

April 2025



Brass Notes

www.veterancarclub.org.au

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



Dementia Prodest

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

Patron: Mr Greg Robinson,
President and Chairman, RACV

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Flashback

By Greg Smith



Our flashback photo this month features a 1914 Rauch and Lang Electric Brougham which was pictured on an “around the garages” day in 2003. While we are on a bit of a roll with Electric cars, thanks to Bob Ausburn trying to assemble a register of this type of propelled vehicle, I thought it relevant to put this photograph in for history, restoration and maybe current whereabouts. I can say after viewing the current list of vehicles Bob has compiled; this Rauch and Lang does not make his list. So, as a courtesy and some help to Bob, can anyone help out with the history of this car, or any restoration knowledge, and possibly the whereabouts of it now. I am confident we will be able to solve some of these mysteries.

In the March edition of *Brass Notes*, we featured a Wolseley car with the photo taken back on the Bi-Centenary Rally in 1988. I was relatively confident of some information, however, not a single response was received. As a further clue, and hopefully to gain some sort of response, I can confirm it was owned by Ian Isbister and was a 1911 model. Is anybody able to add any other relevant information?

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 VVC INSTRUMENTS

Coming Events

| | |
|---------------|---|
| 6 April 2025 | 34th Annual All Ford Day - Eastern Gardens, Geelong https://allfordday.org.au/ |
| 8 April 2025 | Natter Night - 7pm BBQ dinner, 8pm meeting Guest speaker: Ian Berg, Armoured Cars And The AIF |
| 18 April 2025 | Hot Cross Bun Run - 9am Rosella Oval, 470 Lower Dandenong Rd, Braeside VIC 3195 |

Major Events

| | |
|------------------------|--|
| 8 - 11 May 2025 | RACV Four & More Rally - Nagambie Rally Directors: Ben Alcock & Don McPherson |
| 18 - 20 July 2025 | RACV Midwinter Rally - Phillip Island Rally Director: Ben Alcock & Jerri Lee Miller |
| 12 - 14 September 2025 | RACV Pre-1905 Pioneers Run - Ballarat Rally Directors: Daryl Meek & Fiona Lane |
| 15 - 18 October 2025 | RACV Veteran Car Club 70th Anniversary Annual Rally - Swan Hill Rally Directors: Michael & Claudia Holding |
| 8 November 2025 | 70th Anniversary Gala Dinner Contact: Ben Alcock |

National Events

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

Front Cover Photograph:

The 1914 Dennis/Gwynne Turbine Pump.

This was the first of the MFB's turbine pumps rated at 400 g.p.m. It was built by Dennis Bros. in England and commissioned into service in October 1914. Initially it was stationed at Eastern Hill, but later transferred to Fire Station 47, Droop Street, Footscray.

Read the fascinating two part article on how this Fire Tender was found, and transported back to Melbourne, and what was required to restore this fabulous vehicle back to its former glory on page 24, as this is a story that needs to be shared. We are very lucky to have this unique machine in our Club.

President's Message

By Ben Alcock

March has been a tough month on the member front for our club, losing three of our long-serving and much-loved members; Graeme Splatt, Ian Heyme and Wendy Shenfield. Our thoughts are with their families at this time as we continue to celebrate their respective lives.

In positive news from March, we enjoyed the RACV 1&2 Cylinder Rally in Koondrook, you can read the full report on page 14. A very big congratulations and thank you to David Provan and Adam Auditori for all of their work in organising another fantastic event. Also a big thankyou to all of our members and interstate visitors who participated and enjoyed their work (and a special mention to the 3 first time out's), it's what it's all about and makes it all worthwhile.

We now need a rally director(s) for next years event, so if you've enjoyed a few rallies and haven't run one yet, its time to put your hand up and show off a part of Victoria that you love, we have plenty of people available to help, just need someone to drive the ideas.

Coming up we have the RACV Four & More Rally in Nagambie where we will explore this beautiful part of Victoria and enjoy all of its rich history and some of the wineries. Entries will open very soon on our website, in the meantime, make sure you book your accommodation now to avoid missing out.

I would like to end this month's message with a personal thank you. A thankyou to all of those members in the last few weeks that have offered their help. Regardless of how big or small the task may seem, every little bit helps and I am very appreciative of all of the offers!

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

MEMBERSHIP

WELCOME TO NEW MEMBERS

The club wishes to welcome the following new members:

- Warwick & Paula Landy from Traralgon, 1916 Model T Ford Ute, 1916 Model T Ford Tourer, 1916 Model T Ford Speedster, 1912 Rudge Motorcycle

NATTER NIGHT



April 8, 2025

ARMoured CARS AND THE AIF



**7.00pm -
Drinks & Nibbles
SAUSAGE SIZZLE**

**8.00pm -
Natter Night**



With Anzac Day approaching, our April Natter Night will feature member **Ian Berg** talking about the Australian Imperial Forces tentative use of armoured cars, a patriotic exercise that went on to underscore the real advantages of mechanisation in modern warfare.



Editorial

By Greg Smith



Our Editor relaxes in armchair luxury as he is transported in Stephen Dynes' 1908 A.C. He is now a convert!

It is always most gratifying to receive articles that are of interest from our members. We have been fortunate recently to be the recipient of several such articles. What is even more gratifying has been that we have received them from first time contributors. I can hardly wait to present two that are to be held over from this edition but will definitely feature next month.

This month we are blessed to get contributions from both a new member and a relatively new member. That is great news and may we have many more. It was at the Presentation Night in December that I got to sit with a couple of blokes I didn't know, but soon was able to discover that Bob Sanders, a relatively new member, owns a superb 1914 Dennis fire engine, in partnership with Rick Rigoni. Coincidentally he and Rick purchased it off the other bloke I had not met before, Neil Robert. We were chatting about the Dennis, and I found out that they had lots of background information and photographs of the fire appliance when it served with the M.F.B. They also had a large amount of information on when and how it was discovered back in the 70s and then how and what was subsequently done during its restoration. All this was, and is, fascinating and perfect to share with others through *Brass Notes*. I was totally unaware that this magnificent vehicle even existed, let alone being in our Club. Wonderful what a chat at a presentation night can lead too.

Take the time to view and study that great photo on the front cover of this edition and then read the associated article on page 24. Daryl Meek has spent many hours editing this story down for our reading pleasure. Even with this edit it is still a 2-part article, such is the story.

Part 1 basically deals with the discovery of the Dennis and then the issue to get it home to start the restoration process. Part 2 next month will continue the restoration process and describe a run it did. I again would like to thank both Bob and Neil (who did the complete engine restoration on the Dennis) for their generosity to share the story and information for our reading pleasure.

Another recent highlight for me was at the 1&2 cylinder rally just gone. Stephen Dynes very kindly offered me a ride in his wonderful 3 wheeled oddity, the 1908 A.C. tri-car. I had only travelled in one other tri-car, that being the totally exhilarating experience of Catrina Sargent's superb 1916 Morgan. However, back to Stephen's A.C. and what a truly delightful vehicle this is. I was so impressed with the comfort, agility and performance of this 5 hp three wheeled vehicle. As most of you know, I tend to get attracted to the unusual, and Andrew McDougall often refers to me as the "patron saint of the weak and feeble" but I am totally hooked now on three wheeled vehicles and believe we all should have one. As such I am in search of a Leon Bollee of the pre-1900 period. Only joking!

Such is my enthusiasm for three wheelers I will be featuring a few fire appliances in the Commercial Collage column for the next few months. See page 8 for the first such vehicle supplied by Terry Parker. Three wheeled vehicles are the way to go!!!



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Valē – Graeme Splatt

By Graeme Jarrett with photograph by Callum Walsh

Club member Graeme Splatt passed away on Friday March 7th 2025 at the age of 85 years.

His lengthy health battle was fought and largely won for such a very long time – defying the odds and confounding his medical advisers. Graeme was made of tough and resolute endeavor.

Graeme ventured into the workforce as an apprentice motor mechanic at Henderson Motors, Colac. As part of that vocation he needed to attend “The Gordon” (Institute of TAFE) in Geelong. After a few years in the trade he went to work on the farm, long held by the family.

He grew up on a farm and was a farmer for the vast majority of his working life – a third generation man on the land. He, along with his forefathers, were from the Weering area near Beeac, between Colac and Cressy.

As it happens, so often on the land, Graeme experienced the nuances of weather extremes and changing times in agriculture. The farm, under his care, went through phases that included dairying, cereal cropping, bean growing and more recently beef cattle breeding and rearing and everything in between. Sandra, although having grown up in the city, soon had to learn the farming work ethic – a difficult transition for some. Her ability to repair and keep the hay bailer running is legend.

His association with veteran vehicles began very early in life when he was a teenager, aged eighteen, which was when he joined the VCCA Vic in 1958. Motorcycles were always part of his interest which included ownership of both a 1914 Triumph and a 1914 EWB. The Triumph came from his uncle’s shed having been long abandoned by its owner.

A fellow local enthusiast, Ernie Alsop nurtured his interest and eventually passed his 1914 16/20hp Wolseley to Graeme – a very unique car with its original tourer body. This was a car from the Gardner family collection of the 1950s (Kilmore). Graeme, aged nineteen, accompanied Ernie to Kilmore in 1959 to recover this car. This same collection included a Nazzaro and other cars.

Riding his beloved EWB vee-twin JAP powered motorcycle became a little inconvenient for Graeme in later years which heralded the arrival of the 1913 Humberette. Its addition to his collection brought a more comfortable participation in one and two cylinder rallies. I expect its arrival would have been a welcome arrival for Sandra after years of push starting Graeme on his EWB motorcycle.

In senior years he did not go to live in Colac as so many farmers do later in life. He remained on the farm right up until only a short period prior to his passing. His passion for the land remained with him always right up to the end.

He was a great enthusiast for *Brass Notes* and helped myself and others more than a few times with assistance, helpful advice and great encouragement for which I owe him much.

A great friend, sadly missed by all that knew him.

He is survived by his wife Sandra, fifty three years married, daughters, Felicity, Sophie and grandchild Misty, age five.

Private funeral.



Above: - Graeme and Sandra out on the road in their 1913 Humberette. Seen here at the 2017 1&2 Cylinder Rally, held in Hamilton.

What Is It? – Response to the March Front Cover Photograph

By Graeme Jarrett & Paul Goethel

By Graeme Jarrett

The front cover photograph (March 2025) showed an early car, circa 1905. I have seen this photograph previously in *"The Veteran Gazette"* (1980) – Official Annual Journal of The Veteran Car Club of Australia. It was described therein as "Tarrant no 3?". Although it might partly resemble an early Tarrant (the radiator shape is similar) this car was not manufactured by the Tarrant Motor Co, Melbourne, in my opinion.



This vehicle is based on components manufactured by the Lacoste & Battmann Company (1897 – 1913) in Paris, France. They were a large manufacturer who provided the running gear to a great number of assemblers who subsequently affixed their own name to the finished vehicle. This is often referred to as badge engineering.

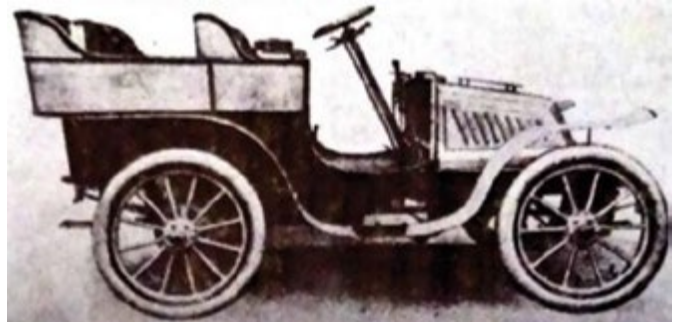
It displays the typical features common to the L&B chassis and running gear. In particular the engine and gearbox sub-frame tubes. The ends of these can be seen on the front cross member each side of the crank handle support bracket fitting. Also, the truss rods to the underside of the rear axle – very typical of L&B practice. Unusually this car has the less common composite chassis usually seen on their larger engine vehicles. Tarrant motor cars did have some proprietary parts from other marques included in the construction. However, I have not seen any evidence that shows Tarrant using Lacoste & Battmann parts.

The radiator is very typical of those proprietary items offered by Brown Brothers (England), motor factors.

I understand this vehicle was known to have spent its early life in NSW and therefore, I expect, likely sold out of Sydney. The most well-known seller of these Lacoste & Battmann (based) cars was Geo. Innes and Co – under the name Innes.

I. Phizackerley also sold a series of vehicles marketed as Swiftsure – perhaps based also on L&B components. There were other sellers of Lacoste & Battmann based vehicles. It is very difficult to confirm which of these motor houses assembled this car. However, I do believe it was most likely Geo Innes.

Interestingly, the vehicle shown below has previously been described by others (not me) as being Tarrant car number 3. It is clearly a Darracq circa 1902, probably the 9hp model – not a Tarrant. How many more Tarrant number three cars are out there?



A Darracq circa 1902, probably the 9hp model – not a Tarrant (No 3) as variously described by others.

Also of interest, there was a 12hp Tarrant registered (No 9818) to Arthur Warby in Central NSW (Barellan) in 1915. I do not believe this car is related to the car in question. Accreditation: - *'Holderness Guide'*, NSW registration records.

Hi Greg,

I could be wrong, but I am thinking that it might be a Swift. Looking at the front suspension, radiator shape, bonnet shape and general size as well as the hubs and wheels, as well as attachment of running boards and guards as well as less visible muffler mid way under the car it is all very similar to my 1908 two cylinder Swift.

Just my thoughts, Paul Goethel

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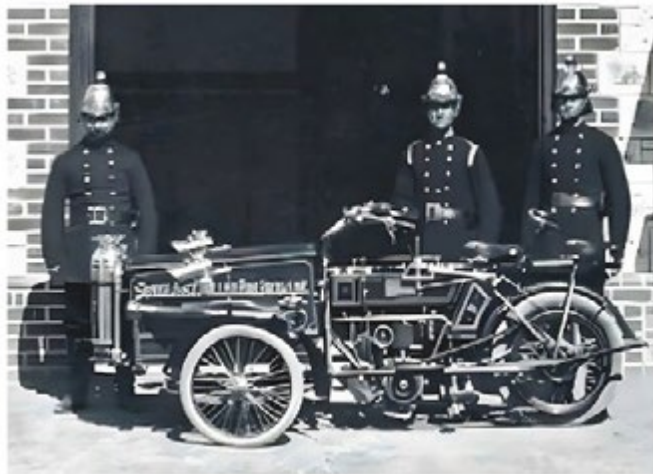
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Commercial Collage

By Terry Parker



Accreditation Taken from Terry Parker's Book, South Australian Motorcycles

In this month's Commercial Collage column, we have again been fortunate to get some more photos from Terry Parker. You may recall in the January/February edition of *Brass Notes* on page 13 that we had a photograph of three vehicles, including an Orient fire tender, a Motosacoche motorcycle and an unidentified three wheeled ladder carrier. Well, this month Terry's photograph features a three-wheeled c1910 NSU fire appliance that was housed and operated by the Gawler Fire Brigade. What a fascinating machine, where the two-fireman sat one behind each other with the one on the back holding firmly to his own set of handlebars, whilst the one on the front operated the NSU. All the firefighting equipment was housed inside the box compartment at the front, including hose nozzles on the side and a lovely brass extinguisher on the front. The sign writing on the box, displaying the South Australian Fire Brigade, and indeed the whole professional finish of the vehicle, is of the highest quality. You do have to wonder why they decided to purchase this specially designed configuration? Personally, I think this is quite special and if you study the firemen, they too, seem to be exuding a lot of pride being aboard this very special fire tender.



Two firemen aboard this exquisitely finished NSU three wheeled fire appliance. Accreditation: State Library South Australia (SLSA)



The Gawler Fire Brigade progressed to having a Talbot that most probably replaced the NSU. Here we see it being washed c1915 at the Gawler Fire Station, Jacob Street, Gawler: Accreditation SLSA



The Gawler Fire Station c1910: Accreditation SLSA

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Electric Illuminations

By Bob Ausburn



Bob Ausburn brings us the second electric vehicle for his register of known Electric Veteran cars in Australia. -Ed

1914 Detroit in the Motor Museum of Western Australia, Whiteman Park. Only for display, although, under the previous curator, John McLean, it was driven on special occasions.

This 1914 Detroit has a mostly steel body as far as can be established with an aluminium panel at the back of the body, and steel mudguards. Being a restored car of unknown origin, we assume this is to original specifications.

Detroit Electric vehicles were manufactured by the Anderson Electric Company. Early Detroit's had chain drive but later changed to direct shaft drive. They had aluminium and steel bodies and steel mudguards. The sedans of the different makers were very similar looking and appeared as they should be drawn by a horse. Some Detroit sedans had two driving positions, one being in a front seat, possibly for a chauffeur, and the second driving position directly behind.

A video link to mostly Detroit electric vehicle history <https://tinyurl.com/vetev> is well worth watching.

A vintage advertisement for the Detroit Electric Brougham. The top half features an illustration of the car with a woman standing next to it. The bottom half contains text describing the car's features and a diagram of the chassis. The text includes: "THERE needn't be any left-at-homes when you own a Detroit Electric Brougham. It's so comfortably roomy. Ample space for four large adults. Wide, deep cushions—richly upholstered—the smartest of equipages for town and suburbs. The Detroit Electric is the car of dependable safety—a woman can drive it anywhere. Its special control means that if she forgets, the car 'remembers' automatically. The Detroit Electric has a new horizontal control—an exclusive feature. Insures restful, natural position for hands—means more room, greater comfort. Our 'Chainless' Direct Shaft Drive is the ultimate in noiseless, frictionless transmission. No concealed chains. 'Runs in a whisper.' Send for our handsome new book. Anderson Electric Car Company, Department 26, DETROIT, MICHIGAN. Branches: New York, Brougham and 40th St.; Chicago, 2416 Michigan Ave.; Kansas City, Bradford Cleveland. Selling Representatives in All Leading Cities." The diagram shows the chassis with labels: BATTERY, MOTOR, SHAFT, and AXLES. It also mentions "ADJUSTABLE BEVEL GEAR ENCLOSED".



Cyclecar Corner – Engines for Cyclecars & Light Cars – Part 2

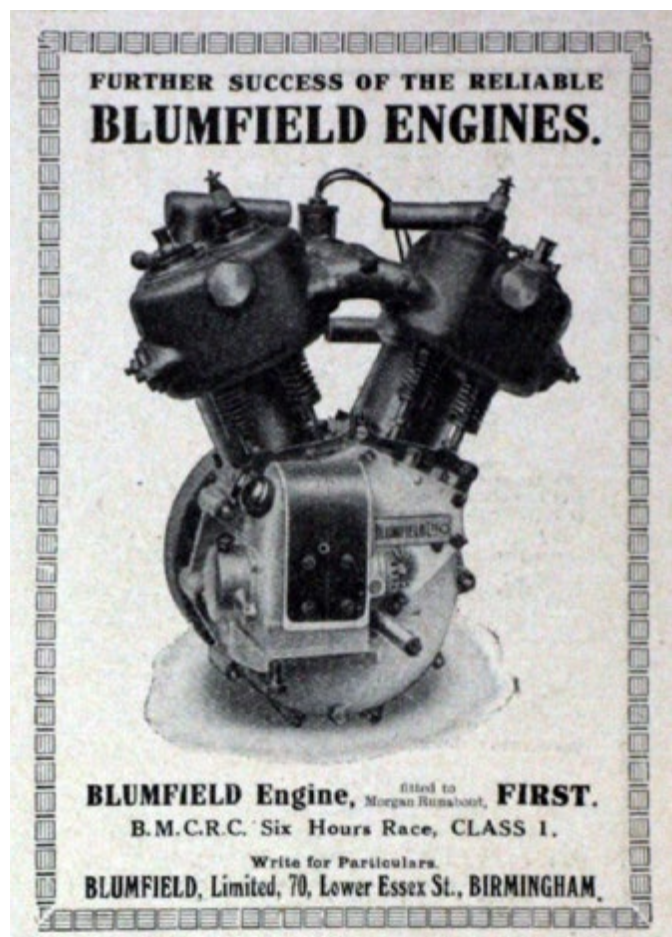
By Graeme Jarrett

The engine industry catered for all needs, tastes, eccentricities and vogues. Some vehicle manufacturers made their own while others relied heavily on the proprietary engines available from dedicated machine shops.

Riley was one such company that made their own power plants from an early time. Early items were single cylinder later making way for a vee-twin configuration ranging in size from 1034cc up to 2000cc in capacity. Four cylinder engines became the norm in later times in their larger cars.



The Riley was a well-regarded engine for the time.



These engines were offered in September 1913.

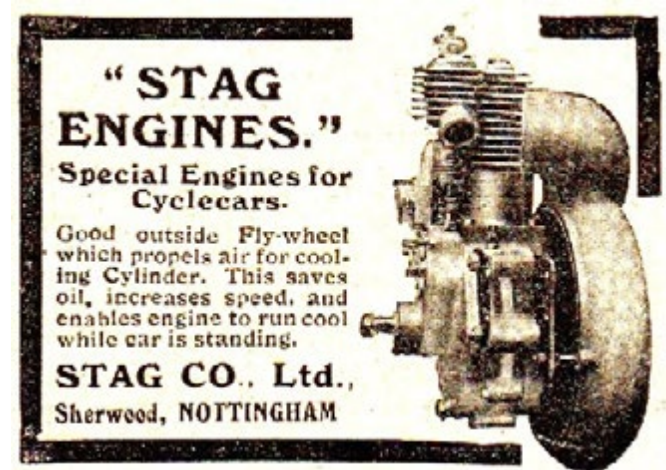
I neglected to include this variation by Blumfield Ltd – clearly a more conventional and economic version for Cyclecar use. See below left. Blumfield was a relatively short lived concern that catered mostly to motorcycle manufacturing needs.

Dorman, although advertising as a Cyclecar engine manufacturer were largely building four cylinder engines destined for light cars



This Dorman advert for twin cylinder engines is from July 1913.

STAG Engines was a small producer who had a little impact on the engine market.



STAG engine advert is from 1913.

Ballot engines were made in France and were very popular with Light Car assemblers and manufacturers – offered here by T.B. Andre & Co, London agents.

The images are courtesy The Cyclecar and The Light Car and Cyclecar magazines.

T Ford Time – Mass Production

By Graeme Jarrett

The Ford model T was produced in very large numbers – we all know that. The sheer scale of the manufacturing space at the Highland Park facility in the USA is breathtaking. It is located next to the great vehicle manufacturing locations in the world, Detroit, Michigan.

This photograph at a Ford Motor car facility (Highland Park) shows exactly that. This shot appears to have been taken in 1914 or perhaps 1915. It is astonishing!

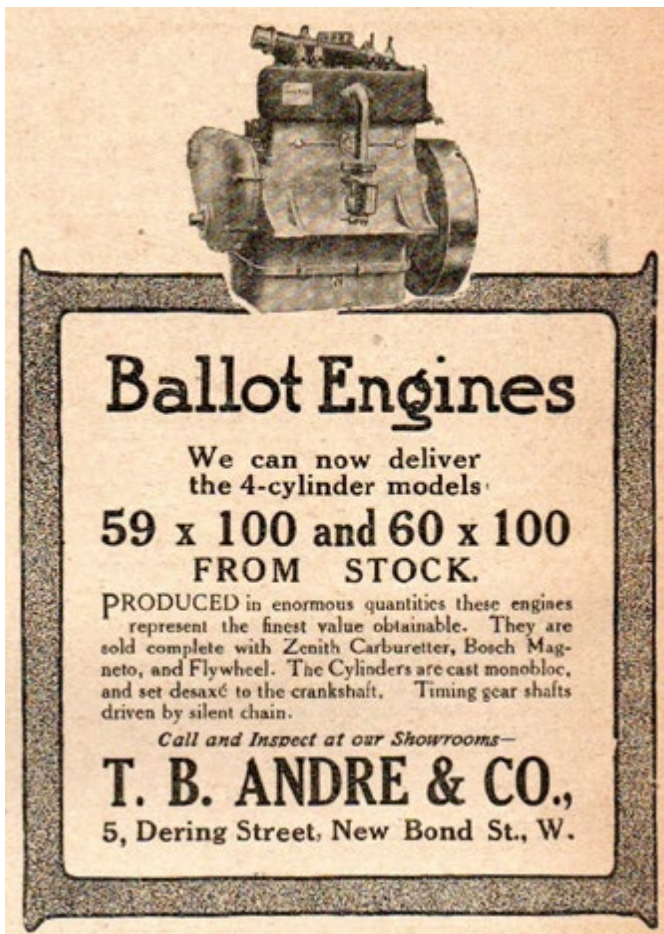


The Highland Park manufacturing centre for model T Ford production



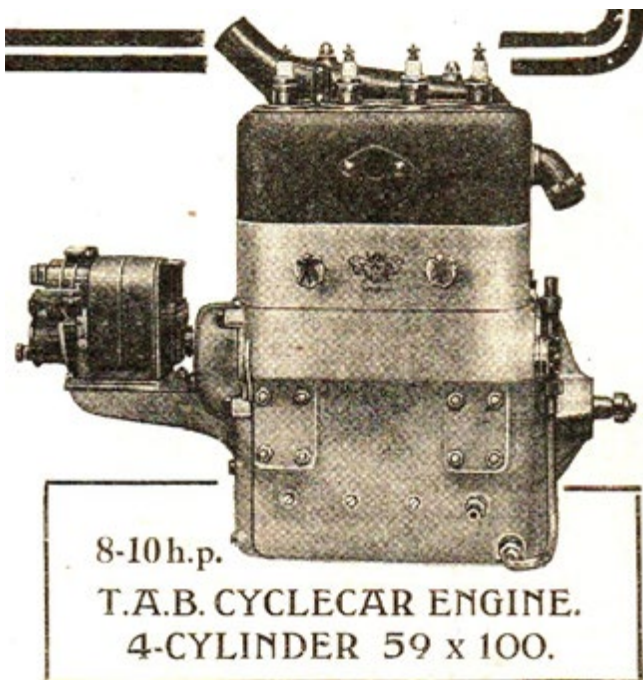
The Highland Park manufacturing centre for model T Ford production circa 1915.

These Highland Park buildings survive to this day, remain standing, but are not used for vehicle production. As a result of their abandonment and loss of production in this area the surrounding population has largely departed seeking employment in other parts of America. The urban decay there is widespread and lamentable. A sad outcome for one of the most successful production zones in America.



A Ballot advert by T.B. Andre, March 1914.

The T.A.B. was also offered by T.B. Andre in March 1914. The origins of this maker is unknown but thought to be French in light of Andre having strong connections to the French motor industry.



Above: - A T.A.B. advert by T.B. Andre, March 1914.

Hamilton & District, a History of Motorcycle Manufacture Pre 1914 – Part 2

By Jason Palmer

We left off last month with the introduction of Crean & Leslie motorcycles offered under production in Hamilton. At the same time as these two and Leitch, R. Foyle (Manager) was offering Speedwell Motorcycles from 15 pounds from Gray Street (next to Dunphy's Hotel) and an expert in Motor repairs. Although not manufactured in Hamilton, Speedwell was marketed as an Australian built bike from Sydney by Charles Bennett & Charles Wood. I am led to believe they were a re-badged Abbington King Dick, Motosacoche or FN. Advertisements appeared in *The Spectator* from 1908 for the Speedwell.

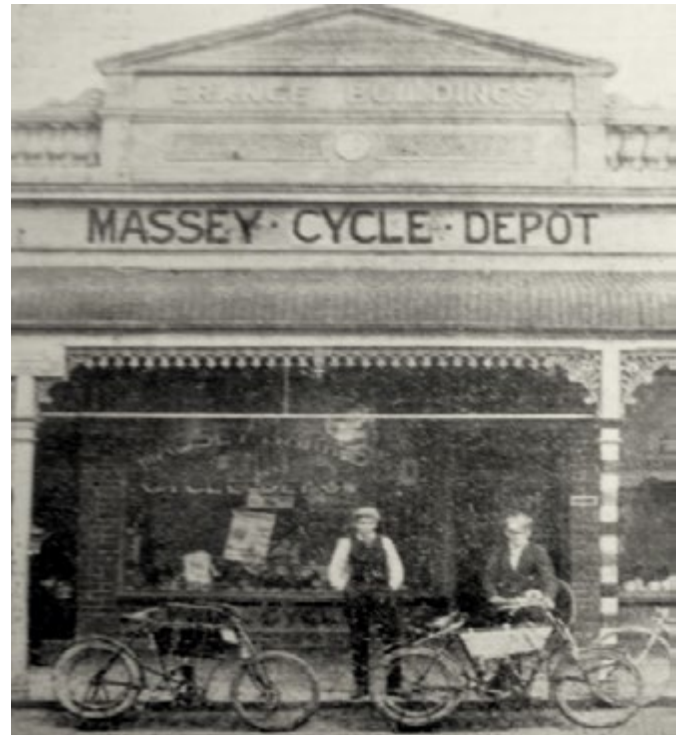
In 1909 there was also Massey Cycle depot in Gray Street (where James Dean Pharmacy stands). The following report appears in the booklet *Prosperous and progressive Hamilton, 1909*: Mr E.A Oduim is sole agent of well-known Massey-Harris cycle and during his 2 years business experience in the town has worked up a splendid connection. This depot is well stocked with cycles, motor cycles and accessories of every kind. Agencies are also held for the well-known and popular Minerva & Peugeot? (Possibly Peugeot) motorcycles as well as the Russell motor car.



Photo above is a c1914 Speedwell FN. These were fully imported FNs carrying only the Speedwell name. Note the shaft drive.

Meanwhile Leitch, under the management of McDonald with Travelling agent D.D. Riley, continued to sell motorcycles from their Gray Street premises. This arrangement continued it seems until around 1911 when the management of Leitch Motorcycles decided to close down the Hamilton branch. This led to D.D. Riley taking over the Leitch Business, being allowed to continue to use the Leitch name and manufacture Leitch motorcycles. By this stage McDonald had gone onto his own garage in Thompson Street and D.D. Riley became the sole proprietor. In 1912 D.D. Riley began to manufacture a motorcycle under his own name, Riley. *The Spectator*, Wednesday 17 April 1912 reports: *Rapid strides have been made towards ensuring the reliability and greater usefulness of the motor bicycle and a fine*

example of the perfection to which they have been brought is afforded by the 'Riley', a machine built by Mr D.D. Riley at the Leitch agency in Hamilton. The bicycle is fitted with a 4 ½ H.P engine which is so ingeniously constructed that it develops greater pace than others of higher power. It is splendidly finished all through. Druid heavy spring forks and low riding position giving the greatest degree of comfort. For a small extra cost, it can be fitted with a clutch or two speed gear.



Probably one of the best known photographs of the Leitch Shop c1911 – Mel Pickett, Hamilton

As with motor cars, D.D. Riley relied on competition to promote the Riley Motorcycle. With the creation of the Y.M.C.A. Motorcycle Club – races and trials were held around Hamilton and surrounding districts. On 12 November 1913, *The Spectator* reports – *Taking advantage of fine weather and the Wannon picnic on Saturday last, the Y.M.C.A. Motorcycle Club rode to Wannon to try conclusions in a hill climbing contest. Some ten entries were received and the contest proved close and exciting. The handicapper Mr J.Pike also filled the office of starter.*



Tank Sticker – Mrs Beverley Riley

The winner turned up in D.D. Riley who won on a single cylinder Riley J.A.P in 47 secs. This event was the first held in the new season and with the improvement of weather, runs on consecutive Saturdays are expected.

On Tuesday 19 August 1913, it was reported: One of the uses to which a motorcycle maybe put was demonstrated a couple of days ago by Messers D.D. Riley (of the Leitch depot) and Whitford in bringing in another motorcycle from Cavendish. It was intended at first to tow the second machine but owing to the roads being greasy it was placed in the side car. Mr Riley rode the carrier whilst his companion drove the machine. On reaching Hamilton they had the whole weighed on the borough weighbridge. Men and machines registered a total weight of 8cwt. 2qrs, 21lb. The machine used in the carriage of the other was a 6 hp Riley J.A.P.



Riley 6 h.p. J.A.P powered & heavily laden side car about to depart on an efficiency test of 24 Miles – Mel Pickett.

It is estimated that around 1913 Leitch Motorcycles were no longer manufactured or sold from Leitch Depot. In a 1913 advertisement the business is also referred to as Riley Cycle & Motor Depot. In 1913 Riley also offered a Big 4, with a 96mm stroke with 100 percent more cooling surface than any other motorcycle on the market. Priced at 67 pounds 10 shillings.

1913 almost becomes an 'arms-race' of motorcycles on offer in Hamilton with not only locally produced, Australian manufactured and overseas models on offer. Leitch & Leslie agencies both claim sole distribution of BSA, Triumph, EWB amongst others. Leslie Cycle & Motor Depot starts to advertise the manufacture of another Australian motorcycle under the name of 'Granville'.

In August 1913, Crean's Cycle & Sport Depot advertise the completion of three 3 ½ H.P. Crean motorcycles fitted with J.A.P. and T.D.C. engines, waterproof Bosch magneto, Druid spring forks, large sized petrol tanks, Dunlop tyres, Lyso belt, stand and all accessories for 55 pounds. D.D. Riley even advertises the following – *SMALL POX – At Hamilton we are free so far, but lymph is very scarce. To be on the safe side invest in a Riley Motorcycle and fly in safety and MOTIVE POWER – Aeroplanes are dangerous. Don't get one. Buy a Riley Motorcycle and fly in safety.* Obviously D.D. Riley had a sense of humour.

RILEY Motor Cycles.—In thanking our customers for the liberal support given to us for the past season, we would like to point out that the 1913-14 Riley Motor Cycle will be even better than the last year's models. Our policy in producing a first class Motor at a fair price, rather than a cheap one with poor fittings, has been fully justified. It is now over two years since we started to build Motors in Hamilton, and we can claim to be the first to produce a Hamilton Built Motor Cycle. This experience enables us to give you a better Motor than others lacking that experience. We have found out the weak points, and by careful selection and faithful building we now produce a Motor which is hard to beat, and is more than holding its own in Queensland, N.S.W. and S.A. We are also agents for the world's best Motor Cycles. Catalogues on application. Leitch Cycle and Motor Depot. D. D. Riley. Tel 144.

Hardly a mention of a motor car in sight – the motorcycle reigns supreme in Hamilton in 1913. A basic summary of makes on offer in Hamilton 1913 – EWB, Bradbury, Douglas, Rudge, BSA, Peerless, Triumph, Rover, Williamson, Premier, King Dick, Humber, F.N, Minerva, Fafnir, Hudson, JAP-Matchless, Peugeot, Streak as well as our local Riley, Crean & Leslie.

We all know what is around the corner though – a little machine called the model T.

In part 3 – what will become of the motorcycle wars?

RACV 1&2 Cylinder Rally – Koondrook-Barham

By Murray Murfett & Doug Fulford with Images by Frances McDougall & others

Camels & Le Zebre's Indeed!

Well now, you might not be surprised to discover camels at a Dakar or even a Finke Desert rally, but both seeing and riding them on a Veteran Car Rally must surely be a world first! And the chance to go kayaking, (a step down from the paddle boarding at last year's 1&2 Rally at Echuca) particularly in the warm weather we experienced, was typical of the lengths that Rally Directors Adam Auditori and David Provan went to, to make it a very enjoyable event.

And we sure did! The 4-day, RACV rally was centred at Barham-Koondrook on the mighty Murray River and attracted 123 participants, with a total of 67 entries, with 57 vehicles of either 1 or 2 cylinders, which included 7 motorcycles (see entrants list for full details). Once again, the mostly reliable Renault AX's were the most popular, with 11 entered. Rarely seen makes of vehicles such as Le Zebre, Haynes Apperson, Carlton, Perry, A.C. Tri-car, Little Midlands and Darracq created quite a lot of interest.

It was pleasing to have such a wide range of makes and origins, including 3 'first time outers' –

| | |
|------------------------|------------------------|
| Deane & Pam Hill | - 1909 IHC Buggy |
| Russell & Chris Holden | - 1903 Haynes Apperson |
| Phil & Carmelita Ruge | - 1913 De Dion Bouton |



1909 IHC Buggy. The 'three first time outers' from the Victorian club

Also pleasing was the representation from around Australia, except from the Northern Territory and Western Australia!

The shakedown run on Thursday included a visit to the Arbutnot Sawmills at Koondrook. Established in 1889, the mill produces many Red Gum products, from girders, tabletops and railway sleepers to tomato stakes, with the by-products of firewood, woodchips and even sawdust finding ready markets. Mostly using Red Gum, the local Men's Shed also benefits, producing mainly domestic products for sale.



Koondrook Sawmill

Friday morning saw us heading off to Cohuna, and then Gunbower, for an outdoor lunch followed by a rare opportunity to ride a camel. Four, one-humped (dromedary) camels were saddled up and many of us were happy to be led along, in weather which closely simulated the desert!

During the lunch stop, all 35 pupils and their teachers from the nearby Gunbower Primary School came over to view our displayed vehicles. Spontaneously, Michael Holding did a wonderful educational job not just addressing them, but also encouraging them to sit up in his 1905 Cadillac tourer, and to blow the horn, while he explained the intricacies of old cars, winding up the motor and answering technical questions. Maybe this is an opportunity we could all take should the opportunity arise!



1903 Haynes Apperson



1913 De Dion Bouton



A bumpy but enjoyable ride



Michael enthraling the local Primary School pupils about 'olden days cars'

Saturday took us to Wakool, where the proprietor of the only hotel very kindly invited us to take our picnic lunches into their air-conditioned dining room, to escape the high 30's temperature. And while the locals were friendly, there were dangerous critters to deal with. In the beer garden there was a sign posted on the wall warning us of Wasps, and in the public toilets opposite the pub, I discovered the biggest Red-backed Spider that I have ever seen, hiding under the toilet seat! Crikey, Doug 'Banjo' Fulford could write a poem about that!

And coming into Wakool on the 12 kms of dirt road, Graeme Jarratt had the biggest challenge when his LM cyclecar flicked off its chain, then rolled to a stop,

right next to a large and deadly coiled up Brown Snake, basking in the sun, less than 6 feet away! But the snake was holding its ground, and unable to safely attend to the LM's repairs, the reliable Tail-end Charlies, Brendan and Callum Walsh were able to tow the car far enough away from the danger zone to enable Graeme to affect the repairs. Dangerous place that NSW!



L.M. in trouble, with the drive chain hanging down and a brown snake just hanging around!

On returning to Koondrook, Adam and David had arranged for some double kayaks to allow us to cool down in the waters at the confluence of the Gunbower Creek and the mighty Murray River. About 40 of us had a lovely paddle, including those who cooled down by starting up water fights.



Adam and James Auditori sending Jill Bartlett and Brian Hussey on their way down river.

The Saturday Dinner was a wonderful evening, with most of us taking up the challenge to 'strut our stuff'. There was a real buzz around the room during the night, with breaks only to hear Doug Fulford's much anticipated poem, to view the fashion parade and listen to Director David thanking the volunteers who assisted, and the participants, in making the 2025 RACV 1&2 Cylinder Rally such a great event. A major announcement during the night was the presentation of the Ron Hobbs Perpetual Trophy, to the very worthy recipient, Greg Smith, with his 1903 Humberette. In response Greg spoke passionately of the participation by his family, the Club, his vehicles and especially the early connections and respect he had for Ron Hobbs. Interestingly, Greg's father, Ivan, was the first recipient of this award in 2001, with the 1900 Victoria Combination, which is still in the family.



Dressed to impress, costumes from Op shops

The Koondrook-Barham Rally

By Doug Fulford

*We left home in a hurry
For this township on the Murray
(Our rally base has floated just downstream)
Days did quickly pass
As I polished up the brass
And "Clem" for once began to really gleam*

*We knew t'would be worth it
To catch up with Murray Murfett
And others who live down Melbourne way
It began with just a few
Cars back in ninety-two
And's continued unabated to this day*

*Dave I's great record
Cannot be ignored
He's never given this event a miss
Also give a shout
To members first time out
Rarely are events as popular as this*

*Some thought that they oughta'
Stay at home 'cos water
Closed their roads and took out their power
While Essy came a cropper
He had to catch a chopper
To get to needed help within the hour*

*While Alan had a failure
A wheel came off his trailer
Another sad, sad tale that I tell
While his Schact is free
Of any injury
His trailer now is somewhat "shot" as well*

*The Arbunoth saw mill
Is operating still
And what a great sight that place is to see
A great range they make
From fence post to stake
Starting off with a great lumps of tree*

*Expect things unexpected
When a rally is directed
By Adam and his great mate David P
So one day we boated
The kayaks mostly floated
Their occupants paddling merrily*

*Some onlookers thought
It would be great sport
If perchance one such craft might sink
So those in the boat
Would splash about to float
Having been dumped into the drink*

*We stopped off for toffee
And a cup of coffee
Would you like to take one lump or two?
The bravest of us tried
To take a camel ride
Would they like to choose one hump or two?*

*Thew kindly camelier
Took away their fear
Of taking their first ever camel ride
While hesitance still showed
I know all those who rode
Were very, very thankful that they tried*

*Now camels I've heard tell
Don't hear things that well
And seemed worried when approached by Carmelita
'Twas at her introduction
And I reckon by deduction
They thought someone had said "camel eater"*

*Now for goodness sake
Don't break down near a snake
Especially near a live snake that is brown
Helpers will then fear
To even park real near
Any many might decide to let you down*

*Helpers wandered to and fro
Till the car got a tow
So that they could re-attach the chain
Once it was moved
A quick fix it soon proved
And the LM was soon mobile once again*

*Now Adam and Dave
Everyone wants to rave
About this rally and therefor implore
That while you may take
A most well earned break
We hope that you'll run many more*

*Please give three cheers
'Cos now for two years
They've brought us a great "one and two"
Which we've all enjoyed
So our spirits are buoyed
It's great what this odd couple can do*

Sunday morning's short run included the River Walk, which featured no fewer than 20 Red Gum Statues, comprising local identities, wildlife and national identities. These included Sir John Gorton (a district farmer at one stage, later becoming 19th Prime Minister of Australia) and Sir John Monash, Chief Engineer of the Barham/Koondrook bridge. The bridge was opened in 1904, and is still operational.



Sir John Monash, with the bridge he engineered in 1904 in the background.

With 100+ year old cars it would be unusual if there weren't hiccups with vaporising, blown tyres, flat batteries, overheating, magneto problems and other 'failing to proceed' eventualities. But we were lucky to have Callum and Brendan Walsh as back up if needed. And it would be remiss not to acknowledge that none of the motorcycles had any hiccups, so well done to them! Michael Holding and Peter Hawkins were the directional sign 'putter-outers' who ensured that we didn't go astray. Gail Boyd and Cheryl Humphries were the sign 'picker-uppers' who made sure that the Club's signs didn't go walkabout. So, thanks for that. On both hot days, our ever thoughtful Directors were 'on the ball' and provided lots of sunscreen, chilled water, apples and lollipops, very well assisted by Angela, Lucia and James.

As for the weather, while temperatures hovered just under 40 degrees, at least we didn't have to endure cyclonic wind or rain, although a few entrants were unable to travel down due to the effects of Cyclone Alfred and some others were consumed by health and other issues.

The accommodation and catering in Barham/Koondrook were more than adequate, as was the whole rally organisation and I'm starting to realise that joint Rally Directors Adam and David are very well connected!

Thank you to Adam, David and your team for a very memorable rally.

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Dr Francis West's Early Motor Cars, Camden, NSW

By Ian Irwin OAM. [V&V CC of Australia ACT]

When Greg Smith, Editor of *Brass Notes*, posted an image of an early Edwardian car in front of an historic house in Camden in the November 2024 issue of the journal, he sought identification of the car. Nobody had responded, so I offered to provide what I knew of it, which has led to this current article.



This is the image posted by Doug Fulford, in his illustrated cameo entitled *Unlock Camden*, a title given apparently to an annual event celebrating historical aspects of life in the NSW town in earlier times.

I recognised it immediately, as I have an identical postcard amongst family ephemera. The photo is acknowledged to a local haberdashery shop keeper, named Coleman, who engaged a Sydney firm of professional photographers to produce around 100 different images in the Camden area, for conversion to postcards to be sold exclusively by his store to locals and visiting tourists.

Doug Fulford is correct in dating the postcard around 1905, for the car is a c1904/5 Vulcan, and as Doug presumed, was owned by Dr Francis West. In fact, it was one of two Vulcans he owned. A little more on this shortly.

I have previously written in *Brass Notes*, of my grandmother's brother, Great Uncle Sam Shaw's c1908 Argyll, with a photo of that car at his Newport weekender. (See front cover October 2022 and article on page 10 November 2022 *Brass Notes*). Another of my Grandma's brothers was my Great Uncle Fred Shaw, who commenced business in the late 19th century at Camden, NSW as a manufacturer of bicycles under the brand name **Etna**.

Fred's bicycle shop, adjacent to Pinkerton's Jewellers, played host to numerous bicycle events. Some were local, and others were of greater distances according to my late grandfather Brice Thomas, who participated in the sport in the early 1890s.

Fred later took an agency for motorcycles, but that soon spread to multiple motorcycle agencies, and by 1905, if not earlier, his business, unique in Camden, had become the first motor garage in the town, servicing

most of the local cars, and providing fuel for the few locals and a growing number of touring motorists.

The age of the photo below is also unknown, but likely to have been taken around 1907-1908.



The cars in this image are most likely to have been local area cars. From left to right, we see the nose of a small hp Alldays and Onions, then a Daimler of probably 38 hp, and on the right the front of a 57 hp Chain-Drive 6-cylinder Daimler.

Note these cars are posed in front of Fred Shaw's shop with a window display promoting his Etna cycles.

Down in the township at 37 John Street, lived Dr Francis West who, in 1901, had been appointed the Government Medical Officer based in Camden. This involved handling all medical matters of the town and the local region, including births, deaths, homicides, drownings, autopsies and other diverse medical procedures and emergencies. He had previously been processing similar responsibilities at the Sydney Hospital.

When he moved to the Camden district, he needed his own personal transport, for the first time in his career, to be able to access his patients over a widespread area.

Upon arrival Dr and Mrs Kathleen West (Née Jones) occupied the charming stone former private school *Macaria*, in John Street, as their family home.



Dr West's Home and what is presumed to be his first personal transport. Photo courtesy of Camden Historical Society.

And next we see what is believed to be the first form of his personal transport in front of his home, where he posed both of his first two motor cars.

I have not ever found any record, despite checking period media on the Trove website over many years, of the first car known to reside in Camden. However, at a date unknown, in late 1903 or at some time in 1904 Dr West acquired his first motor car. The image below is taken from a privately prepared post card from my family's archives, (i.e. a non-commercial postcard) and I believe it to be the only photo of this car that has survived.



Dr. Francis and Mrs Kathleen West in their Tarrant c.1904/5.

The original was given to me by my grandmother at Easter 1951 when I was not yet 10. It was one of six images of early family cars that long ago put me on the road to my life-long passionate hobby. My grandmother Mary Thomas (née Shaw) described the car as 'tiny' when compared with her brother Sam's Argyll with its 5-seater Roi-des-Belges coachwork. I don't know for certain if she ever rode in this petite car but as my grandparents were very close friends with Francis and Kathleen West it is very likely that this happened on more than a few occasions.

This original image printed on a privately prepared postcard was sent by Fred Shaw to my grandmother Mary Thomas, his sister.

Dr West and his wife are proudly seated, in their "Sunday best", in one of very few early Tarrant motor cars, on John Street, outside the unmistakable fence, with their home *Macaria*, peeping in from the left. I have often wondered if this photo was taken by Fred Shaw with one of Dr West's sophisticated cameras. I doubt very much that Fred would have owned a camera of his own in 1903-4. Whoever it was that took it and posed it to best advantage in the afternoon sun, knew something about capturing a quality image.

Here we enter a zone of the unknown. As one who has studied Tarrant car manufacture, display, use in events local and interstate, ownerships from state registrations records and many other aspects, I would have to say that what is known and said to be authentic about Tarrant history is very confusing indeed. I have been absorbed by history of the production cars with the Tarrant brand name over many years, but my treatise on that is far from complete. [Suffice to say the history has taken some unravelling.]

Right from the beginning of manufacture, publications used expressions like '*there are currently five of these under construction*' were rarely ever validated.

Just how many, or how few 10 HP Tarrant cars were made is unknown.

Can anyone provide evidence, excluding Argyll cars that were sometimes called Tarrants, as they were early products sold from the Tarrant factory?



The above car was designated as No 3 alongside several others that contended for the label. According to the Tarrant doctrines, it was commissioned by Russell Grimwade, who is seen at the time taking delivery of the car, to later have a van body put on it.

So, we have at least two twin-cylinder 8-10 HP Tarrant cars that were manufactured in 1903 or 1904, both of which were with their original owners early by mid-1904.

Regrettably I have not yet been able to establish when Dr West acquired his car.

I believe these two cars could have been Numbers 3 and 4 of Tarrant cars' production. Was there ever more than two of this particular model?

And just which of these cars was Tarrant No 3 and Tarrant No 4 may never be resolved. But it is known that the Grimwade car was not delivered until around May 1904.

Compulsory car registration was legislated in NSW during 1910, with the first list of registered numbers and owners published in 1911 in The Red Book. From this we learn a little, but few cars were shown by make:

1326. Shaw. Fred., Hill St, Camden 8-10 hp (1903 Tarrant).

1327. West. Francis W., John St, Camden, 14-16 hp Vulcan.

1328. West, Francis W., John St, Camden, 16-20 hp Vulcan.

1329. Hawkins. Allan E., Argyll St, Camden, 10-12 hp Vulcan.

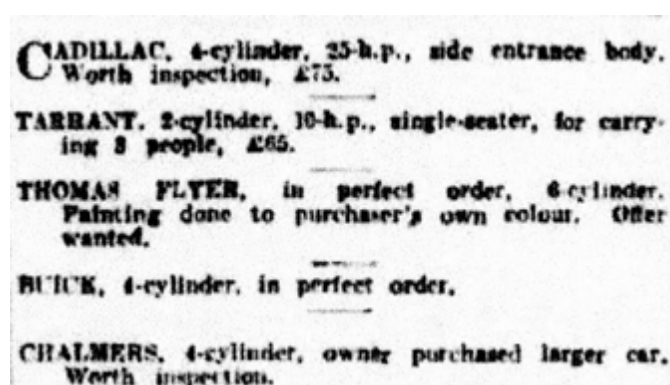
'Doubting Toms' may be surprised to know that of the small array of Tarrant motor cars manufactured, at least four came to NSW ownerships, several to South Australia and at least one to Perth.

For years, the writer had wondered what the fate of the tiny historic Tarrant may have been until the answer surfaced in the For Sale columns of the *Sydney Morning Herald* of 28 June 1913. Being a small hp car, it could have gone early in its life, but we can only assume this is the same car, but if so, this is the last known record of its existence.

Some late history of the Dr West car surfaces in 1913

The following is an extract of an advertisement placed by Roy Sandford, the NSW agent for Cadillac and Chalmers cars in the 28 June 1913 issue (p. 20) of the *Sydney Morning Herald*.

It would be very reasonable to assume that the 10 hp Tarrant advertised for £65 was the car that had been owned by Dr. West. Carrying 3 people would have been a bit of a squash.



We may presume then, that Dr West's tiny Tarrant was sadly approaching its 'Use By' date between 1913.

In the list of NSW Registrations of NSW cars in 1915, we find Arthur Batros of Cootamundra owned a 10 HP Tarrant. The distance would have been manageable by the tiny car.

Records for NSW motor vehicles for the years 1915 to 1917 held by the writer reveal that only one Tarrant car remained a registered car in the State, (NSW 9818). This was the car at *Kopi Station*, Barellan.

So, we assumed this to be the ex-Batros' car as later owned by Warby of *Kopi Station*, Barellan, further west.

Some 50 years ago, Wayne Aberdeen, a former member of our ACT club, and the writer visited the desolate and seemingly uninhabited property but there were no buildings or signs of habitation. At the next 'water hole' we made enquiries of some of the locals, only to find the station name had been transferred in the inter war years from another further west still. And there our trail ended.

Early touring with the c1904/5 Vulcan.

It is known from family recollections and from a very substantial report published in the 3 December 1908 issue of the *Camden Times* (page 7) that Dr West undertook a significant adventure in his Vulcan in November of that year.

This was an extended trip, with Fred Shaw as his chauffeur and mechanic, southward from Camden, via Goulburn, Queanbeyan and Cooma to the famous Yarrangobilly Caves and its famed Thermal Pool with reputedly health benefits for the believers. It took two days to reach the caves. After an inspection of the caves and stopover at the Caves House, they set off for the south coast and travelled along the seaboard fringe to the Picton Road, up the steep scarp and back to Camden. The roads were unmade, and in many places followed bullock tracks.



This image provides a frontal view of Herbert Garratt's 1905 Vulcan in southern Sydney on board the punt crossing the Georges River for a picnic.

A second and even more arduous adventure was to visit his childhood home at the remote small village of Pilton, south-west of Toowoomba. The family had a farm and bred cattle for some 30 or more years there. It is believed that Dr West was anxious to visit his parents to learn of their wellbeing in their hazardous occupation.

This was a more rigorous event involving many creek and river crossings using rafts and the occasional horse-operated punts on a route selected by Dr. West, again with Fred Shaw as his chauffeur-mechanic.

On that trip he persuaded his ageing parents to sell-up and come south to Camden. And they accepted his wise advice.

The Vulcan's return trip involved shipping the car from the Brisbane area to Wollongong. But that story is for another day.

I have an identical copy of the O.V. Coleman Postcard, No 158, with the message on the reverse to my mother Essie: 'My Dear Cousin Essie. This is a bad pen, and dad is holding my hand too tightly – Love from Gordon.'

Otho V. Coleman was not the photographer, but a shopkeeper dealing in haberdashery and related wares, but had an abiding interest in the history of Camden and commissioned the Sydney firm of Crown Studios to take the photographs.

Findings, Feedback and Follow-ups

By Alan Meredith & Michael Sheehan



In the March edition of Brass Notes on page 23 I asked for further information on the Alldays pictured above. We are indebted to Alan Meredith who has been very kind to bring us all up to date on the travels of this beautiful little Alldays. - Ed

As far as I know this car was sold by Reg Carroll directly to the Curtis Collection at Foster (NSW). After the Curtis Museum closed the Alldays was bought by Peter Channing and shipped to New Zealand. Peter owned property near Picton at the top of New Zealand's South Island. His main residence was in Guernsey where he also maintained a collection of cars. His habit was to winter over in NZ. I don't believe that the Alldays was ever used on the road while it was in Peter's possession. In addition to the Alldays the other special interest cars in his New Zealand collection included a Veteran Buick as well as a Rolls Royce, Bentley, Daimler and Vauxhall. The Alldays arrived in New Zealand during April 2001. Following Channing's death in Guernsey a few years later the New Zealand collection was put up for sale. The next owner of the Alldays was and still is Tim Edney who resides in Auckland where he owns an extensive car collection that includes a second 10/12 Alldays. Tim also has property interests in the South Island and that is where the Alldays under review is currently garaged. In fact, it is only 30 km along the road from me here in Queenstown.



The second Alldays 10/12 hp owned by Tim Edney of New Zealand

Michael Sheehan has provided a follow-up to Graeme Jarrett's Cyclecar Corner column. Graeme stated he was unable to find any machines that used the Blumfield v-twin engine. Well, Michael Sheehan has provided some evidence of the Blumfield being used in a car that was built in Nuriootpa, South Australia by Mr. G. C. Kaesler c1915. We thank Michael for his research and contribution to this. -Ed

Hi Greg,

Thanks for another excellent Brass Notes I am attaching a couple of scans of the cyclecar Mr. G. C. Kaesler of Nuriootpa built c1915. They are taken from the Brooks/Vinall publication South Australian Motor Cars 1881-1942.

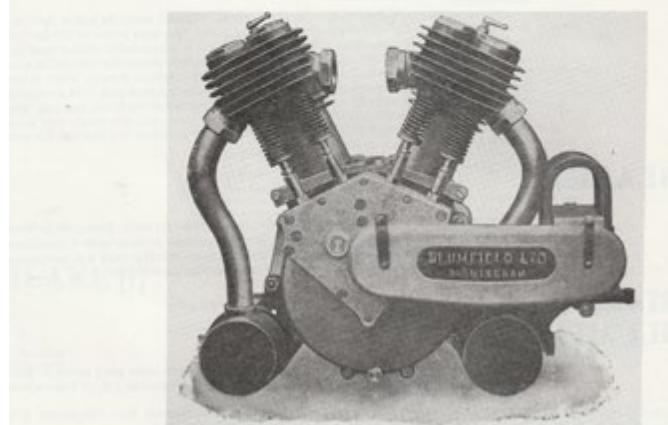
You will see that they have featured an 8/10 Blumfield air cooled engine although to me the car appears to have a radiator. You will also note that a Blumfield was registered in August 1914, 6 months before the Kaesler car.

Regards,

Michael Sheehan



The photographs show the cyclecar designed and built by G.C. Kaesler, who celebrated his 100th birthday in April, 1985. See also BAROSSA PRIDE.



BLOOMFIELD BLUMFIELD

Notes: The name may have been anglicised at the time when many place names in South Australia were changed owing to strong anti-German feeling. Blumfield Ltd, of Birmingham, England, made engines and motorcycles up to 1914.

Registered August, 1914: 4911 A.F. Ewen, Torrens Avenue, New Hindmarsh. 8/10 Blumfield.

February 1915: 5392 G.C. Kaesler, Nuriootpa. 8 Blumfield.

April 1915: 5568 C. Pollard, Nuriootpa. 8 Blumfield. Probably the same car as No. 5392.

April 1918: 02704 O.D. Jericho, Tipara, Paskeville. 8/10 Blumfield.

June 1920: 08290 Millers Lime Ltd, Waymouth Street, Adelaide. 8/10 Bloomfield Cycle Car.

December 1920: 10216 E.O. Dahl, Mansam. 10 Bloomfield.

A Visit to Genius of the Lamp

By Harry Hickling

With a rare insight into the fine work of Artisans and lost trades, I visited the workshops of Genius of the Lamp in Birmingham, U.K. Here the craftsmen restore headlamps for the world's finest veteran and classic cars. Ranging from restoration of brass carriage lamps through to reproduction headlamps for Rolls Royce and other fine marques.



Racking of metal spinning timber moulds

The workshops can be found amongst a community of fine jewellers and restoration shops, and after a lunch at the old English pub, The Jewellers Arms, just down the road, I was hosted to a tour of their premises. This was far from a backyard cottage industry or small plating shop, here I felt like I was walking into Aladdin's cave for the first time. Rare brass lamps, through to trinkets being manufactured for Rolls Royce and fine scotch whiskies. Over recent years they have diversified into plating services, with traditional chrome over brass along with more modern finishes. So here, bumper bars, over riders, and an MG radiator grill were all in process.



Plating baths run 4 days a week with extended hours to conserve power



Harry's lamp rim and timber for the mould



My own work is about to start, with a wooden mould to be machined to then allow a new light rim to be spun for my rare matching set of Ducellier headlamps. Our own Artisan of the VCC, Greg Smith, is restoring our set of Ducellier lights - however one of the front headlamp rims was beyond repair. Greg had warned me that this would be expensive, however after much soul searching, we "bit the bullet" and engaged Genius of the Lamp to make the critical replacement.

It would have been a great shame to compromise the work Greg is doing on the lamps - so we are both looking forward to seeing the final product on the car later in the year.

Harry - 1908 Mercedes.

Steam Theme

By Ian Berg with photographs from Ian Wells

More Cars built in Tasmania – The Campbell

Our “Steam Theme Car” this month comes courtesy of Ian Berg, with the photographs courtesy of Ian Wells. These photos and associated write up were published on page 23 of the February 2020 Brass Notes. We thank the two Ian’s for their contribution – Ed

Another obscure make of car built in Tasmania was the Campbell. Archibald Macgregor Campbell, of 73 Liverpool Street, Hobart, reportedly built three cars between 1900 and 1912 including a steamer, an electric car and a petrol engined car. He also manufactured bicycles.

The recently found photos here show two of the cars built around 1900.

The photo of the Campbell Steam Car was taken “on the road to the Botanical Gardens near the bridge turn off” according to the description in the album it came from.

Right: The steam car with tiller steering, most probably c1900



I believe this would be the petrol engined vehicle with a lady pictured in the driver's seat. Is the car based upon a Humberette? I note the single spindle steering wheel and column change, wire wheels, which are all characteristics of a 1903 Humberette. Unfortunately we don't have a photograph of the Campbell Electric.

Front Cover Photograph - Playtime - Part 1

By Don Warden

During the first half of the 1970s I had been employed as a technical representative for a large American steel company that specialised in earthmoving machinery and logging equipment for the timber industry. As a result, I regularly found myself travelling around Victoria visiting people engaged in these industries. On one visit, I noticed that an opposition company manager had a large map of Victoria behind his desk with coloured pins denoting his customers and customer type. One of these pins represented an earthmoving contractor in the high country of eastern Victoria that I was unaware of, so I made a mental note to look for him on my next country trip.

Two weeks later I set off on my regular trip travelling around Gippsland, only this time the high country would also be on the agenda. After arriving at Omeo I spent the evening socializing with the locals at the nearest pub, one of the most enjoyable parts of these country trips. Most farmers have a piece of earthmoving equipment tucked away in the back paddock somewhere, even if only a small front-end loader, and during the evening I soon established who had the sort of equipment I was looking for and made a point of calling on them the following day.

I arrived at the property mid-morning but, unfortunately, the owners appeared to not be home. I was aware that the property was quite large so there seemed little point waiting for them to return, so I decided to catch up with them on another trip. While I was making my way off the homestead, I noticed a large square truck bonnet and radiator poking out of a large pile of scrap iron and rubbish. Further inspection revealed the name "Dennis" embossed on the radiator and it soon became obvious that they were the remains of an old fire appliance.

Due to work commitments on the Cardinia Creek Dam, it was another ten months before I could get back to the property. When I called the second time, I found the property owner working on a Caterpillar scraper and we had an amiable conversation regarding equipment that our company could supply. After our business discussion I raised the question of the Dennis and its history.

About twenty years earlier, the owner had purchased more property and discovered the vehicle in an abandoned open-cut gold mine where miners had used it to pump water to cut into the hillside. Deciding to restore it, the vehicle was relocated to the homestead where it languished at the end of the shed until I stumbled across it, still nothing more than a rusty old wreck.

I asked what he was going to do with it, to which he responded, "what would you do with it?". I indicated that I would restore it. After reassuring him that I wouldn't just sell it for scrap due to the amount of brass on it, he shouted to someone who had been working in the back of the shed. "Vince, there's a chap here

who would like to restore the Dennis." Back came the reply, "Well let him have the bloody thing", whereby my companion said, "There you go, it's yours".

At first, I thought that he was joking until he asked me how I was going to collect it. Not being one to look a gift horse in the mouth, I said that I would collect it as soon as I could. Considering that I went there on a business call, I would have expected to have come away with an order for some equipment. The last thing that I expected was to leave the property as the new owner of a derelict fire engine.

I decided to strike while the iron was hot, so I drove straight back to Melbourne and organised a tandem trailer. A couple of days later, after letting the owners know we were coming, with two mates from the office, one of whom had brought his wife along for the ride, we set off on the trip to collect our prize, not knowing that it would turn into the trip of a lifetime.



The Dennis in as found condition at the farm

When we arrived at the homestead the two brothers were waiting, so we started to load the Dennis onto the trailer using a tractor to tow. As we got the front wheels of the Dennis onto the trailer, everything started to move down the track, so I ran around to the front of the Valiant station wagon to apply the handbrake. The handbrake was already on but the weight of just the front of the Dennis on the back of the trailer had lifted the back of the car completely off the ground. This experience brought home just how heavy this thing was. Up until then we had treated it as just a small truck chassis but now that we had more time to examine it, we realised that they certainly built them differently in years past and it was far heavier than anything that we had come across to date of the same size.

Finally loaded we went to move off before learning that there were more components in the paddock. One was a large lump of metal that took four of us to shift. It turned out to be the all-brass vacuum pump. The second piece appeared much smaller than the first as there was only about twelve inches or so protruding from the ground. As it was stuck solid, the brothers

said they would extricate it during the week, and I could collect it another time. This was the wisest thing that we could have done, as we were already well overloaded. It turned out to be the main fire pump with another three feet buried in the ground, and weighing around three quarters of a ton!

The return to Melbourne was an absolute nightmare. We didn't get far towards Omeo before the tyres on the trailer started to smoke due to the weight on the trailer pushing the mudguards onto the tyres. We found pieces of wood along the road and by jacking the trailer up and blocking it, we made it into a solid unit. This lasted for about half a mile before the wood broke up and the trailer dropped down onto the tyres and all four blew before we had time to stop. We unhitched the car and returned to the homestead to ask if they had any old tyres that they could let us have, along with some more solid lumps of timber. We were out of luck as, although they had plenty of tyres, none of them were the size that we needed. The brothers told us not to worry, and the hospitality of the bush moved into full swing. A quick ring around and within the hour we had people coming from all directions with tyres, some old and some nearly new. We ended up with a complete set of good tyres on the trailer, and spares just in case.

With solid lumps of redgum under the trailer we got under way with no more trouble. That is until we got past Omeo and were on our way down the long stretch of the highway towards Bairnsdale. Whilst not being very steep, the road has a fair incline in the direction of down for a long way. As we nosed down towards Swifts Creek, we had trouble controlling the car due to the weight of the Dennis pushing the rear of the car down, which was lifting the front of the car making the steering extremely light. We could not go any faster than 15 km/h without starting to lose control of the car. To make matters worse, when we applied the brakes, the nose of the car dipped, and the trailer still tried to push the car sideways to the point that there were times the whole show was going down the road from one side to the other. There was nowhere that we could go if we lost it, as the right-hand side of the road is vertically straight up, and the left-hand side was over the edge and straight down with a dead stop at the bottom. At the reduced speed of 10-12 km/h we eventually got back to Bairnsdale. The trip was dicey enough without the lady sitting immediately behind bursting into a screaming fit every time the blasted car looked as though it was going to leave the road. The more her husband tried to pacify her, the more hysterical she became, and it was like this all the way down.

Once on level roads again we were able to push it up to 30 km/h before we started to lose it again so the remaining trip back to Melbourne was at 25 km/h. Arriving home about 10am Sunday, one would have thought that all our troubles would have been behind

us. No such luck. We now found that we could not get the trailer up the hill to our house in Diamond Creek. We were in the second house from the top of a short but steep hill, and in the early 70s the road was still unmade. There were ruts and humps from the bottom to the top, and there was no way in the world that the Valiant was going to get the lot up there, although we did give it a good go!

A neighbour had a Willy's Jeep so, although I had never met him before, I went and explained the dilemma and asked if he would help us get the trailer to the top of the hill, assuming that being a 4WD it could manage it. How terribly wrong we were. The Jeep could only get halfway up before losing traction and disappearing into a cloud of dust from the spinning four wheels. It just did not have enough weight to perform the task, so we chained the Valiant to the Jeep, and after a good few headlong charges with both vehicles going flat out, we managed to tow the trailer to the driveway. It was now impossible to reverse the trailer into the drive and the best we could do was to slew it across the road to enable us to get the Dennis off. At this point, my good Samaritan decided that enough was enough and we parted on the best of terms. However, I never saw him again, and to this day I am unsure if that was intentional or not.

Using different trees as anchor points, we hand winched the Dennis from off the trailer and into the drive with a chain block that allowed us to move the vehicle four foot at a time before we had to pull the chain back through the mechanism before we could go any further. It took until late on Sunday evening before I finally had it off the road and into the driveway. Having the vehicle now safely under the old wooden carport, we set about building a workshop around the whole lot in preparation for stripping and restoring the Dennis. Once the workshop was complete, we dismantled the carport from the inside ensuring that the Dennis was now completely under cover.

As a result of our experience in towing and relocating the Dennis, we decided that our own 4WD was in order. A Jeep was obviously not going to work, so we eventually decided on a second-hand 2.6 litre Landrover. The Landrover in low gear, low ratio, and with its full floating axles, went on to perform admirably.

I soon started to investigate the history of the Dennis, first contacting the head office of the Metropolitan Fire Brigade (MFB) at Eastern Hill, who hadn't the faintest idea that the vehicle ever existed, let alone having any information. However, an auction was soon to take place of all the old bits and pieces that the MFB wanted to get rid of. This was to take place in the original vehicle workshop, adjacent to the fire station itself, and included forty-five original brass helmets. I attended the auction inspection days to check if there were any Dennis parts, but to no avail. I did, however, purchase two brass helmets and learnt of a certain Mr.

Fred Penny who, I was told, would be the person likely to know the information I required. I thought this was strange at the time, particularly when I learnt that Fred was a tram driver and had no connection with the fire department at all. I was soon to find out to not jump to conclusions.



The Dennis in the background at Eastern Hill headquarters. Commercar combination ladder and hose carriage that was commissioned in 1914 and had a 55 foot ladder in the foreground. (Accreditation for all photographs Fire Services Museum of Victoria)

Soon after I was able to contact Fred by phone. On explaining the situation to him, he asked if there was a number painted on the radiator, and if there was, it should be 18343. I could not recall seeing a number but on checking, sure enough, there was the faintest impression painted on the core of the radiator. It was indeed number 18343. It was apparent from Fred's enthusiastic reaction that we had discovered a long-lost treasure.

A little later Fred was able to pay us a visit and inform us of the known history to the time it had vanished during the mid-30s. Fred has been responsible for a great deal of assistance in tracking the history, and locating assorted items, through his connections throughout Victoria and NSW.

The vehicle is a 1914 Dennis Type N Fire appliance and was one of three ordered prior to WW1 by the MFB. With the outbreak of war however, this was the only appliance received as England had other things on her mind and shipping space was at a premium. The remaining two orders were cancelled.

The vehicle was supplied by Dennis Bros., through MFB order number 2772, with delivery dated the 5th of June 1914. It went into service at the Droop Street Fire Station in Footscray, sometime in late 1914, bearing registration number 18343. The original engine fitted was a four cylinder White & Poppe 60hp N Type petrol motor with a 127mm bore and 180mm stroke. That motor has been replaced with an early four-cylinder Dennis E series motor, with a 110mm bore and 150mm stroke. with a rating of 80hp. The drive is through a large flywheel and cone clutch fitted directly to the crankshaft, driving through a small jack shaft to a power take-off box that is situated in front of the four-speed gearbox, positioned halfway down the chassis. A short tail shaft then extends back to the final drive, which is of the worm and wheel arrangement that Dennis Bros. pioneered.

None of the road wheels have any roller or ball type bearings to run on, all revolving around fully floating bronze bushes in an oil bed. The fire pump unit consists of a shaft from the power take-off unit that runs along the top of the chassis to the main pump, which is a three-stage turbine type of 400 rpm, a design developed by Dennis from their entry into the fire appliance business. Situated in front of the main pump and hidden within the bodywork, are the large vacuum pumps, driven from the pump drive shaft, and engaged through a clutch operated from the rear by the pump operator.



Dennis/Gwynne Turbine Pump in action a timber yard fire in Caulfield in 1919

This vehicle was the only one of its type in Victoria, although NSW, Queensland and WA had a number of them, including the larger six-cylinder models. I believe this unit to be the only surviving machine of its type in Australia and one of only five in the world, of which three are in the UK and one in New Zealand.

Other similar models of slightly later vintage, the main difference being in the radiator. Earlier models like this unit have radiators fully fabricated from sheet brass, whilst later models have fully cast brass radiators.

The radiator on this vehicle had been severely damaged at some time and ten of the tubes were removed from the core. Both top and bottom tanks would have to be removed to affect a repair, providing I could get hold of the right type of finned tube. Previously I had done repairs on large radiators whilst working for Foden in their London repair workshop, but this had been mostly to the Serck radiators with removable tubes. This radiator was something different.

As the appearance of the vehicle is centred around the radiator, a major repair would have been well beyond my abilities. As my travels covered all Melbourne and suburbs, I laid the radiator in a 6x4 trailer and took it with me as I travelled around, enabling me to visit radiator repair shops. Inevitably, the answer was the same, not only did they lack the expertise to carry out

the job but couldn't recommend anyone who could. It soon became obvious that if I did find a repairer, the cost would have been astronomical, so I decided to initially to patch it up myself. I cleaned the area of the removed tubes on the top and bottom tanks and soldered pieces of copper plate over each individual hole. I chose this method to keep the heated area as small as possible at any given time, only proceeding to the next hole after cooling the whole area, thereby preventing a large build-up of heat that may have melted the solder in other areas.

This was not a complete success as I still had a few small leaks. However, after draining the radiator and ensuring the repair area was completely dry, I used Loctite 'Wick In' around each of the repaired holes which sealed sufficiently to prevent leaking for twenty-five years.

Next month we will feature Part 2 on the Dennis Fire Appliance-Ed

Natter Night Meeting Minutes

NATTER NIGHT MINUTES

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

Opening

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

Attendance

There were 24 members in our Clubrooms and 14 members online.

Apologies:

Andrew & Frances McDougall, Barry Gomm, Jennifer Atherton, Claudia & Michael Holding, Pam & Deane Hill, David Inglis, David & Kath Wright, Valerie Dunshea, Fiona Lane.

Visitors

None.

Guest Speakers

Ladies Night presentation cancelled due to unforeseen events.

Member News

Ben noted the passing of Dot Dallimore, Honorary Life Member, whose funeral was well attended by members. Daryl Meek reported that Rick Thege has been in hospital for surgery. Congratulations to Barry & Rosslyn Smith for winning Best pre 1930 and Best of Night with their 1910 Delage at the recent Southern Peninsula car show

Membership Report

We are excited to welcome the following new members:

Warwick & Paula Landy from Traralgon, 1916 Model T Ford Ute, 1916 Model T Ford Tourer, 1916 Model T Ford Speedster, 1912 Rudge Motorcycle

Raffle

Ladies Night Special – Wine and Chocolate. Thanks Deb.

Financial Reports

No report this meeting

Events

Past:

As reported in *Brass Notes*.

Greg Smith spoke about the Antique Motorcycle Club "Tiddlers and Tadpoles" event, which was well attended including 8 Veterans, 3 of which were first time out.

Coming:

RACV 1&2 Cylinder Rally – 13-16 March 2025 – Koondrook – David Proven told us about what promises to be a great event which is 'ready to go' with 67 entrants, 123 participants including those from QLD, NSW, ACT, SA & Tasmania.

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

18-20 July – RACV Midwinter Rally - Phillip Island – Ben advised preliminary details, more to follow.

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

Swan Hill 70th Anniversary Annual Rally in October 2025.

Library and Archives Report (Daryl Meek)

Daryl reported that we are still finding treasures in the archives. This time 40 Veteran & Vintage Handbooks. A list will be published, and they will be scanned and made available when requested on a one by one basis.

Wanted, for Sale or Swap

Daryl is searching for a gearbox suitable for a 14HP Mors for a New Zealand enthusiast that he can swap for a Fafnir gearbox.

Items of General Business

Ben advised that the AV upgrade in the Club Rooms including speakers, microphone and camera. This will be ready for next meeting. Thanks to Stephen Hobbins for his work on this.

Stan Bone reported that his FN Roadster has finally returned from the upholsterer after a 3 year wait

Next Meeting 8th April –

Sausage Sizzle at 7pm

Meeting at 8pm – followed by Guest Speaker – Ian Berg on the AIF

Meeting Closed at 8.32pm

Private Classifieds

FOR SALE

Studebaker transaxle bits - mid teens? 2 x Alloy cases appear to be in good order. \$150



Original Isaac Phizackerly body plate. Approx. 65 x 40. Has clearly been out in the weather for some time so is not a pristine surface, but quite rare. \$125.

Brass priming cup - This is of recent manufacture - approx. 60mm tall. Thread is metric - 18 OD x 1.5 thread pitch. \$40



Rear guards with some useful bracketry and good for templates. Also an unrelated front guard for good measure. \$60 the lot.



Isotta Fraschini hubcap - 62.5mm OD (at widest point), 25mm high. Probably pre '10 I would think. Note damage on one side section. \$125



All items 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

Front axle for Minerva, Lemoine solid steel H section.

4 ft 5-inch track and 2 ft 3 1/2 inch spring centers.

See attached photo for the steering arm configuration

Minerva Longuemare carburetor fitted with automatic air inlet

Dual ignition Eisemann high tension magneto

CONTACT: Robin Sharp

Ph: 03 58 241 871



WANTED

1902 6 HP De Dion engine or parts needed for Victrix project.

03 engine or parts for trade.

CONTACT: Simon Anderson

Ph: 0414 482 241

E: ando_84@hotmail.com

Factory 10

Veteran Restorations

Timber bodies, panel fabrication

Seat Upholstery & Hoods

Spray Painting

Light Engineering



Jeff Alcock: 0425 519 959

Jeff.factory10@outlook.com

Flashback Response From Jan/Feb

By Robyn Blackwell & Darren Savory



Well, another month on and we have been able to gain some extra information on the Talbot that was restored and campaigned by Alan Burr. Last month we learnt that it was a Talbot that came from the famed Taylor collection and purchased by Tom McManamny before moving onto Alan Burr who restored the car. One thing we didn't have any details about was where it ended up after the passing of Alan.

Thanks to Robyn Blackwell, and subsequently Darren Savory, we now know some further important details. The Talbot was offered for sale and was stored at Robyn Blackwell's parents' place, that being, Cliff and Betty Ward's residence. Robyn was entrusted with the job of warming up the car by driving it around the block to any potential purchasers. She remembers vividly doing this when a person from the Camberwell area came to have a look at the Talbot where it was sold to this gentleman. She could almost describe exactly where he lived but could not remember his name. I thought this to be good progress when five minutes later I was contacted by Darren Savory with the address and name of the person who purchased the car. Darren had signed his permit papers several times and was able to confirm his name was Michael Jageurs and he certainly lived at Camberwell. Michael was a member of our Club, but I believe his membership has recently lapsed. So, the Talbot lives on and thankfully it remains local. Once again, thanks to both Robyn and Darren.



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

Events

RACV VETERAN CAR CLUB 70TH ANNIVERSARY ANNUAL RALLY - SWAN HILL 15 – 18 OCTOBER 2025

Six and a half months out and things are really falling into place.

The big news is: We thought the whole event would be on flat roads but, we have found a hill; 2 hills in fact. Granted they are only about 4 metres high, but they are hills.

Claudia and I spent 3 days in Swan Hill after the Koondrook 1&2 and have locked in the Mayoral Welcome function at Spoons Restaurant and the Anniversary Dinner at the art deco Town Hall.

The routes are being fine-tuned and will include a surprise or two. We are also arranging a heavily discounted cruise on the PV Pyap.

We have confirmed more than 90 accommodation bookings

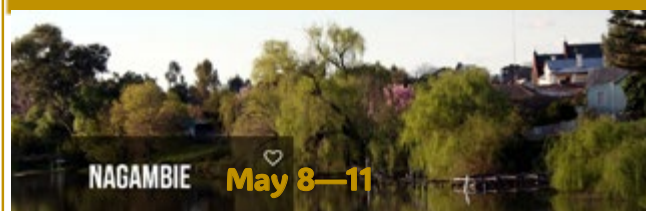
Check the club website for more details and recommended accommodation.

The Big4 Swan Hill (03 5032 4372) has various cabin configurations, powered sites and ensuite sites still available.

www.veterancarclub.org.au Click on the "Upcoming Events" tab at the top of the page

Michael and Claudia Holding (Rally Directors)

RACV Four & More Rally



This years RACV Four & More Rally will be held in Nagambie, the heart of Victoria's classic gold-mining country. But forget the gold; the real treasure here is the Goulburn River surrounded by leading wineries, fertile plains and sparkling waterways.

Join us for four days of driving, sight seeing, activities, and some (optional) winery visits.

Head to our website for more information and entry form

www.veterancarclub.org.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.

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VICROADS PERMITS AND SAFETY CHECKS FOR MEMBERS VETERAN CARS AND MOTORCYCLES

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

JP SERVICES AT NATTER NIGHTS

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

CLUB MEETINGS

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

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



Find us on
Facebook

RACV 1&2 Cylinder Rally Koondrook/Barham

Photos by Frances McDougall



Left to right: 1905 Cadillac of Michael Holding, 1910 Brush of Peter Hawkins, 1910 Brush of Andrew McDougall



1909 Schacht of Brenton Smith with the 1910 Reo of Len Kelly who travelled all the way from Bundaberg, Queensland



1910 Brush of Peter and Jill Hawkins enter the start area. They brought the Brush over Bass Strait for the rally



1912 Triumph of James Dunshea is getting inspected by Norm Clark a noted Triumph expert. While the 1910 Delage of Daryl Meek uses the side lights as hat holders for the pith helmets



1903 Carlton driven by Brandon Price carries two passengers with ease as it motors along merrily



1911 Renault of David Boyd and the 1910 Brush of Simon Anderson both parking in the shade to avoid the heat

RACV 1&2 Cylinder Rally Koondrook/Barham

Photos by Frances McDougall



1908 A.C. Tri-car of Stephen Dynes. The oldest A.C. in the world



1911 Le Zebre of Andrew Benoit. Powered by a "huge" 4 hp engine



Right to left: 1910 Renault, the wedding car for Kelly Anderson and Will Murphy, 1909 Reo of Laurie McGrath all the way from Port Macquarie, 1914 Humberette of Kevin Brooks from even further away, Burpengary, Queensland, and 1903 Carlton driven by Brandon Price



The 1910 Delage of Barry Smith at our luncheon spot on the hot Saturday



The 1909 Swift with Peter and Robert Caffyn enters the start area in Koondrook



1905 Cadillac of Michael Holding with Claudia, Brian Hussey and Jill Bartlett comes into our morning tea stop on Saturday