

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

The RACV supports the:

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

# Flashback

By Callum Walsh

Thank you to those who responded to the May Buick flashback, see page 9.

This month's flashback is from all the way back in 2003, yes that is over 20 years ago now.

The photo was taken by my father, Brendan, when he crossed paths with a Veteran Rally that was visiting Shepparton. By the other photos from the day, and the entry list he grabbed a copy of, it was probably a 1&2 event and this Chev must have joined for a look.

Readers who know the car and/or where it may be today, please write in and share with us.



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## Coming Events

10 June 2025	<b>Natter Night - 7pm drinks &amp; nibbles, library open. 8pm meeting</b> Guest speaker: John Stanley
8 July 2025	<b>Natter Night - 8pm meeting</b> Guest speaker: TBC

## Major Events

18 - 20 July 2025	<b>RACV Midwinter Rally - Phillip Island</b> Rally Director: Ben Alcock & Jerri Lee Miller
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 &amp; Presentation evening</b> Contact: Ben Alcock

## National Events

5 - 10 October 2025	<b>2025 National Veteran Vehicle Rally - Murray Bridge, SA</b> Rally Director: Hamish McDonald (E) <a href="mailto:vcasasecretary@gmail.com">vcasasecretary@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>
19 - 25 April 2026	<b>National 1 and 2 Cylinder Rally - Temora, NSW</b> <a href="https://vccaact.org.au/temora-national-1-2-cylinder-rally-2026/">https://vccaact.org.au/temora-national-1-2-cylinder-rally-2026/</a>



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A special thanks this month goes to Melbourne based motorsport historian and archivist, David Zeunert. After a fortuitous phone call, David has allowed me to publish the incredibly evocative cover photo for this month from his recent acquisition of period images. Read more about it on Page 7.



# President's Message

By Ben Alcock

Our May Natter Night was another great speaker and there were plenty of pies for everyone to enjoy. This month we have our very own John Stanley as our guest speaker. John will be talking about Boris Loutzkoy, the forgotten genius of combustion engine design. Working independently as a consultant for a licence fee, from 1898 Loutzkoy designed engines were used in Daimler, Mercedes and their licensee Panhard et Levassor's cars and trucks in Germany and France. As always, the library will be open at night as well.

Membership renewals have started going out and you should have received yours by now. Please help us by paying your renewal as soon as possible. If you have any questions please contact our Registrar, Rob Anderson, and he will be happy to help you.

Winter is now upon us and that means the RACV Midwinter rally is fast approaching, make sure you have booked your accommodation as entries will open shortly. All the information can be found on page 33, if you have any questions feel free to get in touch with me.

As always, we are looking for rally directors for next years events. Without rally directors' events don't happen so don't sit on your hands, put them up and help out. We will also shortly be starting the call for committee positions for next club year so please think about volunteering to help us out.

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



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# Editorial

By Callum Walsh

Greg is having a break from Brass Notes this month as he's headed to far north Queensland for a veteran rally (what else would he be doing?), so I'm jumping back into the driver's seat for this one.

Autumn always sees a busy calendar, with everyone trying to enjoy the events before Winter sets in. You will enjoy the reports from the Brush Rally and Four & More. As we now roll into June, you all have a month or so to make the final preparations for the Midwinter jaunt to Phillip Island.

Brass Notes will continue to be the premium production we know it to be if the wonderful contributions continue to roll in. So, I encourage everyone who is looking for something to fill their winter's days and nights to grab a pen and paper, or electronic alternative, and start compiling an article on something interesting from the veteran era and share it with the rest of us. You'll never know what responses it may generate.

As always, I'd like to sincerely thank all those who have assisted me this month by contributing, reviewing, and supporting the creation of this issue.



## MEMBERSHIP

### WELCOME TO NEW MEMBERS

The club wishes to welcome the following new members:

- Michael and Helen Jageurs (rejoining) from Canterbury, 1913 Talbot Model 4CT
- Mark and Michelle Jansen from Hamilton (QLD), 1903 Peugeot
- Adam and Sally Poyser from Longlea, no vehicle

# Simmo's Final Farewell

By Fiona Lane

At the end of April, Daryl and I travelled to Sydney for a farewell ceremony of sorts for our late dear friend Geoff Simmons. At Geoff's funeral in January, we were informed that his final wish was to have his ashes blown through the motor of his beloved 1909 Delage. Nothing like going out with a bang! So, off to Sydney we went. After being collected at the airport by Mal Garthon, and having a quick tour of the nearby beaches, we met up with John Wards at the General Gordon Hotel near Sydenham Railway Station to get the day underway with a beer or two. Simmo would have been pleased.

We arrived at his house, near Bankstown, in the early afternoon to join the twenty or so other friends. It was clear that many weeks have been spent in cleaning out his garage under the house and probably even more time devoted to getting the Delage looking spick and span. Not so agricultural anymore! I compared brass polishing techniques with Lynne Brown as I had just spent many hours myself getting our Delage nice and shiny for the 1&2 rally held in Koondrook in March.

Anna had been cooking up a storm to cater for us all and after a hearty lunch it was time to roll the Delage out into the open and send Simmo on his way. John fired the car up and as we all gathered around, Lynne - whose friendship with Geoff goes back over sixty years - took a teaspoon of a finely ground Geoffrey, wished him well and sent him on his way. A small puff of smoke came out the exhaust and we all gave a cheer. Lynne told me later that he would be half expecting a text message from Simmo later that night to tell him what he had seen!

I must admit to shedding a tear or two then, and even now as I am writing this. And he might have just started something - at least one person who was present wants to do the same when it's his time. As long as people are talking about you, you won't be forgotten, and I can say this with certainty, Geoffrey, you won't be forgotten for a long time yet. Farewell dear friend.



*Lynne Brown with a spoonful of Simmo*

## Arrived!

Brandon Price has recently acquired this 1914 Talbot 25/50 4ST rolling chassis from the UK, to go with the engine he already had. The plan is to source the missing pieces and restore to its former glory.

A mighty impressive machine it will be!





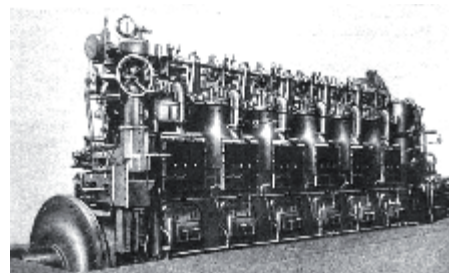
# NATTER NIGHT - June 10, 2025



**7.00pm - Drinks & Nibbles**

**8.00pm - Natter Night**

**Speaker - John Stanley**  
Club Member & Historian



## BORIS LOUTZKOY

**THE FORGOTTEN GENIUS  
OF INTERNAL COMBUSTION  
ENGINE DESIGN**

Who should be considered the most significant contributor to the design of the motor car engine? The Mercedes Benz Group would tell you Wilhelm Maybach was “King of design engineers” and “the backbone of France’s early automobile industry”. Some misguidedly rank Ferdinand Porsche over-highly while others recognise that Czech, Hans Ludwinka deserved much of the credit often given to Porsche.

I was aware that Ukrainian born, Russian citizen, Boris Loutzkoy (aka Lutzky, Loutzky) worked with Stoewer in 1911-12 developing a high-powered, overhead cam, overhead valve aircraft engine that was then used in a touring car, and I set about finding out more. I was overwhelmed at what I discovered. Patents and other

documentation written at the time confirm Loutzkoy’s unique contribution to the design of motorcar, truck, aircraft, railway, marine and submarine engines.

Working independently as a consultant for a licence fee, from 1898 Loutzkoy designed engines were used in Daimler, Mercedes and their licensee Panhard et

Levassor’s cars and trucks in Germany and France. They were also manufactured by the Stoewer brothers in Germany, by Lessner and Co in St Petersburg and

George F Milnes and Co in London. Having found this evidence, it has become understandable why the Mercedes Benz Group do not permit public access to their archives. Much of the history of Daimler would have to be revised. But Loutzkoy was not German and Germans documented the history of Daimler.



## T Ford Time – Random Shot

*By Graeme Jarrett*

This early Ford has had a hard life in the South Australian hinterland doing good service for its owner. It was on Wirraminna, a sheep station in South Australia. This is located near Pimba on the Stuart Highway on the road to Glendambo (5 hours from Adelaide).

It is alleged to be a 1909 Ford Model T. The radiator is an after-market item installed by the owner or an agent.



*This is alleged to be a 1909 model T.  
Photo accreditation - National Library of Australia.*

# A.V. Turner "Darge" Albums - Zuenert Archive

By Callum Walsh



Melbourne Australian Motor Sport Historian, David Zeunert, has recently discovered two photo albums, originally belonging to Albert Valentine Turner. The images within were photographed by the well-known "Melbourne's Moto-Photo Man" Algernon Darge.

The two albums, which are 3 & 4 ring binders, contain around 20 original black & white photographs mounted on stiff boards & protected front & back with strong covered boards. Initial thoughts are that it dates most probably circa 1914, but this may be altered with further information.

The photographs in these two albums contain many Darge photographs of A. V. Turner competing in various motor cars, predominantly BENZ, and it is hoped Veteran Club members may be able to provide some more information on the various photographs as they are published in future Brass Notes. We will also include further information on Albert Valentine Turner and Algernon Darge.

A. V. Turner, born in Sydney in 1886, was an early NSW motor car distributor. To publicise his various car marques, he participated in many trials, rallies, and city to city time trials which included Sydney to Melbourne and Sydney to Brisbane. Following the war, in the 1920's, he became the NSW distributor for Itala and Bugatti and participated in many motor car races including at the Maroubra speed bowl. A. V. Turner's life sadly came to an end in May 1926, when he was thrown from his Bugatti whilst attempting a local Sydney hillclimb. Succumbing to his injuries the following day in a Sydney hospital.

The front cover photo is an evocative image of A. V. Turner (driving) and his navigator (currently unknown) traversing a muddy track. The sporting vehicle, which I await the member's expertise to identify exactly, has two distinct plates, a black-on-white NSW '8293' and a white-on-black 'V 581. What do they indicate and can they lead to confirmation of the event date and location.

The second image (above) is one of a collection of vehicles at rest. Presumably, this was part of an event due to many of the vehicles being seen displaying a competitor's number. The number 9 BENZ, front and centre with the engine being inspected, has additional appearances throughout the albums which will be shared in a future issue. What else can you spot?





# Electric Illuminations

By Bob Ausburn



## VETERAN ELECTRIC CARS IN AUSTRALIA

*Bob Ausburn brings us the fourth electric vehicle for his register of the known electric vehicles in Australia - Ed*

This 1917 Detroit is owned by the Powerhouse Museum in Sydney, and I was not able to get the history when I visited but suspect it could be the Detroit donated to the museum by Dennis Allen in 1947. This Detroit is for display purposes only.



The 1917 Detroit had a steel body with some aluminium panels, and steel mudguards.

Through a search on the internet on the Power House Museum, I was able to source some more history of this Detroit Electric. The following is a summary of what the museum has written:

This Detroit Electric is one of several owned by Sydney solicitor Arthur Wigram Allen (1862-1941). It was probably purchased through Angus & Son, of 165-167 Castlereagh Street, Sydney, as they were the agents for the Detroit Electric car at the time in 1917. Apparently, Arthur Allen had never driven a petrol car but quickly mastered the electric one. His daughters, Joyce and Margaret, both in their twenties, also learnt to drive it. This was at a time when cranking the car was still a normal starting procedure. The electric car had the advantage of not having to be cranked, and both driver and passenger were well protected from the weather behind large glass windows, so a comfortable ride was enjoyed.

It is stated that the Allens liked their electric car so much that they bought a second and then a third one. For the privileged Allen girls this meant freedom and independence, which was quite unusual at the time, to attend parties and dances without the need for parents or chauffeurs collecting them or bringing them home before they wanted to go home.

*Arthur Allen became a familiar figure on Sydney streets, sitting in the traffic among "modern" cars. He apparently drove it right up until his death in 1941. In 1947 Arthur's son, Denis, also a solicitor in the firm, presented it to the Museum and according to his sister, Margaret, drove the car into the Museum himself whereupon the floorboards apparently broke under its weight. -Ed*



# May Flashback Response

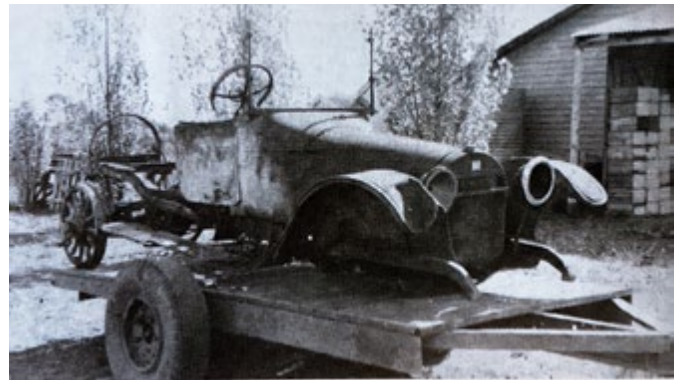
By Greg Smith

Peter Hammet promptly found his Bi Centenary Rally Booklet and found the two Entrants that were in Buicks. They were:

No 56. 1916 Buick Tourer 6 cyl. -  
R.G. Standerwick (Vic).

No 86. 1916 Buick -  
C.W. Anderson & J.H. Wilkinson (Vic)

This one is the latter.



Colin also won the best 4 or 6 cylinder car awarded by the Club in 1966. So, as you can see it was a very good restoration. Recently whist on the Highwheeler Rally in Corowa we went to a vehicle museum, called Max's Museum. It was there that I was once again acquainted with the Buick. It had been many years since I had last seen it at Colin's and seeing it again was quite a highlight for me.

In the May edition of Brass Notes the flashback vehicle was a 1916 Buick owned and rallied by Colin Anderson who lived near Shepparton. The following is taken from our history book, *Dementia Prodest*: "Colin Anderson won the 1964 Kermonde Trophy for best restoration of the year following a comprehensive restoration of his 1916 Buick (this was in 1964). It was originally sold by Dalgety and Co. who were the agents in Melbourne and remained in the Voilet Town district for many years. With the assistance of a donor car the Buick was restored. The body was hand painted using the original techniques, a judging requirement by the Club at the time. Upholstery was done by Percy Russell, a motor trimmer who had been an apprentice to Tarrant body works in the veteran period. Colin rallied the car consistently for many years"



# 5th National Brush Rally, Quorn, South Australia

By Frances McDougall



*All the cars in front of the Old Ghan Station, Hawker*

**16 – 19 June, 2025**

## **“It sweeps all before it”**

It was great to meet up with everyone in Quorn, Flinders Ranges on the night of the 15th April for our welcome dinner. We were only a small number of Brush cars and a 1906 Cadillac of Julian & Jane McNeil, because A.P. Brush had worked on the design of the 1-cylinder engine for the Cadillac, so it was a Brush in disguise!

Quorn was a perfect place to run a Brush Rally, with generally flat roads, though there were some hills which the little cars handled with ease. The McDonald family had organised a wonderful few days of touring to the towns of Wilmington and Hawker, a ride on the Pichi Richi train and a visit to Warren Gorge.

We all benefited from Travis McDonald's vast knowledge about the history of this area and about the railway. Especially valuable when he took us on a tour of the railway workshops.

We started each morning in the main street where we attracted much attention from the locals who were fascinated with the little Brushes! There was also a quiz on the buildings and history of the area which gave us a much better appreciation of the development of Quorn over the years and its importance as a railhead for trains heading north towards Hawker, west towards Port Augusta and south towards Adelaide. It was a very important station during WWII as the troops destined for Alice Springs and Darwin passed through.

This rally saw Rob & Leonie Anderson out for the first time in their newly acquired 1910 Model D Brush. This rally could be called The Puncture Rally as 3 Brushes had flat tyres – a most unusual occurrence and in our case the first flat tyre in 35 years of rallying the Brush!

The weather was perfect with wonderful blue skies and sunshine and no rain. Rain is desperately needed in this part of South Australia – the locals have never seen it this dry before. It was very sad to see paddock after paddock with only dirt and stones, empty dams and nothing green visible.

During the Rally we had a presentation of the Inaugural Francis Ransley Award – awarded to the organisers of the Rally to acknowledge their dedication in hosting a Brush Rally. It is named in tribute to Francis who, aside from his passion of early motoring, has been a champion for Brush Motor Cars and fostering the connections amongst owners around the world. The Francis Ransley Award will continue to recognise those who celebrate the joy of Brush motoring and the people who make it happen.

The entrants were Lachlan and Phil McDonald (without the Brush), Travis & Shirley McDonald 1910 Model D, Hamish McDonald 1911 Liberty, Graham & Irene Donges 1911 Model F, Peter & Jill Hawkins 1910 Model D, Rob & Leonie Anderson 1910 Model D, Andrew & Frances McDougall 1910 Model D and Julian & Jane McNeil 1906 Model K Cadillac.



*Brush Rally sign attached to the cars*





*Rob & Leonie on the way to Hawker*



*in the railway workshops*



*A friendly cop trying to find something wrong to give Peter a ticket*



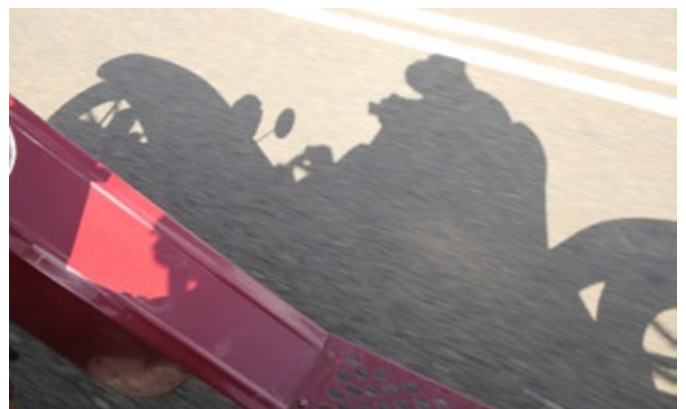
*Pichi Richi train at Quorn Station*



*Coming into Warren Gorge*



*A Brush can make it up any hill*



*Interesting shadow.*



# Semmering Mercedes – SOLD

By Graeme Jarrett

In the October 2024 issue of *Brass Notes* I made mention of the forthcoming sale of the 1909 Semmering Mercedes in the USA. This is a car that arrived initially here in Australia in 1911.

The car was sold earlier this year for \$8,255,000 USD (\$12,860,000 AUD).



*The car was restored using a replica body in the USA – this is as it looked in the saleroom of the Indianapolis Motor Speedway, USA.*

Anyway, the Semmering Mercedes was for a time in the ownership of one of our early members in Victoria, Lyndon Duckett. He restored the car to road going condition in the 1942-43 era and used it here in various events on and off road.

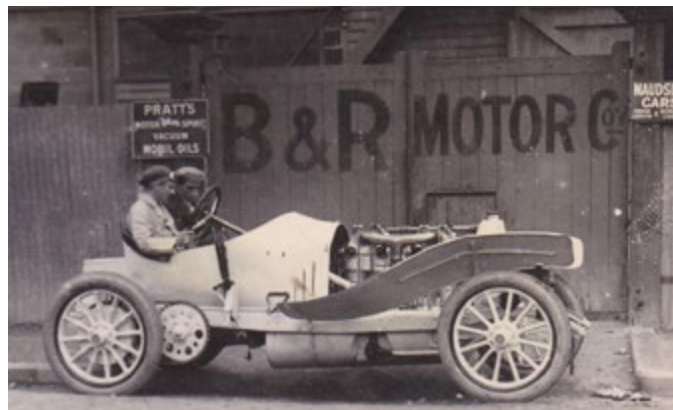
It was sold out of Australia in the latter half of the 1950s by Lyndon. The car ultimately resided in the Indianapolis Motor Speedway Museum.



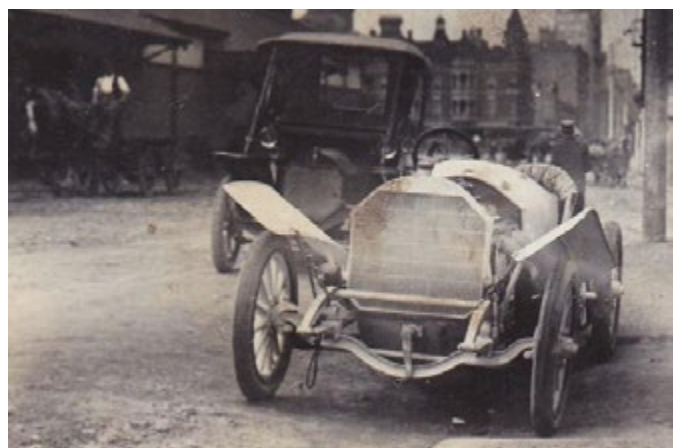
*The Semmering Mercedes as it arrived in Australia in 1911.*



*The Semmering Mercedes at a hill climb event in 1911 at Artillery Hill, south of Sydney in the hands of Colin Smith.*



*The Semmering Mercedes as it arrived in Australia in 1911 outside the B&R Motor Co.*



*The Semmering Mercedes as it arrived in Australia in 1911.*

This particular car was built specifically to win the 10km long Semmering hill climb event in 1908 which it won as well as the 1909 event. The hill is located at Schottwein – Semmering near Vienna, Austria.

The car itself has a four cylinder engine of approximately 17.3 litres in capacity (175 x 180). It is usually described as being 150hp but sometimes described differently and has in the past been inaccurately (incorrectly) described and attributed.

It would have been nice for the car to return here for our continued connection and enjoyment of its presence. I now understand it was sold to a local interest in the USA.

I am indebted to Mark Bisset (Primotipo) for his expertise in describing the car and its early time here and Bob King for sharing his early knowledge similarly.

*Photograph accreditation: - IMS Museum.*



# Commercial Collage

By Greg Smith and Callum Walsh

*Could not resist putting this fabulous F.I.A.T. in for Callum whilst he takes over being the Editor for this month. I will have to let him identify the Tipo as he will know, and I don't. This vehicle was first commissioned in December 1916 and was car number 47. It was housed at Fire Station number 52, which sat on a plantation in the middle of Mt Alexander Road, North Essendon. It is a wonderful example, and I particularly love the Italian headlights. I am sure Callum will tell us how it was the pick of the fleet at the MFB! Just goes to show they did have many more marques beside the very popular Hotchkiss. - Greg*

What a pair of fantastic photos, thanks Greg! As quoted in the last issue I helped with (Dec 2024), FIAT are "the car of complete satisfaction" – I bet the MFB agreed!

The delivery date is interesting, being so late in 1916. That radiator shape is believed to have ceased production in late 1914. It's far too big for the Tipo Zero, looks bigger than and has different wheel hubs to the very popular Tipo 2B. This leaves the 4.4L Tipo 3A and the 9L Tipo 5. That is of course if it's based on a production model. There was also a very small amount of Tipo '3TER' produced, essentially a commercial model based on the 3A. Was it a late build and shipment following the commencement of War? Was it an earlier arrival that went unsold locally and then repurposed for MFB? Did they buy it second hand? I hope someone knows more about it, that can share with us.

The beautiful lamps which took Greg's fancy are "torpedo" lamps produced by Italian firm Carello, who were a prominent automotive lamp/light company in Italy from 1876 until being acquired by Magnetti Marelli in 1998. Available in two sizes (that I'm aware of), the smaller of which came on Tipo Zeros and the larger size on the bigger cars. The one I have needs a mate, please let me know if you have one stored away! Interestingly, it seems these ones are electric as they don't have a "chimney".





# RACV Four & More 2025 Rally – Nagambie

By Murray Murfett

Our hub rally in Nagambie will long be remembered for its lake, perfect weather, Black Caviar, red wine, pistachios and friendly faces. Rally Directors, President Ben and Don McPherson provided excellent runs, while the Alcock/Dunshea team handled catering superbly in remote locations. There were 29 entries and 60 entrants, which included several interstate, plus the Esmores much travelled Cavalier King Charles Spaniels.

Our Tasmanian friends, Frances and Ken Hall once again made a great effort in attending, having crossed the Bass Strait then driven up from the ferry terminal in Geelong in their handsome 1914 Chalmers Opera Coupe. Team Caffyn arrived up from Melbourne in the invincible 1912 Talbot tourer and several others also had long trips, including Euan & Wilga Coutts from Orange, NSW and 'Banjo' Fulford, from somewhere north of the Snowy River. On arrival on Thursday, the traditional 'shakedown run' helped to blow out the cobwebs and saw us all getting together at the Nagambie Lakes Discovery Park for a BBQ dinner.

Also known for its horse industries, Nagambie is famous for foaling the undefeated thoroughbred racehorse 'Black Caviar' in 2006. Trained by Peter Moody, Black Caviar won 25 consecutive races and was the World Champion Sprinter for four years, earning \$8 million in prize money.

The town is rightly proud of this racehorse and a magnificent life size bronze statue has been erected, with regular jockey Luke Nolen in the saddle. The statue in the centre of Nagambie was our meeting place for each of our rally days.

On Friday we headed off to Seymour, to visit the Railway Heritage Centre where we were given a lesson in the various classes of locomotives, and of particular interest were two Parlour Cars, one built in Spotswood in 1912. Lavishly decorated in the style of the day, and named after Victorian rivers, this one was the 'Yarra'. Society members provided lunch in the converted signals room.



*BBQ dinner at discovery park.*



*The Black Caviar Statue.*



*Inside the Yarra Parlour Car.*



*Rally entrants in front of train.*



On departure, Ken Hall's Chalmers failed to proceed, with the starter motor refusing to budge the 6-cylinder, 7-litre engine, which provided serious arm exercises for a few of the blokes who were unsuccessful in crank starting it, despite Frances reminding them that she had done so at the start of the day. So, a 'push start' was called for and 6 burly blokes managed to get it going. Prior to Ken's acquisition, the Chalmers had an interesting history. Originally owned in the American Rothschild family, it later became part of the Harrah Collection in Reno, Nevada, (now the National Automobile Museum), housing more than 200 vehicles.



*Push starting the Chalmers.*

Friday afternoon saw us in proximity of Puckapunyal and several connoisseurs of fermented grape juice eagerly took themselves to the Mitchelton and/or Tahbilk wineries for tasting and purchases. The Holdings were enroute with their Model 10 Buick, heading up to Atherton, via Ayr and Mackay for three separate rallies and took the opportunity to stock up with supplies for the long trip. Somehow there was still room for the Buick!

On Saturday we headed to Murchison, where we enjoyed morning tea at the Historical Society Museum, hosted by their members. Then onto the Waranga Basin, a huge expanse of water, in fact the fourth largest inland waterway in Victoria, supplying water to several local irrigation areas.

Lunch was provided by Bourkes Bakery in Nagambie and served once again by the very busy Alcock/Dunshea team. That evening we all gathered at the Nagambie Rowing Club for dinner, while watching the sunset, and chatting about cars would you believe!

On Sunday we were treated to a visit of a club member's pistachio farm, where we enjoyed morning tea under ancient spreading peppercorn trees. Established in 2004, the families of Bernie and son Shane O'Dea planted 2,000 pistachios trees on their Goulburn Valley sheep farm. Shane shared the back story, and spoke of the various processes required, with some of the machinery designed by family members and purpose built. The Wahrina Pistachio Farm specialises in producing a variety of pistachio-based products. Additionally, the entrepreneurial family cultivates figs and pomegranates. Bernie, aged 94 years, and Shane share an interest in a 1913 Ford T tourer.



*Shane O'Dea amongst the Pistachio nuts*

Another surprise was visiting Day's Mill & Farm. Co-incidentally (or maybe encouraged by our Rally Directors) the 19th century flour mill is only open to the public on one day in the year. Described as 'probably the finest example of traditional milling technology in working form in its original setting in Australia', the property consists of the mill, a house and a dozen farm buildings on 10 acres and was purchased by the Historic Buildings Council in 1986.



*Day's Mill.*



*The Day's Mill house.*





*On the balcony.*

And then it was back to the impressive Nagambie Lakes Discovery Park for a catered lunch and farewells.

As usual, with vehicles over 100 years old, hiccups are expected, and it was comforting to have a tail-end-Charlie following. So, thanks Daryl Meek for helping with a few issues along the way.

A certain Buick Runabout was pretending to be a Stanley Steamer and has since been relegated to the naughty corner, to let off some steam!

Once again, the rally book directions and very helpful road signage kept us on the right tracks.

And a special thank you to Ben and the Alcock/Dunshea team for your organising and catering skills.



*And it's goodbye to Frances and Ken*

## Entrant List

Entrant	Passenger (s)	Vehicle
Ben Alcock	Deborah Alcock	
David Barnard	Marge Barnard	1918 Buick E644
Stan Bone	Maggie Bone	1910 FN 1560 Tourer
David Boyd	Gail Boyd	1914 Ford Model T
Geoff Brown		1913 Buick 24
Robert Caffyn	Peter Caffyn, David Nicholls	1912 Talbot 4CT
Euan Coutts	Wilga Coutts	1910 SCAT 15HP
Robbie Dalton	Christine Dalton	1915 Ford Model T
Darryl Donaldson	Gwen Donaldson	1916 Ford Model T
James Dunshea	Sherryn Dunshea	1911 Hotchkiss Type Z
Alan Esmore	Heather Esmore	1913 Buick
Peter Fitzgerald	Judith Fitzgerald	1910 Maxwell Q2
Doug Fulford	David Provan	1915 Studebaker SD Tourer
Frances Hall	Ken Hall	1914 Chalmers
Peter Hammet	Joan Hammet	1914 De Dion Bouton EK Tourer
Tim Harris	Marie Harris	1911 Briton
Michael Holding	Claudia Holding	1910 Buick Model 10
Jeff Alcock	Jessica Holt, Chris Holt, Cooper & Jordan	1914 Overland 79
Brian Hussey	Jill Bartlett	1913 Ford Model T
Terry Mansbridge	Carol Baudinette	1912 Sunbeam 12-16
Donald McPherson	Lynda McPherson	1914 Ford Model T
Daryl Meek		
Murray Murfett	Michael Matthews	1911 Buick 32 Runabout
Richard Rose	Josie Rose	1915 Overland 80
Nigel Smith	Jeff Nankivel	1912 Overland 59T
Rick Thege	Heather Thege	1916 Buick
Paul Williams	Kim Williams	1911 Wolseley Tourer
Murray Wright	Julie Wright	1912 Enfield



## The Nagambie Rally

*Doug Fulford*

Albo had been re-elected  
Now a new pope's been selected  
Would this here rally be affected?

Perhaps it was as one bloke  
Decided 'twould be quite a joke  
To emit some nice white smoke

Did it mean that by this trick  
He declared himself a Catholic  
Or was his Buick really sick?

Or then again another hunch  
Did he hide his car after lunch  
So we know not who the gears did crunch?

We stopped off at Avenell  
But as best as I can tell  
Goods were priced too high to sell

Then spent a most happy hour  
Admiring massive diesel power  
Little use for their water tower

We climbed Manse Hill to the top  
Then enjoyed a brief stop  
At the railways antique shop

A winery Mike H did spy  
He simply couldn't drive right by  
So soon his car was loaded high

No spare space could he find  
He wondered would his wife mind  
If she was then left behind

Such a prospect was quite scary  
For Claudia now contrary  
Who henceforth will be more wary

When Michael says "Now look see  
If we increase the quantity  
We will get some wine for free"

To Murchison next day we went  
The afternoon was happ'ly spent  
Admiring a bridge quite bent

Sunday dawned all bright and clear  
Stopped at a park near Goulburn Weir  
Lots of history displayed here

There was a toilet quite nearby  
I entered briefly wond'ring why  
The urinal was set so high

Before disaster could elapse  
A wash basin it was perhaps  
Given all those shiny taps

I guess that's so 'cos sure enough  
I fin'ly found the elusive trough  
Being 70's really tough

We all had fun once again  
Heartfelt thanks for that to Ben  
Helped by James, Deb and Sherryn

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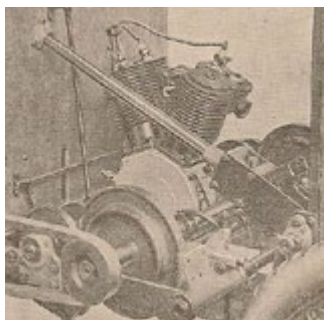
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1300 854 324 [www.stuckey.com.au](http://www.stuckey.com.au)

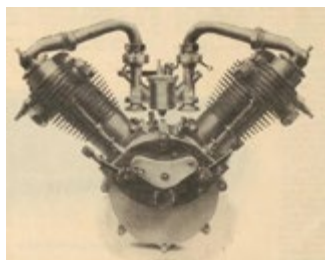
# Cyclecar Corner – Engines for Cyclecars & Light Cars – Part 4

By Graeme Jarrett

The Bedelia were one of the more successful and long lived on the Cyclecar landscape (1910 – 1925). They did apparently make their own engines, so far as I can make out, but also used others including JAP. Their own engines came in various configurations, singles and vee-twin models, the angles of which varied from 45 degrees to 90 degrees.

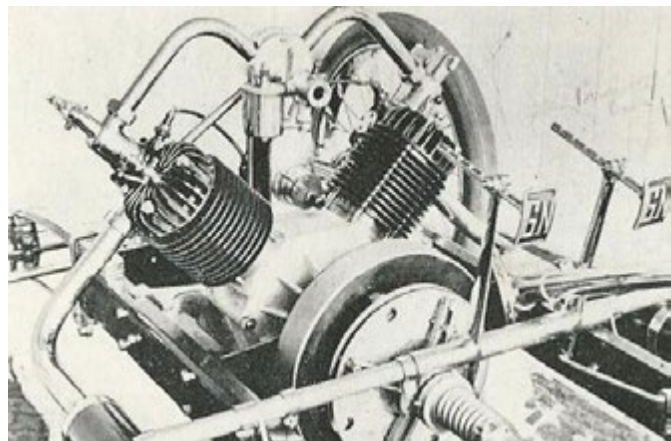


*This narrow angle Bedelia vee-twin engine installed in a standard Bedelia chassis*



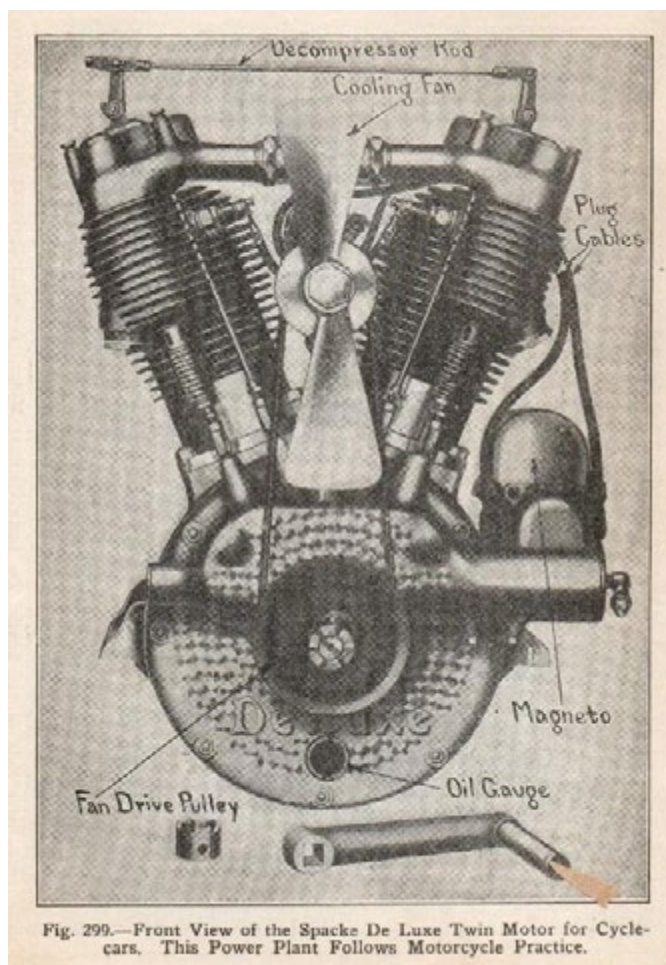
*Bedelia also made some special engines including for racing. This engine was used in a vehicle that was very successful (second place to a Morgan) in the 1913 French Cyclecar Grand Prix. Interestingly it has atmospheric vales – something of an anomaly in engine design at that time.*

GN was an early Cyclecar pioneer that was long lived compared to so many others (1910 – 1925). It is interesting that they did made their own engines almost from the very beginning, something unusual at the time. However, they did use some engine components from others, including Peugeot cylinders (in the early years).



*This is an early GN engine, interestingly made in house by them.*

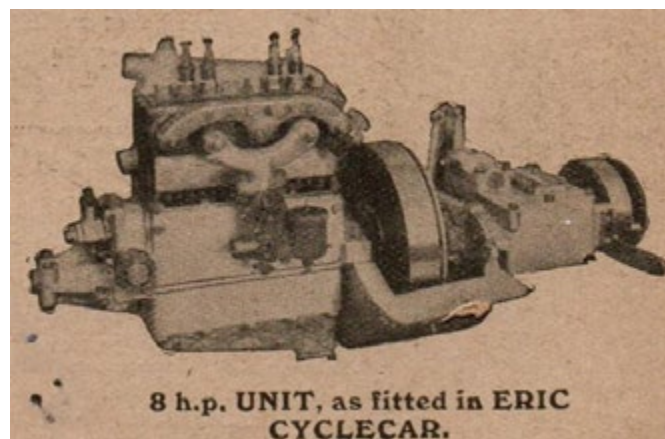
*The images are courtesy **The Cyclecar** and **The Light Car and Cyclecar** magazines and **Sheldon's Emu**.*



*Spacke Cyclecar engine, circa 1914*

In America the Spacke engine was used in motorcycles and a special version was made for the Cyclecar market. Interestingly, many alleged America cyclecars used four cylinder engines – vee-twins were relatively uncommon compared to England and Europe.

The Salmon Motor Co Ltd of Stoke on Trent made four cylinder engines variously and supplied them for use in the short lived Eric Cyclecar. They also used them in ACE cars and vans which appear to be also built by them, I believe.



*The four cylinder Salmon engine – November 1913.*



# Bébé Peugeot – Sold By Donington Auctions

By Graeme Jarrett

This 1914 Peugeot (Bébé) was recently sold by Donington in Cheltenham. Winning Bid \$45,000.

It was restored and owned by 'The Bugatti Man', Bob King, Brighton.



*This side view of the Bébé shows its diminutive size to full effect.*

The Bébé (BP1) was designed by Ettore Bugatti, originally for the German marque Wanderer. However, it was built under license by Peugeot for the French market. Bugatti had given the design an official (EB Factory) Type number, Type 16.



*Front view of the Bébé – the radiator shape typical of the Peugeot marque at that time*



*This rear quarter view shows its angular Edwardian stance to best effect.*

This car started life in NSW, sold new out of Sydney, I believe. The body of the car was removed and not recovered, however an original body was discovered in Scotland and acquired to complete the car – the registration number painted on the rear attests that.

*NSW Peugeot dealer, Norman Agate came up with a novel solution in the years before World War II ... he stuck this 1914 Peugeot Bébé up a tree!*

*Norman is believed to have been the second owner of this Bébé, which spent an indeterminant number of years up the tree before being rescued by a Canberra enthusiast around 1976, who replaced it with an Austin 7.*

*It passed through several enthusiasts' hands before ending up dismantled, in a mezzanine above a Sydney wholesale butcher's shop, where our vendor first saw it 30 years ago.*



1914 Peugeot Bébé 6HP Type BP1 / BP3 Two Seater

Chassis number: 11098

Engine number: 10722

Body number: 12070

Registration number: 7-966 (Victoria) – Red Plate scheme

*Accreditation: - Photos and partial text by Donington Auctions*

# Highwheeler Rally - Corowa

Daily reports by Simon & Tess Anderson, Greg Smith, Warwick Bayley, Sue & Noel Holbrook, Haf & Stuart Griffin



*A line of buggies*

Day 1 was greeted with lots of excitement, and to see 23 highwheelers gather for a short drive to the Corowa Historical Museum where a number of local items were on display was a sight to behold.



*(Left to right in foreground) 1908 IHC of Steve Edwards and 1908 IHC of Bob Maslin opposite the Corowa Museum.*

All back into our highwheelers we had another short drive to the Whiskey Distillery and Chocolate factory where we learnt the history of the building. It was built in the early 1920s as a flour mill, then in the 1970s the mill closed up. We heard of the senseless vandalism that then occurred where not a single pane of glass survived amongst other atrocities. In 2005 it was purchased from the council for \$1 and the massive renovation task then began to bring it up to code, and the distillery was installed. They now produce around 100,000 litres per year. This is where we also had lunch.



*Wonderful ambiance at the lunch venue of the Corowa Distillery.*

After lunch, into our buggies and another short drive to Max's Motor Museum where there was a great collection of cars, from veterans to modern. We were then treated to a V12 tank engine start-up, which I think all of Corowa would have heard. Thanks to the Smith family for the opportunity to drive the Holsman. This was such a treat, and an exercise in coordination.

Thank you

*Simon & Tess Anderson*



*Simon and Tess Anderson leave the starting point in the 1909 Holsman. It was the Holsman buggy first rally since 2007*

Day 2 and Tuesday dawned, and the hive of activity began with the preparations of getting the buggies in readiness for another great day of motoring. Oil tanks are the first port of call. It is remarkable the amount of oil that is consumed by these spidery contraptions throughout the week. Fuel checked, and water in the Schacht's case. All belts and bolts are visually checked. Yes, they tend to shake a few loose, especially on rough roads. Logbook done and now to see if they will start up. The Schacht starts easily, and the oil pump is checked for operation. Simon fires the Holsman up again with ease as it ticks away quietly. The atmospheric inlet valve sucking away happily. The IHC requires a push start, but fires up only after a couple of metres of pushing, and it is off to the start which is up at the Federation Motel.

Our first destination today is the Corowa Historic Vehicle and Machinery Club. It is here we are treated to a marvelous country morning tea, and I can't seem to get past the scones with jam and cream. The machinery is also very much of interest, especially to the men folk. The Smith clan here also have a bit of a private photo shoot, with three buggies and three generations represented.





*The three Smith buggies with three generations. (Left to right) 1909 IHC driven by Greg Smith, 1909 Schacht driven by Brenton Smith and the 1909 Holsman with grandchildren Fletcher Wood and Tom Killen.*

On to our next stop, we are confronted by an enormous shed that is chock full of tractors of all types, sizes, ages and variations you can imagine. I am a big fan of the Lanz Bulldog tractor, and they are well represented. What I was unaware of is they also made a “baby” version and one of these was also here.



*A plethora of tractors with many varieties and brands. This is just some, as the photo is taken halfway down the shed!*

Our lunch venue was over the other side of town, so the locals are treated to a great spectacle as we traverse the main street and over the narrow bridge, some lucky enough to get the green light, others no such luck and then onto Cofield Wines for our platters.

We have one more collection to visit today and that again means we cross back over the narrow bridge and through town again. The locals again marvel at the procession of “horseless carriages”. We are visiting a superb IHC collection of Lindsay and Joy McQualter who are well known in IHC circles and very good friends of my parents. The collection is presented magnificently, much like a museum, and the collection of Furphy tank ends is probably one of the best in Australia. This vast collection had something for everything to see and we were blessed to get this visit.

Our buggies all behaved well, as did the rest of the participants I believe, and all seemed to be pretty much intact.

*Greg Smith*



*The Poyser's, Holden's and Holbrook's relaxing amongst the collection of IHC tractors at the McWalter's museum*

### Day 3 of the Highwheeler Rally Highlights, the Heart of Gold Country

The 2025 Highwheeler Buggy Rally continued its journey through time and countryside on Wednesday, April 9, marking Day 3 of the event with a scenic and eventful run from Corowa through the historic gold towns of Rutherglen and Chiltern.

Around 20 motor buggies, each more than 100 years old, have impressively made it to the halfway point of the rally - an achievement in itself given the age (and temperament) of these classic vehicles. The mid-point of the rally saw spirits high, engines humming (more or less), and a perfect autumn day setting the stage. With clear skies, temperatures between 23–25°C, and no wind in sight, it was ideal motoring weather for both machines and their drivers.



*Highwheelers led by Warwick Bayley in his McIntyre as far as the eye can see.*

The rally rolled out of Corowa at 9:30am, heading south through the open countryside. The landscape unfolded in wide, flat stretches, dotted with reminders of the region's gold rush past—mullock heaps, historic ruins, and grand old buildings still standing proud. As the rally made its way into Rutherglen, participants were treated to morning tea and time to explore the town's charming streets.

In Rutherglen, the spirit of community and creativity was on full display. Silo art was in progress, adding fresh life to the historic landscape, while the town's architecture offered a glimpse into a golden era long past. The Caffeine Machine Café and Bakery became a



popular gathering point for rally participants and locals alike, offering not just great coffee but a bonus display of vintage motorbikes and a well-preserved vintage car that drew plenty of attention.



*The group parked at Rutherglen Lions Club Recreation area.*

From there, the journey continued to Chiltern, where a warm welcome and a range of delicious lunch options awaited. Chiltern, with its heritage streetscape and friendly atmosphere, proved a highlight for many. Participants had time to explore, admire the preserved buildings, and soak in the town's history at a relaxed pace.



*Buggies parked at Chiltern. 1908 Schacht driven by Gary Turney, 1905 Sears driven by Bruce Weller, and the 1907 Kiblinger of Ken Dunne.*

While a couple of vehicles experienced minor breakdowns along the route - par for the course in a century-old car rally - the majority of the convoy completed the day's journey successfully. Support crews and helpful hands kept things moving, ensuring that the spirit of the rally remained strong.

By late afternoon, the group returned to Corowa, where a well-earned rest (and perhaps something cold and refreshing) awaited. The halfway mark of the Highwheeler Rally has been a celebration of endurance, camaraderie, and the rich history of the region.

With two more days to go, the rally continues to bring veteran motoring and local heritage together in a uniquely Australian way.

*Warwick Bayley*

Day 4: A long-distance Day

So, to the long day – another lovely still clear morning, but a little less movement around the buggies at the

motel in the hour before the drivers talk – it seems 120 kms was a little off putting so there were only 2 who turned up from the caravan park, Peter Martin and Steve Edwards with their Internationals to join the 2 from the motel. It did mean we had back up as Andy Burns took a trailer for a drive – totally not needed!

As we backed out from our room, the left front tyre was squawking while the vehicle was moving, but the tyre had not skewed. Noel suggested I get in to move the IHC buggy back and forwards – he deemed it all OK and we had our mandatory supply of cable ties in the boot – yes - they can survive road wear for a while holding the tyre in place when one wire breaks to allowing time to get a buggy back to base.

Seeing I was behind the wheel I decided to stay there and get Noel to navigate – an easy job that day as it was straight through town and continue for 40 kms to Mulwala on the same road. Ken Dunne with his Kiblinger was the other motel participant who wished to follow behind us as we were planning a coffee stop on the way. The first stop was roadworks with lights on the far side of Corowa helping me to get the feel of IHC driving again then off to a steady 25 kph as we had glimpses of the Murray on our left. Were there some fractional breaks in power? – not sure – then she died so started to pull over when she regained the reassuring sounds, and we went about another km when she died permanently.

As this was a sudden cease of the engine, we first checked the battery – yes – one lead had disconnected and was bouncing on the terminal. Quickly fixed, and off again. We lost the Martins, as they had failed just after the roadworks. This stop meant we lost sight of Steve, so it was the two of us. Although there is a lovely cycle track following the river and lake, the road verges were not good for a coffee stop, till a resort entrance not far from Mulwala. There we stopped and Ken checked his oiler, being his first rally of any distance in the Kiblinger buggy. While stopped, we were surprised by the Kelleher trio (2 Sears and a Schacht) driving past. They had not come to the morning briefing and were only going to Mulwala, having not booked lunch at Byramine Homestead.



*The 1907 Kiblinger crosses the causeway at Mulwala.*

Lots of parked traffic in Mulwala (including the 2 Sears and a Schacht) and Yarrawonga but few cars were driving, so we only had to stop at one roundabout as we went through and over the bridge and causeway turning onto the Murray Valley highway.



Twenty kms from Mulwala we turned right up a flinty drive to Byramine Homestead – odd – this seems familiar – yes - we had been here before on another rally approaching from the other direction.

The homestead was built in 1842 by the famous explorer Hamilton Hume for his sister-in-law, Elizabeth Hume and her nine children after her husband was murdered by Bushrangers, in Gunning NSW. It is classified by the National Trust because of its unique design, featuring octagonal rooms. The central room, known as the fortress room, allowed a clear view from all angles in case of attack from bushrangers or natives. A beautiful garden was established around the homestead, the Elm trees planted by Elizabeth are the oldest in Victoria. The homestead was originally nestled within the Yarrawonga Run, a station that had 85,000 acres of sheep and beef. Today it is surrounded by one of the largest vegetables farms in Australia. It has survived well as it was built with termite proof Murray pine and bricks and a little conservation. The verandahs were a good spot for more chatting.



*The 1908 IHC of Steve Edwards ready to tackle the return journey from Byramine Homestead.*

For the return trip Stuart Griffin had trailed the International to lunch, unloaded and followed the route back to Corowa. Three of the original four buggies successfully motored back with Stuart. Steve threw a fan belt, that was soon replaced and back on the road and all buggies ready for tomorrow's run.

*Sue and Noel Holbrook*



*Noel and Sue Holbrook driving the 1910 IHC.*

Day 5: I woke up with tiredness, anticipation and sadness. Tiredness as it was the 5th day of a Highwheeler rally, anticipation as there is a dinner on the 5th day of the rally and sadness as it was the 5th and the last day of the rally.

Stuart (Griffin) was driving the modern car today as he had to go and pick up Manon, our daughter, from Albury airport. I was lucky enough to have a seat with Bob (Maslin) as was Alan (Miller). As we had time Bob drove his buggy to the IH Case dealer opposite the Rivergum cabin park and had a photograph taken of his buggy next to an enormous 240hp red beast. The staff were very friendly, very pleased and asked how many buggies there were in town as they had seen them pass by. They requested a photograph of more buggies.

The morning meeting at the Federation Motel resulted in more merriment, some sympathy for Ken and the bruised lamp off the Kiblinger. Reflection on the distance of Thursday and roads that were deceptively flat.

So, onto the Pfeiffer Winery. We diverted from the instructions and instead of going along Esther Street, we went along Victoria Street and Distillery Road, passing the Cofield winery of Tuesday. We missed the beautiful, unsealed road, studded with ancient gums and apparently a hill-climb that gave trouble to some of the buggies.

Pfeiffer winery is a lovely brick building surrounded by large trees mostly oak at the various seating areas but indigenous trees nearer the Sunday River. A walk to the bridge revealed a slow-moving river that no one would choose to swim in at present, but we were told that platypus lived there, and we saw many Australian Darts drying their wings on the branches over the river. Chris the owner spoke of the work that they had done to the land surrounding the building and the land over the river that was not suitable for vines thus had been sold to the government as natural park land. The barrel storage room had some large World War 1 war reparations barrels that he had been given on leaving the Seppelts winery he had previously worked at.



*Buggies parking in a lovely setting at Pfeiffer's Winery.*



*Most of the IHC vehicles on the rally in front of the local IH dealership.*

Kylie took us on an historic tour towards the grassy area and warned us regarding snakes, however 10 year old Rylan (Stevie and Chrissie Edwards' grandson) warned them off with his stick tapping.

We learnt about the Chinese workers that had set up vegetable gardens to supply the demand of the miners during the gold rush, how the indigenous people would fight with them, but some lived alongside them, and we were shown figures painted by Tommy McRae a famous local indigenous painter.

It was interesting that as the hard-working, organised Chinese did well for themselves it was decided that any more Chinese people entering Australia should pay a tax of initially £10 increasing to £100. Eventually the Chinese people that were not born in Australia had to return to China. The Chen family was one example of this. The area of the vegetable gardens could still be seen on the land.

More history was told of the people that lived and worked in the area: Valentine Walliker who unfortunately died when swimming the above-mentioned river and Tom Patterson(?) who died after his son had been instructed to dig a hole in the sandy land. When Mr. P went down to check, unfortunately the sandy earth fell on top of him. More sand fell as people were trying to rescue him. Unfortunately, they were unsuccessful. The family were asked to move out of their winery house the very next day.

Such hard times in the history of this now beautiful tranquil place.

We had a lovely lunch in the shaded gardens and due to the lovely warm weather lots of drinking water was supplied. The buggies looked glorious under the trees by the front door of the winery.

Bob gave lifts to Kylie and Chris after lunch, which they thoroughly enjoyed if their smiles were anything to go by.

The IHC gang diverted from the instructions again after lunch. A few of the buggies went to the IH Case dealership for a photograph and fortunately Stuart and Manon got back just in time to join with the Griffin buggy for this.

Ken (Dunne) spent many fruitless hours hunting the local Kiblinger dealer for his photo.

They seemed to have mysteriously closed, a very long time ago!

Then back to the plan! Andy (Burns) had secured a special entrance to the antique airplane gathering at Corowa airport. Photographs were again taken of some of the buggies at this venue. I noticed one shiny silver plane had a Rolls Royce Merlin engine and I especially liked the shiny red plane.

*Haf Griffin*



*Flying Doctor service plane.*

The shiny silver aircraft was the P45 Mustang. With the Packard built Rolls Royce Merlin powerplant. The pilot spoke at length. Seemingly the Australian Airforce had many, and most had minimal hours on them, as low as 30 delivery hours, so most Australian parts are hardly worn in, let alone worn out!

The planes, unlike buggies I suppose, must keep maintenance logs and be very up to date so little original patina was on show, but rather polished alloy and shiny paint a plenty.

And the names of the great heritage were on show also. Curtiss, a DeHavilland passenger craft arrived as we attended, smaller than the Rapide, Stearman, Cirrus, (one of Andy Burn's favourites) and all shapes and sizes.



The Flying Doctor open cockpit craft filled me with horror, at the idea of being flown back, with the engine and a patient right in your face, and little space to move. (Stuart is a Doctor-Ed)

I never realised there was such a varied fleet of classic aircraft in Australian hangers.

We weren't feeling quite flush enough to spring the \$2500 for a 20-minute spin in the Mustang. But on the world stage, that's pretty good value!!



*Manon Griffin at the helm of the Griffin IHC, on her P Plates.*

We then headed back to the cabin park, Manon drove our buggy on her 'P's through town really well, the town traffic behaving itself this time. This was her second drive this week having put in some time on Monday, and her P Plates have the grease marks to show for it. She did well, but the distance was disappointingly short for her. In Gunnedah she was on her L's on the Friday and drove from lunch back to camp, a considerably longer distance then.

At camp the dusty, even more grease covered (is that possible?), buggies were wrapped in their trailers.

A sad event, everyone tired and happy after such a good week.

Fantastic weather and such flat roads! I am definitely not used to that.

After a good scrub everyone met up in their "gladrags" at the Corowa Club for the Friday night dinner. The food was good, the discussions at the tables even better and Frances (McDougall)'s photographs of all of us during the rally were shown on screen. It was nice to see Harriet (Martin) and Manon catch up after so many years. It gives up hope as the younger generation comes through.

Unfortunately, Dekoda (Steve and Chrissie's eldest grandson) was unable to attend due to his Uni commitments in Melbourne.

Dave and Lana (Perry) were thanked for a great week of rallying. Noel gave thanks to Pam (Hill) for supporting him in the Veteran Club many years ago when he first brought his Highwheeler along and organised the first Highwheeler rally in Warrnambool

So, the Hume/ Shack travelers trophy cup award decision:

It was mentioned that Mike and Shirley (Sheehan) tried hard to win the cup by losing their hood and back seat on towing to the rally, fortunately the car behind on seeing this moved the seat to the side of the road and drove for 15Ks to catch up with them. Luckily, they found the seat.



*The Sheehan 1908 IHC with back seat missing when it fell off during their journey from Adelaide to Corowa whilst being trailered.*

Andy Burns also attempted to win by failing to get his original buggy running and making a last-minute substitute, the purchase of a new buggy, and got it delivered to Corowa on the Sunday of the rally. Unfortunately, this spat its gearbox and failed to proceed on day 3.

The trophy was awarded to Ken who had recently bought his Kiblinger, worked tirelessly on it and had only taken it out a few times. This was his first Highwheeler rally, and he had successfully completed all 5 days including the 132 kms of Thursday.

With sadness we all departed Saturday morning after a week of laughter and fun which always tends to replenish our souls.

*Stuart Griffin*



*What a great shirt, with the list of Highwheeler rallies that have occurred since the inception of these events.*

# Findings, Feedback & Follow-Ups: Early Benz

By Daryl Meek

## Early Model Benz – Western Australia

In May Brass Notes, Max Boardman asks “Where is it now?”, the vehicle in question being an early model Benz.

The newspaper article that Max was referring to appeared in *The Daily News*, Perth on Saturday 15 November 1952, in a story titled *An Old Warrior’s Quiet Finale*. The Royal Automobile Club of WA had just donated the Benz to the Perth Museum (now WA Museum Boola Bardip) and the car was photographed being towed behind an RAC patrol car enroute to the museum.

The history of this Benz and its owners could fill an edition of Brass Notes, however, following is the story in a nutshell.

William Herbert De Lisle was an Englishman who had inherited property near Beverley, WA. On a visit back to England in 1902, De Lisle purchased the Benz second-hand, intent on touring England by motor. The car needed a few repairs and so De Lisle engaged the services of a young local mechanic by the name of Arthur Spalding who was both willing and capable. The pair then set off around England notching up close to 4,000 miles in the little car despite needing to be towed to their destination by teams of horses about half the time! Years later, Spalding recalled one instance when one of the solid tyres came off and the wheel had to be sent to London, requiring himself and De Lisle to “cool their heels” in a “tiny village” until the wheel was returned.

When De Lisle left the UK and returned to Western Australia, Spalding was convinced to emigrate with him. Upon arrival in Albany, WA, the packing crate containing the Benz made its way to the town of Beverley via the railways. Local papers reported that “Speechless astonishment spread to cheering as Beverley’s first car was driven out of the crate and continued to make a triumphant tour of the township”. Spalding recalls that he was the lucky one driving the car on this occasion. He recalled that he looked after the Benz for about four years and that it was not driven much as De Lisle purchased a new De Dion Bouton, finding it to be more powerful and “less troublesome” than the Benz, which was relegated to use in emergencies.

Around 1908 Dr Frederick House, De Lisle’s brother-in-law, took ownership of the Benz where it became the first motor car to disturb the quiet of his hometown of Katanning. Dr House soon sold the vehicle to Robert Warren, who used it on his farm for carrying jobs and to drive a chaff cutter prior to gifting it to the RAC in 1927.

After taking delivery of the Benz, the RAC rolled it out occasionally as part of fund raising events.

A photograph of the Benz appeared in 1932 in *The Daily News*. The car was on display at the Theatre Royal as part of an event known as “Motor Ray”, raising funds for a cancer appeal.

Of interest is the fact that, at that stage, a substantial body appears to still be in place.

In November 1945, the Benz again appeared on display at the “Victory Show”, the first Perth Royal Agricultural Show following the war.

In 1947 an attempt was made to drive the car from the RAC in St Georges Terrace to Kings Park, approximately 2.5km. It made it about halfway before requiring a tow.



The last appearance prior to transfer to the WA Museum was at the Perth Town Hall in November 1951 where it was on display alongside a 1950 Austin. The purpose of the display was to demonstrate the advances in motor car, in particular the safety of modern vehicles.

In 2017 the Benz was loaned to the York Motor Museum for a period of two years, following the sale of the Museum by Peter Briggs to the Avon Valley Motor Museum Association. Today, the Benz remains part of the permanent collection of the WA Museum. Close to twenty photographs of the car can be viewed online through the Museum’s website.

## Highly Unlikely

From time to time we all stumble across statements relating to motoring history that seem, well, not quite right. It becomes even more frustrating when these statements keep getting repeated thus gaining a degree of undeserved authenticity.

In the case of the WA Benz, a number of authorities including the RAC of WA, the WA Museum, Examiner newspaper and the York Motor Museum have all published, or promoted, the Benz as being driven by W. H. De Lisle when he was charged and fined with driving at a furious speed.

Unfortunately, this can’t be so and seems to be a case of misinterpretation of reports in the WA newspapers in early 1909.





On 23 January 1909, De Lisle was in fact charged with driving a motor car to the danger of the public. He was subsequently found guilty and fined £7 16s plus costs, a substantial amount at the time. The newspapers referred to De Lisle as Perth's biggest road hog, with the magistrate also observing that, in his opinion, De Lisle was not fit to drive a motorcar.

At no point was it suggested that De Lisle was driving the Benz as ; by 1909 both he and the Benz had well and truly moved on. The Benz had already passed to its second owner Dr. House and possibly even to the third owner, Robert Warren. W.H. De Lisle, had already gone on to purchase and dispose of a De Dion Bouton which was then replaced by the first of two Humbers.

The speedy Benz is a great story, but it's just that – a good story.

Maxwell Boardman, who very kindly supplied the newspaper article on the extremely early Benz (page 29 May edition of Brass Notes) also did some follow-up exploration and found that the Benz featured in the article still survives in Western Australia. To his surprise it is located at the York Museum in the township of York, very near to where the car spent its early life. Max has kindly supplied some further photographs of the car in the museum and an excellent link that outlines the complete history of this amazing early vehicle. It is wonderful news that this special car still exists in Australia and located very near its roots. -Ed

<https://rac.com.au/horizons/drive/was-oldest-car>



Terry Parker has kindly sent through some more information on the Where is it now Benz (on page 29 Brass Notes, May edition). Terry has featured a snippet of it in his book *Australian Motoring Events 1903 – 1930*. We thank Terry for giving us some valuable history and where it is currently located. -Ed





# Findings, Feedback & Follow-Ups

## Coventry Simplex, By Greg Smith

Graeme Jarrett's continuing article on engines for Cyclecars and Light cars offered a couple of period advertisements featuring the Coventry Simplex marque. I thought it appropriate to show an actual example of this type of motor (2 cylinder version) and a couple of images of the name plates that are exhibited on these motors. The photos are of my spare engine for my GWK.



GWK Coventry Simplex: An image of the Coventry Simplex name plate. I love how they say under the symbol, "The Perfect Engine"



GWK Engine: The spare engine of Greg's GWK made by Coventry Simplex



GWK name plate: Made solely for G.W.K. Ltd. by the Coventry Simple Engines Ltd.

Apparently Ernest Shackleton selected Coventry Simplex to power the tractors that were used in his Imperial Trans-Antarctic Expedition of 1914. It was also the case that hundreds of Coventry Simplex engines were manufactured during the First World War to be used as generator sets. And they also were the forerunner to what was to become the Coventry Climax Engine Ltd company that were to power plants for so many racing cars during the late 50s and early 60s.

## Minervas, By Andrew Winter

Andrew Winter (the "Minerva Guru") has kindly offered his opinions on what types the Minerva's were, in the article by Nick McNeil called, "La Lampe de la Locomotive" on page 18 of the Brass Notes May edition. Nick had requested help in identifying the types. -Ed



With regards to the Minerva's, I think Nick has done very well.

The first car is almost certainly 1911 or 1912 and is either a Type X or Type BB I would say (impossible to distinguish without looking under the bonnet!). Both are 26 hp cars. Robin Sharp's car is a Type X and our car is a Type BB.



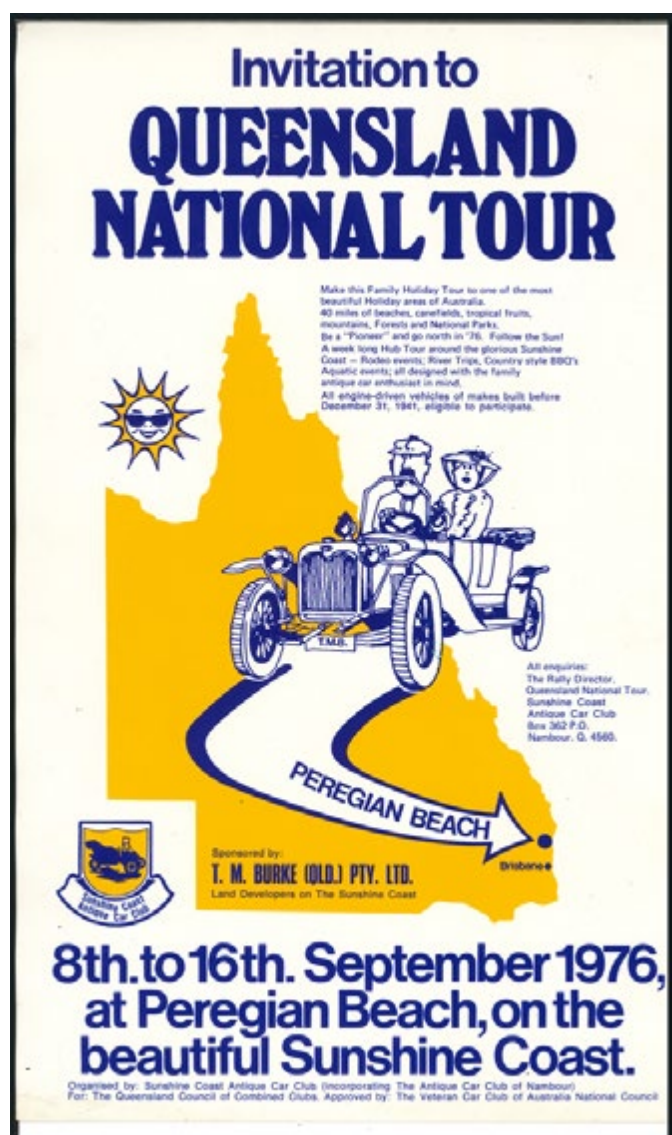


With regards to the second car, again, I reckon Nick is on the money. It is a larger car (that is obvious from the proportions) and appears earlier. It seems to have a quadrant on the steering wheel for advance/retard and hand throttle. Later cars just had a hand throttle operating from the centre of the steering column. Advance / retard of ignition was handled by an automatic governor fitted to the Bosch DU4 magneto. The other thing that caught my eye is that the radiator filler neck on the second car is slightly taller than most Minerva's I have seen – a feature shared with the Bonhams car Nick included in his article by the looks. It could also be a 38 hp 4 cylinder (Type U or Type V) based on the proportions but I do think the Type K as Nick has speculated is a very likely candidate.

### Mystery De Dion Bouton, By Greg Hill

In the latest Brass Notes, it was interesting to read about the mystery 1904 De Dion Bouton.

In 1976 a rally was held at Peregrine on the Sunshine Coast of Queensland. It was very well advertised in southern states as there were 20 or more veteran cars from Victoria and New South Wales attending as well as a large number of Queensland cars.



On one of the daily runs, we visited the museum at Bli Bli mentioned in your article. I was standing with some Queensland members looking at this strange car when another group of southern members arrived. There was great excitement and they rushed over to look at the "De Dion Bouton". Their first comment was that we wondered where this car had finished up. Several member seemed to know the car very well and listed a number of components including Ford, Renault, Austin 7, De Dion and others.

The story emerged that a Victorian member had an engineering background and enjoyed gathering up unidentified parts and building up a veteran. I believe at that stage the radiator was from an unknown make. It seemed like the Victorian club was not too pleased with this car, and when the member then built a Curved Dash Oldsmobile with a conventional shaft drive diff (probably Model T) he was asked to leave.

In recent times I have seen pictures of a CDO somewhere in the Northern Territory with a conventional diff, so probably the same vehicle.

As a matter of interest, this 1976 event was a huge success and a large number of the veteran and vintage vehicles all travelled north to Cairns to take part in the Cairns Centenary Rally.

Some vehicles experienced mechanical issues and were left in storage along the way, then collected on the way back from Cairns.

# Private Classifieds

## FOR SALE

Having passed 90 and no longer in the best of health it is with great regret that I am forced to call time on my veteran car life. It has been a great ride in a great club with lots of delightful people but its time for reality!

### 1910 Buick



I have recently rebuilt the gear box from the ground up, runs extremely well, is in very good condition, starts easily and fun to drive, an ideal car for any veteran rally including the notable one and two cylinder events.

**Asking \$75,000**

### 1915 Maxwell



This car has been in the club for many years, it has a rebuilt mag/dyno and is a really reliable car. It drives well, starts easily and runs perfectly. Comes with a complete spare engine. In many ways my favourite for a comfortable ride.

**Asking \$39,000**

### 1913 De Dion Bouton Phaeton



This car has had a great deal of attention since I bought it from the late Peter Mifsud a few years back. It has had a rebuilt differential and two new hand crafted front wheels built by the Ballarat Sovereign Hill wheelwright (at great expense). There are many spares including two engines. An interesting 4 cylinder vehicle which runs well.

**Asking \$38,000**

**CONTACT: Terry Wills Cooke, Geelong**  
**Ph: 0408 343 335**

## FOR SALE

1911 Talbot Roadster Model 4AB. 15HP  
4 Cylinder 4 Speed. Excellent Condition  
Mechanically A1. Magneto Ignition Crank Start.  
Excellent Rally Car.

**\$65,000**

**CONTACT: Ron Sorensen**  
**Ph: 0409 910 929**





### FOR SALE, ALL STATES.

Does anyone know what veteran cars these items may have come off?

Selling for a friend. Negotiable.

**CONTACT: John**  
**Ph: 0413 314 196**



### WANTED

We are currently restoring a 1909 Argyll Flying 15. We are missing an ignition switch like the one pictured. Can someone please help out with this switch please?



**CONTACT: Neil Adams**  
**Ph: 02 4950 6611**  
**Mobile: 0418 682 828**  
**Email: neil@maxonmachinery.com**

### FOR SALE

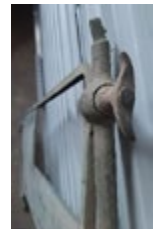
Lovely pair of door handles, working latches and one striker. **\$375**



'Lucidus' of Paris sidelights. One is in very good nick, (260mm tall) but missing the badge, the other is missing the bottom section, but does have the badge and still has the ceramic burner present - Note this light has some damage to the purple glass in the top LH corner. **\$150**



Brass w/screen, late Vet (but could be early vintage?) 275 high (at centre). Bottom frame is fixed, top swivels. Posts 1110 wide c to c. **\$80**



Swivel speedo drive and separate mounting bracket. Both branded 'Stewart'. **\$140**

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**  
**Email: rick@netspeed.com.au**

### FOR SALE

1913 Ford T

This vehicle has only been used once after a full engine overhaul. The mudguards, splash aprons, bonnet are all brand new as are the tyres. The body has been completely rebuilt and after one use was placed in a shed where it has been gathering dust ever since. It will require a good clean, and some recommissioning work such as the brakes.

One photo shows the car with head and side lamps. These were borrowed for the one and only rally, so are NOT included in the sale.

Price \$18,000

**CONTACT: Mal Grant Ph. 03 5428 3322 (Gisborne)** preferably 7pm-8pm any night as I am hard to catch.  
**Ph: 0427 112 758 (if I can hear it!).**  
**Email: malaud12@tpg.com.au**



# Natter Night Meeting Minutes

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## **VCCA (Victoria) at Clubrooms and Online Zoom Meeting On Tuesday, 13th May 2025 @8.00pm**

### **Opening**

Following a very enjoyable plated pie meal for all attendees, the Club President, Ben Alcock, welcomed all to our May Natter Night.

### **Attendance**

There were 25 members in our Clubrooms and 14 members online.

### **Apologies:**

Andrew & Frances McDougall, Alan & Janne Long, Jennifer Atherton, Stan & Maggie Bone

### **Visitors**

None.

### **Guest Speakers**

Reverend Mark Pearce – Motor racing Chaplain

### **Member News**

None

### **Membership Report**

We are excited to welcome the following new members:

Mark and Michelle Jansen, Hamilton Queensland, 1903 Type 56 Peugeot ex George Hetrel

Michael and Helen Jageurs, (reinstated) Canterbury, Talbot Model 4CT Roadster

Adam and Sally Poyser, Longlea, no vehicle

### **Raffle**

Roast Lamb, Vegies, apple pie, chocolates. Thanks Deb.

### **Financial Reports**

Claudia provided a summary

### **Events**

#### **Past:**

National Highwheeler Rally – Corowa – 6-10 April - Pam Hill gave a good report of the event

RACV – Four & More Rally – Nagambie – 8-11 May – Robbie Dalton reported that the event was well organised with interesting venues and excellent food. Thanks to the organisers

#### **Coming:**

RACV Midwinter Rally – Phillip Island – 18-20 July – Ben Alcock and Jerry Lee Miller – accommodation details within 2 weeks

RACV Pre-1905 Pioneers Run – Ballarat – 12-14 September, Daryl Meek & Fiona Lane.

RACV Veteran Car Club 70th Anniversary Annual Rally – Swan Hill – 15-18 October – Michael & Claudia Holding reported entries will be open by the end of June, maximum 125 cars due to venue limitations. Robyn Blackwell has 2 cabins available.

70th Anniversary Gala Dinner & Presentation Evening - 8th November – Ben Alcock informed members that this will be a “Platinum” event to be held at the RACV City Club. Bookings will be open shortly.

AGM – note that this will be November

December will be a normal evening (no presentations)

### **Library and Archives Report (Daryl Meek)**

No report.

### **Wanted, for Sale or Swap**

Nothing new

### **Items of General Business**

Membership Renewals - Rob Anderson informed members that emails will go out this weekend and hard copy renewals will be in the June issue of Brass Notes. We have over 300 memberships so, to reduce the workload, it is much preferred if members renew online, please. If any problems with online renewal please ring Claudia or Michael, if any problems with membership details please call or email Rob.

Daryl Meek gave a report on the fulfilment of Geoff Simmons' last wish to have some of his ashes run through engine of his Delage

### **Questions from the floor:**

Are advertisements repeated in other Veteran Club publications – not unless requested.

Can we circulate other Club publications by email “weekend reading” – to be investigated.

### **Guest Speaker**

Reverend Mark Pearce gave a very interesting talk on his life as a Chaplain, in particular as Chaplain to many and varied motor racing events over the years including the Formula 1 Australian Grand Prix at Albert Park.

### **Next Meeting 10th June details to follow**

**Meeting Closed at 8.35pm**

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# Events

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

It's probably still too early to start getting excited about the Annual Rally but it's hard not to.

We have over 90 accommodation bookings and we still have 6 months to go.

We have devised a way to get all our cars and motorbikes across the Murray on the Speewa cable punt without a bottle neck.

The PV Pyap is fuelling up to be part of the event.

Spoons Riverside Restaurant is clearing its river view deck area for our Mayoral Welcome.

The Friday happy hour has evolved into a pizza night and talk fest with an outdoor theatre screening VCCA (Vic) rally videos.

The magnificent art deco Town Hall has been secured for our gala anniversary rally dinner.

We will have 3 full days of touring over flat roads. Entries will not open till late June but you can keep up with developments by checking the club website, Click on the "Upcoming Events" tab at the top of the page.

Michael and Claudia Holding (Rally Directors)

### Big4 Swan Hill

03 5032 4372

<https://big4swanhill.com.au>

186 Murray Valley Hwy Swan Hill

Just 2 kms from the daily start and home to the Friday Happy Hour.

Still have various cabin configurations and Ensuite powered sites available.

On-site trailer parking.

### Lazy River Motor Inn

03 5032 2123

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

Budget Motel.

Motel style rooms and units available.

On-site trailer parking.

Right next door to the Big4 Swan Hill.

### Big 4 Riverside Holiday Park

03 5032 1494

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

Adjacent to the daily start location.

Only three bedroom cabins remaining. Some powered sites.

## 2025 RACV MIDWINTER RALLY – PHILLIP ISLAND

18 – 20 July 2025

Phillip Island, 101km<sup>2</sup> of amazing experiences distilled into one easy-going island sanctuary. Home to the Little Penguins, idyllic beaches, captivating coastlines, unique wildlife, family fun activities and world-class events, adventure awaits you on Phillip Island. So, join us for this year's Midwinter rally!

We will explore all the island has to offer. We will see penguins, the famous Phillip Island race track (and go karts), hear war time stories and see how the island farm life started.

**When:** 18-20 July 2025

**Where:** Phillip Island

### Accommodation details:

Rally headquarters will be at the Kaloha Resort, Cnr Steele and, Chapel St, Cowes VIC 3922.

This resort has motel rooms, cabins, caravan and motor home sites.

(03) 5952 2179 Discount code – "Veteran".

Please call to make booking and advise of any accessibility issues for ground floor rooms at time of booking.

### Itinerary:

Friday - Shake down run (with optional go karts), evening meal and Penguin parade

Saturday – longer run with activities, followed by rally dinner

Sunday – breakfast and cold start competition with a run followed by lunch in Cowes ready to load up and head home.

### Contact:

Ben Alcock - 0404 917 366



The poster features two King penguins standing on a rocky shore with waves in the background. The text 'PHILLIP ISLAND' is at the top, followed by 'THE HIDDEN GEM OF AUSTRALIA'. Below the penguins, it says 'July 18 - 20' and 'RACV Midwinter Rally'. At the bottom, there is a circular logo for the 'VETERAN CAR CLUB (VIC) ON AUSTRALIA' and a small cartoon penguin. Text at the bottom reads: 'Save the date for our 2025 RACV Midwinter Rally to Phillip Island. More information will be shared very soon. Don't miss this adventure packed island rally that promises to be a Midwinter to remember.'

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

**ABN:** 61 276 214 581

**PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY**

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e president@veterancarclub.org.au

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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

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

**PRINT POST APPROVED**  
PP 100018064

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

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

## JP SERVICES AT NATTER NIGHTS

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

## CLUB MEETINGS

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

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



Find us on  
**Facebook**



# 4 & More Rally - Nagambie

*Photos by Murray Murfett and Ben Alcock*



*Julie Wright supervising Murray's adjustments to their 1912 Enfield*



*Lined up at the Seymour Railway Heritage Centre*



*Terry and Carol enjoying the Sunbeam on the open road*



*Overland and FN enjoying the sunshine*



*The Boyds in their T*



*Maxwell heads a line of brass Ts*



# 4 & More Rally - Nagambie

Photos by Murray Murfett and Ben Alcock



*The Bone FN with its American friends*



*Murray Murfett and his Buick at the Kirwan Bridge*



*The 1912 Enfield proudly displaying its armament heritage.*



*Jeff Alcock explaining that Black Caviar only beat the 1914 Overland by 'half a head'!*



*Geoff Brown and his Buick at the Kirwan Bridge*



*Line up headed by Paul & Kim Williams' Wolseley*