe bodied vehicle. Many of us were lucky enough to see Neville Forbes Model T at the 2023 RACV Annual Rally in Nagambie.



*The Model T Ford Deluxe body as it is today*



# November Flashback Response

By Barry Gomm

Hi Greg,

Happy New Year,

Doing a great job, congratulations. Been editor myself twice in the days when the material and layout was nowhere near today's standard (although I do claim authorship of the title 'Brass Notes').

I must confess I was lax in not getting back to you about Wally Martin's T Ford, there was every intention of doing so but Barry Smith and Graeme Jarret have adequately given you the information. However, one detail remains: perhaps Colonial Lamp did modify or repair the radiator top, but it was an attempt to portray the car as different to a T Ford because it was marketed as a 'Palm'. Whether this was done by Tarrant or later by the two brothers I cannot say but that was the explanation given to me by Wally himself many years ago.

Regards,

Barry Gomm



*A lovely period photograph of Ruby Gardom driving her Ford T with her father seated in the passenger seat. Bruce Forbes purchased the car making him the second owner.*

# Commercial Collage

By Greg Smith

I am not sure how to describe this photo, whether it is an oxymoron or a paradox! These vehicles maybe perfect for a nonemergency crisis!

An Orient fire tender. That says it all. Backed up with a very early Motosacoche motorcycle. That just adds to it. An unidentified three wheeled ladder carrier. The mind boggles.

I guess all I can say is I hope the emergency does not require immediate action! Not the quickest vehicles to get to an urgent blaze!

Over the next few issues, I hope to supply a number of photographs for our commercial collage column that features fire tenders. This is just the first.



## What Is It?

By Grant Vormister

Grant Vormister has provided another photo of a car from Tasmania for identification.

He took the photo while doing the James Boag's brewery tour on the Tasmanian National Veteran rally.

After some discussion and checking other photos: James Boag the Second is in the back seat, and we assume that the gentleman in the front is his chauffeur and assistant.

I am quite confident the learned members of our club will definitely be able to help Grant out here with the car identification.

Please respond in writing to the Editor.



# Two Wheel Brake Rally

By Doug Fulford

## Sunday 8 December 2024

The Vintage Sports Car Club runs their Two Wheel Brake Rally as the last event of the year and have done so for almost fifty years. Veteran Car Club and Vintage Drivers Club members are both allowed and encouraged to enter. It is run on the second Sunday in December with an early start in order to avoid the worst of the heat and the traffic. Each year there is a theme behind the rally route with quite extensive notes so that you not only have a great time driving around in your old car but learn about and appreciate some aspect of Melbourne's past. This year the theme was the early history of Melbourne's tram network. There is also a ten question quiz to add to your enjoyment but beware – if in the unlikely event you managed to win it you are likely to be tapped on the shoulder to organise next year's event!

Vivian and I were lucky enough to be back seat passengers in David Provan's 1907 Cadillac. The Caddy was unloaded at Edinburgh Park for the short trip to the official start adjacent to the Shrine on Dallas Brooks Drive. We were five up for this first leg which may explain why a push bike overtook us going up a hill. Lots of meeting and greeting before the rally briefing. We took off first as we were probably the slowest car on the rally. Route instructions – check. Sunscreen – check. Sufficient fuel – check. Water pistol and water – NO! Must remember for next year's event as a number of participants in these rallies derive great joy from firing water pistols as they overtake you.

At first, we were taking the quiz quite seriously - there were 2 cream tram shelters at High Street and 3 pole climbers at the Grand Union Junction (I believe that those answers are correct). But we missed two questions in a row at Coldblo Road and our commitment to winning the quiz kind of faltered from then on. We stopped at a petrol station for relief more than fuel but had to go searching for a tree as there was no toilet.

We made up for being overtaken by the push bike earlier in the day by roaring (sort of) past Peter Hammet's four cylinder De Dion although he claims (correctly by the way) that he let us go by. You may be asking yourself why he would do that. He had Brendan Walsh as navigator whereas we had Callum. Maybe he has more faith in following the Cadillac with Callum navigating than trusting Brendan?

The final destination was Wattle Park for a picnic lunch adjacent to "The Chalet". The route instructions suggested stopping off at a cafe en route to pick up supplies as there was no food available at the final stop. We were more than happy to comply and enjoyed a very appetising morning treat while we were at it. There we said goodbye to the Auditoris as they had to get back to Rochester as both Lucia and James had school the next day.

Wattle Park was developed on 137 acres of rural land purchased by the Hawthorn Tramways Trust in 1915 for £9,000. This was designed to generate weekend and public holiday traffic for their new electric tram line that ran eastwards along Riversdale Road to the Warrigal intersection through what was then open paddocks. A most appropriate location to end what was a really enjoyable and informative rally. Thanks to the Vintage Sports Car Club and Peter Donald in particular for organising such a great event. And thanks to David Provan for allowing us to share in the fun in his wonderful 1907 Cadillac.

### Members participating:

Peter Hammet and Brendan Walsh – 1914 De Dion

Robert and Peter Caffyn – 1912 Talbot (start only)

David Provan, Callum Walsh and Doug and Vivian Fulford – 1907 Cadillac

Andrew McDougall and Deb Alcock – 1915 T Ford

James Dunshea and Ben Alcock – 1911 Hotchkiss

Darren and Rachel Savory and Brodie – 1916 T Ford

Brandon Price – Delage (France's finest car!)

Adam, Lucia and James Auditori – Vauxhall (vintage as Vulcan had issues)

Jason Palmer (at start)



Andrew McDougall and Deb Alcock head up the road



*Peter Hammet and Brendan Walsh happy to pass the Cadillac*



*Robert and Peter Caffyn seen at the start in the 1912 Talbot*



*The 1907 Cadillac of David Provan*



*The 1914 De Dion Bouton of Peter Hammet*



*Chauffeur, Darren Savory in the 1916 Ford T*



*The Ford T overtakes the Cadillac*



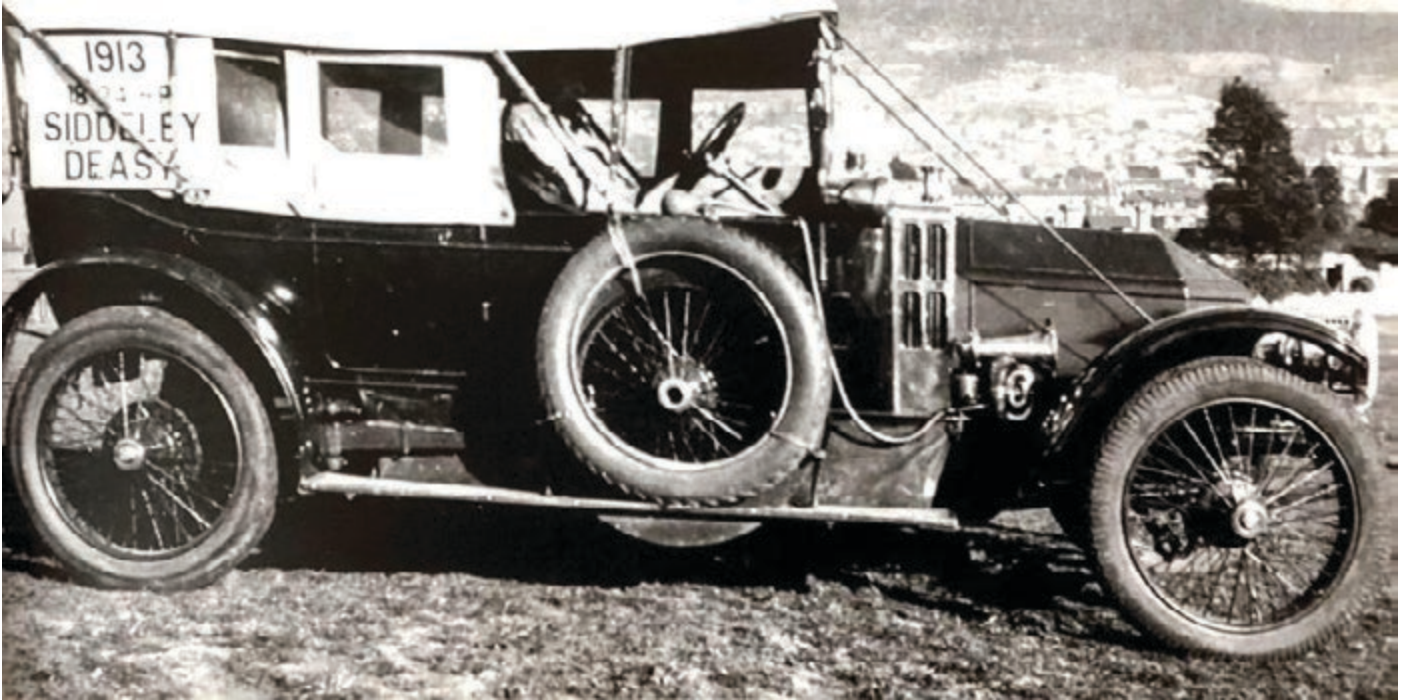
*A water pistol seems to be the weapon of choice of the 1911 Hotchkiss*



*Darren Savory in the 1916 Ford T*

# Jubilee Reliability Trial May 9, 1951

By Frances McDougall



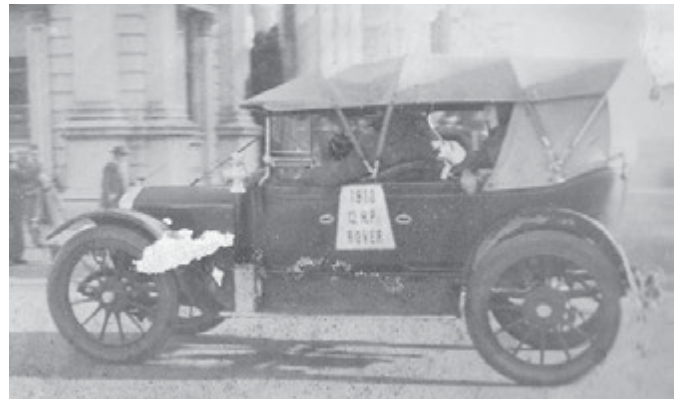
*This is the photograph we had not seen before. G. W. Fysh's 1913 Siddeley Deasy*

Tasmania celebrated the Jubilee of Federation of Australia on 9th May 1951 with a variety of events. One such event was the running of a Reliability Trial from Launceston to Hobart for vehicles made no later than 1914. Gordon Fysh undertook the organization of the trial in the north of the state. It was run under the Light Car Club of Tasmania. Gordon was an active participant in many Light Car events, especially the various hill climbs.

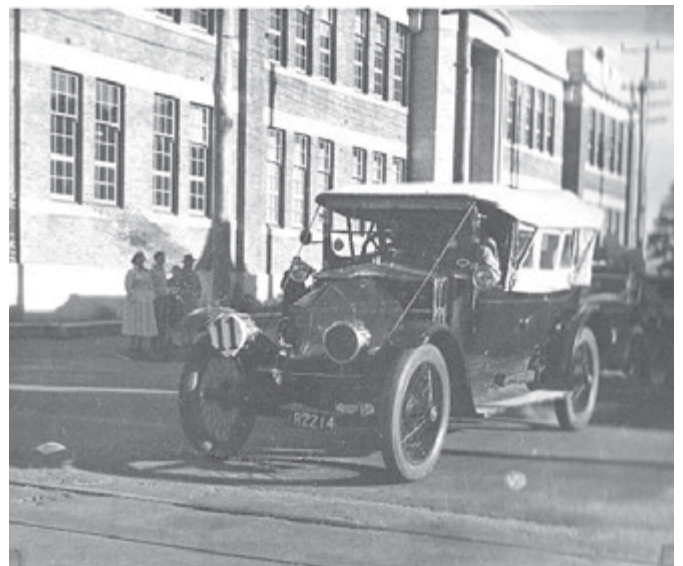
There were 11 entries but there is only documentation of the following: 1905 Minerva W.F Mitchell (owner), E.J. Walkem (driver), 1909 BSA H. Gillett (owner), L.M. Jackson (driver), 1910 Austin Metro Motors, 1912 Daimler R.J. Dean, 1912 Wolseley T. Archer (owner), G.W. Fysh (driver), 1912 Renault C.M. Saul, 1913 Austin Bruce Bayles, and 1913 Siddeley Deasy G.W. Fysh (owner), C.G. Pennycuick (driver).

The Trial would follow the Midland Highway to Hobart and would run along the lines of the TAC Reliability Trials of old. There will be a compulsory stop, the only time refueling would be allowed without attracting a penalty, there will be an observer in each car and the cars will be timed. Each car will start with 100 points, with points being deducted for example, stopping anywhere other than the compulsory stop or refueling other than at the compulsory stop. The 1905 Minerva was the winner of the event.

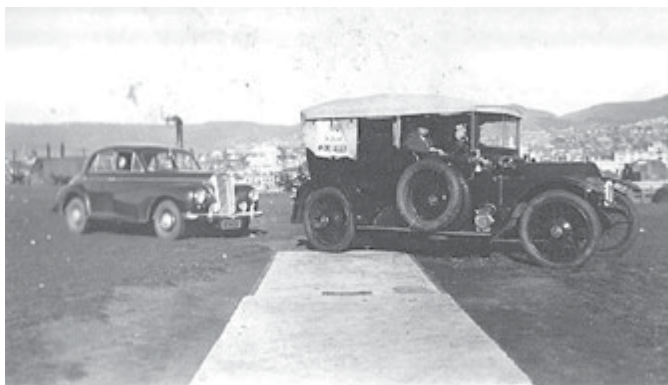
There were huge crowds that the cars had to wend their way through in Hobart.



*1913 Rover*



*1913 Siddeley Deasy May 9, 1951*



1912 Wolseley & Metro Motors 1951 Wolseley



Some of the Drivers, Observers & Passengers



1912 Daimler



Mr. Fysh in his 1909 B.S.A.—



Courtesy)

(G. W. Fysh

—and in his 1913 Siddeley-Deasy.

## Tasmanian Trial

Our enthusiastic member, Mr. G. W. Fysh, of Launceston, Tasmania, has sent us an interesting account of a recent event which took place over a course of 120 miles from Launceston to Hobart.

The event was held in connection with the Jubilee Celebrations to commemorate the Federation of the Australian States, and as with our Brighton Run, it was a reliability trial rather than a race, the final placing being based on the age of the competing vehicles.

Actually all the cars entered were Edwardians, and they comprised a 1905 Minerva, 1909 B.S.A., 1910 Austin, 1912 Daimler, 1912 Ford, 1912 Renault, 1912 Wolseley, 1913 Rover and 1913 Siddeley-Deasy.

The Minerva came in first, and the Daimler, Renault and Wolseley all tied for second place.

Mr. Fysh is the owner of the B.S.A. and the Siddeley-Deasy which we illustrate, and in this event he was driving the Wolseley, which belongs to a friend. It is evident that there is plenty of enthusiasm for veteran motoring "down under."

Above is the report that was in the VCC GB Veteran Gazette, summer of 1951. and coincidentally supplied by Ian Irwin

## Ed Note:

As I mentioned in my editorial, I was generously loaned a book from Chester McKaige on the Paine Carriage and body builders, and on closer inspection I came across a photograph of the McDougall 1913 Siddeley Deasy that had the body built by Paine's. I had never seen this photo, so I sent it through to Andrew and Frances who were able to do some research and discovered it was taken in 1951 whilst participating in an event to commemorate the Jubilee of the Federation of the Australian States.

The event was a reliability trial of 120 miles starting in Launceston with the destination being Hobart. Frances has kindly written a synopsis of the event with photos to accompany. As luck would have it, at the same time very coincidentally Ian Irwin sent two photographs and a report from the VCC of Great Britain that reported on this event to Frances and Andrew. What are the chances? The above is Frances' synopsis and also the report Ian Irwin uncovered.

# December 'Flashback' Daimler

By Steve Campbell-Wright

The car in the December 'Flashback' may be familiar to many in the club as the Daimler Light Thirty, formerly owned by the late George Edwards of Albury, NSW. George used to claim he was the only person in the country with two veteran six-cylinder Daimlers, counting this car in addition to his 1914 45hp Daimler. While the 1914 45hp car has excellent provenance as a veteran car, the claim for the Light Thirty provides an interesting research challenge.

## Early history of the car

The car is reputed to have come from the Hawksview estate, which lies to the east of Albury and abuts Lake Hume. The estate changed hands several times after the turn of the 20th century and was purchased in September 1919 by PT Heywood, a racehorse trainer of Dandenong and son of an English migrant goldrush soft-goods merchant. He bought the estate to provide a better climate for his only son, who had recently returned from the war in Europe. The son had been gassed in the trenches, and Melbourne physicians had advised him to move to drier parts.

The son, Captain Phillip Heywood, had been in England staying with his mother's relatives after completed his schooling at Melbourne Grammar when the war broke out. He enlisted in the 16th Manchester Regiment in 1914 as a private soldier and soon took a commission as an infantry officer. In 1918, he and a group of fellow officers were captured by the Germans and made prisoners of war. After their POW camp at Helzminden was liberated in November 1918, he eventually returned to Australia in July 1919. One version of events says Heywood brought the car home with him.



*Phillip Heywood at the end of his schooling and about to depart for England, 1914*

In the hands of Captain Phil, as he was known to the family, the car rolled into a weir on the property (possibly now under Lake Hume) during a family picnic probably about 1924, when the handbrake reportedly let go. It sat in the water for a week before being recovered. After towing the car out, the rescue party decided to try to tow-start the car, but water in one of the cylinders 'hydraulicised' the piston and conrod through the crankcase. The engine and body were removed, and the chassis became a farm trailer for carrying hay. The body was stored high in the hay loft of the stables on the property.

## The rescue and restoration

Captain Phil's nephew, Phil Webb, took over the property in 1941, and George Edwards eventually bought the car from him. After several decades of storage in the loft, the body was beyond ankle-deep in rat droppings but at least had survived in dry storage, and all the other parts were there. George set about the restoration and fitted a later Daimler sleeve-valve engine while carrying out the lengthy repairs to the original.



*Daimler Light Thirty soon after purchase from Hawksview Estate*

During the restoration, George made an interesting modification. He added an external filler neck and cap to the radiator head of the type used on the 'Standard Thirty' models before and after the war. This meant removing the hidden filler box that was a hallmark of the 'Light Thirty'. The modified radiator head had the advantage of allowing George to mount an eagle mascot. He was firm in his view that the Daimler factory mascot was an eagle, but in reality, the company never adopted a mascot. This allowed the, often titled, owners to fit their own mascots, sometimes featuring family heraldic devices.

Unfortunately, the rectangular brass Daimler-script identification plate, which often has a date code, did not make it back onto the car during the restoration, and a firewall assembly identification tag from a 1914 Standard Thirty (Type TG 30) was affixed by mistake in place of the original Light Thirty (Type TP 30) tag.

## The car itself

The car is a Daimler Light Thirty model, type TP6.30. This model came with a six-cylinder sleeve-valve engine that it shared with its heavier stablemate, the Standard Thirty. It has cast-iron sleeves and a capacity of five litres, magneto ignition and four forward gears. Standard equipment included 880x120 or 895x150 beaded-edge wheels and tyres, but this car now sports 5.00x24 tyres on split rims. While split rims were a common enough modification on early restorations, they appear to have been an option for late production Light Thirty cars.

The body is a single-door tourer with access through the front passenger side and a narrow aisle to enter the rear. The photo of the car in George Edwards's hands awaiting restoration shows the completeness of the rescued car and the original radiator configuration. The body has no maker's plaque or sill plates to identify the builder, but all other known examples of this model reaching Australia arrived as bare chassis.



*The car on a rally in Castlemaine in 2006 showing the excellent standard of restoration*

## Dating considerations

Daimler was not alone in needing to produce cars for sale as soon as its wartime contracts ceased in late 1918. Daimler's manufacturing machinery was worn out from the pressures of wartime contract work, and the factory had been reorganised for munitions and aircraft manufacturing. So, Daimler began overhauling the factory and plant to recommence manufacturing cars from the last weeks of 1918 and into the early part of 1919.

The first examples of the company's three post-war models were available by November 1919 in time for the first motor show at Olympia since before the war, all referred to as 1919–20 models in company publications. Daimler took orders at the show to determine the production numbers for the coming year.

Some company engineers had plans for a very sophisticated car, based on engineering knowledge gained during the war, but the need to get cars into production as soon as reasonably possible meant those plans were dropped. Instead, two 1914 models were

reintroduced – the '30hp' rebranded as the 'Standard Thirty' and the '45hp' rebranded as the 'Forty-Five (Special)'. They were almost indistinguishable from the pre-war versions. There was, however, an all-new model, the 'Light Thirty'.

The new Light Thirty was a derivation of the Standard Thirty, with a lighter chassis, diff and gearbox but the same five-litre engine. It was marketed as the first true owner-driver Daimler. This catered for those who had learnt to drive during the war. Notably, the firewall was tall and straight-sided to allow for streamlined bodywork. New cars were highly sought after in 1919–20, and pre-war cars sold for higher prices than when new during those two years. At £1,000 for the bare chassis and almost half again for a body, the Light Thirty was a very exclusive car.

It's unlikely that, at the age of 22, a newly released POW on his eagerly anticipated return to Australia could have jumped the queue to purchase a Light Thirty in time to ship it home with him. More likely, Phil Heywood ordered his car from a local dealer after settling back into life in Australia. Neal's Motors of Exhibition St, Melbourne is a possible supplier. That firm made their own high-quality bodies, and this car could be an example. They held stock of these scarce Light Thirty Daimlers in October 1920, and with an engine number in the 1920 range, this Daimler could well have been supplied by them. The Light Thirty model only ran to 1922 and was replaced by a range of truly new models not relying on a pre-war heritage.

George Edwards campaigned the car on several veteran rallies under the guise of a 1918 model and, no doubt, appreciated the feel of what was effectively a veteran car quickly released after the war to allow Daimler back into the market. While this magnificent car is not veteran, it serves well to show the development of the British motor industry in the immediate aftermath of the First World War.

## Additional Information from Steve Edwards:

The December flashback photograph is one I am familiar with.

It depicts my parents, Aileen and George Edwards (both deceased), and their Daimler.

The year of the vehicle is a subject of debate.

When George acquired the vehicle in a dilapidated condition from a property near Albury, New South Wales, it was dated as a 1922 light thirty. During its restoration, my father, in his intention, labeled it as an 1918. He believed it was designed in 1918 and referred to it as a veteran. He modified the radiator filler to an external filler neck with the exception of the under-bonnet filler box, which I currently possess.

The vehicle remains in Albury, as it was bequeathed to G.R. Edwards and is still represented as a 1918 vehicle.

# Cyclecar Corner – Buckingham Vee-Twin

By Graeme Jarrett

This Buckingham Cyclecar is believed to be the 1914 model and is fitted with a 1095cc vee-twin engine (89 x 88) with overhead valves – a formidable on-road performer.

These photographs appeared in PreWarCar as “A double belt-drive mystery: the bizarre cyclecar of Barrow-in-Furness” feature – the radiator shell is a clear indication of the marque. Sadly, the usual suspects chipped in with unfortunate responses. Some of these included, “...the two exhaust ports would appear to be way too far apart for a vee-twin. I would think that it's maybe two singles linked together...” Wrong!

Another (fool), also wrote “What a fantastic home-built machine!” Wrong again; this car and others were built by Buckingham in the works! If you don't really know what it is then don't indulge in unfounded speculation – it is too destructive to the publication of accurate history.

The registration number (EO 1065) indicates the car is local to Barrow-in-Furness, Lancashire, Britain.

The Buckingham (and Chota) Cyclecars were the brainchild of J.F. Buckingham, engine maker. His premises, the *Buckingham Engine Works* were in Spon St, Coventry, England. There he manufactured both single cylinder and vee-twin engines for the Cyclecar industry. The single cylinder engines were offered in both air and water- cooled form.

I have written on this subject of Buckingham previously, in particular it included the earlier vehicles called Chota – refer to the February, 2024 issue of *Brass Notes*.

The images are courtesy of the Sankey Archive.



The three quarter front view shows the magneto and exhaust port locations from the front and rear cylinders of the fore and aft vee-twin engine.

**BUCKINGHAM** **ENGINES AND CYCLECARS**  
ensure maximum  
**Power**  
5678 m.p.h.  
World's 750 Record.  
**Durability**  
Harry Long's 5,000 Mile Trial.  
No trouble.  
**AND**  
**Economy**  
60 m.p.g.  
See numerous successes.

**OLYMPIA**  
Stand 35

On 26th October at Brooklands Mr. J. F. Buckingham put up three new 750 c.c. Cyclecar records with Single Cylinder Buckingham engine:-  
**KILO** — 39½ secs. = 54.78 m.p.h.  
**1 MILE** — 1 min. 3½ secs. = 56.60 m.p.h.  
**5 MILES** — 5 min. 34½ secs. = 58.83 m.p.h.

Sole Manufacturer:  
**J. F. BUCKINGHAM,**  
Engine Specialist,  
Spon St., Coventry.

The advert dates from November 1913, extract from *The Light Car & Cyclecar*.



The Buckingham ready for the road.

# National All Veteran Vehicle Rally

By Doug Fulford

## Launceston, 18th to 23rd November 2024

Tasmania is a fantastic holiday destination. The scenery is fantastic from sweeping seascapes to panoramic farmland vistas to vast natural bushland areas. It is also dotted with some of the most interesting and best preserved historic sites in all of Australia - as if the state is in some type of time warp. It also boasts unique and wonderful animals and birds in abundance. Plus, the locals are very warm and friendly and happy to share their picturesque island with visitors from the mainland. Mind you some of the locals do regard the mainland as Tasmania's northern island! How much better then is it to soak all this in while travelling at the pace of a veteran car with their almost completely unobstructed view. Add to that the fact that this was the 2024 All Veteran National Rally and was being organised by the "legendary" Jill Hawkins and Ben Alcock made it pretty much a "get there if you possibly can" event. Mind you getting to Tasmania with your veteran car is a bit of an issue, thankfully made considerably easier due to the efforts of Michael and Claudia Holding and their kind friends at Little River. So, most mainland entrants left their trailers and often their tow vehicles as well at Little River. Thankfully the Tasmanian club is very aware of this and provided two backup trailers - which, I might add, did get considerable use as the rally progressed.

Vivian and I attended the Bendigo rally the previous weekend and were the only veteran on board the Spirit of Tasmania the following Tuesday evening. We were initially regretting missing out on the excitement of having veteran cars and their crews en mass on the boat the following Sunday's night sailing. However, as we watched the wind, and the swell pick up from our caravan park in Devonport our regret pretty much diminished. It was indeed a fairly rough crossing that night although the cars all survived unscathed and with one or two notable exceptions the crews seemed to have pretty much taken it all in their stride. Rick Thege's Daimler must have been monitoring the weather alerts for Bass Strait as it jammed up its starter motor and so dashed the planned trip to Clarendon House, its original home. Russel Holden's Monroe roadster and Rob Duffy's Rambler Cross Country might have had similar concerns as both had to be towed on to the Spirit.



The 1911 FN of Stan and Maggie Bone with Bass Strait as a backdrop

It was great that the rally, while being based in Launceston, had been organised to start and finish at Devonport. Many of the Tasmanian contingent who lived elsewhere in the state had made the effort to come to Devonport the night before to join us mainlanders for the official start at the East Devonport Football Club. Lots to eat (cereals, egg and bacon rolls etc), so many friends to catch up with, rally bags to collect and luggage to rearrange for the trip to Launceston. Next thing we knew it was time to head off. A great innovation was the use of a rally card for each entrant with those things that you hadn't paid for crossed out. Then as you got your meal etc the corresponding item was crossed out. I am sure that future rally organisers will be looking closely at this.

We quickly left the suburbs of East Devonport behind and were treated to some magic views over Bass Strait, Nature's fury from the previous evening now clearly dissipating. There was a little bit of misty rain that soon cleared away. Then onwards through rolling farmlands and small hamlets pausing to inspect Chas Kelly's beautiful gardens and his amazing vehicle collection. We then made a slight detour to the Rubicon Grove Nursing Home en route to the Deloraine Ex Serviceman's Club for lunch. If you didn't already know that you were in Tasmania, you did now as most entrants had to engage first gear to climb back up the hill from their parking spots and wheel chocks from the fanciful to the hastily improvised on the spot were a fairly common sight. After lunch we headed on to Launceston and our chosen accommodation, stopping off at "Rustville" along the way. Interesting, but in a way a little sad to see some of the items that looked as if they were, or had been, quite restorable out in the weather deteriorating.



The 1913 Buick of Geoff Brown traversing the farming land of Tasmania



*The rally group shot taken in front of the Brickendon Estate near Longford*

That evening we were treated to a welcome function at the Boathouse Centre. We managed to drive past it several times before realising exactly where it was. A nice end to a lovely but fairly full-on day. The mixed hors d'oeuvre were very tasty but as at least one entrant discovered it was a challenge to stop the arancini balls from rolling off your plate.

The rally start for Tuesday (and in fact for the rest of the rally) was at the Auto Museum Car Park. We had no trouble navigating there as we had driven past it several times the previous evening trying to locate the Boathouse Centre. A leisurely scenic drive to Selbourne Hall for morning tea. Then via the Beaconsfield Mine and Heritage Centre to Sea Horse Centre and Platypus World. The arrangements here were necessarily complicated as both centres could only deal with small groups at a time and as catering was fairly limited on site some entrants had to be transported by mini bus to eateries down the road. I think that Vivian and I weren't the only ones to be a little confused. But who cares about a little confusion given you can see platypus frolicking up close and personal, have echidnas waddle right past you and get to hold a sea horse in your hands. Let me tell you they are quite strong! Unfortunately, the Sinclairs' Overland had developed problems by the time they managed to reach the lunch location, and they decided to put it in their trailer and join us for the remainder of the rally. The return journey was very scenic, largely following the banks of the Tamar River.

Wednesday saw us travelling to the Brickendon Estate near Longford for morning tea. A television camera crew arrived and interviewed Peter Hawkins about his lovely SF Series 18 Studebaker four cylinder tourer. We wandered through the picturesque gardens and admired the World Heritage listed convict village and early colonial homestead. Wonderful photo opportunities for the keen photographer plus an organised group shot.

Then it was a case of "start your engines" and head off to the Bracknell Football Club for lunch. We stopped off at Sally and Chester McKaige's house to admire their magnificent collection of amazing, beautifully restored vehicles. That evening we enjoyed a complimentary barbeque courtesy of Russell and Chris Holden's The Veteran Garage. The man who ran the barbeque later on burst into song – and a pretty good singer he was too. Along the way I learned the hard way why you buy washed potatoes as distinct from brushed ones.



*A lovely setting in amongst the old buildings for the 1912 Adams of Simon and Tess Anderson*

Thursday was the vehicle display day at the auto museum. You could also do a tour of Boags Brewery and/or attend a High Tea at The Gorge Restaurant. This required careful planning as those doing the brewery tour as well as the high tea had to be on the first brewery tour. Well done Jill and Ben. Neither of us went on the brewery tour which was free for Tasmanian residents. Vivian enjoyed the high tea including a scenic walk in the gorge and seeing a peacock put on a great display. It may traditionally be an event mostly attended by women however quite a few men, particularly those hailing from Queensland, attended. Far too many for it to be simply making a mistake when

putting in their rally entry. Or maybe their partners did the entry for them? It was greatly enjoyed by those who attended and is clearly becoming a popular event on a national rally agenda.



*The ladies ready for High Tea pictured in front of Cataract Gorge. Left to right; Chris Holden, Marie Ritson and Jill Hawkins*

Tuesday and Wednesday we had headed out of Launceston turning right to wind our way up a long hill towards the main route between Devonport and Hobart. Instead, today we veered off to the left much earlier and did a loop passing the old Customs House. I don't think we quite did the loop the rally organisers had intended us to do. But we did go past the Customs House and ended up on the right road to Evandale and the Morven Park Football Ground for morning tea. Suitably refreshed we hopped back into our cars, Vivian taking over driving duties, and did several loops past the local school with the children out the front all cheering wildly and asking for horns to be tooted. We duly turned left at the "Dumb Policeman" (the only one left on duty in Tasmania) and headed to Deddington Chapel. The road was being resurfaced so we had quite a wait before proceeding. Then it was time to return the way we had come – yes, we got caught by the roadworks again - until we reached the turnoff to Clarendon Estate.



*Vivian Fulford piloting the Studebaker up the drive of Clarendon House*

Clarendon House is truly majestic, the building itself and its contents including furniture, paintings, clothes, musical instruments, toys etc.

Catherine Strutt entertained us on one of the historic forte pianos which they were happy for her to play. Catherine did a great job, especially considering that the piano was out of tune, unregulated and some of the ivories were coming loose. How lovely to have a picture of your veteran vehicle in front of such a wonderful historic home. Heading back to Launceston there was an optional detour for those who wanted to visit a coupler of local wineries.



*Catherine Strutt providing a lovely rendition on the Piano in Clarendon House*



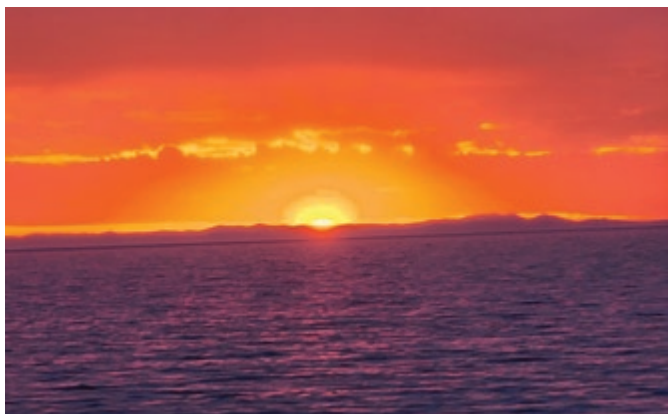
*Clarendon House provides a wonderful backdrop to the 1916 Benz of John Wards*

That evening we had the rally dinner at the Boathouse Centre. Being an all veteran national rally there was the presentation of the Montagu Trophy (via mobile phone) to the very deserving Rhonda Guthrie. It was, I believe, a hotly contested award with quite a few nominations. It's the first time I can remember Rhonda being stuck for words, although she recovered fairly quickly. Congratulations Rhonda. Julian McNeil went on to promote next year's all veteran rally which will be held at Murray Bridge from 5-10 October 2025. I got to read a poem that recounted some of what had happened during the rally and hopefully reminded entrants of the great time that they had had here in Tasmania. The direction signs were sold with most entrants' keen to get one as a lovely memento of a truly memorable rally. And there was still one day to go!

Saturday morning we assembled for the final time at the Auto Museum, ready to do that "traditional" climb out of Launceston. Morning teas was at the Westbury RSL. Shortly after it started gently raining as if Tasmania was sad to see us heading off to go home. Mind you we had enjoyed nearly perfect veteran touring weather up until that point.

While sad in a way to be leaving Tasmania we were at the same time keen to get to the boat without any failures to proceed. 38 km to Meander Hall for lunch, then a further 67 km to the boat. Said goodbyes to many of the locals who would be peeling off the official route to head home and to others who were staying on to enjoy more of what Tasmania has to offer. Entrants who might well have passed us on previous days seemed happy to just sit behind us and watch as the kms to the port dropped away like clockwork, if not as rapidly as possible.

Back at Devonport we compared notes as we wiled away the time to boarding. Some were anxious to join the boarding queues as if worried that they might get left behind. Others waited till the queues shortened. On the way over we had been the only veteran on board. How much merrier it is to have a batch of veteran cars on the boat and friends with whom to celebrate another great rally. And lovely people with whom to share a romantic sunset at sea. We disembarked the next day only to be greeted by a rather bleak and rainy Geelong morning. We drove our veterans to Little River where they were loaded into their respective trailers for the varying drives back home before departing having said our final goodbyes till next time.



*A gorgeous sunset was on show as we left the shores of Tasmania.*

It was great to see the number of younger people (my definition of young might be shifting as I age) and multiple generations of the one family attending this rally. A special mention should be made of Rachael Betts who shared the 1908 AX Renault (the oldest vehicle on the rally) with her grandfather, Bill. In fact, she drove the car the majority of the time. Also, a shout out to Robyn who gave up her seat in the Renault so that Rachael could drive. Plus, all three of them were beautifully dressed in period costume. You could almost mistake them for Queenslanders!

It was a fantastic rally thanks to the efforts of Jill Hawkins, Ben Alcock and their myriads of helpers. Every entrant received a rally badge in their rally bag plus a gift featuring items such as beautiful bags produced by Jill's sewing group. Ours included some automotive cleaning products – maybe there's a message there? Then shortly after we arrived home, we received a thumb drive in the mail containing photos taken during the rally, another great keepsake from a wonderful rally. Hopefully Vivian and I will see you all in Murray Bridge next year.

## The 2024 National Veteran Rally

*By Jill Hawkins*

The National Veteran Rally was held in and around Launceston from the 18th-23rd November. We enjoyed a week of wonderful warm weather as entrants from every state and territory toured the surrounding districts and visited most of the local attractions.

The rally was unique as it would not have proceeded without the input from several members of the VCCA (Vic). Ben Alcock was the co-director and managed all the technology aspects of the event. Michael and Claudia Holding took responsibility for the online entries, Brendan Walsh did the excellent maps and Paul Daley printed the rally book. In all a magnificent contribution from fellow enthusiasts to a very successful event.

Our state's contribution was the fantastic scenery we encountered every day. Joe and Julie Clippingdale, Mick Peart, Terry and Pat Campbell along with Peter and myself worked out and rechecked the runs. Two days had to be reorganised after the wild weather made the Rosevale Hall unavailable but persistence prevailed and we got there in the end.



*The rally team of Jill Hawkins and Marie Ritson getting the rally pack prizes together with co rally director Ben Alcock supervising*



*The ex-John Hollis 1909 Belsize now owned by Mick Peart of Tasmania traveling along beautifully*

The contribution of local non-veteran members also added to the success of the event. Max and Faye Steers met the entrants at the Spirit of Tasmania and after delivering them to the breakfast venue, proceeded to Deloraine putting out the signs along the way to our lunch venue. The signs were then handed over to Joe who had a wonderful band of northern members who took on the responsibility of putting them out and collecting them as well as marshalling for the remainder of the rally. I won't mention names for fear of omitting someone but your assistance was invaluable and contributed to a very special event. Mike Cassidy also did the unenviable task of Tail-End Charlie for the week and he was definitely kept very busy.

Alan and Christine Smith along with Bob Wickham spent the week taking photographs so that a USB of the highlights could be sent to all participants, providing some memorable memories of their trip to Tasmania.



*The 1917 Overland Model 75 of Joe Clippingdale*

A group barbecue at the Launceston Big 4 was a celebration, as well as a thank you, to all those who assisted in making the event a success.

The feedback we have received has been very positive but when you have the best scenery in Australia as well as some of most unique buildings and attractions within a relatively small area, it makes the planning much easier. I am very proud of what veteran car enthusiasts from both sides of Bass Strait managed to achieve without a single meeting, albeit heaps of team work. With an ageing local membership, we need to think outside the square and look to where the younger members are if these events are to continue.

Thank you once again to anyone who assisted in any way to the success of this event.



*1917 Studebaker of Peter Hawkins coming over a lovely bridge*

## CLASSIC, VINTAGE & VETERAN NOW AVAILABLE



For over 50 years Stuckey Tyre Service has provided quality tyres and service for classic and collectible cars. In addition to carrying fresh stock from these major manufacturers, our worldwide sources can deliver hard to find tyres for correct and concourse applications.



## STUCKEY TYRE SERVICE

828 Sydney Rd, Brunswick VIC, 3056

1300 854 324 [www.stuckey.com.au](http://www.stuckey.com.au)

# Steam Theme

By Greg Smith

*The following article has been taken directly from the Facebook site of the Launceston Historical Society -ED*



*The New Clarkson steam bus comes to the aid of a Milnes Daimler petrol bus that had broken down in 1906. Note the steel cable hooked up between the two buses. (Accreditation: Launceston Library)*

## **When Launceston experimented with steam buses**

*Nigel Burch, Launceston Historical Society*

Though we look back at the age of horses with nostalgia, the reality is that though better than walking, they were not very practical.

Many people looked to steam and electric carriages as an alternative. These innovations didn't run away with the passengers, or throw them, or cover the streets with smelly excrement.

Feed and agistment for mechanical carriages were cheaper, they went faster, and damaged roads less.

In fact, cars and buses would have come much earlier if they hadn't been lumbered with heavy taxes, speed limits, and required flagmen walking ahead.

After completion of Duck Reach in 1895, reliable power made electric trams feasible, except that they required a system of tracks to be built. This delayed their introduction.

Meanwhile, the smoke and slow heating-up problem of steam carriages had been solved with the invention of the Clarkson kerosene-fueled steam engine in England.

Its "ingenious mechanism" (as The Examiner observed) vaporised the fuel and mixed it with air prior to entering the burner. Perfect combustion could be achieved with no smoke or smell. Water piped through 600 narrow tubes was rapidly converted to steam to power the double high-pressure cylinders, creating a silent power train and smooth, powerful and fast locomotion.

A steam omnibus ran in Launceston over the summer racing carnival of 1904-5, proving the viability and reliability of a service.

The following June the Launceston Motor Omnibus Co was formed at the Mechanics' Institute by James Barclay, Charles Dempster and others. They bought the existing bus, commissioned Fred Paine to build another, and began erecting a headquarters in Brisbane Street, near Wellington Street.



*Fred Paine built the second steam bus ordered by the Launceston Motor Omnibus Co. It is proudly displayed outside his premises in 1905*

In September 1905 they commenced a service running to Newstead, ordering two more buses from England. Unfortunately, a strike over there delayed the arrival of the new vehicles, while they had no spare parts for the two existing ones.



*One of the company's New Clarkson steam buses in 1905-6 on the Newstead run. Note the curved windscreen*

Still, things seemed to be going well enough. The second two buses arrived in 1906, and the service expanded. At the end of the year a new manager was appointed from Melbourne – Mr. A.F.J. Steele.

Shortly after, however, the company ceased operations. Why was never explained, though people muttered about maintenance issues preventing a profit.

In September 1907 the last of the company's four steam buses joined its fellows, sold to Melbourne. "Horse 'buses appear now to have undisputed possession of suburban traffic until the arrival of the trams", said The Examiner.

The Launceston Motor Omnibus Co Ltd finally wound up in June 1908.

# Comings, Goings, and Restorations

By Greg Smith

Well, it seems we have again gone through the silly season, with many vehicles changing hands in the last couple of months.

Let's start off with a vehicle that has a Tasmania connection to add to our theme. A 1909 38hp Daimler was advertised in the August edition of *Brass Notes* and it was mentioned in the advert that the car was sold new to Mr. Knight in Tasmania. Well, the Daimler has found a new owner, and it is one of our members from New South Wales in Neil Heilbrunn who has purchased this very desirable 38hp Daimler. We see it pictured below on the trailer, as well as an image of the Daimler during a reliability run from Launceston to Hobart in 1910. Neil has a nice stable of good performing vehicles.



Secondly, the Peter Hawkin's 1917 Studebaker SF4 has also gone north to Queensland to new owners Rob and Sally York. This is a very low mileage vehicle that has had only a couple of owners since it was new in Tasmania. These Queenslanders are good at spotting quality Veterans.



Another in the veteran motorcycle scene is the purchase of a half restored very early Griffon Zedel by Murray Wright. Murray had been advertising for a very early motorcycle and was able to find and purchase the Griffon Zedel from Bryce Matthews. I am fairly confident that we will see this Griffon Zedel on one of our runs later this year.



During the National Veteran Rally in Tasmania a couple of vehicles also changed hands. Firstly, the Overland Model 59 Doctors Coupe of Rod Cripps has found a new home in Queensland when it was purchased by Jenny Sorensen of Burnett Heads. It will make a nice matching pair to the Overland Model 59 Tourer they already own.



Also, continuing the Tasmanian theme, the restoration of the Singer motorcycle that was previously owned by member Ken Hall from Tasmania is now finished. Ken had this motorcycle under his house probably around 35 years. It was purchased a bit over one year ago by Paul Williams who has completed a wonderful restoration of this pretty rare bike. I do hope we get to see this wonderful restoration at Koondrook on the 1 & 2 cylinder rally in March. Paul has kindly provided a before and after image of the single speed Singer.



In some excellent news, the Brush of the late Geoff Payne has gone to Rob Anderson who has been looking for one for his youngest daughter, Kim. I just feel this is exactly what Geoff would have loved that the car is going to be used by a very young member. Seems a perfect result.



You will recall Graeme Jarrett wrote a splendid article in the November issue of *Brass Notes* about the upcoming sale of the Semmering Mercedes that had an Australian connection. Well, that date of the auction is soon, and on the 27th-28th of February in Miami, USA, RM Sotheby's will be conducting the sale of this unique vehicle. I was somewhat interested in procuring it, but the estimate of \$7,000,000 – 9,000,000 USD made me think twice and then the luxury tax component to import it has probably put me out of the running. Let's hope someone in Australia brings it back here to continue the Australian connection.



Just also heard another vehicle from Victoria has gone to Queensland. A 1913 Ford Model T which was advertised in the Werribee area was sold due to health reasons and ended up with Bob Ausburn in Queensland. It looked to be a wonderful restoration and apparently Bob is very happy to have a very nice performing Veteran. He reckons most of his other cars are not that practical.



In some very late news, I have been informed yet another Victorian car is moving to Queensland. The ex-Graeme Birkett 1911 Star, which was advertised in the December Brass Notes, for a very reasonable price, has found a new owner up North. It is apparently getting picked up in early February. It seems the Veteran car scene in Queensland is going ahead in leaps and bounds

At the recent presentation night, I got to meet one of the new members by the name of John Poljansek who has made the purchase of the ex- George Hetrel FIAT. This lovely car has been in our club for many years and has been owned by several including Noel Tishler, Harold Paynting and most recently George. John also has a couple of Veteran Motorcycles including an Australian built GCS and a trusty Triumph. We hope to see John out with these vehicles at some future rallies.



Finally, I have been informed that on Facebook Marketplace two Veteran Buicks have been for sale. I worked out they are the Buicks that were from the late Peter and Susan May and being sold by a nephew of the May's. I can confirm the wonderful 1910 model 10 Buick has been purchased by Ballarat new member Andy Burns. Andy, has it looking as good as new again and hopefully we will also see it out at one of our events. As far as the 2 cylinder Buick, which is also a beautiful example, I am presently unaware of whether it has been sold.



## LETTER TO THE EDITOR

*Greg.*

My name is Wayne Aberdeen.

I am a member of the Veteran Car Club in Qld and as such am able to see your Club's magazine each month.

I'm just dropping you a note to say how much I enjoyed the Mercedes articles in your two recent editions.

I have an early Mercedes and obviously have an interest in early Mercedes history in Australia.

I knew a fair bit about the Semmering Mercedes but the article by Graeme added to that.

The article by Jason was also very interesting and opened up a bit more information on Mercedes vehicles in Victoria.

Victoria appears to have been regularly importing Mercedes long before any dealers in NSW started to do so.

I think Victoria had three to four times as many veteran Mercedes than NSW and also Victoria had many quite early cars – e.g. in the early Mercedes chain drive period.

I think dealers in Qld only ever imported one car! And that may have been through the then NSW importer.

I have enjoyed reading your magazine for many, many years. It is without doubt, the best presented magazine by any veteran car club in Australia.

I also have your Club to thank for enabling me to locate a differential for my own car.

Back in the mid to late seventies, you generously published a photo of a Mercedes diff in your magazine for me.

That ad resulted in me getting the only complete Mercedes diff I have ever located. I am very much indebted to one of your members for that.

It is under my car.

*Regards and thank you*

*Wayne Aberdeen*

# Private Classifieds

## FOR SALE

Selling on behalf of my brother.

Stepney rim 760 x 90 / 30 x 3 1/2" with mounting ring. All parts are there, the rim has a couple of rust hole from sitting in the dirt many years ago. Put a tyre on it and would make a great display or put a new rim on it and use it.



Can post at buyer expense.

**PRICE: \$1500 ono**

**CONTACT: Simon Anderson**

**Ph: 0414 482 241**

**e: ando\_84@hotmail.com**

## GARAGE SALE

**Sunday 9th February 2025**

Sue Payne is holding a garage sale at her home, 26 Windella Crescent, Glen Waverley, commencing 11.00 am through to 3.00pm.

The items for sale, include: power tools (240 volts and battery), air tools, compressor, hand tools, bench grinders, vices, electric welder, drill stand, new 5 litre containers of 20W – 50 oil, floor crane and numerous other items that Geoffrey used and had for his veteran car hobby.

The items will be laid out on tables, with reasonable and fair offers, in cash, being accepted. Sue is being assisted by members of the Veteran Car Club.

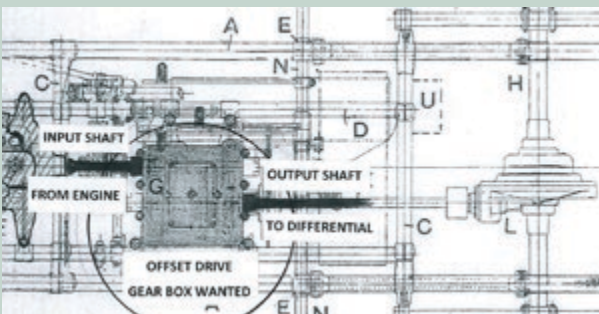
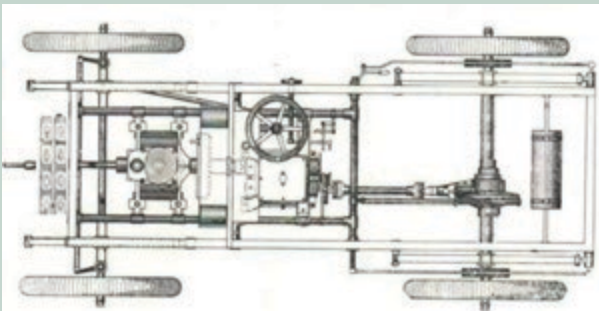
## WANTED

Looking for a gearbox or parts to suit a 6-8 hp car with an indirect output shaft as pictured below. Needs to be progressive gate change.

**CONTACT: Simon Anderson**

**Ph: 0414 482 241**

**e: ando\_84@hotmail.com**



## FOR SALE

Grease Caps \$75

Belsize lights \$300.

Lights with spring on the rear \$200

Rear Window \$120

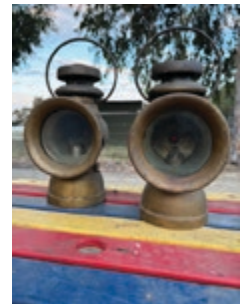
Bonnet catches \$150



**CONTACT: Min Innes-Irons**

**Mobile: 0418 214 022**

**Office: (03) 5821 4000**



# Events

## 2025 RACV 1&2 CYLINDER RALLY KOONDROOK

Thursday 13 to Sunday 16 March 2025



Online entries open Saturday, 25 January

Entries close Sunday, 2 March

### Entry Deadline

Entry for the rally must be completed online via the Club's website by Sunday, 2 March. Visit [veterancarclub.org.au](http://veterancarclub.org.au) to submit your entry today. Late entries cannot be accepted under any circumstances.

If you need assistance with your online entry, please contact Michael Holding on

0407 008 895 or email [mholding@netspace.net.au](mailto:mholding@netspace.net.au). Michael will happily process your online entry for you.

### What

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

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

### When

Thursday 13 to Sunday 16 March 2025.

### Where

The rally headquarters will be at the Comfort Inn Clubarham, 45 Murray Street, Barham.

### Rally Highlights

- Four days filled with camaraderie, laughter, and the shared love of veteran motoring.
- The carefully planned series of drives will take you through picturesque landscapes in and around this magnificent part of Victoria and New South Wales.
- Quality rally meals.
- A tour of the historic Arbuthnot Sawmills, which has supplied redgum sawn timber since 1889.

### Rally Meals

Experience good quality rally lunches and dinners featuring locally sourced, seasonal ingredients.

If you don't have a 1 or 2 cylinder vehicle but would like to attend one of the rally dinners, you'd be most welcome to join us. Be sure to contact Adam Auditori before entries close (on Sunday, 2 March) if you'd like to attend one of the lunches or dinners.

### Rally Registration

Participants can register on Thursday afternoon at the rally headquarters from 12 noon to 2.00 pm or at the welcome function on Thursday evening. If you plan to arrive on Friday, please call David Provan to arrange registration.

### Recommended Accommodation

Please note that you must book and pay for your own accommodation. Be sure to check the property's cancellation policy before making your booking. The rally directors recommend (if you haven't already done so) that you book your accommodation now!

The recommended accommodation is:

#### Comfort Inn Clubarham

A: 45 Murray Street, Barham

P: (03) 5451 1800

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

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

### Other Options

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

#### 1. Comfort Suites Clubarham Golf Resort

A: 6788 Moulamein Road, Barham

P: (02) 9296 5707

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

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

#### 2. Barham Caravan & Tourist Park

A: 1 Noorong Street, Barham

P: (03) 5453 2553

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

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

#### 3. BIG4 Holiday Park Barham

A: 138 East Barham Road, Barham

P: (03) 5453 2009

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

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

#### 4. Riverland Motel

A: 45 Thule Street, Barham

P: (03) 5453 2811

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

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

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

A: 1 Keene Street, Koondrook

P: (03) 5453 2300

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

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

### Trailer Parking

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

## Itinerary

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

## Approximate Distances

Thursday 20 kms, Friday 80 kms, Saturday 100 kms, Sunday 20 kms.

## Cancellations

The rally directors understand that unexpected events and situations may arise that prevent participation. Entrants who need to cancel their entry must do so as soon as possible by notifying one of the rally directors.

## General Information

The rally directors reserve the right to make final decisions on any issues related to event entries, cancellations and refunds. The rally directors appreciate your understanding and cooperation with these guidelines, which will assist them in ensuring a well-organised rally for all participants.

## Name Badges

Please bring your Club name badge (or any other name badge) to the rally.

## Questions

For further information, please visit [www.veterancarclub.org.au](http://www.veterancarclub.org.au) and click on 'upcoming events' or contact one of the rally directors:

Adam Auditori on 0428 037 755, email [auditori@bigpond.com](mailto:auditori@bigpond.com); or

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



The poster for the 2025 National Veteran Vehicle Rally is set against a scenic background of a river and hills. At the top right is a circular logo for the 'NATIONAL VETERAN VEHICLE RALLY MURRAY BRIDGE 2025' featuring a vintage car. The main title 'National Veteran Vehicle Rally 2025' is prominently displayed in the center. To the right, a red circular button says 'Click here to Register NOW'. Below the title, text invites participants to join the tour in Murray Bridge from October 5-10, celebrating automotive heritage. It lists activities like exploring Karoonda's history and Langhorne Creek's wines, and notes a limit of 100 vehicles. A section titled 'Accommodation' lists four options: 1. Bridgeport Hotel - Rally Central (08) 8532 2002; 2. Parklane Motel (08) 8531 2461; 3. Murray Bridge Marina and Caravan Park (08) 8532 6900; 4. Murray Bridge Tourist Park (08) 8532 2860. To the right of this list, three checkmarks indicate: 'Register online at www.trybooking.com/CRHWR', 'Reserve your accommodation', and 'Tell your accommodation you are part of the National Veteran Vehicle Rally 2025!'. At the bottom left are logos for TAVCCA and the Australian Vintage Car Club, along with a QR code. A vintage car is shown in the bottom right corner.

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

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

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

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

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

Michael and Claudia Holding (Rally Directors)

### Big4 Swan Hill

03 5032 4372

<https://big4swanhill.com.au>

Just 2 kms from the daily start

Still have various cabin configurations available

Ensuite powered sites available

### Big 4 Riverside Holiday Park

03 5032 1494

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

Adjacent to the daily start location.

Only three bedroom cabins remaining. Plenty of powered sites.

### Swan Hill Resort

03 5032 2726

<https://swanhillresort.com.au>

Motel style rooms and units available

## 15TH NATIONAL VETERAN MOTORCYCLE RALLY - BALLARAT 2025

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

Rally Director: Murray Wright

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

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

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

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

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

Use [https](https://tinyurl.com/58bhrr8m) link for Online Expression of Interest form:

<https://tinyurl.com/58bhrr8m>

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

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



**FLEMING IMPORTS**  
CLASSIC CARS + PARTS

DO YOU NEED:

- CARS OR PARTS SHIPPED FROM THE USA?
- OTHER FREIGHT?

Regular containers from the West and East Coasts of the US arriving in Sydney.

SCAN ME

GET IN TOUCH NOW!  
ANTHONY SINCLAIR | 0459 408 046  
IMPORTS@YOAA.COM.AU



**Yesterday Once Again (Australia)**

SCAN ME

- Repairs
- Restorations
- Sales

Of all model Gramophones and Phonographs

Visit us at:  
[yoaa.com.au](http://yoaa.com.au)

Anthony Sinclair  
0459 408 046  
Email: [music@yoaa.com.au](mailto:music@yoaa.com.au)

**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**  
Brian Churchill  
t 0408 344 434  
e secretary@veterancarclub.org.au

**TREASURER**  
Claudia Holding (Michael)  
t 0402 484 036  
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

Michael Holding (Claudia)  
t 0407 008 895

**FIVA REPRESENTATIVE (TAVCCA)**  
Andrew McDougall

**SUB-COMMITTEES**

**DATING**  
Andrew McDougall

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

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

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

**REGISTRAR & PERMIT RENEWALS**  
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 Brian Churchill, mobile 0408 344 434, email secretary@veterancarclub.org.au.

Download the application form at  
veterancarclub.org.au.

## BRASS NOTES

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

## EDITORIAL POLICY

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

Unless specified otherwise, articles may be reproduced with acknowledgment to the author and to *Brass Notes* of the VCCA (Victoria) as the source.

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

**PRINT POST APPROVED**  
PP 100018064

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

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

## JP SERVICES AT NATTER NIGHTS

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

## CLUB MEETINGS

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

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



Find us on  
**Facebook**

# National Veteran Rally, Launceston, Tasmania

*Photos by Alan & Christine Smith and Bob Wickham*



*1916 Monroe of Russell and Chris Holden makes the climb up out of Launceston*



*1912 Rolls Royce of Rick Thege glides along the road on the first day out of Devonport*



*1912 Ford T of Michael and Claudia Holding making easy work of the rise*



*1908 Renault of Bill and Robyn Betts being ably driven by their granddaughter Rachael.*



*1913 Siddeley Deasy of Andrew and Frances McDougall ambles up the drive of Clarendon House*



*1912 Overland of Rod and Maggie Cripps motoring nicely over the rise*

# National Veteran Rally, Launceston, Tasmania

*Photos by Alan & Christine Smith and Bob Wickham*



*1911 FN of Chris Duncan and Catherine Strutt enjoying the scenic drive through the farming land*



*1911 Ford T of Chris and Fiona Dillon driving along a beautiful tree lined road*



*1915 Overland of Anthony and Donna Sinclair enjoy hood down motoring working up a very steep hill*



*1916 Cole V8 of Malcolm and Judith Bandy makes pretty short work of this hill*



*1913 Leon Bollee of Ken Hall also makes it up the hill easily with Frances at the helm*



*1911 Hupmobile with John Kennett and Robyn Miller enjoying the picturesque country side*