

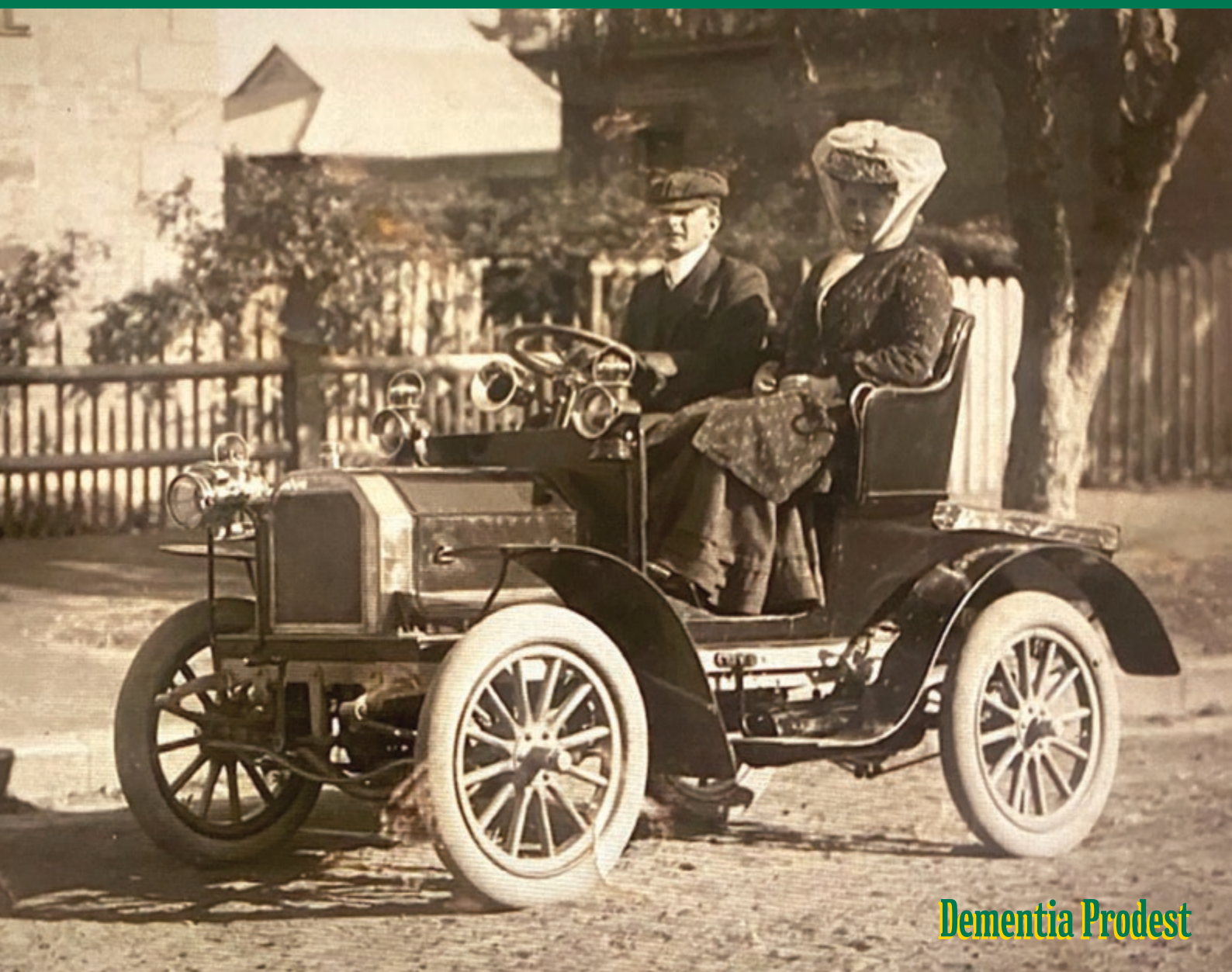
March 2025



# 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



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# Flashback

By Greg Smith



Our flashback photo this month features a Wolseley that rallied in Victoria on our events. The image of the car was taken during the International Rally in 1970. You can clearly see the specialised number plates that were used during that event. This is a car where I don't have any real information at all on, in fact, all I can tell you is who owned it at that time. I only know this fact as I looked up the entry number in the booklet that was produced at the time.

We would be very grateful for any information on the history of this Wolseley, both past and present, or any restoration news, would be most appreciated. Please respond to the Editor with the details you may possess.

On last month's flashback Talbot, I was expecting more details to be provided, but alas that was not to be. I am grateful to both Alan Meredith and Alan Long for their responses, that identified who owned it and what they knew of the vehicle. As always if you think you can add to the story, please respond to the Editor as it is never too late.

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VVC INSTRUMENTS

## Coming Events

9 March 2025	<b>Yarra Glen Swap Meet - Yarra Glen Racecourse</b> <a href="https://www.vintagedriversclub.com.au/yarraglen">https://www.vintagedriversclub.com.au/yarraglen</a>
11 March 2025	<b>Natter Night - Ladies' Night</b> Drinks & Nibbles from 7pm in Clubrooms, meeting at 8pm (online available)
23 March 2025	<b>Kalorama Rally - Kalorama Memorial Reserve</b>
6 April 2025	<b>34th Annual All Ford Day - Eastern Gardens, Geelong</b> <a href="https://allfordday.org.au/">https://allfordday.org.au/</a>

## Major Events

13 - 16 March 2025	<b>RACV 1&amp;2 Cylinder Rally - Koondrook</b> Rally Directors: David Provan & Adam Auditori
8 - 11 May 2025	<b>RACV Four &amp; More Rally - Nagambie</b> Rally Directors: Ben Alcock & Don McPherson
18 - 20 July 2025	<b>RACV Midwinter Rally - Phillip Island</b> Rally Directors: Ben Alcock
12 - 14 September 2025	<b>RACV Pre-1905 Pioneers Run - Ballarat</b> Rally Directors: Daryl Meek & Fiona Lane
15 - 18 October 2025	<b>RACV Veteran Car Club 70th Anniversary Annual 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>

### Front Cover Photograph - What Is It?

Our front cover photograph is somewhat of a mystery at the moment, so we are hoping to gain some information and knowledge from our readers to identify this early vehicle. I would guess it is from c1904. The only details I have are that it was from a non-commercial post card that was in a family's archives in NSW. Not much to go on, but our readers are very knowledgeable so I am confident that the mystery will be solved. Please respond to the Editor with your revelations.

# President's Message

By Ben Alcock

Our February Natter Night was very well attended, it was great to start the year off with such a great turn out of people, helped by the always enjoyable guest speakers, Daryl & Fiona with their show and tell. A segment that always brings a lot of interesting items out, from them and other members on the night.

We are looking forward to the RACV 1 & 2 Cylinder Rally this month, again with great numbers booked in, it's looking like another great rally. The rally director and their teams are busy planning the RACV Four & More rally and the RACV Midwinter rally which are both looking to be very interesting, with a few little surprises planned.

We are now looking for 2026 rally directors. Now's the chance to show off your local town, or a town you love. Bringing our cars to these smaller communities really does bring them a lot of joy (and money) and we have a great team of people willing to help, so if you are interested in running an event, please get in touch with me and we can help start the planning.

I look forward to seeing you at March Natter Night for our ladies night as we celebrate the ladies in our hobby.

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



## LETTER TO THE EDITOR

*G'Day Greg*

Just like to show appreciation for the very high standard of our new Membership Directory. Thank you to Michael and Claudia, without it the scrutineer's job would be more than difficult. The hours that Michael and Claudia must have put into it would have been massive. Thank you also on behalf of the Club.

*Brian Hussey, Bob Ballinger and the Scrutineering team.*

## NATTER NIGHT

*Ladies*  
NIGHT

**March 11, 2025**

**7.00pm - Drinks & Nibbles**

The good weather continues, so join us at the Clubrooms for refreshments - catch up with your friends and we supply everything!

**8.00pm - Natter Night**

**Deb Alcock** will host an interview segment that will feature club stalwarts **Maggie Bone** and **Jessica Holt** as well as a surprise younger lady member. It will be a lively segment, with plenty of laughs and reminiscing.

**Bring your friends and partner and enjoy the club hospitality.**

## MEMBERSHIP

### WELCOME TO NEW MEMBERS

The club wishes to welcome the following new members:

- Rachael Betts – Mittagong NSW  
Grandparent's Bill & Robyn Betts  
1908 Renault.
- John & Lynne Prentice – Curtin ACT –  
Model Y De Dion Bouton, 1914 Talbot,  
1914 Hispano Suiza.
- Valerie White – Mooroolbark –  
1906 McIntyre Buggy (re-joined from 2023).

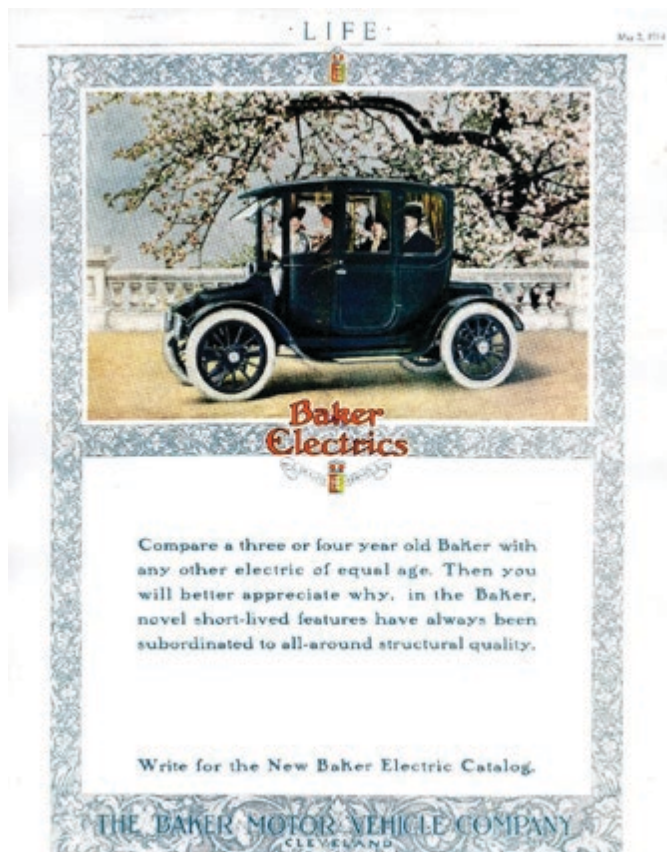


# Editorial

By Greg Smith

In recent times I have attempted to broaden our horizons by looking at different types of vehicles that were available in our Veteran era. We now have a Commercial Collage column where we look at some of the vehicles that fit into this large category. And for the foreseeable future we will be focusing on a huge topic of Fire Appliances. This is a fascinating and wonderful area that so much has been recorded in history. I hope you will enjoy this foray, as, already I have a number of photographs and contributions from our readers after just one issue on this subject. We have for a long time had the Cyclecar Corner column where Graeme shows off his wonderful resources on a subject so dear to his heart. We have also dabbled into the Steam Theme column where we have looked at another form of propulsion, and I am always looking to expand more in this area if we are able to get further contributions.

I have also been recently contacted by Bob Ausburn, who has suggested we are being somewhat negligent in not featuring anything about Electric vehicles of our era. I have completely overstated this, as in fact Bob is attempting to compile a register of Electric Veteran cars in Australia. He has kindly supplied what he has put together so far. We will over the next few issues exhibit the information on the vehicles he has uncovered thus far. Please take a look at his first installment on page 12 titled Electric Illuminations.



# Valē – Gordon Griffiths

By Pam Hill

Gordon Griffiths was born 25 January 1929 in Sunshine, living his entire life in the Western Suburbs. He was a 'proud son of the West'. A kind, good hearted family man.

He was active in the Salvation Army as a young man, playing Cornet in the Salvation Army brass band. He had a lifelong love of music; classical, brass bands, or Welsh male voice choirs.

Educated at Sunshine Tech, he started his working life apprenticed as a carpenter, however he expanded his skills from woodwork to metalwork when he went to work for the Victorian Railways. Eventually he ended up at the Newport Railyards until his retirement.

He built his own home in Blackshaws Rd, Altona where he had lived until very recently. Here he could enjoy his love of gardening.

Always frugal, he only ever had 3 cars for regular transport in his life. My recollections are of seeing him at Club meetings in his Triumph 2500. This love of older vehicles eventually led to the acquisition of a trailer load of rusty bits from Queensland which eventually became the best restored 1916 Dodge Brothers Tourer I have ever seen, possibly looking better than new. Gordon enjoyed many Club events with his wife Shirley, son Allen, or later grandchildren in this car.

Gordon was President of the VCCA (Vic) from 1984-1988.

He passed away on 29 December 2024, aged 95.

Gordon had become actively involved in St Marks Anglican Church, Spotswood with Shirley, and this is where Deane and I went to help his send off. We'll hope to see Allen and his family out again in the Dodge Brothers at some time in the future, in memory of Gordon.



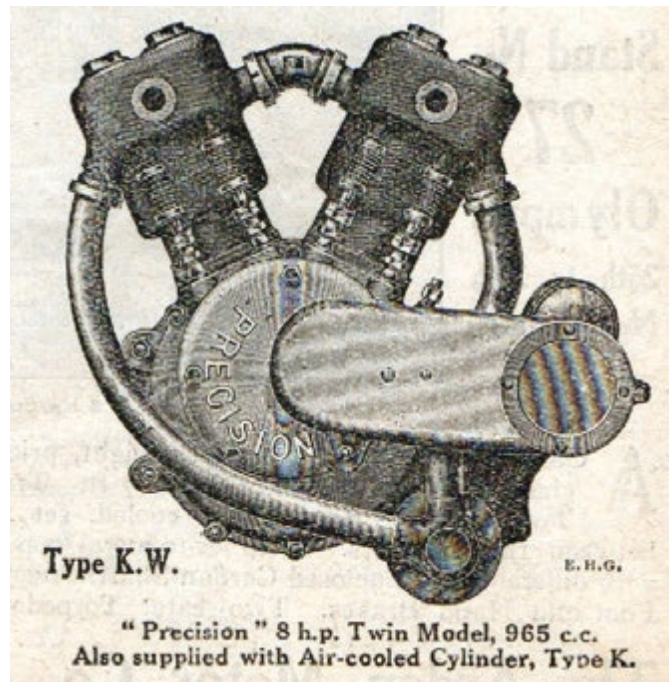


# Cyclecar Corner – Engines For Cyclecars & Light Cars – Part 1

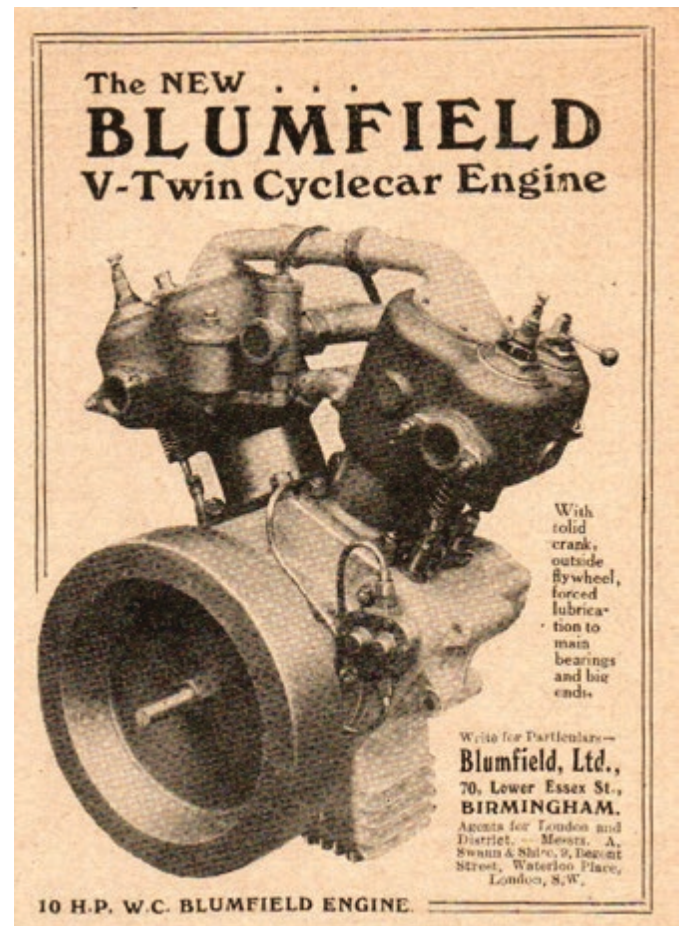
By Graeme Jarrett

The heart of any Cyclecar was its engine and in most cases it was a vee-twin largely from the motor cycle industry. Four cylinder engines were also used and these were largely confined to the more robust machines, Light Cars.

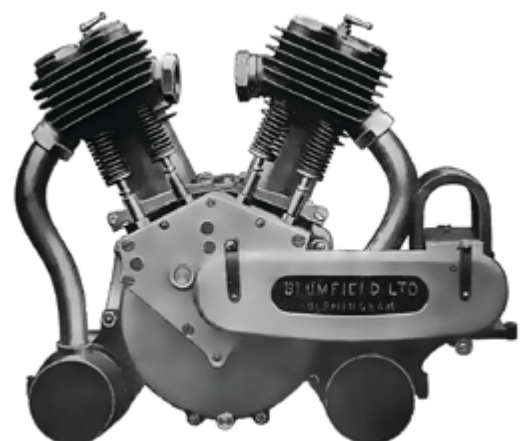
The Precision engine was popular with some Cyclecar builders – perhaps second only to JAP. These were available in air or water-cooled form.



Dalman and Sons produced a water-cooled vee-twin engine of relatively robust proportions. It was fitted with side camshafts to each cylinder – an engineering complexity not seen in the majority of other vee-twins. I am unable to discover which if any machines fitted these. I expect it was a very short lived offering.



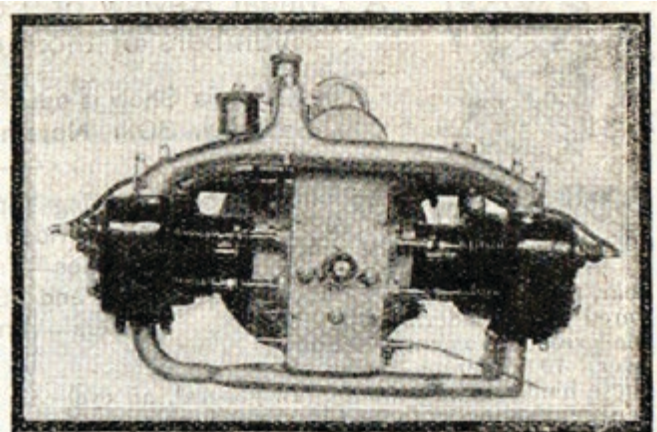
Blumfield Ltd produced a water-cooled vee-twin engine not unlike the Dalman offering. It was also fitted with side camshafts to each cylinder. I am unable to discover which if any machines fitted these. They largely supplied the motor cycle industry.



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Blumfield made a more conventional engine most often used in motorcycles. The company was relatively short lived in engine manufacture, 1910-14 approximately.

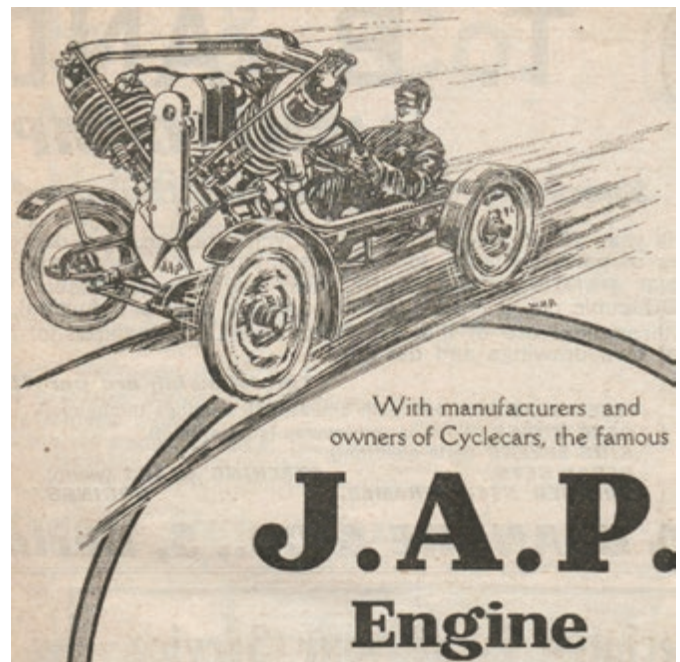


The horizontally-opposed Douglas engine, which is particularly well suited for cyclecar work.

Douglas, better known for air cooled motorcycles on a large scale produced a horizontally opposed (their specialty) twin in water-cooled form for Cyclecar use. This particular engine seems to have been a very short lived endeavor.

The darling of the engine providers was JAP who dominated supply to the Cyclecar world and the motorcycle fraternity. This firm likely supplied more engines than the other suppliers.

Their typical offering was 50 degree angle in 770cc (6hp) and 964cc (8hp) sizes. They also made a very specific 90 degree engine of larger size of 1078cc (9hp – 85x95) for use in Cyclecar.



The JAP advertisement shows the 90 degree vee-twin engine of 9hp dramatically represented in a somewhat overstated fashion. This engine was designed and built specifically for Cyclecars. These, like other JAP engines were available in both Air and water-cooled guise.

The images are courtesy *The Cyclecar* and *The Light Car and Cyclecar and Graces Guide*.

# THE J.A.P. MOTORS

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THREE LAP CYCLECAR HANDICAP—  
J.A.P. 1st..... Mr. E. B. Ware, on Morgan-J.A.P.

THREE LAP SIDE CAR HANDICAP—  
J.A.P. 1st..... Mr. A. Luce, on Zenith-J.A.P.

PUBLIC SCHOOL RACES—  
CLASS 1.  
J.A.P. 1st..... Mr. A. Watson, on N.U.T.-J.A.P.

CLASS 3.  
J.A.P. 1st ..... Mr. A. Luce, on Zenith-J.A.P.  
J.A.P. 2nd..... Mr. J. Henry, on Zenith-J.A.P.  
J.A.P. 3rd ..... Mr. White, on Dot-J.A.P.

CLASS 4.  
J.A.P. 1st ..... Mr. A. Luce, on Zenith-J.A.P.

JUNIOR T.T. RACE—  
J.A.P. 3rd ..... Mr. McNab, on N.U.T.-J.A.P.

— These are a few of many honours gained this week. —

Write now for Illustrated Catalogue of 1914 Models to Dept. C.

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# 1916 Light Car and Cyclecar Engines

A list of the models of Light Cars and Cyclecars available in 1916, giving the make of engine used.<sup>[1]</sup>

Make	Cooling	Cylinders	Bore	Stroke	Capacity	Hp
A. C.	Air	1	95	102	723	
A. C.	Water	4	59	100	1,096	10
A. C.	Water	4	65	100	1,327	12
Alldays	Thermo-Syphon	4	61	100	1,168	8-10
Apha	Thermo-Syphon	4	67	95	1,330	
Aston	Thermo-Syphon	4	65	115		
Atalanta	Thermo-Syphon	4	63	88		
Autocrat	Thermo-Syphon	4	60	95	1,086	
Blumfield	Water	2	88	90	1,095	10
Bayard	Water	4	60	100	1,131	8
Bedalla	Air	2	80	100	1,008	
J. F. Buckingham	Water	2	89	88	1,096	12
Calcott	Water	4	65	110	1,456	10.5
Calthorpe	Thermo-Syphon	4	65	95	1,260	
JAP	Air	2	70	85	654	
JAP	Air	2	85	85	961	
Chapuis-Dornier	Thermo-Syphon	2	60	110	1,244	
Chater Lea	Water	2	65	100	1,327	10
Chater Lea	Air	2	85	85	960	
Charron	Thermo-Syphon	2	58	100	1,056	8
Chiribiri	Thermo-Syphon	4	68	98	1,430	10
Crouch	Water	2	85	90	1,018	
Cummikar	Water	4	65	96		
Day-Leeds	Water	2	64	100	1,286	10
D. L.	Water	4	69	90	1,346	
De. P.	Water	4	64	85	1,098	
Dorman	Thermo-Syphon	4	65	85	1,094	10
Douglas	Water	4	88	88	1,070	
Enfield	Water	2	61	100	1,168	
Globe	Thermo-Syphon	1	105	120	1,039	9
G. W. K.	Water	2	85.8	92	1,065	8
G. N.	Air	2 (V)	84	98	1,086	10
Horstmann	Thermo-Syphon	4	60	88	992	
Ballot	Water	4	60	100		10
Jowett	Thermo-Syphon	2 (Horz)	72	101.5	815.8	8
Kennedy	Water	4	69	90	1,346	11.9
Lagonda	Thermo-Syphon	4	67	77.8	1,098	11
Marlborough	Water	4	62	100	1,200	10
Massnick-Phipps	Thermo-Syphon	4	70	102		
Morgan Motor Co	Water	2	85	85	961	
Meteor	Water	4	62	110	1,328	10
White and Poppe	Water	4	60	90	1,081	
Morris	Thermo-Syphon	4	69	100	1,495	
Peugeot	Water	4	55	90	855	
Precision	Air	1	89	96	4.25	
Ritz	Thermo-Syphon	4	64	104	1,332	
Saxon	Water	4	69	102		11.9
Singer	Water	4	63	88	1,096	10
Standard	Water	4	62	90	1,088	9.5
Swift	Water	4	63	90	1,122	10
Woodrow	Water	2	85	96	1,098	
Wilton	Water	4	66.5	95	1,319	12



# Commercial Collage

By Terry Parker



In this month's Commercial Collage column Terry Parker has kindly supplied a few photographs of an Alldays and Onions fire tender. This lovely little fire appliance is a c1907 Alldays and Onions and was used by the Payneham Volunteer Fire Brigade. Terry, has it pictured in one of his books titled *Early Motoring Portraits*. I am always amazed by the many different makes of vehicles that were adapted to make them functional for the purpose of fighting fires. We thank Terry for his contribution as it is a great follow-up to the Alldays and Onions article we featured in *Brass Notes* last month.

## Early Motoring Portraits

The Payneham Volunteer Fire Brigade 10hp two cylinder Alldays & Onions registered in 1911 with what appears to be too many passengers. The car is earlier, c.1907.



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# What Is It - Response

By Graeme Jarrett

The Tasmanian car in the last month's (Jan-Feb) issue of *Brass Notes* is a Darracq, circa 1904.



Darracq was largely unique in the early motoring world in having a gear lever placed on the steering column – a feature they persisted with for some years. All (mostly) other manufacturers employed a side lever fixed to the chassis as the gear lever. I like to call this a dead giveaway in identifying early cars by this maker.

A similar car is photographed below:



*This similar car, a Darracq, is likely to be of a larger engine size, in my opinion.*

At approximately this time, single, twin and four cylinder cars were offered. I have been unable to conclusively identify our subject car's engine horsepower or engine configuration.

*(Mick Turner also contacted me stating it was a c1904 Darracq. I totally concur with both of these gentleman's suggestion, and I am glad we have been helpful in identifying this car for Grant Vormister who kindly submitted it for identification - Ed)*

# What Is It - Response

By Greg Smith



In the November issue of *Brass Notes* Warwick Landy very kindly sent in a photo of a vehicle to be identified. Sadly, we had not a single response. I was very confident that someone would be able to help Warwick out on this matter, and for him to take the time to send it in and get nothing was disappointing.

As such I thought I would put my "guess" in. When I first scanned the photo, I was fairly confident that it was an Overland, model 38? Never really know which model is which with Overland's. I approached this with a couple of Overland "experts", and they were far from confident.

When I asked a few others when we were at the Annual Rally in Bendigo the verbal responses were quite varied. They varied from Belsize to Russell and a couple of other marques I now forget. Let's have another go to try and recognise this vehicle for Warwick.

The photo below is why I thought it to be Overland. There seemed to be many similarities, especially the radiator. I could be making myself look very silly if this car pictured below is not an Overland!!





# Flashback Response

By Greg Smith

I wish to thank the two Alan's who kindly responded to the Flashback Talbot we presented last month. Alan Meredith wrote that the Talbot featured in the January/February *Brass Notes* Flashback was owned and used by Alan Burr of Ringwood around the time that the photograph was taken. He also provided an image of the car during the May 2006 Wangaratta event.



Alan Long also provided information that he remembered it being restored and rallied by Alan Burr. He stated how Alan had done all the upholstery, hood and fabric covered body himself. When I prompted him on any further details, he remembered it was owned by Tom McManamny and in fact he had done some work on the rear end of the car when Tom owned it. It is important to know that we are NOT referring to the white Talbot that Tom McManamny also owned. This white coloured car was found at Jerilderie by Norm Strack and the Alan Burr Talbot was in the Taylor Collection and purchased by Tom directly from either Gordon or Ron Taylor.

What is a mystery is that the car has disappeared. I can recall it was advertised in *Brass Notes* for sale, but I have not located that advertisement and when that occurred. Surely one of our readers must know the subsequent history of the Talbot after the passing of Alan Burr. Please respond to the Editor if any further details are known.

## Late extra news from one of our members

This car a 1913 4CT 12 hp Talbot Chassis No 7045, engine no 642 was a car that formed part of the Gordon Taylor collection. It was sold in chassis form out of the collection on 16 April 1967 to Tom McManamny. (It is not the white car he used in rallies). The car was subsequently restored by Alan Burr in the 1970/80s and was used in Club rallies. Burr, being an upholsterer, used his talents and built a fabric body.

In the mid-1990s the vehicle was offered for sale locally and overseas. The car spent a while with Brooklands Classic Cars at Cheltenham in Victoria and took some time to sell, but it must be out there somewhere possibly overseas.

# Display on February 9, 2025

By Barry Gomm

On February 9 some VCCA (Vic) members displayed cars at the Waverley Valley Care Community aged care facility at Glen Waverley. The vehicles were 1916 T Ford by Darren and Jenny Savory, 1928 A Model Ford by Brian Churchill and 1907 Aries by Barry Gomm. The event had been requested by the facility's management after noting the interest the audience had in the talk given there last year on veteran and vintage motoring (*Talk given by Barry Gomm - Ed*). It was altogether a very successful day with many photographs being taken of cars by residents and staff. Management sends their thanks for a very successful day.



*A resident and facility supervisor aboard the Aries*



*The Savory Ford T at the Waverley Valley Care Community aged care facility at Glen Waverley*



# Electric Illuminations

By Bob Ausburn



Having an interest in electric vehicles and when they will save the world, I have compiled a list of known complete Veteran Electric vehicles currently in Australia. Two are registered and in occasional use, although only one is owned by members of the Veteran Car Club of Australia. All are eligible, being earlier than 1919.

The following will be the start of a register which will be updated as more information comes to me. In time cars in parts could be added.

## REGISTER OF KNOWN COMPLETE ELECTRIC CARS IN AUSTRALIA

1912 Baker Victoria Extension Coupe owned by Bob & Suzanne Ausburn and in their private collection. Registered in NSW. Our 1912 Baker was from the collection of Robert Holmes à Court and believe he could have imported it from Germany or Belgium in 1949 based on a newspaper clipping under one of the seats and other documents. Robert Holmes à Court was a collector of fine art which he expected would appreciate in value over time and collected rare cars for the same reason. The Baker was not restored during his ownership and two subsequent owners, John Olsen and George Eden did some work and I hope to complete the job.



The 1912 Baker has a lightweight wooden body, aluminium panels over battery compartments, front and rear and leather mudguards. The driver and one passenger sit in the rear seat, and two passengers could sit in the front facing backwards. The power to the large electric motor comes through a Westinghouse controller for 5 forward and 3 reverse speeds. From the 5.9hp motor there is a chain drive reduction at the motor to a driveshaft to a conventional differential. Steering is by tiller on the left-hand side in the front of the driver sitting in the back seat.



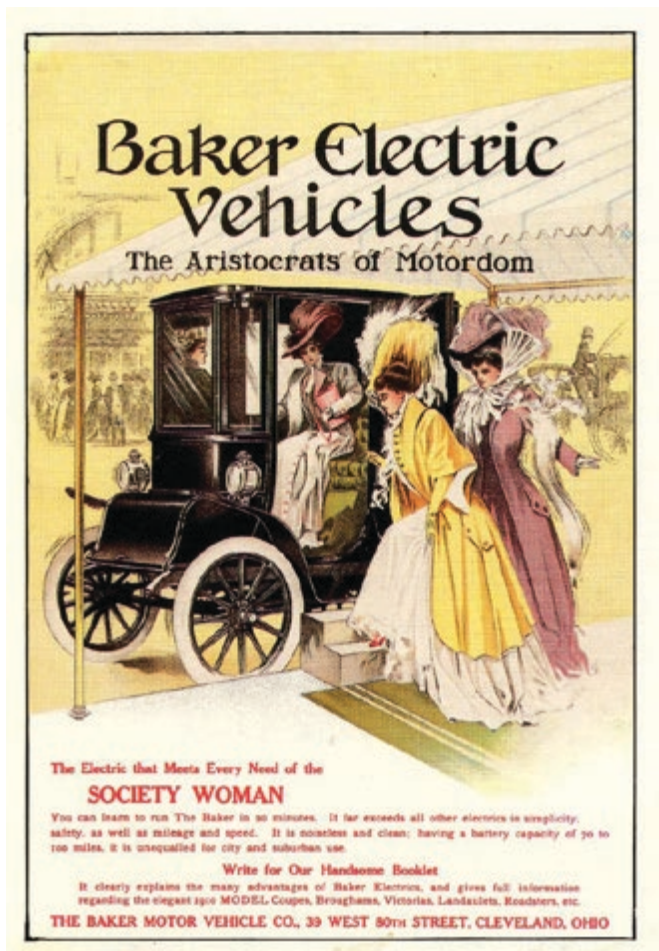


## Charging your car in 1912



The work for graphic artists of today is mostly limited to cartoons and computer games. It was a different situation in the Edwardian Era as can be seen by the imaginative and stylish advertising for electric vehicles. The advertisements were designed to attract elegant society ladies depicting the cars with luxurious interiors and comfort and ease of driving.

*We look forward to next month when Bob reveals the next Electric car for the register -Ed*



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# Mabel Grimwade and Her Talbot

By Graeme Jarrett

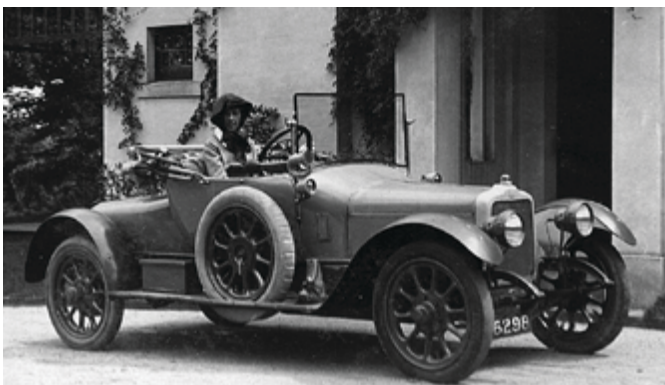
Mabel Louise Grimwade (Mab) had the good fortune to marry Wilfred Russell Grimwade (most often known as Russell) in 1909, she was 22 years of age.

Russell was a keen photographer and an enthusiastic motoring pioneer from an early age. He and his wife had the means to own some interesting cars over an extended period of time. Cars owned by the family included Argyll, De Dion Bouton, Minerva, Talbot, Tarrant, and others.

Mab is known to have owned and driven an Edwardian Talbot.



*Mabel Grimwade in her Talbot was on her way to church (10/12/1916). I expect this shot and the one below were taken on the same day.*



*Again, Mabel Grimwade in her Talbot was on her way to church (10/12/1916).*



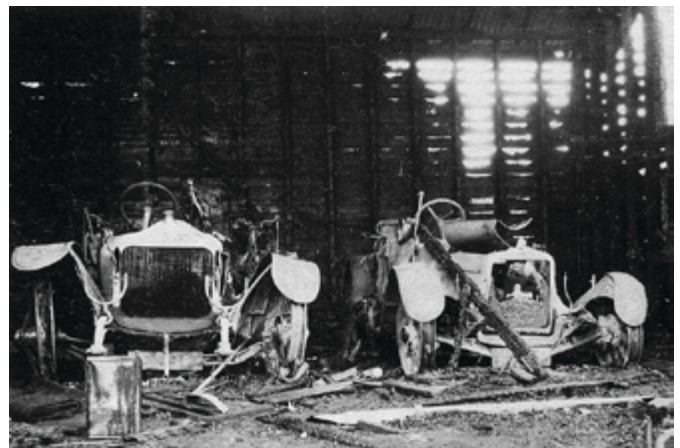
*Mabel Grimwade in the new Fiat car, March 1923.*

*Attribution: - Melbourne University Archive.*

Below: The Talbot was sadly destroyed by fire in December 1919 in the motor house at their home in Toorak. Another car, a Minerva was also destroyed.

Lady Grimwade, as she later became, born Mabel Kelly (1887 – 1975), one of three children to George and Agnes Kelly. They were a farming family (pastoralists) in western Victoria.

Mabel and Russell Grimwade did not have children and were philanthropic with their considerable estate. Their collection of papers, photographs and library were donated to the University of Melbourne archive from where these photographs were sourced.





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# Further Body Styles from F. Paine and Son, Launceston

By Greg Smith

In the January/February edition of *Brass Notes* we touched on the subject of bodies built by F. Paine and Son from Launceston. We discovered information on this subject through a book that was lent to me by Chester McKaige, which happened to feature a previously unseen photograph of Andrew McDougall's Siddeley Deasy. I thought seeing I had this resource we could show a few more vehicles that featured bodies built by F. Paine and Son.

You will recall that last month we featured bodies that were constructed for the Clarkson Steam buses that were used in Launceston on several routes in 1905 and 1906. It was apparently not until 1908 that the first body was built on a car. In 1908 Frederick Paine completed the construction of the first car for Launceston motor dealers, Hall and Jackson of George Street. The car was a single-seater 8hp De Dion with the body built with the provision for a detachable tonneau. The De Dion was painted French grey, picked out with blue lines and trimmed with blue leather. On May 6, 1909, *The Weekly Courier* reported that this French car had since been all over Tasmania and had received golden opinions from motorists. The paper also reported that Paine had completed three more cars, two French De Dions and a British Napier. It also stated that *"Expert motorists and carriage builders alike are unanimous in the opinion that these cars are equal to and in some respects superior to the imported bodies"*



1908 single seat De Dion bodied by F. Paine



1908 first double seater car (De Dion Bouton) built in Northern Tasmania by F. Paine



1912 BSA 13.9hp driven by P.O. Fysh and wife Jean. A glorious looking body by F. Paine. We featured this car on the front cover of September 2021 *Brass Notes*, with an accompanying article on page 10 of that edition.

# Hamilton & District, a History of Motorcycle Manufacture Pre 1914 - Part 1

By Jason Palmer

The Western District in the early days of motoring has always been recognised for the high number of early cars and motoring pioneers right from the dawn of motoring in Australia. The likes of T.H. Laidlaw was someone who recognised the value of motoring from the very early 1900's and Neil McDonald who hired vehicles as early as 1905. Not as well known outside enthusiasts was the amazing diversity of early motorbikes sold and built both in and around the Hamilton area before WW1. Hamilton, Coleraine and Casterton all had their own branded motor bikes. Some have even survived.

One of the earliest recorded was "The Arrow" Mechanical Engineering and Cycle Works, Collins Street, Hamilton. A June 1904 advertisement in the *Spectator* shows Motor Bikes Repaired. As early as 1904 it was recognised that there was a market for repairs to motorised bikes in Hamilton and surrounds. Nat Vail, Engineer, was the proprietor of The Arrow, and was a tradesman with Deutschers Clyde Engineering Works. He was described as the brains behind the engine manufacturing of the business and there was not much he couldn't turn his hands to. At "The Arrow", Vail built bicycles to order for 10 pounds and was known to make his own tyres for the bikes he rode but also advertised Dunlop tyres.

Nat was recognised for building and riding his own manufactured motorcycle around the streets of Hamilton but unfortunately no photo is known to exist.



Nat Vail c1900, Hamilton Pastoral Museum/Cliff Brinkman.

In November 1905 one of the most well-known of Melbourne Cycle manufactures appeared for the first time in the *Spectator* pages, The Leitch Cycle Depot, Gray Street, Hamilton. Ernest Leitch was a pioneer of bicycle manufacture and road racing with his headquarters in Lonsdale Street, Melbourne. It appears he started to experiment with motorcycles as early as 1902-03.



Punch (Melbourne) on 24 December 1903 reports:

*Motor bicycles are evidently doing good work which the Railway Department will not appreciate. It is enjoyable to notice the number being used upon country roads by businessmen. Mr E. Leitch of Leitch & Co, motorcycle manufacturers, told us that he started from his branch establishment at Geelong at 8 a.m. for Hamilton arriving there at 4 p.m., a distance of 167 miles calling at Colac, Camperdown and lunching at Mortlake en-route, so there was no time lost waiting for trains, beside calling on customers on the road.*

Ernest had already gotten himself into trouble in Melbourne in July 1903, when he was charged with Furiously Driving a motor bicycle through Flinders Street. At the District Court, Constable Hickling gave evidence that he observed Leitch travelling at a rate of fifteen miles an hour, and when he crossed the intersection of Swanston Street he went at the rate of 10 miles per hour. Although denying his speed was reckless, presiding Justice P. J. Dwyer said it was a dangerous practice to ride at such a fast pace through the streets and fined Leitch 40s with 33s costs. In April 1904 Punch once again reported: -

*One of the prettiest motor bicycles noticeable in the Automobile Club run through the Western District was one ridden by Mr Ernest Leitch, which was built for him by his firm, E Leitch and Co. The mechanism is a study and as simple as can be constructed. It is 2 ¾ h.p. The length of wheelbase together with specially made 2 ½ inch Dunlop Tyres fitted to car wheels, will ensure easy running and absence of that arch-fiend to motor bicycling "vibration".*



The total weight of his machine is 140lb. It is fitted with the latest "Longuemaire" carburettor. The whole turn-out looked superb, the enamelling by Donegan of Melbourne looking as bright as anything English or American.

On 7 July 1904, Punch, once again reports:

*Mr Ernest Leitch, Leitch & Co returned yesterday from the Western District, Mount Gambier and other towns and reports steady and growing demand for their motorcycles, he having booked several orders for their well-known 2 ¾ h.p, facsimile to the cycle ridden by him on the Easter tour of the Automobile Club. It is very satisfactory to learn that these machines are proving themselves to be all that this enterprising firm represents them being constructed entirely at their works in Lonsdale Street.*

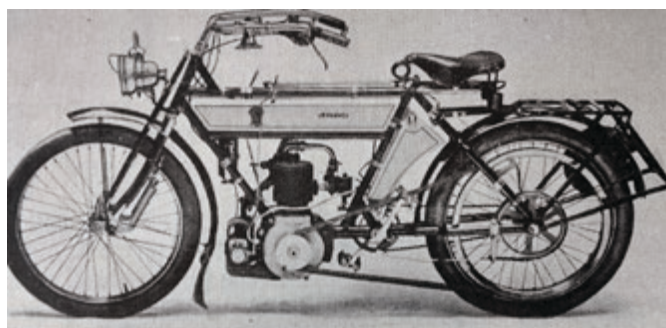
Ernest Leitch & Co established outlets all over the Western District, Ballarat, Camperdown, Casterton, Colac, Warrnambool and Hamilton. Appointed manager of Leitch & Co was one Neil McDonald. McDonald was the first known/recognised hirer of motor cars in Hamilton as early as 1905 and an early pioneer of motoring who ran his hire car business from the rear of Leitch & Co (now Subway) in Gray Street. In September 1906 a young man by the name of D.D. (Don) Riley won the Warrnambool to Melbourne Road Race on a Leitch Racing Bicycle. So began a lifelong association of D.D. Riley to both motor cycling, manufacture and Hamilton's Automotive business history.



D.D. Riley on a Leitch powered by a Fafnir V-Twin motor c.1909, Mel Pickett.

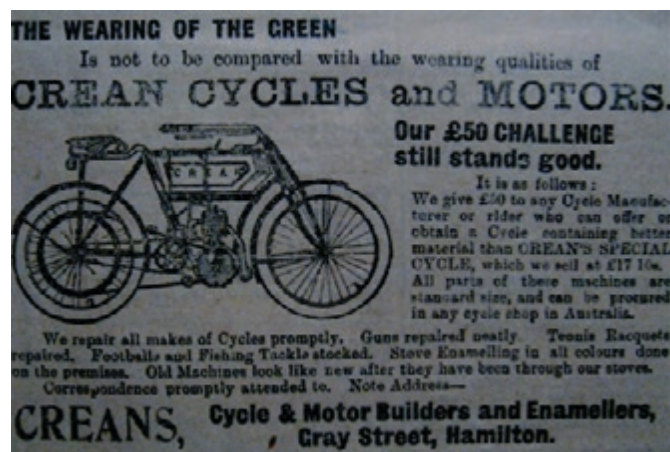
In 1907, D.D. Riley was appointed travelling agent for Leitch Cycle Company, an association that would lead to him taking over the Hamilton agency and manufacture of his own branded motorcycle. 14 April 1909, Hamilton Spectator records:

*On his Leitch 6 h.p twin cylinder bicycle, Mr Don Riley travelling agent for the Leitch Cycle Company, put up a very fast run on Monday from Cavendish which demonstrates the usefulness of these machines for covering the country. Like others who were picnicking or enjoying outings away from home the appearances of the sky made the desire general to get home as early as possible and Mr Riley sent his machine along at high speed to reach refuge from the probable rain. He left Cavendish soon after the sports meeting and covered the distance to the Hamilton convent corner in 19 minutes passing a good deal of traffic along the road. The motor stood the test well and in covering 16 miles in the time stated it will thus be seen that the ride averaged close on a mile a minute.*



A catalogue illustration of the circa 1909 Leitch Fafnir 3 hp. This machine used all Chater Lea components, including their contracting band rear brake and rocking action spring fork attachment

Joining the new businesses in manufacturing Hamilton based motorcycles in 1908 was Crean Motorcycles from Crean's Sports Depot, 103 Gray Street and The Leslie, a product of Leslie Cycle and Motor Works, 120 Thompson Street. How many (if any) were manufactured and sold is unknown. An indication might be that the author of the *Encyclopedia of Australian-Made Motorcycles* was totally unaware of the existence of these manufacturers when compiling his history.



(Thank you Jason and we look forward to Part 2 next month - Ed).



# You Can Help: Submit On-line - Submit On-time

By Michael Holding

Your Committee is constantly addressing challenges that threaten the Club's status as a provider of premium events. One such threat is finding Directors to produce the quantity of quality events that meet our members' expectations. The VCCA (Vic) now organises 4 major rallies each year plus the Pre 1905 Pioneers Run every 3 years; 13 events in all, every 3 years.

**RACV 1&2 Cylinder Rally**  
**RACV Midwinter Rally**  
**RACV Veteran Car Club Annual Rally**  
**RACV Four & More Rally**  
**Pre-1905 Pioneers Run (every 3 years)**

This variety of quality rallies is a hallmark of our Club and members expect these options to be available.

Rally Directors are needed to organise these events and at times we struggle to recruit suitable personnel. Many older, experienced, rally organisers have had their turn so we need a new generation of Directors.

The task of running a VCCA (Vic) signature event may be daunting to new directors so we are implementing changes to simplify and lighten the load of the Rally Director. The Committee has surveyed recent event organisers to understand the issues and possibly mitigate any problem areas. The top 4 issues were:

1. Managing the "back office" admin (Budget, entry fees, entry lists, catering lists, dietary requirements, cancellations and refunds).
2. Late entries, submitted after the closing date and after catering lists etc are finalised.
3. Event entrants and even club members who have not entered the event, asking to add people to catered functions during the event. Managing caterers and collecting and reconciling monies associated with these additions.
4. Managing special dietary requirements.

Our on-line entry system, WooCommerce, is taking care of the first issue and works well, with most members utilising the system. The only concerns are the few members who insist on a hard copy option. Processing entries manually adds to the Director's workload, is inefficient and increases the potential for errors.



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

**The RACV supports the:**

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

**The Committee has recently implemented the following initiatives for all rallies:**

An **"On-line Entry System Only"** policy will be advertised and enforced. (As previously advised, any member who is unable to utilise the on-line system should contact the nominated person who will assist by stepping them through it or by completing the entry on their behalf. They still have the option to pay by Credit Card, EFT or cheque.)

A **"No Late Entry"** policy will be advertised and enforced. This means that no entries can be accepted after the published closing date. No Exceptions. This will allow Directors to produce catering and special dietary lists, place orders with caterers and compile entry lists for the rally book without having to provide revisions.

This No Late Entry includes adding additional people to functions and activities after the entry closing date as well as during the event.

Caterers will be instructed to only serve Special Dietary meals to the nominated entrant.

All entrants need to understand that these special meals are for specific people and that taking one of the meals, not allocated to you, will mean that someone will go without. You can't just say "That looks good, I'll have one of those".

These changes and other initiatives, identified and implemented by the Committee, will simplify the Director's role and responsibilities and hopefully, make it easier to recruit members to run our quality events.

The Committee believes the changes are not particularly onerous on club members;

**Submit your entry on-line and on-time.**

I am happy to discuss any of the above or any other ideas any member may have to improve the system.

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*Veteran Restorations*

Timber bodies, panel fabrication  
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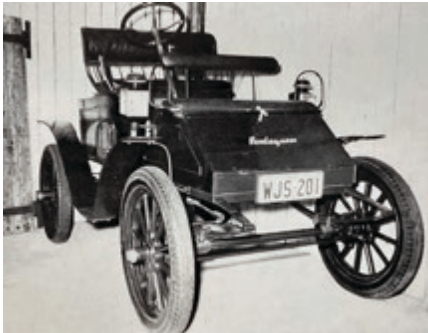
Jeff Alcock: 0425 519 959  
Jeff.factory10@outlook.com



# Steam Theme

By Greg Smith

## Finlayson Steam Car



The firm of Finlayson Brothers & Co., of the Devon Ironworks at Devonport West, Tasmania, was a company of iron founders, machinery merchants and engineers who, from 1906, built a range of buses and service coaches that went into use on routes around Tasmania. The Finlayson firm was also involved in providing engineering services to the marine community. The company, founded by George Finlayson Senior, was then directed by members of the Finlayson family, David, George Junior and James.

Finlayson built its first motor vehicle, a steam car, in 1900. The engine was a 2 cylinder, giving 6hp, and was supplied with steam at 200psi from a semi-flash kerosene burning boiler mounted beneath the seat. Drive was by chain to the rear axle of the 600lb (272kg) vehicle. Originally, it was fitted with solid rubber tyres and the body provided seating for four people, with two of the passengers being placed at the front, using a fold-down foot-board.

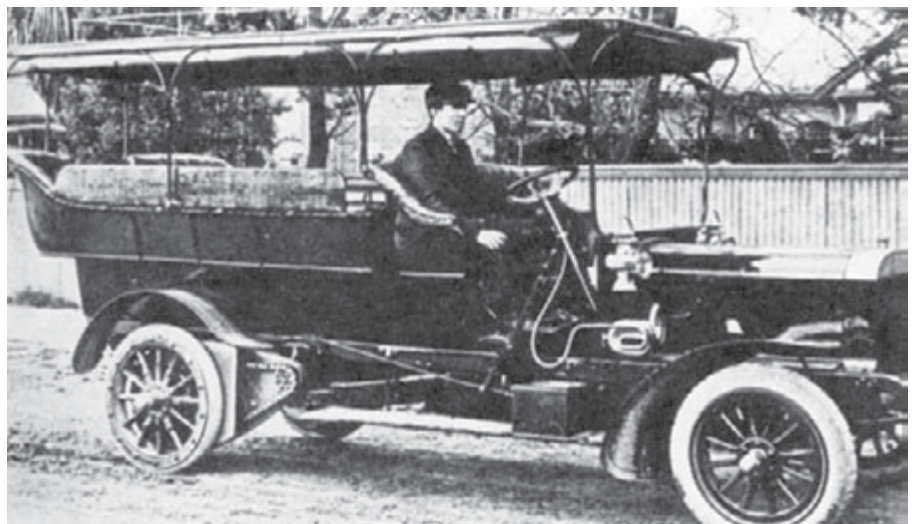
The controls comprised a hand throttle to regulate the steam supply, and two foot pedals. One pedal activated the reversing link on the engine, while the other operated the green-hide band brakes on the rear wheels. The fuel tank had a 4½ gallon capacity, and the water, which was contained in a 22 gallon tank, was consumed at the rate of 1 gallon per mile.

It was used as the works vehicle for several years, until being dismantled and stored in the pattern loft, from where it was rescued and restored by Mr. Doug Wells, assisted by Bill Buchanan, in the early 1960s. In 1964, the car had the honour of leading the procession at the official opening of the new Hobart Bridge. (Doug Wells is the father of our member, Ian Wells, from Ballarat. Ian remembers this car well, and recalls crying when it got sold in 1968 – Ed)



*The steam car of the 1900/01 period, which was used at the Finlayson works, is seen here after its restoration in the early 60s when it was fitted with "modern" tyres. The fold out footboard, used for front seat passengers when required, is clearly visible.*

The Finlayson passenger service vehicles of 1906 were stated to be powered by French Gnome engines, and they employed Paice gearboxes. The bodywork fitted to these vehicles was provided by F. Paine & Son of Launceston.





# T Ford Time

By Graeme Jarrett

## NSW and Tasmania Photographs

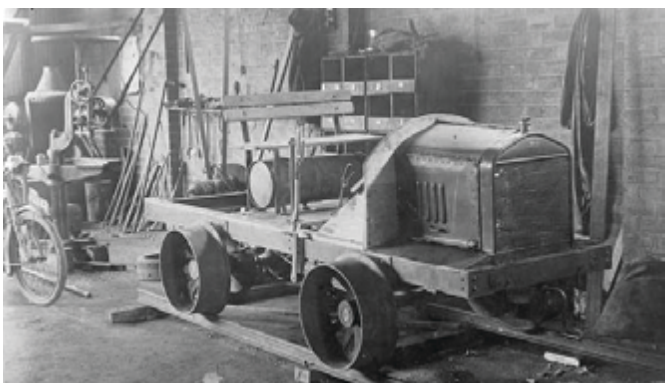
The Ford model T was as popular here in Australia as anywhere else in the world.

Two unidentified women, possibly related to Captain Edward R Sterling. Photograph accreditation: Samuel J. Hood Studio Collection.



This photo of a model T Ford is part of the Australian National Maritime Museum's Samuel J. Hood Studio collection. Sam Hood (1872-1953) was a Sydney photographer with a passion for ships. His 60-year career spanned the romantic age of sail and two world wars. His photos were taken mainly in Sydney and Newcastle during the first half of the 20th century.

The model T ford was adapted to so many uses – many of which were not road related. The vehicle below is a good example of this railcar near Smithton in Tasmania's North-West.



Marrawah Tramway - Ford Model T converted into rail motor by Arthur Schmidt of Burnie, Tasmania. Photograph accreditation: - Unknown (Internet).

<https://itoldya420.getarchive.net/amp/media/marrawah-tramway-ford-model-t-converted-into-rail-motor-by-arthur-schmidt-of-0c0832>

# Findings, Feedback and Follow-ups

Good day Greg.

Another cracking edition of *Brass Notes*. Page 10 in Graeme's Model T section shows a very well-known photo of a well laden (c) 1915 Model T with a red cross badge on the radiator. The photo is taken in Elizabeth St Brisbane, outside the Treasury building.



The badge is that of the Returned Soldiers Transport Corp. Graeme and your readers could find more at (PDF) "[World War I Queensland Military Hospitals, Repatriation, and the Returned Soldiers' Transport Corps](https://www.researchgate.net/publication/332875624)"

<https://www.researchgate.net/publication/332875624>  
[World War I Queensland Military Hospitals](https://www.researchgate.net/publication/332875624)  
[Repatriation and the Returned Soldiers' Transport Corps](https://www.researchgate.net/publication/332875624)

from the bottom of page 13. I know of at least one original badge in the hands of one of our members.

Regards,

John Day

# Findings, Feedback and Follow-ups

Hi Greg,

I have two items that might be of interest relating to the last edition of *Brass Notes*.

Firstly:

The Daimler that took part in the 1951 Jubilee Reliability Trial of 1951 is a 1913 20hp model and follows the all too common penchant for owners to date their car one year earlier than it is. That aside, the car has a Payne & Son body from Launceston and survives in restored and drivable condition. I have found another photo of the car on the 1951 rally in the hands of the then owner Reg Dean.



Secondly:

The yellow 1909 38hp Daimler now in the hands of Neil Heilbrunn took part in the 1909 annual reliability trial between Launceston and Hobart. *The Examiner* newspaper reported:

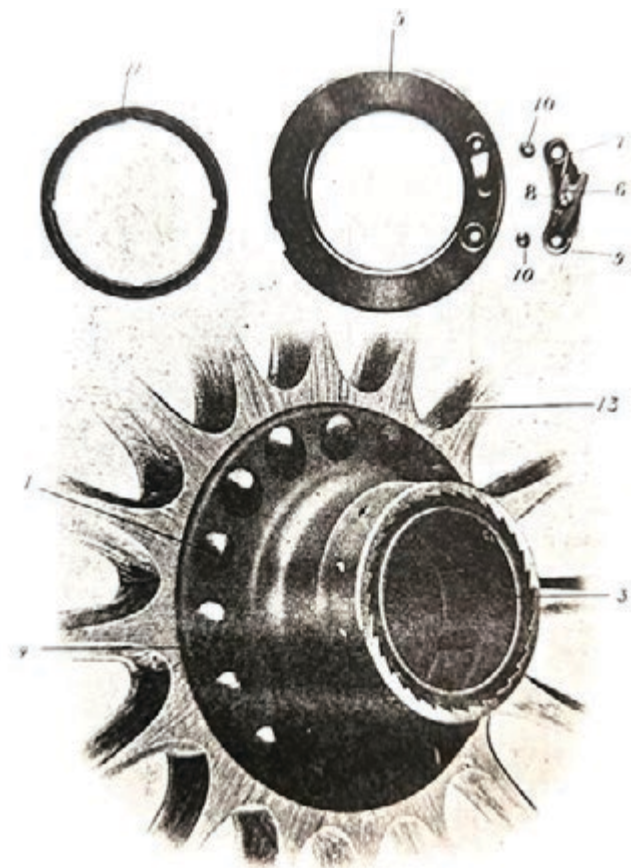
*Mr JC Knight ran his new 38hp Daimler, fitted with silent Knight engine, and having a full party on board. Taking a turning somewhat late, he brought the car suddenly round. She skidded on to the bank, with the result that the axle was bent and the front wheel dished. Fortunately, the car did not overturn. Other cars stood by and helped but it took a good while to jury rig the axle and bring her along at a crawl.*

I discovered a photo of the event (see below).



The car was one of the first in Australia to be fitted with Rudge-Whitworth detachable wheels, in this case artillery wheels.

Cheers, Steve Campbell-Wright



## Findings, Feedback and Follow-ups

Mick Turner has provided a follow-up photograph of buses in Tasmania. This time they are not the steam buses we featured in the January/February issue with the Clarkson Steam bus in Launceston, but two examples of Milnes-Daimler that were operated in Hobart by the Hobart Electric Tramway Company Limited.





## AUSTRALIAN MOTORING EVENTS 1903-1930

The Auto Club of Tasmania resumed its annual trial from Launceston to Hobart and return, starting at their Cameron Street clubrooms on **Saturday 8 November 1913**. The Continental Tyre Company had become involved, providing a shield for the best performance of a car over 18hp car. Although many of the same entrants from earlier events continue to appear, many have upgraded their vehicles. August Hoette was from NSW and R Yost from Victoria. Alex Jewell from Victoria also entered but appears not to have started. The starters were:

### Cars:

Clyde S Timmins	Fiat 15hp
Charles Bourke	Daimler 20hp (R Hodges)
Charles Heathcote	Beeston Humber 18-28hp
Mrs R S Scott	Daimler 26hp
L Tulloch Scott	Austin 15hp
G M McLean	Hup 20hp
Dr Pardey	Daimler 20hp
Max Eddie	Hup Major 16-20hp
Charles Radcliff	Hudson 50hp
George Gleadow	Fiat 15-18hp
John Hart	Minerva 28-38hp
P Oakley Fysh	BSA 15hp (G Tolson)
Fordyce Motor Co	FN 15hp (C Deyer)
Fordyce Motor Co	Benz 12hp (J Nightingail)
Fordyce Motor Co	Rover
P Oakley Fysh	Napier 15hp
James L Craw	Dennis 17hp
Heathorne & Co	Sunbeam 12hp (G L Blake)
R L Parker	Adams 16hp (H Moir)
August Hoette NSW	Benz 12hp
George Cragg	Daimler 15hp

### Motorcycles:

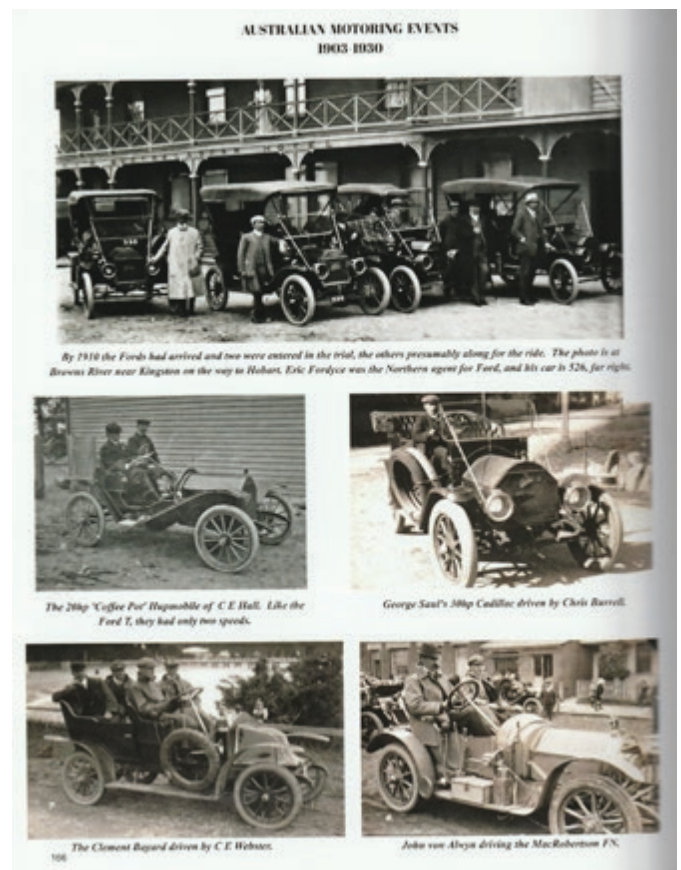
D A B Hardwicke	Indian 7hp S/car
F Dando	Rover 3½hp S/car
J C Finlayson	Matchless JAP 8hp S/car
A J Gall	Rover 3½hp
C Holmes	Indian 7hp
H Goodluck	Triumph 3½hp
John King	Douglas 2¾hp
R Yott Vic	Triumph 3½hp
Sim King	Royal Enfield 3hp
Sim King	Rover 3 (J Joyce)
P Fysh	Abingdon King Dick 3½hp
G Fysh	Abingdon King Dick 3½hp
D Gilmore	Fafnir 5hp
Harold King	Champion 3½hp
William King	Champion 3½hp
I Harper	Champion 6-8hp
George King	Champion 3½hp
A Higgs	LMC 3½hp
C Holmes	Indian 7hp
A Lee	Rudge 3 1/2

### Findings, Feedback and Follow-ups

Terry Parker has supplied some extra information to what I had written about in my editorial last month. We noted in that article, the Fordyce Motor Co. was the agent for many makes of cars and Terry has provided a list of the 1913 Annual Trial from Launceston to Hobart, where it shows the Fordyce Motor Co. entered three different makes of vehicles – FN, Benz and Rover, all vehicles they were agents for.

We also were privileged to see a photograph last month that featured four KRIT cars and an equal number of Ford T vehicles. Terry in his book shows a photograph of four 1910 Ford T cars from the Fordyce Motor Co. along with some other vehicles that were in the 1910 trial from Launceston to Hobart.

Terry also has astute eyes in noticing the early Vauxhall that was pictured in front of the Wearne and Geard premises. (the building formally used before becoming the Fordyce Motor Co.) He has supplied another photo of this c1904 Vauxhall owned by Arthur Applegate which both he and I believe are the same vehicle. You have to ask the question, of how many 1904 Vauxhalls would have existed in Tasmania? I am also fairly sure this Vauxhall still resides in Tasmania.





All these photographs and tables are featured in Terry Parker's fabulous book, *Australian Motoring Events 1903-1930*.



c1904 Vauxhall owned by Arthur Applegate.



### Findings, Feedback and Follow-ups

In October 2024 edition of *Brass Notes* there was an article by Graeme Jarrett about T Ford Racers which included a picture of Frank Kulick - a Ford employee in a Ford racer.

I found this picture of a 1910 Ford-Kulick racer in a book which I thought would be of interest as a follow up.

Tim Harris.



### Findings, Feedback and Follow-ups

As a follow-up to last month's *Brass Notes* front cover and associated restoration article on the Tasmanian Alldays and Onions, Michael Sheehan has kindly submitted a photo of a very similar car that was in South Australia in the early 60s. It is a photograph of Reg Carroll's 1907 Alldays and Onions. As an aside, my father had a big opportunity to purchase this car but was unable to put together enough funds for this to occur. I think because we were so close to getting this car, I have always had a great affinity for it. I always consider it one of my favourites. I haven't seen the Alldays for many years and wonder what has become of it. Maybe one of our readers may have some details.



Alldays & Onions possibly on one of its first outings. Behind is Reg's nice Napier, always reliable and well presented.

## National 1 & 2 Cylinder Rally 2026

### To Secretaries of TAVCCA Club and TAVCCA Delegates.

The Veteran and Vintage Car Club ACT wish to advise the dates and location of the 2026 National 1 and 2 Cylinder Rally

Dates - 19 April to 25 April 2026

Location - Temora NSW

Temora NSW is located in central western NSW and has many quiet roads suitable for 1 and 2 cylinder cars. There are many interesting towns to visit including Juneee, Coolman, Arianah Park and Barmedman.

Temora has a world class Aviation Museum, Rural Museum, Railway Museum and many historic buildings.

The Rally headquarters will be at the Temora AirField Caravan Park where there will be an area available for Trailer parking

Details of accommodation and Expression of Interest Form can be found in the website listed below.

<https://vvccaact.org.au/temora-national-1-2-cylinder-rally-2026/>

Best wishes

Rob Woolley

President Veteran and Vintage Car Club ACT

51 Mileham Street, Macgregor ACT 2615

Mobile 0409 549 485, Email [robwoolley275@gmail.com](mailto:robwoolley275@gmail.com)



# The Mystery of the “Mystery Chassis” – Now Identified as a Victrix

By Graeme Jarrett

The remains of this car that was found on the outskirts of Ayr, North Queensland, it has eluded all those who have owned it or have been associated with it. We can now reasonably say it is a Victrix (on the balance of probability). How it ended up derelict in the Seaforth-Jarvisfield area outside Ayr in Queensland remains a mystery.

We do know that a vehicle described as a Victrix was registered in Toowoomba in 1920, whether it is our car remains unconfirmed.



*The Victrix chassis when initially discovered.*



*The Victrix chassis showing some preliminary progress. Simon Anderson (right) and the author.*

Early speculation was that it (chassis & axles) was a Lacoste and Battmann (French car parts maker) based car. However it eventually became clear it was made by another similar car parts manufacturer, Prunel (also a French components manufacturer). Prunel, like L&B, sold car kits of parts to the fledgling car assemblers. These included, Boyer, MMC, Gnome, Gracile, J.P., Pitt, Star (in NZ), York, Jackson (allegedly), Victrix and others. The problem for the researchers (and there were many) was which of these companies put the car together and put their name to it? That was the problem!

The story of the Victrix Motor Car Company is an interesting tale of good fortune, mismanagement and quick demise in the manufacture of motor cars. The man who created the Victrix Company was C. H. Oliverson, originally from Southport, England. He built the Victrix Motor Car Works in Kendal, close the Lake District and not too far from Manchester.



*C H Oliverson seen here on the left on a Hurtu and at right a Benz with unknown occupant. This display was put on by CHO and represented his beginning in the motor trade as an entrepreneur.*

In December 1901 we see the first indication of his proposed motor car production.

This advert is the first we have found that supports his declared intentions.

## **VICTRIX MOTOR CAR WORKS** **THE LOUND, KENDAL.**

Any parts of Cars made throughout, or machined only. Special Plant for Boring and Facing Cylinders, also for Charging Accumulators. High-class Machine Tools. Competent Workmen. Repairs. Alterations. Petrol. Grease. Lubricating Oil. Inspection Pit. Electric Lighting throughout. Cars Stored. Sole Agents for the district for V.R. Woven Glass Accumulators. Official Repairers to De Dion-Bouton, Ltd., and the Motor Manufacturing Co., Ltd.

Telephone: No. 94. Telegrams: "Victrix, Kendal."

It can clearly be seen from this advert (Dec 1901) that he had already gained good experience on well-known cars, De Dion Bouton and MMC.

Christopher Herbert Oliverson (CHO) (1875-1929), had the extraordinary good fortune to inherit a very large sum of money, at aged 23, from his uncle, a jeweller in London in 1898. He received from that estate 284,000 Pounds Sterling (approx.), in today's value that is the equivalent of 10.5 Million Pounds!! With this new found wealth he built the Victrix Motor Car Works including comprehensive machine shop.

It is listed as having made cars in the 1902-04 era. In reality they likely only offered cars for sale in 1902, in 1903 the Farman Company seems to have taken over the marketing and sale of the Victrix cars – possibly produced (assembled) by another provider other than the Victrix company.





*The engineering workshop of the Victrix Motor Car Works., Kendal, England, circa 1904.*

Of the car itself. As stated earlier our car was largely based upon the componentry of the (French) Prunel concern. However we strongly believe some parts of the car were made in the Victrix works in Kendal, particularly the rear axle and possibly the gearbox.

The car is the smallest model that was advertised as a Victrix being the 6 hp model.

Other larger cars were also listed for sale including 12 and 24hp. It would appear that Victrix were also manufacturers of engines under their own name. They certainly appear to have had the engineering capacity for this.



Rather sadly the fortunes of CHO declined and he departed the manufacture of Victrix in favor of Farman Brothers who appear have taken over the Victrix rights (at least in sales). Sadly the name was last mentioned by them in 1903 not to be heard of again.

CHO continued in a minor way as agent, workshop and machinery shop for other things – largely disappearing from the wider view.

We have every reason to believe he ended his days financially diminished, distressed and a victim of alcohol excess dying in 1929. His wife divorced him in 1925.

There is more to this story and that for another time.

I am extraordinarily grateful to those who have assisted in uncovering much of the Victrix story. In particular Dr. Mitchell whose dedication to solving this riddle has been unwavering and extraordinarily insightful. Thank you Leon. There were many others who gave much to this project – thank you all.

## Member News

*By Stan Bone*

Those who were at the February Natter night were treated to a small snippet of a wonderful production on the working life of one of our popular members, Stan Bone. Click on the attached YouTube video and you will be entertained and educated in mining exploits that Stan has tackled for sixty plus years.

Stan Bone: A Lifetime of Mining | Victorian Goldfields Documentary

<https://youtu.be/HHs2lu29PRk>





# Private Classifieds

## FOR SALE

Beautiful Single Cylinder 1909 De Dion Bouton  
Type BN Rear Entry Tonneau

Recent full restoration  
Recent complete clutch and engine rebuild.  
Complete with Spare Engine & Electric Starter  
Immaculate Condition

## POA

**CONTACT: Jerri-Lee Miller**

**Ph: 0400 842 275**

**Please leave a message if unanswered –  
Thank you.**



## FOR SALE

*Model T Ford, The Car That Changed The  
World by Bruce McCalley.*

This is the definitive reference for Model T  
devotees, particularly those interested in  
restoration authenticity, and the verification of  
the correct parts for individual model years. The  
book is exhaustive with 614 pages and over 1300  
photos/illustrations covering details of every  
aspect of the Model T Ford from 1909 to 1917. In  
excellent condition with dust cover.

Also included is a tatty *The Model T  
Ford Restoration Handbook* and a perfect copy  
of *The Model T Ford Owner*.

Price is \$250 for the three which is very well  
priced for the McCalley book alone.

**CONTACT: Ian Berg**

**Ph: 0419 364427**

**Email: bergathol@gmail.com**

## FOR SALE

1916. Talbot 4cy 2.6 litre interesting history with  
Raceabout Body

Recently rebored and recored radiator Car is in  
Ballarat

Well known club car — known as the Yellow  
Peril. Goes extremely well \$35,000

phone Mike on 0480710213

or drmfarrell@hotmail.com



## FOR SALE

Brass Jones Speedo in excellent condition.

Glass is not scratched. Face is in excellent  
unblemished condition. Body is also in excellent  
condition complete with a mount. \$400 ONO

Expandable Luggage Rack

It is in very good condition and all complete  
including three mounting locking screw  
mechanisms. Best Offer

**CONTACT: Phillip Ironside**

**Ph. 03 9077 8212 or Mobile 0457 653 275**



### FOR SALE

German dash mounted clock. It does actually keep good time for approximately 24 hours. The knob that adjusts the hands is a bit hit and miss. It is probably more of an item to look good on a dash than an accurate time piece. Main body 77mm diam. Mounting flange 103mm diam. \$125.



Clement-Bayard hubcap – 59mm OD and 41mm high. \$125.



Steel luggage rack for rear deck of a single seater (or perhaps the roof of a limousine). It is in very good order for its age. Approx. 920mm wide x 1120mm long x 125mm high. Note, this is steel and not brass. \$100.



All items are located in Batemans Bay on the NSW South Coast. Smaller items can of course be posted at cost.

**CONTACT: Rick McDonough.**  
**Ph: 0415 453 503.**

### WANTED

A radiator is required for a 1907 Daimler of approximately 30 horsepower to complete this car – the ex Jack Nelson vehicle. I am assisting the owner in this matter. See below, this is a similar radiator from a larger Daimler of the same era.



**CONTACT: Graeme Jarrett**  
**Ph: 0455 041 994**  
**E: graemejarrett@gmail.com**

### FOR SALE

Pair of E&J side lights in original condition. All complete and in very nice condition with no dings and still with nickel plating. Some of the glass lens are quite scratched.



Price \$300 the pair



**CONTACT: Greg Smith**  
**Ph: 0447 395 233**  
**Schacht09@bigpond.com**



# Natter Night Meeting Minutes

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## NATTER NIGHT MINUTES

**VCCA (Victoria) at Clubrooms and Online Zoom Meeting on Tuesday, 11th February 2025 @8.00pm**

### Opening

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

### Attendance

There were 53 members in our Clubrooms and 12 members online.

### Apologies:

Jeff Alcock.

### Visitors

David Jenkins from the Model T Ford Club.

### Guest Speakers

Special welcome tonight to our members Daryl Meek and Fiona Lane.

### Member News

Ben welcomed everyone to the official start of the Club's 70th Year Anniversary which opened at 7.00pm with drinks and nibbles. A full year of special events and celebrations are planned.

Stan Bone – Ben showed a trailer of a short movie that has been released on Stan's lifetime of work titled "A lifetime of mining". Congratulations to Stan! Check it out on YouTube.

Geoff Simmons - Daryl and Fiona attended Geoff's funeral in Sydney and Daryl expanded on some of the highlights of Geoff's colourful life with cars and racing.

2 of our Foundation members have been busy with their cars:

Barry Gomm has been working hard on his 1909 Aries and took it out for the first time in 6 years. He, Darren Savory and Brian Churchill attended an afternoon showing their cars to the residents of the Waverley Valley Care Community.

Phillip Ironside has been busy working on his car

### Membership Report

We are excited to welcome the following new members:

Harry and Cathy Hickling, Malmsbury, 1908 Mercedes 35hp Barker

John and Josephine Poljansek, Montmorency, 1914 Fiat TIP 52B Roadster, 1918 GCS 750ccTwin, 1914 Triumph 500cc Single

Rachael Betts – Mittagong NSW – Grandparent's Bill & Robyn Betts 1908 Renault

John & Lynne Prentice – Curtin ACT – Model Y De Dion Bouton, 1914 Talbot, 1914 Hispano Suiza

Valerie White – Mooroolbark – 1906 McIntyre Buggy (re-joined from 2023).

### Raffle

Lamb roast and vegies, with a surprise dessert. Thanks Deb.

### Financial Reports

Claudia gave a report of the highlights (barefoot, it has to be noted !!). Next report will be March Natter Night

### Events

#### Past:

As reported on *Brass Notes*.

Festival of Motoring – Cruden Farm – 19 January. We had 7 Veterans attending. It was a very good day with a big turnout of cars and people.

#### Coming:

1&2 Cylinder Rally – 13-16 March 2025 – Koondrook – David Proven reported that we already have 46 entries (90 people). It promises to be a big weekend – David also promised "no hills"! Please note - No late entries will be accepted – closing strictly midnight 2nd March.

16 February – AOMC British & European Motoring Show – Yarra Glen

23 February – AOMC American Motoring Show – Mornington Racecourse

9 March – VDC Swap Meet at Yarra Glen

6 April – All Ford Day – celebrating 100 years of manufacturing in Australia

8-11 May - RACV 4 or More Rally – Nagambie – entries open in March

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

Swan Hill 70th Anniversary Annual Rally in October 25.

### Library and Archives Report (Daryl Meek)

None.

### Wanted, for Sale or Swap

For Sale – 1916 Talbot Raceabout – Michael Farrell \$35,000

For Sale – 1909 De Dion-Bouton – Jerri-Lee Philips

Garage Sale at Sue Payne's – many workshop items are still remaining – Contact Sue

### Items of General Business

Questions about swap meets.

Bendigo – this is uncertain. Ballarat – no likelihood.

A big 'thank you' was recorded for Michael and Claudia's mammoth job of collating, printing and circulating the 2025 Membership Directory

### Next Meeting 8.00pm 11 March

"Ladies Night" which will be preceded by drinks and nibbles.

**Meeting Closed at 8.36pm** and was followed by Guest Speakers – Daryl Meek and Fiona Lane who entertained us all with an eclectic sample of their collections. Other members also brought along some 'show and tell' items.

# Events

## 2025 RACV 1&2 CYLINDER RALLY KOONDROOK

**Thursday 13 to Sunday 16 March 2025**  
**Entries close Sunday 2 March**



### Entry Deadline

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

### What

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

### When

Thursday 13 to Sunday 16 March 2025.

### Where

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

### Rally Registration

Participants can register on Thursday afternoon at the rally headquarters from 12 noon to 2.00 pm or at the welcome function dinner on Thursday evening.

### Trailer Parking

There is ample trailer parking at the Border Flywheelers Club Heritage Museum, 9 Jamieson Avenue, Barham, from 10.00 am.

### Rally Dinner

The theme for this year's rally dinner is 'Op Shop - Dress to Impress.' Members are encouraged to buy a fashionable item from an op shop

– whatever catches their eye – and wear it to the rally dinner. Whether it's Edwardian era, vintage glam, bold and bizarre, or unexpectedly chic, it doesn't matter. Come ready to strut your stuff, have fun and eat good food!

### Itinerary

The rally will start with a short shakedown run on Thursday afternoon (approx. 20 kms). Friday (approx. 80 kms) and Saturday (approx. 100 kms) will be touring days. A leisurely scenic drive is planned for Sunday morning (approx. 18 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

A reminder to 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). Itinerary



**Yarra Glen**  
**2025**  
**Swap Meet**

*Vintage Cars*  
*Parts & Accessories*  
*Garagenalia - Collectibles*  
*Show & Shine*  
*Vintage and Pre-War Cars*  
**Sunday 9th March 2025**

Yarra Glen Racecourse - Armstrong Grove, Yarra Glen Vic  
**Gates Open**  
Sellers 6:30am - Buyers 7:30am - Show n Shine 8:00am  
Site Fees - from \$25  
Entry - \$10 (children u12 free)

The Vintage Drivers Club  
[www.vintagedriversclub.com.au](http://www.vintagedriversclub.com.au)  
Site Booking & Enquiries - [yarraglenswap@vtdc.org.au](mailto:yarraglenswap@vtdc.org.au) or fax 0473 832 277

Find us on Facebook



**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

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

**VICE PRESIDENT**  
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e vicepresident@veterancarclub.org.au

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e secretary@veterancarclub.org.au

**TREASURER**  
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e treasurer@veterancarclub.org.au

**IMMEDIATE PAST PRESIDENT**  
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e paul.daley@neo.com.au

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t 0419 317 687

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Craig Emmerson  
t 0410 663 292

Deb Alcock  
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t 0447 766 724

Rob Anderson (Leonie)  
t 0414 446 953

Michael Holding (Claudia)  
t 0407 008 895

**FIVA REPRESENTATIVE (TAVCCA)**  
Andrew McDougall

**SUB-COMMITTEES**

**DATING**  
Andrew McDougall

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

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

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

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

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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.

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

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

## JP SERVICES AT NATTER NIGHTS

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

## CLUB MEETINGS

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

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



Find us on  
**Facebook**

# National Veteran Rally, Launceston, Tasmania

Photos by Alan and Christine Smith and Bob Wickham



Jeff Alcock in the 1914 Overland heading out of Devonport



Joe Sciacca in the 1913 Overland passes a lovely stone church



Gavin Mutton in the 1916 Studebaker speeds past the stone church



Ben Alcock in the 1910 Overland ascends the large hill maybe looking for another gear



Paul Williams in the 1911 Wolseley making nice progress up the steep incline



Greg Smith with passenger Francess McDougall crosses the bridge just out of Launceston



James Dunshea with Sherryn doing well coming out of Launceston



Rob Duffy in the unusual 1913 Rambler Cross Country



# What is It?

*By Greg Smith*

Here we have this month another two images from the marvelous Gilbert Ralph collection of glass negatives, taken in the Goldfield's region of Western Australia. The clarity of these images is really excellent and should assist in our learned readers being able to identify this vehicle. In both images there are plenty of occupants in and amongst the car. I reckon we should definitely be able to identify this one. Please provide as much detail as you can by writing to the Editor. What is this car?

