

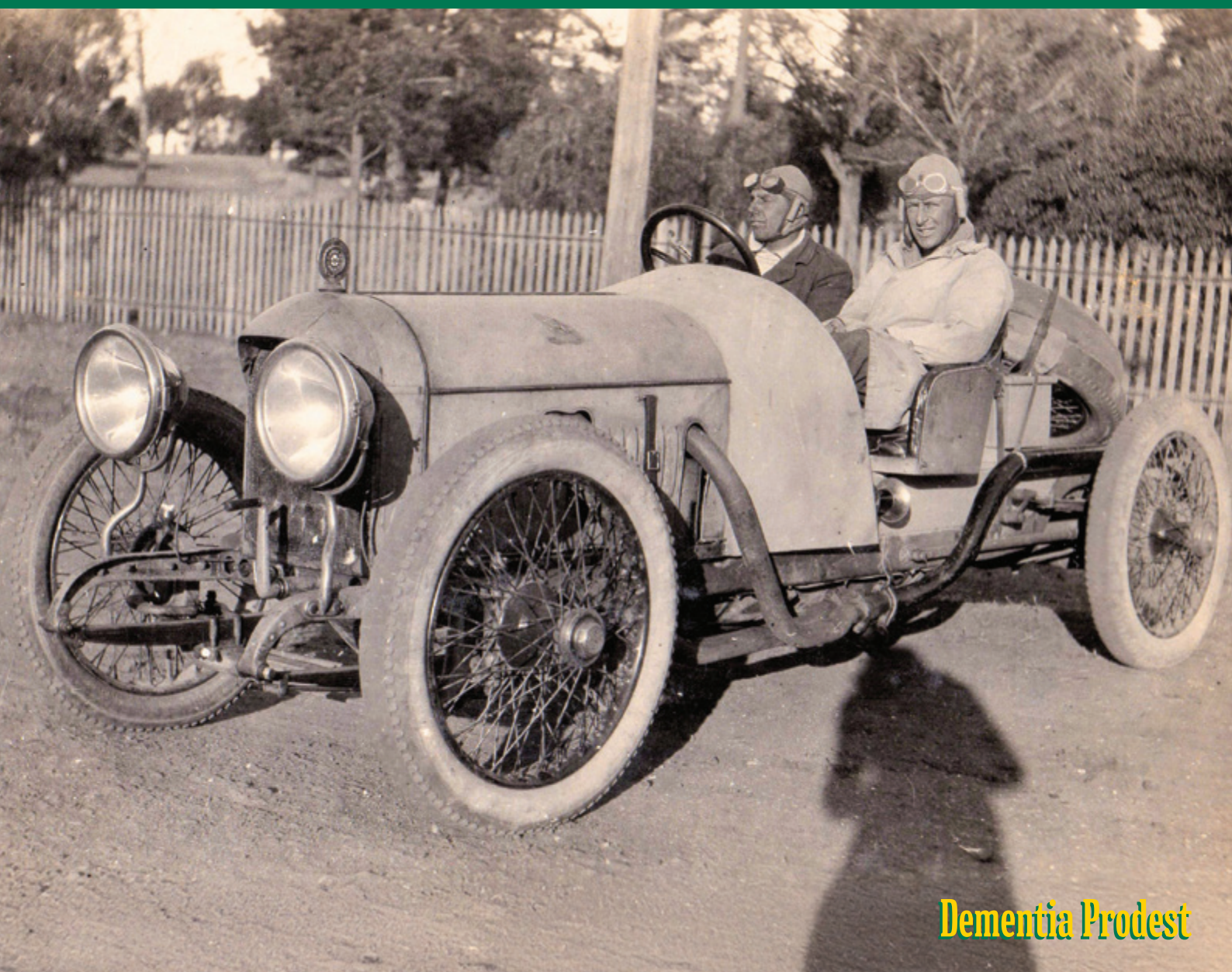
October 2025



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 comes courtesy of Chester McKaige. It is wonderful that one of our readers has supplied the image to be identified, as my photo resources are beginning to get exhausted, and also that the column has a following where someone else wants to know some history and whereabouts of a particular vehicle.

The photo is from a very early rally, I would hazard a guess at early 60s, and features a Benz that was owned by one of our foundation members, Theo Van Alkemade. Both Chester and I would be most interested if we could get responses to the history of this Benz, and any other relevant details that you may have. Also any subsequent history of who may have purchased it from Theo, and of course where it may be now? Please send relevant responses to the Editor please.

Last month we featured a lovely Ford Model T roadster that was a familiar site at our rallies in the 80s. For some reason I only received one response, and that being from Bill Lindsay who stated that he thought many people would have given me the answer. (Classic case of someone else will respond, so I will not bother. Please bother, as many responses help tell the story and provide information to people that don't know!)

Bill stated the car was restored and rallied by Norm McCubbin, which is absolutely correct. He also stated it was found by Vic Ashton at an address in Footscray, literally a few streets away from where Norm and his wife Phyllis lived. He also said it was rallied on full registration, number 9815, which is quite an early plate. The car is still apparently in the McCubbin family but has not been used in many years. I thank Bill for his response and if anyone else has further details on the beautiful Ford roadster please write to the editor as it is never too late.

Daryl Meek whilst proof reading this edition has also supplied some further information on the number plate 9815. 9815 was first issued to A.G. Hampton of Glenhuntly Road, Elsternwick in late December 1912.

By the end of 1914, ownership had transferred to A.T. Omans of Kooyong Road, Toorak.

Norm's car was referred to as a 1913 model - could it possibly be the same vehicle?



Coming Events

14 October 2025	Natter Night - 8pm meeting Meeting only, as we prepare for the 70th Anniversary Rally
26 October 2025	Tri Club Petanque Day Contact: Andrew McDougall
11 November 2025	Annual General Meeting - 8pm
9 December 2025	Natter Night - 8pm Christmas Celebration

Major Events

15 - 18 October 2025	RACV Veteran Car Club 70th Anniversary Annual Rally - Swan Hill Rally Directors: Michael and Claudia Holding
8 November 2025	70th Anniversary Gala Dinner & Presentation evening - RACV City Club BUY YOUR TICKETS NOW! www.veterancarclub.org.au
12 - 15 March 2026	RACV 1 & 2 Cylinder Rally - Ballarat Contact: Daryl Meek & Fiona Lane
14 - 17 May 2026	RACV Four & More Rally - Camperdown Contact: Murray Murfett

National Events

5 - 10 October 2025	2025 National Veteran Vehicle Rally - Murray Bridge, SA Rally Director: Hamish McDonald (E) vccsasecretary@gmail.com
19 - 24 October 2025	National Veteran Motorcycle Rally - Ballarat, VIC Contact: Murray Wright (E) antiquemcca@gmail.com
19 - 25 April 2026	National 1 & 2 Cylinder Rally - Temora, NSW https://vvccaact.org.au/temora-national-1-2-cylinder-rally-2026/

Front Cover photograph – Lou Whyte's 1910 Prince Henry Benz

By Tom Clarke



The front cover photograph features a 1910 80hp Prince Henry Benz owned by Louis Melville Whyte (Lou) of Geelong – previously owned by a member of the Syme family.

Lou Whyte was an early Victorian motorist with a great appetite for interesting motor vehicles of which he had more than a few.

His story (Part 2) is told herein by Tom Clarke.

Accreditation: - Tom Clarke.

President's Message

By Ben Alcock

Our September Natter Night was very well attended, with guests from multiple other clubs who came to listen to Brian Churchill with his brilliant and fascinating talk on the Ben Nevis Model T Ford Hill Climb. It was a captivating presentation, and a great reminder of the depth of knowledge and enthusiasm we are fortunate to have among our members, as well as a reminder of the capabilities of our cars. Thank you Brian!

Our 70th Anniversary Annual Rally in Swan Hill is shaping up to be a truly memorable event, bringing together members from all over Australia to share the roads, the stories, and the friendships that make our club so special. It is going to be a very fitting way to honour seven decades of our club and the combined love of motoring passion.

The celebrations continue with our upcoming 70th Anniversary Gala Dinner at the RACV City Club. This will be the highlight of our year, and I encourage as many of you as possible to join us for what promises to be a wonderful evening of dining, awards, and reflection on our history and the future of our club.

Finally, a reminder that our AGM will be held in November. This is an important opportunity to have your say, get involved, and help shape the future of our club. I encourage everyone to consider how they might contribute, whether through committee roles or by lending support in other ways, we are still looking for rally directors for the RACV Midwinter Rally and also the RACV Veteran Car Club Annual Rally in 2026.

Seventy years is a milestone worth celebrating, and I'm excited to share it with all of you. Thank you for being part of this journey, and I look forward to seeing many of you at our upcoming events.

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

MEMBERSHIP

WELCOME TO NEW MEMBERS

We are excited to welcome the following new members:

- Tom & Fiona Clarke – Ballarat – no vehicle
- Max Boardman – Bickley Vale NSW – multiple vehicles



IT'S OUR **70th** ANNIVERSARY

AND WE ARE Celebrating 70th Anniversary Gala Dinner & Presentation Night

When: Saturday November 8th 2025 at 6:00pm
Where: RACV City Club (485 Bourke Street, Melbourne)
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www.veterancarclub.org.au

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Special Resolution Notice

Notice of Special Resolution to change Rule 13 (4) of the constitution to be considered at the Annual General Meeting, 11 November 2025

Current Rule:

13 (4) A member who is in arrears with his or her subscription for three (3) months, unless by the express permission of the Committee, shall be deemed to have forfeited his or her membership and any club property in his or her possession shall be returned.

Change to:

13 (4) A member who is in arrears with his or her subscription for two (2) months, unless by the express permission of the Committee, shall be deemed to have forfeited his or her membership and any club property in his or her possession shall be returned.

Editorial

By Greg Smith

Wow! I am somewhat chuffed and quite surprised that our members do actually read *Brass Notes*, and in this case, the editorial. Thank you to the people who have perused the editorial last month and responded to the gentle request that if you have a vehicle that participated in the 1955 Argus Rally or the two rallies that were run by the Veteran Car Club in 1956, that it would be nice to enter that same vehicle in the 70th Anniversary Rally that is being conducted in Swan Hill. The response has almost caused rally directors, Michael and Claudia, heart palpitations. The end result is most satisfying to all concerned, so thanks to you, the responders. This rally is going to be a highlight in our Club's 70th Anniversary year.

Last weekend was also a huge highlight for me as well. Being able to attend and participate in the RACV Pre-1905 Pioneers Run is without doubt the pinnacle of my years' rallying experience. It never ceases to amaze me the joy these real early vehicles bring out in the participants. The group is growing in numbers, but also in closeness. The comradeships and friendships due to using these pioneer vehicles have blossomed into close bonds and mateships that are very hard to describe.

As a case in point, I think of Larry Clarke. At the recent Pre-05 Rally, Larry attended with 1903 Humberette. Larry has, like a couple of others, never missed a pre-1905 pioneers' event. He has usually ridden his trusty 1903 F.N. motorcycle or the 1900 Rose motorcycle. This time he trailered his 1903 Humberette from Adelaide, South Australia, where he had been endeavouring to get it running to participate. With little success, he asked if the "pre-05 whisperer", Simon Anderson, would take a look. With some fettling by Simon, the car was still not fully cooperating, so with a group of semi-fit entrants the car was pushed several times around the motel grounds until the life was again emanating from the 5 hp motor. Not only was it going, but it was also motoring perfectly and completed the event on both Saturday and Sunday.



Larry came to me Sunday morning with the suggestion of parking the two Humberettes together for a photo opportunity. This would be the very first time that the two surviving 1903 Humberettes in Australia would be together. Larry had his arm around me and his smile lit up Ballarat. He stated just how happy he was with the cars, and us, together. I was also elated, and quite emotional, with tears in my eyes. Here it was, two blokes with a real bond formed by owning two 1903 Humberettes. Not only were they photographed together, but they drove together for part of the Sunday run. It doesn't get any better than that.

Lastly, I would like to make an acknowledgement to Roy and Bernadette Dalton, who I intend to keep in contact with, again due to owning and using these pre-05 vehicles. These two travelled over 2500 kms down from Mackay, Queensland, just to participate in the pioneers' event in their extremely rare and wonderful 1901 Crestmobile. That is a huge effort, and the second time they have attended the event, the first time was at Forbes, NSW. And to quote Roy, he told me at the lunch venue on Saturday that this is by far the best event being run in Australia. We are being made feel so welcome by all the people that I feel now obliged to join the Victorian Club. Now that is high praise and that comment sums up this event!

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Flashback Response for August

By Ken Hall



I had a couple of responses about the Leon Bollee that we featured in the August edition of Brass Notes. Both were fairly sure that the car pictured was the car that is owned by Ken Hall in Tasmania. This I knew to be incorrect as the scuttle and mudguards are quite different. I decided to contact Ken Hall and get the story from Ken's point of view. The following is Ken's account. -Ed

The Leon Bollee featured is the ex-Adrian Elshout car. Adrian lived in Geelong and the car was discovered and subsequently rescued from Bacchus Marsh/Anthony Cutting area by Ian 'Buninyong' Smith, before it ended up at Geelong in Adrian's care.

I believe it was restored by Adrian in the 1970s. The restoration was almost finished when it found a new

owner. It was purchased by Sam Auld from Burnie, Tasmania.

There were two Leon Bollee's broken up in Tasmania. Sam had gathered parts of both of these, and I subsequently purchased them from Sam. The majority of the Leon Bollee parts were found down in Huonville. I did also get a motor, and gearbox remains from someone in New Zealand. The original back half of the body was on somebody's verandah and Francis Ransley was able to get that for me. Sam's car was eventually sold to Queanbeyan to Ray Turner who also had a nice collection of cars including a La Buire and a Locomobile steam car.

During the rebuild of my car numerous visits were made to measure and photograph this car. The most important information was the gearbox as I didn't have any internals, numbers of teeth and width of all the gears. As I didn't have a gear lever or hand brake lever or gate, I visited the subject car and photographed the gear change gate also.

In passing, the front guards on this car are incorrect. Sam Aulds acquired a front guard from one of the cars that were broken up in Tasmania and had a replica made which was used as a pattern for my car. So Greg, that's about all I can tell you.

We thank Ken Hall for this important information in identifying the August flashback vehicle, and he has possibly committed to writing a full article on the restoration of his Leon Bollee. – Ed



LETTER TO THE EDITOR

Dear Greg,

There are many wonderful aspects of the VCCA (Vic). One that really resonates with me is the effort club members put towards encouraging the younger generation as we will need them to be custodians of our beloved veteran vehicles in the future. Recently newest member, Max Boardman, had his grandson, Samuel, sitting next to him in the front seat of the twin cylinder De Dion.

After a couple of laps of the front paddock Max stopped the car, got out and walked around to the passenger side. "Slide over Samuel - your turn. Do you know what to do?" "Yes Pa" replied Samuel who is always watching how Max drives and asking questions.

Apparently, he "took off like a pro". What a great birthday present for a nine year old. Very excitedly he told his father, Darius, that he had driven the car. "I haven't even had a drive yet replied his father - something that was "remedied" at the recent Pioneers' Rally.

Regards,

Doug Fulford



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LETTER TO THE EDITOR

Greg,

As a new member I would like to thank you for having me. I was introduced to your club by my cousin Murray Murfett and, it is through Murray and his father, my Uncle Jack, that I was introduced to veteran vehicles. I already had a 1950 Matchless motorbike and a 1928 Ford and have added a 1912 Humber motorcycle and a 1915 Excelsior (which is like an Indian or Harley-Davidson of the period) to the stable. These veterans are another thing again.

I attended the August Natter Night, via the computer, and noted the ongoing discussion of the ageing membership and the general future of the club and veteran movement. There was the comment that younger people can't afford a veteran vehicle, a fair comment.

So, I was thinking, what was my path to the veteran club? I already had vintage and classic vehicles and was introduced to veterans through family connections.

We won't all have family or friends who already have old vehicle interests but there are clubs full of people who do. Should we be fostering more interaction with other clubs and their members?

Who would be a potential new member from another club? This person has had a classic or vintage vehicle for many years, is starting to think about retirement and what they are going to do, has just downsized their house so have a little bit of play money, "those veteran cars I saw at our combined club display look interesting..." A potential new member and under 70!

I have noted, and others doing the same, that the older you get the older the vehicles you are interested get. Given this observation, I suspect that we will always have a majority of older members in our club. So, it becomes a question of how to get new members of a moderate age to join us. I see those with an existing interest in old vehicles coming over to veterans and hopefully becoming members.

Barry Murfett

Lou Whyte: A Life of Sport and Sporting Motoring

By Tom Clarke ©2025

Part 2 1919-1975

Little is known of Lou's role, if any, in the 1914-18 war. It's possible that once again his mother somehow prevented him volunteering. In any event, life continued normally in that he bought yet another car! Late in the war, perhaps in 1919, he bought from the Falkiner family near Shepparton (or even through agents Kellow-Falkiner themselves) a very special Rolls-Royce. This was a 1912 Silver Ghost London to Edinburgh sporting model with the rare underslung rear suspension.

Chassis no.1958 with Holmes of Derby tourer body was in India new but by August 1914 was in Australia, registered Vic-17-928 in September. Lou used it for two years.

It is now known that Lou bought this fine car as a stopgap, caused by new car deliveries being curtailed by the war. On the 4 December 1916 the Rolls-Royce Ltd. Sydney headquarters had placed an order for a new stock chassis, 38FW, for delivery at the end of the war. It was originally specified with a Barker sports

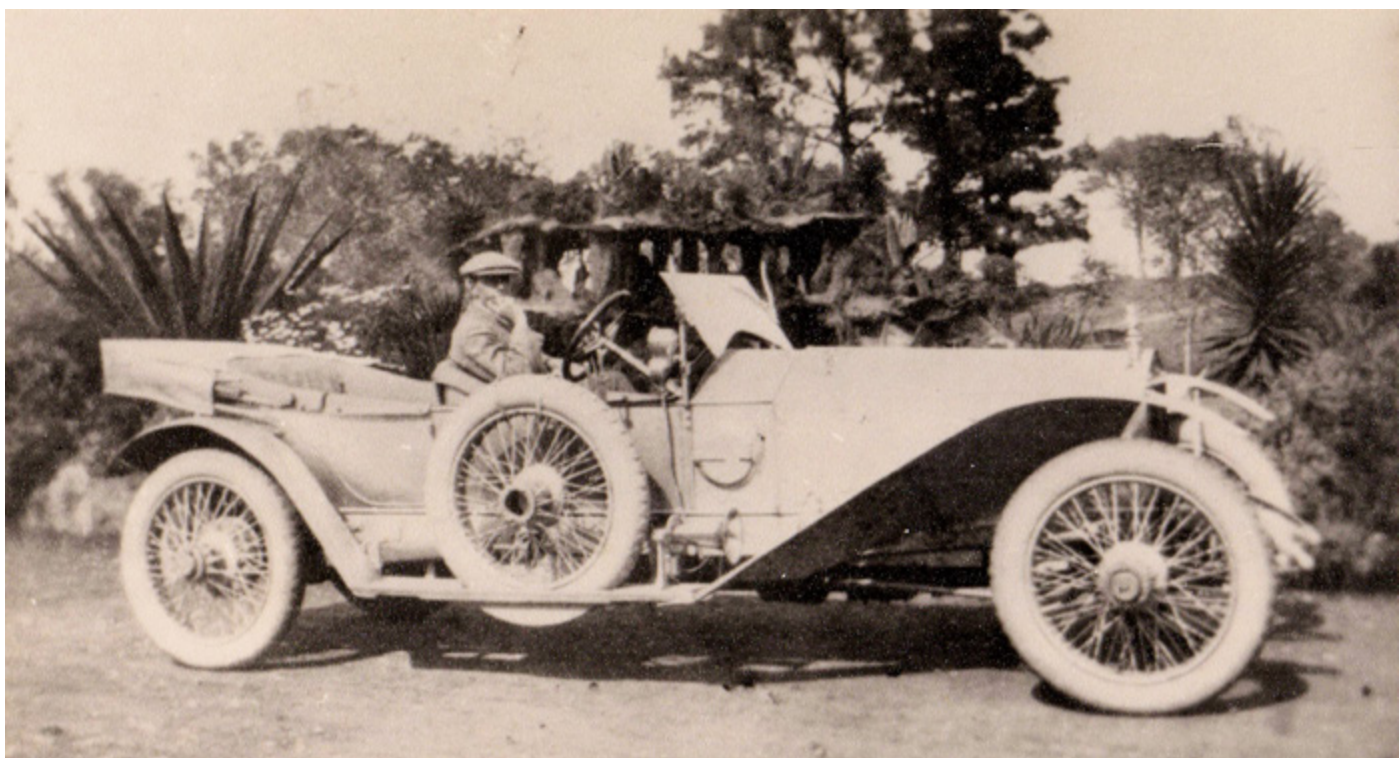
body (this body was cancelled 27 May 1920). The likely date for Lou buying this chassis is 5 December 1919 when the final payment for the chassis itself was made. A small further payment was needed for extras on 26 June 1920 so it is possible Lou in fact bought this chassis because he was so pleased with his 1912 Rolls-Royce! Crucially, 38FW was an Alpine Eagle model, successor to the sporting London to Edinburgh, yielding higher speed and power. It was shipped in June 1920 and Lou then had to wait.

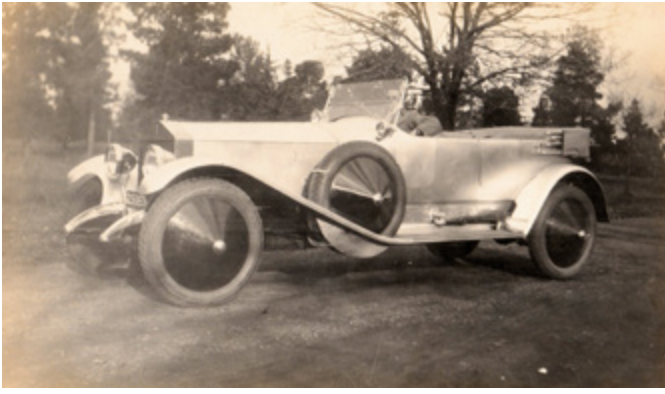
On a board rather than wheels

At exactly the time Lou was about to try 'The Best Car in the World' he began another sporting adventure: surfing. Lou had spent six months in Hawaii during 1919 to learn how to surf. He went back several times, bought four solid redwood boards, and became a pioneer surfer in Australia. He was the first person to surf at Louttit Bay beach, at nearby Lorne. Hawaiian Duke Kahanamoku had brought surfing to Australia in 1914-15, inspiring Lou to emulate his skills. Another who was interested was Lou's friend, sportsman Frank Beaurepaire (1891-1956, later knighted). He was a competitive swimmer, industrialist, and former Mayor of Melbourne.

Two images of Lou in his first Rolls-Royce, 1912 chassis no.1958 Holmes tourer. He was not yet 30 but every inch a gentleman motorist now. No lamps fitted and not even cradles for them! Interestingly we know the location in which these two shots were taken. The photograph is in front of the Federation Rockery, the other from a different angle at the same place – corner of Linlithgow Ave and Alexandra Ave, Melbourne. This sculpture was built in 1901 in the naturalist grotto style of concrete and rock ahead of the celebrations of Federation in May.

This car survives in the Kadoorie collection in Britain.





Three images of 38FW when new. He took no risks this time, lamps were fitted! Everything about this Damyon coachwork is pleasing – the neat anchorage for the windscreen pillars (with the screen's frameless glass going down to scuttle level), the straight lower hood line, the pleasant rear curves, and always of course the sporting wings. The normally exposed supplementary oil tank is here enclosed in a box next to the spare wheel.

Beaurepaire owned the magnificent house 'Carinya' near the beach at Lorne, by the 1930s operating as a guest house. The two men shared the love of water sport. Lou kept his surf boards in the boat shed built by his father in 1899 on the Anglesea river.

Rolls-Royce high style

Whilst using his 1912 Rolls-Royce Lou was able to decide on the coachwork for his forthcoming car. During the war excise duties had been introduced on imported bodies so Lou opted for the Melbourne coachbuilder Damyon Bros. of St. Kilda. 38FW was ready by mid-1921 and Lou had it registered Vic-25-069. Once photographed it was revealed to the world in *Coach & Motor Builder* for 15 July 1921. It was a striking car, finished in unpainted brushed aluminium to complement the polished aluminium bonnet, with silver-painted chassis frame. Its speed-style front and rear wings echoed Lou's 1912 Rolls, and the Rudge-Whitworth wheel discs in a contrasting colour emphasised the smoothness of the design. There were doors on the nearside only, making the open body more rigid. Two side spare wheels were mounted low in the front wings. It would have made a huge impact wherever it went.

The 1912 Rolls was soon sold to John Arthur C. Blair, a solicitor of Brighton, by 1922. In March 1923 Blair had the same misfortune as Lou in 1915, knocking down an elderly pedestrian who died. It is not clear how long Lou kept 38FW but he inscribed the back of some of his album's images, noting this car as later having a Martin & King saloon rebody. He might have arranged this rebodding himself prior to taking delivery of his 1929 Delage. 38FW survives in the United States with its believed fifth body.

When it came time to replace the 1920 Silver Ghost Lou seems not to have bought any later Rolls-Royces, whether large or small horsepower, or even one of the company's Derby Bentleys after 1933. The same applies to the earlier W. O. Bentleys of the 1920s, Lou did not try one.



The published photograph of 38FW. (Courtesy of the Joseph Bishop Archive, Univ. of Melbourne)

French cars, and travel

In 1929-30 Lou returned to French makes, with a magnificent new Delage fixed head coupe coming to the garages at 'The Heights'. Its fabric-covered body (believed not to be the fabric-covered Weymann flexible system of construction) has all the hallmarks of coachbuilders Martin & King of Malvern. It sported French Marchal headlamps, with spare wheel and possible dickey seat at the rear.



The Whytes' ca 1929 Delage fabric-covered fixed head coupe, probably by Martin & King, with Marnie and her favourite dog. This could be the sportier short chassis DMS model. The photograph is from the studio of the renowned Algernon Darge.

At around the same time Lou purchased another superb car, a 1931-32 Delage D8 or D8S drophead coupe. Its top overlapped the windscreen by several inches to act as a sunvisor, spare wheel on the angled rear boot. As an 8-cylinder this would have been Lou's ultimate car for power and probably speed. Sold via agents Joubert & Joubert, its fine coachwork could be local. No further Hispano Suizas seem to have been bought. And Lou did not return to Italian makes or try the fast new British makes Invicta and Lagonda.



Lou and Marnie Whyte setting off to the docks in their Delage D8 drophead coupe on 2 March but the year is uncertain, 1937 most likely, for a voyage to England. Marnie is in front of the open front-hinged door.

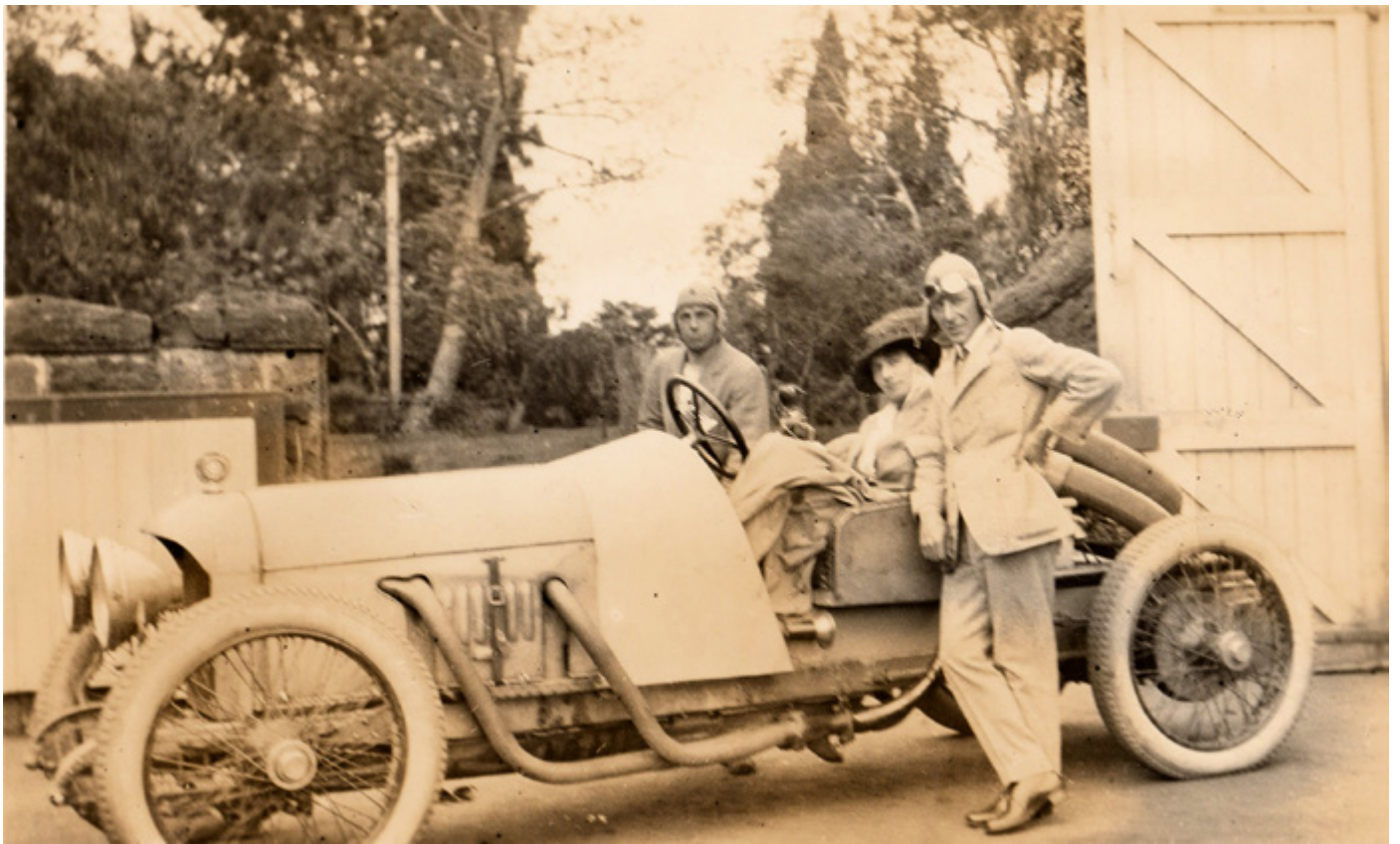
Back to the early years with another 'Special'

It was around 1940 that Lou took on an old car such as he would have known in his pre-1918 hillclimbs. But this 1910 Benz 80 h.p. 'Prinz Heinrich' (Prince Henry) was no ordinary car. Ten had been built in 1910 for the Prince Henry Tour in Europe, organised in the name of the German Kaiser's brother. Three were 80 h.p. 5.7 litres, one was 5.5 litres, and six were 100 h.p. 7.3 litres. It was the first Benz car to have four valves per cylinder and although intended for a tour rather than a race they were in fact racing cars to all intents and purposes.

Two 80 h.p. were imported by Australians – the first for A. T. Craig (1878-1942, of Craig Williamson stores) was 5.7 litres, and the second for G. F. Syme (1860-1931, of The Age newspaper dynasty) was the only 5.5 litre version. Craig's was raced and wrecked at Brooklands track south of London in early 1911, rebuilt and then shipped as a 2-seater. Syme's was the car Lou acquired, bought new by Syme in May 1911. It had arrived by August that year with a tourer body different from the original 1910 Tour bodies, possibly registered Vic-5-995 by 20 December 1911. In the mid to late 1940s both cars were acquired by legendary engineer and tractor manufacturer Alan 'Bob' Chamberlain (1908-92) who said in his article* on the cars that the ex-Syme car had changed hands several times in short succession not long before he got it. Today the ex-Syme car is in the Mercedes museum in Germany and the ex-Craig car is in the Louwman museum in Holland. *Restored Cars no.73 1987 p.12-17.

Lou had raced against the much older G. F. Syme in pre 1918 days, and Syme already had other Benz cars. It must have intrigued Lou to experience Syme's most powerful Benz, which he acquired it seems with its tourer body but now cut down into a special, perhaps done by Lou. The sequence of ownership is not yet clear but it is known that the Benz was in storage by at least 1931 when Syme died, and that the colourful literary figure W. Denison Deasey (1920-84) had a Benz 80 h.p. in the late thirties. By 1940 it was parked outside Deasey's mother's house in Lansell Road, Toorak. Deasey's first wife's mother was a Syme and this probably explains how car-mad Deasey acquired it. During the 1940s he was a W. O. Bentley enthusiast with three 3-litre cars (925, 1082, 1135) and one Blower Bentley (SM3907). It is possible that Lou bought the car from Deasey or that he was merely custodian for a period. Certainly Chamberlain was sure he got it from the Syme family.

The images of the Benz at 'The Heights' in the 1940s shown here were taken by a woman (probably Marnie using a Kodak box Brownie if the shadow is anything to go by) with her sister Mona (nee Wyett) and brother-in-law Ian MacGillivray, all having a good time with Lou's historic racer.



Three images (including the front cover photograph) of the historic 1910 ex-Syme Benz 80 h.p. 'Prince Henry' car, cut down into a special. The images were taken around 'The Heights' and in front of the stables, early 1940s. Syme's was the only one with external exhaust pipes. The registration in the front view (as shown on the front cover of Brass Notes) might be 1-530 or 4-530. Lou's passengers are his brother-in-law Ian MacGillivray (1895-1973) and Ian's wife Mona.



Last years

All his life Lou was comfortably well off and by now in his 50s he was a successful land speculator, owned 52-54 Collins Street in the centre of Melbourne by 1938, and had bought the Gatwick Hotel in Fitzroy Street, St. Kilda in 1944, keeping it for thirty years. He donated funds for ambulances during the 2nd World War and, as already mentioned, was generous to his alma mater and the local area. He and Marnie had no children but in the early post-1945 period took in and cared for Marion Harris as their ward, a child whose mother had worked at 'The Heights'.

Little is known of his last cars. There must have been others beside the c1947 Bristol 400 and the small 1953 Daimler Conquest (which can be seen at 'The Heights'). Jaguars perhaps, a Mercedes or two?

Lou died in Geelong on 10 April 1975 and Marnie on 18 September 1975. A tablet in the Western Cemetery in Geelong records their happy life and 'The Heights' remains their legacy.

Acknowledgements: to Mrs Airlie Morris, Mrs Jenny Morris, and David Kux for sharing family albums; to Bruce Lindsay for Lancia and Benz information; to Graeme Jarrett for much helpful advice.



The stables at 'The Heights' where the 1910 Benz was photographed. Garaging and other bluestone buildings are opposite.



Lou and his sister-in-law Mona MacGillivray with Lou's c1947 Bristol 400 behind, perhaps his first postwar car. No Bentley Mk VIs or other high-class cars of the period like the Jaguar XK120 but the Bristol was a good choice.

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Steam Theme

By Greg Smith

Car fit for the President



In 1909 the newly appointed president of the USA, William Howard Taft, turned the White House stables into a garage and purchased four automobiles: two Pierce Arrows, a Baker Electric and a 40hp White Steamer. He was the first president to be officially transported by automobile, rather than by horse and carriage. Taft was an advocate of the automobile and believed it was the future of transportation in America. He was able to persuade Congress into allowing him a budget of some \$12,000 to purchase the four vehicles.

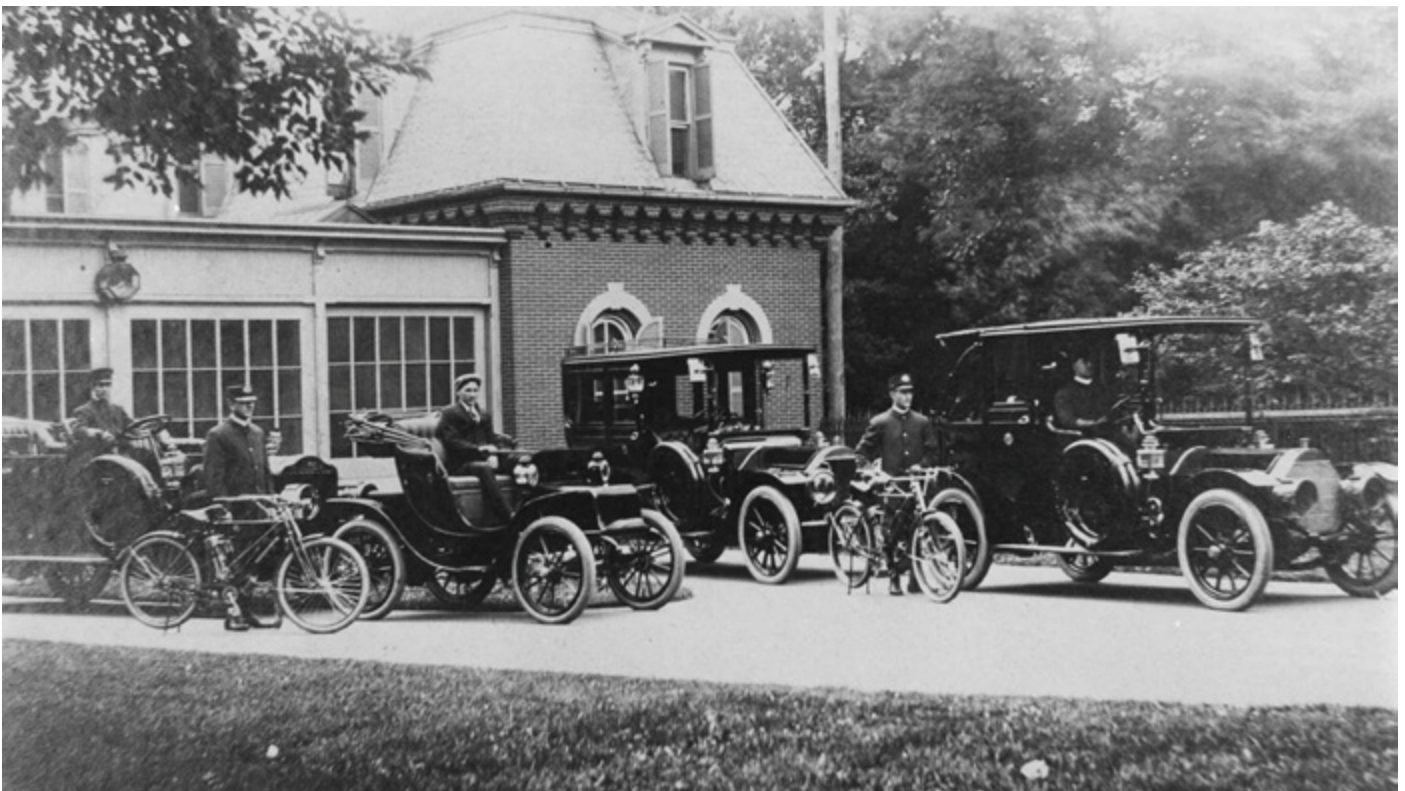
His favourite was apparently the 40hp White Steam car as he soon discovered he could conceal himself from the persistent photographers by some careful bursts of steam. This really was an impressive and imposing steam car. It had a beautiful seven seater body configuration and because of the White's ability to condense steam it gave the car a range of apparently 150 miles, which was far more than its counterparts.



*The Taft family in the White Steamer taken just before his inauguration.
(Photo from White House Historical Association).*



*It seems before long there may have been two White Steam cars.
(photo from Alex Gow Collection)*



The 1909 White Steamer, 1908 Baker electric, and two 1908 Pierce Arrow Landaulets, and two secret service motorcycles.

The Creepy Crawly Rally – Moss Vale, NSW

By Murray Murfett & David Provan, with photos by Andrew Benoit

Rally Report

by Murray Murfett

Creepy Crawlies are not necessarily just annoying insects. Dreamt up in Britain around three decades ago, the concept spread to America, and now Australia! The term 'Creepy Crawley', or 'Kreepy Krawley' is used to describe the type of rallies of veteran cars more suited to slower and smaller vehicles, shorter distances, and plenty of socialising for their owners.

Last year, following the success of their first event, Doug & Vivian Fulford arranged their second event, this time centred around Moss Vale, NSW from Friday 22 to Sunday 24 August.



Greg Smith & Murray Murfett in the 1909 Schacht.

Sixteen veterans from NSW & Victoria entered the rally, with a wide range of vehicles, including three Renault AXs, and such rare ones as Haynes Apperson, Kelsey, Monroe, Le Zebre, Delage and De Dion Bouton. The high wheelers were represented by Greg Smith's immaculate 1909 Schacht buggy.

The daily runs took us to the impressive Fitzroy Falls, Bundanoon and Wingello. As usual, there were several 'roadside adjustments' made to some vehicles, which did not deter discussions for a similar event next year.

The Moss Vale 'Creepy Crawly' was shortly followed by a similar event in Laidley, Queensland just a week later.

Rally Report

by David Provan

The 2025 Creepy Crawly Rally organised under the auspices of the Horseless Carriage Club of America South East Australian Regional Group, was based at Moss Vale in the Southern Highlands of NSW. The rally attracted a fine turnout of veteran vehicles.

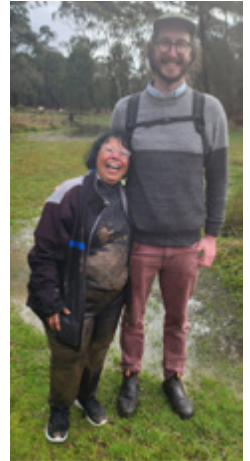
Friday 22 August – Arrival and Shakedown Run

Participants arrived at Moss Vale Village Park and gathered at the camp kitchen for a friendly 'meet and greet'. This was followed by a shakedown run to Cecil Hoskins Reserve. The day concluded with the customary 'happy hour' back at the camp kitchen before everyone moved on to the Moss Vale Services Club for dinner and a chance to socialise further.

Highlight

Patrick Tegart (Environment Officer from the Wingecarribee Shire Council) gave a fascinating talk about the rakali and platypus at the Cecil Hoskins Reserve. Did you know that the rakali, or Australian water rat, recently won the ABC's National Science Week award for Australia's most underrated animal?

Viv slipped and fell during the walk around the reserve, but in typical style she found the humour in it and carried on — mud and all — with her distinctive and unmistakable smile.



Viv Fulford & Patrick Degart.

Saturday 23 August – Fitzroy Falls

The first full day of motoring began from Moss Vale Village Park, heading towards the spectacular Fitzroy Falls. Morning tea was enjoyed on arrival at the Burrow Cafe. Rally Director Doug Fulford gave an interesting talk about the Fitzroy Falls and then it was time to explore the walking tracks and lookouts. Lunch was also enjoyed at the falls before everyone headed back to Moss Vale. On the way back to the Village Park, many drivers visited Grandpa's Antiques & Collectables Shed to search for a bargain.

The convivial rally dinner was held at the Services Club. After the meal, Doug thanked everyone for their participation and then presented 'brite young crawler' awards to Samuel and William Boardman, who will no doubt be the future caretakers of creepy crawly vehicles. Doug also presented three 'hard luck' awards to Barry Smith, Greg Smith and Marc Alcock. 'Thankyou' presentations were then delivered by Rob Anderson and Russell Holden.



Fitzroy Falls.



An impressive line-up of 'creepy crawly' veteran vehicles at Fitzroy Falls



1910 Kelsey Motorette - a real creepy crawly.

Highlight

Apart from the scenic (and at times challenging) route we travelled, the highlight for me was having Viv Fulford as my rally companion and navigator for the day. Viv is an excellent navigator and enthusiastically waves at people in the streets, other motorists, cyclists and even to cows and horses!



Viv Fulford, Erik Carlsson & David Provan at Grandpa's Shed.

Sunday 24 August – Wingello and Bundanoon

The final day saw the vehicles setting out for Wingello. En route, the group stopped at the Primula Café in Bundanoon for morning tea, providing a welcome break for both drivers and machines. The tour then continued to The Unnamed Café in Wingello where we had lunch.

A highlight of the day was the opportunity to meet Ken McDonald, sandstone sculptor, who shared insights into his work. Since 2004, Ken has been creating artistic features throughout the villages of the Southern Highlands. Wingello Village Store hosts the largest carving of the collection – a two-metre-tall carving of the local yellow-tailed black cockatoo hungrily attacking a banksia nut.



David Bruggeman, owner of the Wingello Village Store & Sculptor Ken McDonald.

Highlight

One of the great pleasures of the rally was watching different generations of families out on the road together. The Boardman's were particularly well represented with Max proudly joined by his son Darius and his grandsons Samuel and William. Marc Alcock shared the adventure with his son Jake, while Robyn and Bill Betts had the pleasure of seeing their grandson Luke behind the wheel of Bill's 1908 Renault, and granddaughter Rachael taking charge of Bill's 1956 Renault.

Sue and Peter Martin also made it a family occasion, bringing along their daughter Hariette and parents Neil and Lyn. Seeing the smiles, the shared experiences and the enthusiasm of the younger ones made it clear that the love and passion of ‘creepy crawly’ veteran motoring is alive and well — and being passed on to the next generation in the best possible way.

The 2025 Creepy Crawly Rally once again lived up to its reputation for being a relaxed, sociable and highly enjoyable event. The varied program offered a balance of excellent routes that were suitable for ‘creepy crawly’ vehicles, sightseeing and fellowship.

Ideas are now being explored by Doug and Viv for a similar rally to be held in 2026. After the inaugural 2024 Creepy Crawly Rally, I said in the September 2024 edition of Brass Notes, and I’ll say it again, that Victorian members are encouraged to consider getting their ‘creepy crawly’ vehicle prepared and to participate. Although it’s a long drive up the Hume Freeway, I assure them, it will be well worth their while.

A huge thank you to rally directors Doug and Viv for their tireless efforts and careful planning. Their dedication to creating an engaging itinerary ensured that the 2025 Creepy Crawly Rally was both a resounding success and a truly memorable experience for all participants.



The Boardman family in their 1904 De Dion Bouton.

Entrants

Driver	Passenger(s)	Vehicle
Marc Alcock	Jake	1910 Kelsey Motorette
Rob Anderson	Leonie	1910 Renault AX
Alan Barker	Denyse	1906 Darracq
Andrew Benoit		1911 Le Zebre
Luke Betts	Bill	1908 Renault AX
Rachael Betts	Robyn	Modern (1956 Renault)
Kevin Boardman		Modern
Max Boardman	Darius, Samuel, William	1904 De Dion-Bouton
Ian Bourke	Derek Page	1915 Monroe
Phil Campbell		Modern
Doug Fulford	Viv	Modern (backup vehicle)
Russell Holden	Chris	1903 Haynes-Apperson
Brian Love	Maria	Modern
Frank Mackie	Jill	Chevrolet (vintage)
Neil Martin	Lyn	Modern
Peter Martin	Sue, Hariette	1907 Reo
Alan Miller		Chevrolet (vintage)
Murray Murfett	Erik Carlsson	Modern
David Provan		1907 Cadillac
Anthony Sinclair	Donna	1916 Overland
Peter Small		1914 Hupmobile
Barry Smith	Rosslyn	1910 Delage
Greg Smith		1909 Schacht
Max Vormister	Dianne	1909 Renault AX
John Wards	Mal Garthon	1909 Delage
Graham Weekes		1912 Buick

Comings, Goings and Restorations

By Greg Smith

Another month has passed, and the veteran scene keeps evolving. In some recent news the extremely nice 1912 Overland Roadster Model 61 of Brian Love has headed up to Nigel Smith at Wagga Wagga. This quite powerful model, I think 45 hp, will make a lovely stable mate to the gorgeous Model 59T Tourer Nigel and Kym already own. I believe the Model 61 will make its first appearance at Swan Hill under its new ownership. I also believe the wonderful and big 6 cylinder Alldays is still available for sale from Nigel. It would be a great result if this unique survivor of this model was to stay local.



Gordon Berg kindly supplied the next piece of good news. He wrote: Gordon and Ian Berg dropped in to see VCCA (Vic) members Matt and Yvonne Phillip recently to view the restoration of the 1916 Buick D46 cabriolet that Matt purchased from Gordon in late 2023. As the pictures show, Matt's restoration is proceeding rapidly, and it should not be too long before this rare model will be seen on the road. Gordon purchased this car way back in 1992 from Texas and whilst it was drivable (just!) it needed full restoration. It is the only survivor of this 1916 Buick 6 cylinder cabriolet body style that we know of.



In some more good news, the late Geoff Simmon's 1909 Delage is now in the ownership of one of Simmo's best mates, John Wards. Both Geoff and John were often seen sharing the driving of this speedy single cylinder, and now with the sad passing of Geoff it will be John keeping his memory alive as the Delage graces the roads.

It was great to see Hein Otten at the recent Pre-05 event on the 1901 Otten motorcycle. He informed me he had purchased another vehicle recently. The 1913 De Dion Bouton which was Terry Wills-Cooke's and prior to that, Peter Mifsud's, is now in Hein's possession. I sincerely hope we see the De Dion on a future run. Hein is amassing a good collection of vehicles.



Commercial Collage

By Greg Smith



I couldn't help myself with this one! Being quite partial to early Humberette's, I was shown this photograph of a Humberette Fire Appliance. The photograph is provided to us courtesy of Pete Wood, and we thank him for his generosity in allowing us to use it. Pete Wood runs an extremely popular Facebook group called London to Brighton Veteran Car Run, and I can highly recommend this group if you are on Facebook.

The Humberette looks to be a 1903 example and is part of the Brighton Fire Brigade in the U.K. I can just picture this wonderful fire engine "rushing" to an out of control blaze with the siren blaring, two brave fire officers ready to act to any emergency to douse the raging flames. (I do have a vivid imagination!) It seems equipped with the necessary hose reel on the rear, although no hose, and who knows what it is carrying in the back to be in readiness to extinguish anything that may require the well equipped fire department.

Maybe we could have replies with a pertinent caption to this photograph. Please feel free to send your captions to the Editor. I believe there was such a caption on Pete Woods Facebook group along the lines of: "The Brighton Fire Brigade had to rush to the pier after someone had lit their pipe, and the match needed extinguishing".

There are some wags out there – Ed

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Cyclecar Corner – Cumbria Cyclecar

By Graeme Jarrett

Cumbria Motors Limited was a short lived concern that came and went with little fanfare – their Cyclecars were available in 1913 and 1914. Like so many others it suffered financially with the onset of the Great War (WW1, 1914-18).

The vehicles was made in an old tweed mill in Cockermouth, Cumbria, in the Lake District. A rather remote and disconnected location far from the engineering heartland further south.

The early cars were powered by the popular and robust JAP vee-twin engines – later cars were four cylinder. Specification was scant having only two speed transmission with final belt drive.

THE "CUMBRIA" MONOCAR

The comfort and safety of the MOTOR CAR at the cost of the Motorcycle.
A well-finished and appointed vehicle suitable for either Business or Pleasure.
60 Miles per Gallon.

The result of extensive experience, and exhaustive testing on the now famous hills in the English Lake District.

The steering is perfect, and skidding an impossibility.

All Standard Models suitable for Colonial Roads.

6-8 h.p. V. twin, air-cooled engine, assisted by efficient fan. Two-speed Gearbox. Strong Countershaft mounted on self-aligning ball-bearings. Two 1-inch Rubber Belts running over large diameter pulleys.

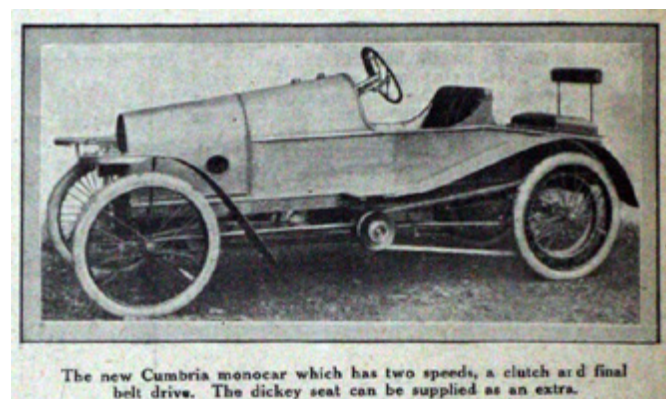
4 to 45 miles per hour on top gear.

PRICE (complete with Lamps, Gear, Leather Seats, and "radio" Electric Start if required) 2 Gear extra: **75 GUINEAS.** Fitted with 8 h.p. J.A.P. engine complete with Dickey Seat, **85 GUINEAS.**

Write to: **CUMBRIA MOTORS LTD., Cockermouth, Cumberland.** Sales Agents: **G. B. BARTLETT & CO., 2 & 3, Parade, Bournemouth.**

Demonstrations and trial runs may be arranged at the following addresses—
Ratton, Dorset; 15, LONDON ROAD, COVENTRY.

This advert appeared in The Cyclecar magazine in 1914.



As well as the single seater the company also offered a side by side two seater.

THE NEW CUMBRIA MONOCAR ON THE ROAD.

A £75 Machine Eminently Suited for Business or Pleasure.

THE first sensations of driving a monocar are rather novel. In the usual two-seater there is either the vacant seat or a passenger beside one. One feels the car has breadth as well as length, but when seated in a monocar there is a sensation of nothingness on each side.

In front there is the long, narrow bonnet, a glance to right or left, and you see only the road slipping along beneath your wheels.

These were the impressions I gathered in the first few minutes driving of the new Cumbria monocar. Behind me I knew there was a passenger, as on this particular machine a dicky seat is fitted, but sight or sound of him there was none during the run.

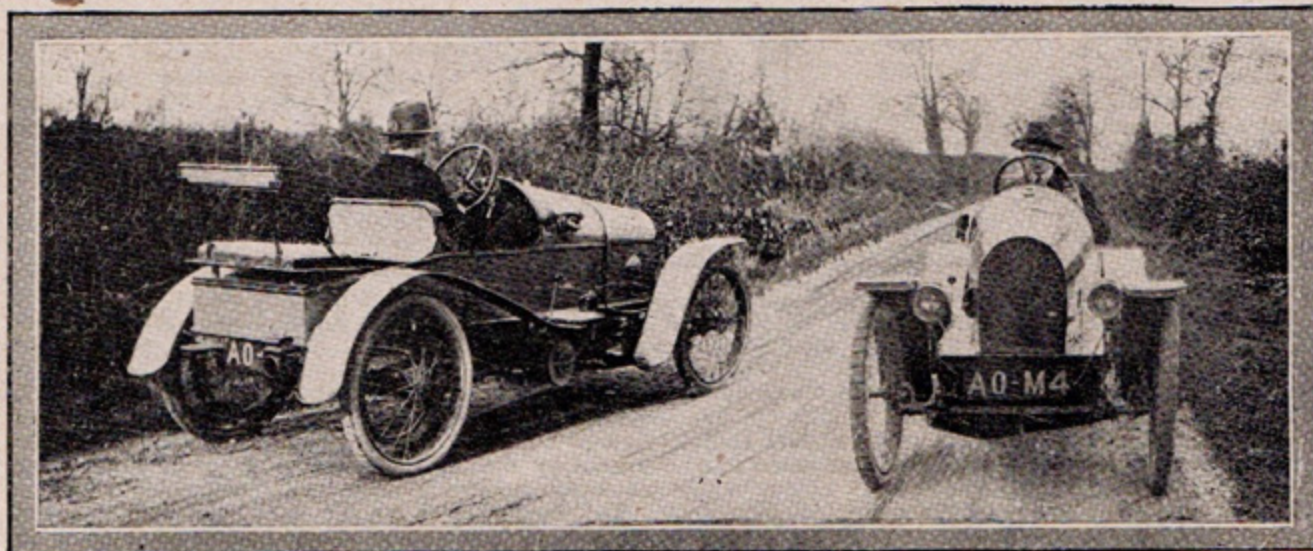
After a few seconds running on low gear I essayed to change, and was rather surprised at the ease with

light and steady. The springing also was good, both with or without the passenger. As to power and pace, it is hard to judge. The carburetter evidently was not doing its work properly, as I could get no additional pace from the machine with the throttle full open or only about half, but this can easily be rectified.

A Simple Gear Change.

When it came to hills, the gear change down was quite simple, due chiefly to the employment of dogs in the gearbox. Needless to say, there was no sign of belt slip, as the weather was fine, but at the same time I did not anticipate there would be any, even in the rain, as the pulleys are large and the belts long.

The lubricating arrangement, by a Best and Lloyd drip feed, is most accessibly placed on the dash within



Neatly-designed bodywork and ample mudguarding are two prominent features of the Cumbria monocar, which can be fitted, as shown above, with another seat. Chain and belt drive is employed for the transmission.

which top gear could be attained. There was just a little trigger affair under the steering wheel. To throttle down, declutch, and push this forward was easy, and soon we were speeding along the Coventry-Kenilworth road, which was then dry and dusty.

Easy Steering.

The engine, a twin air-cooled, ran very sweetly on the whole, though the carburetter seemed rather out of tune. Starting up, in consequence, was a difficult proceeding, however, as the machine has only recently been on the road, and as I understand that the carburetter is still undergoing tuning, no doubt better results in this direction will be obtained later.

The steering, which is by a novel arrangement of a spur-wheel and an internally-toothed quadrant, was

easy reach of one's hand. The clutch was very easy of operation and took up the drive sweetly.

One of the novel features in the art of driving this car is the necessity of switching off momentarily when getting into first gear. This is quite easy, as the magneto switch is placed on the steering wheel. The cause of this procedure is apparently that no clutch stop is fitted.

For the man who requires a simple mount, cheap to buy and cheap to run, and one which will take him about his business or pleasure without the necessity of dressing in overalls or the chance of a spill in greasy streets, this little monocar should make a strong appeal. It is low in price, namely £75. Full particulars can be obtained from the Cumbria Motors, Ltd., Sales Dept., London Road, Coventry. G.L.C.

RACV Pre-1905 Pioneers Run Ballarat September 2025

By Fiona Lane (Rally Director)



The 1901 Crestmobile of Roy Dalton and the 1903 De Dion Bouton driven by Hamish McDonald at the Rick Thege Collection

What a great weekend! Well, I would say that; Daryl and I organised it! Held in Ballarat from Friday 12th through to Sunday 14th September, we had participants from Victoria, NSW, South Australia, ACT and Queensland. Our starting list included nine motorcycles and fifteen cars, two dogs, two kids, and more than fifty people. It was a fantastic turnout.

We had the usual attrition rate, both vehicles and people failing to proceed. Never fear, I won't single anyone out. What happens on tour stays on tour. As I am a big believer in pre-planning preventing poor performance, Daryl and I headed out on the Thursday prior to the rally to put out most of the directional signs for the Saturday run to Smythesdale.

Friday came around and as entrants began to arrive and unload at the motel, we completed our final preparations. A big thank you to Rob Anderson for collecting the rally books and bringing them with him, despite trying to pretend at first that he had forgotten them. Paul Daley again printed these for the Club at no cost and at short notice. Thanks Paul. Thank you also to Julia Meek who we co-opted into assisting us with the distribution of the books and marshalling into the afternoon tea stop.

The weather was threatening to get riders and drivers alike a little wet but held off for the most part. Our Friday shakedown run was a short 7km to view part of the ever expanding collection of local VCCA member, Rick Thege. Rick again very generously opened one of his sheds to the Club and while we enjoyed party pies and sweet slices from the local bakery, rally entrants were free to walk around and view the impressive assemblage of cars on display.

Daryl gave a brief chat about the collection and then Rick went on to speak about his recent donation to restore and return the statue "Hercules" to the Ballarat Botanic Gardens. A short 4km run saw participants return to the motel. We suggested stopping off at the Arch of Victory and the Garden of the Grieving Mother, which were on the way, I'm not sure how many did, I think I was on a run to Burson's at the time looking for brake cleaner. Friday night dinner was a casual affair where most of us had a meal at the Ballarat Golf Club.



The first time out 1904 Eureka Motorcycle of Max Cowie and the 1901 Argyll of Greg Smith also its first time out in Greg's care at Rick Thege's

Saturday morning was overcast and again threatening drizzle on the heavier side of light. One of the advantages of having had the Pre-05 in Ballarat numerous times before is that there was no need to reinvent the wheel, so we stuck to previous events and followed the same route to and from Smythesdale where we all had lunch in the local pub. Amazingly, all of the signs that we had put out on Thursday were still in place. I did learn one valuable lesson though, which is, some riders of motorcycles think the directional signs are that great they don't bother reading the rally notes or book, they just go! A few of them beat me to the pub and went riding on by with no sign or flag yet in place to signal the lunch stop. I'm not sure where they ended up or how much further they rode, but I did see them later on enjoying lunch.



The two cars owned by Julian McNeil the 1904 Darracq and the 1903 De Dion Bouton at Smythesdale

On Saturday night we all had meals at the City Oval Hotel. Split dining, with most people upstairs and a table downstairs precluded any evening entertainment, but it was more than made up with by the general "natter" that prevailed.

Sunday morning was cool, but clear blue skies greeted us, so did THE WIND. You wouldn't think that I would notice it all that much in my modern car, but as I drove over the morning route to check that all signs were in

place, I came across one that refused to point in the required direction, and so it was that I spent the rest of the morning hanging out at that particular intersection, wrestling with fore mentioned sign as it blew every which way around the pole beneath the give way sign. Not that it stopped a particular younger motorcyclist from paying more attention to his feet instead of the sign and heading off in the complete opposite direction. He found Lake Wendouree eventually.



The 1903 Romania in the care of James Dunshea for its first time out with him, finally getting to Lake Wendouree for the lunch stop. I think he just wanted to keep riding it!

Our lunch destination was the foreshore of Lake Wendouree and the Ballarat Tram Museum where we had lunch before inspecting their collection and taking a tram ride. It wasn't quite so windy by the Lake and by early afternoon most had returned the short distance to the motel to load up and head for home.

Most people I spoke to during the weekend had smiles on their faces and all in all I think that we had a successful weekend. I am very much looking forward to next September where we will be travelling to Wentworth to do it all again. Apart from those who I have already mentioned previously, thank you to Greg Smith for kicking the whole Pre-05 rally off, Rick Thege for opening his collection, Andy Burns for helping throughout the weekend and to Daryl for being so particular with the finer details.



The 1903 Carlton of Rick Thege. Rick being chauffeured after a knee replacement

RACV Pre '05 Pioneers Run Ballarat, 12 - 14 September 2025

By Mick Turner (Participant)

Mick - "Smithy, I've been pedaling all week, can't get the Clement to keep running - I can't breathe!"

Smithy - "You're the second phone call this week. Max Cowie can't breathe either."

Mick - "Smithy, it's running!"

Smithy - "I can tell, it's so loud, can't hear what you're saying. "



The 1904 Clement of Mick Turner being pedal started for the commencement of the rally

Next day, up early and driving to Ballarat with the Clement in the back of the ute. I wanted to arrive early in anticipation of lengthy pedaling before the afternoon run. Clement started beautifully - pity about the flat tyre. Headed into town to get new tyre and tube fitted. Just as well, allowing plenty of time. Wheel refitted, started beautifully, test run around the motel- chain kept coming off. Frame cracked near rear axle - not enough time for this one. Drove the modern to the Friday afternoon run to view part of the Rick Thege collection. A light Ballarat drizzle. A short drive, wonderful vehicles, generous host, beautiful and ample afternoon tea and a great chance to meet, greet and talk. Drove the other Clement home in the back of the ute - stuck atmospheric inlet valve. Local member, Murray Wright, offered to weld up the frame on the Clement. He did this with great skill, fine humour, much kindness and in thongs. A bit late for tea at the Golf Club, although before the SA contingent arrived. Headed to bed with great hope for the Saturday run.

Saturday morning - grey and dull with the light Ballarat drizzle. A really lovely route to Smythesdale for lunch and return. I was the second vehicle away after the 1900 Victoria Combination. Could see Victoria up ahead and figured that all going well I would catch them and pass getting into Smythesdale. The Clement plugging away beautifully and rider sitting back enjoying the ride and marveling at how wonderful it must have been in 1904 to sit without any exertion and

move gently (not soundlessly!) through the countryside. Lost in the joy of this, then a Darracq sweeps past, then a de Dion. I had a thought that a young man in 1904 may have headed home, put a for sale sign on the Clement and began to look for four wheels. The Eureka, Clement, Griffon, Peugeot and Antoine also swept past. Issue may not be number of wheels? At the moment, back in love with the Clement! Plugging away, steep hill, pedaling gently, top in sight - then weirdest thing, bike stopped, engine still running? Belt snapped at join. In the back of the ute for the final stretch to Smythesdale. Lunch at the Courthouse Hotel with a lovely line up of vehicles out the front. Time to eat, talk, fettle and purchase a few items from the antique shop down the street and glue from the stock feed store. An easy and relaxing time. Back to Ballarat and work on the belt. Ends trimmed but needed younger hands to push the joiner through and then ample super glue. Thanks to Noel, Tess and James.

Saturday evening meal at the City Oval Hotel. Fantastic video presentation of the 2019 Pre-05 Run. Lovely to see the vehicles still running, and to note the number of new vehicles that have been coming out since the Pre-05 began. A wonderful result for the original idea and the outstanding commitment to get the early and often underpowered vehicles out and running. Where else would the Madison get a guernsey? To have the 1901 Crestmobile come from Queensland (twice) is wonderful. To see the ex-Tolly Jeremiah de Dion rallied in its new owner's hands was fantastic. It is wonderful when cars change hands and are put back on the road and rallied again, rather than disappearing from sight. The Pre-05 is the only event that is really suitable for the Clement and its rider - lovely short runs on quiet country roads with similar vehicles - time to talk, rest, eat and enjoy the vehicles and the company. A truly enjoyable event.

Sunday and the Ballarat drizzle replaced with the Ballarat breeze (read gale!) I headed early on the Clement, a bit too early, missed the briefing and info on the next Pre-05. I decided to take a shorter run due to headwind and the uncertainty of bike and rider. Beautiful run to Lake Wendouree. Clocked at 17kmh around the lake. Nice stop and parking for vehicles. Short wander to the Tram Museum for a boxed lunch. Some fantastic trams, well worth a look.

A great weekend and many thanks to Fiona and Daryl for the organisation and everything about the event. The Bell Tower Motel is a great venue with room for trailers and a beaut test route around the motel. A wonderful variety of Pre-05 vehicles and a lovely group of people. Bikes and cars came from Queensland, New South Wales, South Australia and Victoria. Surely testament to the want for an event such as this and the want for an opportunity to drive and share these vehicles. For me, I had the benefit of experiencing the joy of belonging to a club where people were generous with their skills, knowledge and kindness in working to keep the Clement and me going.

I have started pedaling, getting fit and ready for the 2026 Pre-05.

Many thanks to all involved in this great event.



A wonderful line-up of vehicles in front of Court House Hotel with the 1901 Crestmobile of Roy Dalton (Qld) in the fore



The 1902 Madison of Peter Allan still in its' carrying crate from South Australia



The Ex-Tolly Jeremiah De Dion Bouton now owned by Max Boardman next to the De Dion Bouton that was driven by Hamish McDonald



PRE-1905 PIONEERS RUN

Entrant List – Ballarat, Oct 2025



	Driver/Rider	Passengers	Year	Vehicle
1	ANDERSON, Tess		1903	Humberette
2*	ANDERSON, Simon		1904	De Dion Bouton Model Y
3	ANDERSON, Rob	Leonie		
4	BENNETT, John	Peter Allen	1904	VAF Antoine 3½hp Motorcycle
5	BOARDMAN, Maxwell	Darius Boardman, Samuel Boardman, William Boardman	1904	De Dion Type W
6*	CAMERON, Roger	John Prentice	1903	Peugeot T50
7*	CLARKE, Larry		1903	Humber Humberette
8*	COWIE, Max		1904	Eureka
9	DALTON, Roy	Bernadette	1901	Crestmobile Model B
10*	DUNSHEA, James		1903	Romania Motorcycle
11	FAGAN, Peter		1904	Clement Garrard Type D
12	FULFORD, Doug	Vivian		
13	HILL, Deane	Pam		
14*	HOLDEN, Russell	Chris	1903	Haynes Apperson
15	HOLDING, Michael	Claudia		
16	McDONALD, Hamish	Philip McDonald	1903	De Dion Bouton
17*	McDOUGALL, Andrew	Frances	1899	De Dion Bouton Vis-a-Vis
18*	McNEIL, Julian		1904	Darracq Voiture Legere 12HP
19	MEEK, Daryl	Fiona Lane		
20	OTTEN, Hein	Dominique Trickey	1901	Ottens Motor Model 2
21	ROWE, Terry	Frank Cord-Udy	1902	Madison Motorcycle
22*	SARGENT, Colin	Richard Blackburn, Catrina Sargent, Merrilyn Sargent	1904	Peugeot Motorcycle
23 ^w	SCUDDS, Brian	Joan	1904	De Dion Bouton
24*	SMITH, Greg		1901	Argyll 5hp
25*	SMITH, Brenton	Lillie Keogh	1900	Victoria Combination 2¾hp
26	SMITH, Barry	Roslyn		
27	THEGE, Richard	Heather Gingell, Roy Littlehales	1903	Carlton Rear Entry Tonneau
28	TURNER, Michael	Noel Hourigan	1904	Clement Motorcycle
29 ^w	WINTER, Andrew	Alison King	1904	Minerva
30*	WRIGHT, Murray		1904	Griffon Motorcycle

* : First Time Out ^w : Late Withdrawal

T Ford Time – Think Tank

By Graeme Jarrett

The Ford model T seems to attract owners who continually defy the odds in ways to use, reuse and convert the universal car in their own image. The array continues to astound me.



The failure of the rear axle was not an uncommon occurrence. However, it was not always as profound as this car has experienced – collateral damage.



the owner of this brass era Ford T has perhaps grown weary of repairing his rear axle and taken drastic action in creating a 'walking' drive.



While on the subject of rear axles, this enterprising entrepreneur seems to have completely done away with it – perhaps not so. This gives a whole new perspective on back seat drivers.



Oh dear, our friend is in trouble again – this time it is the front axle. This early form of safety barrier seems have solved a rollover but made a mess of the running gear instead.



Cars and boats don't mix, in my opinion. This arrangement seems to at least be off to a successful beginning – we hope the travelling is uneventful and it arrives safely on the other side. This gives a whole new meaning to the term top-heavy.



I really do admire farmers for their ability to be so inventive. Clearly this rural chap sees no need for a truck when you have a Ford T to do the job of carting stock feed.

Findings, Feedback and Follow-ups

By Max Burke



As a roads person, I have to say this one looks contrived. In all my years I have never seen a road shoulder so soft!



I do like a happy ending. This couple appear to be on their honeymoon, apparently somewhere near Kansas City, USA. I would not advise leaving the car parked there overnight – danger lurks mysteriously.

Alex Gow Collection, Pinterest, The Old Motor and the Internet.

Max Burke has kindly offered more news to the Holsman story we featured on page 20 in the August edition of Brass Notes. He too, had heard that a Holsman had been found in Queensland and was eventually acquired by Frank Illich. The Towns are different, but who knows how details alter over time! Also, where it was found differs such as from a Blacksmith shop, to under a house. Details such as rope drive also differ, but again because Holsman were often “pigeon holed” as being all rope drive, the details of the buggy could have also altered, as the Illich/Daniels/ now Smith Holsman definitely has the vee shaped chain as its drive. We thank Max for his contribution. Here is his account of the Holsman that was found in Maleny -Ed

In the Qld town of Maleny rumor had it that under a Qld stilt house there was a complete wagonette. There were quite a lot of good things there. Our friend Ray married the best one. The horsey people followed up the rumor and sure enough it was there complete. Disappointment and disaster, some pest had taken off the shafts and grafted under it a stinking petrol engine. They left the scene in disgust.

Years later a chap, Frank Phillips by name, and working as a veteran car spotter for a Mr. Frank Illich, followed up the story and the buggy was still there under the house. He bought it for Mr Illich and it was transported off to Sydney and the collection that Mr Illich was putting together. Renowned for making a fair offer first up and increasing it until he got what he wanted, his collection quickly grew. Later he must have moved on to other interests as the cars seemed to just fade away.

Our friend Doug Marshall found a bundle of parts that he identified as a Holsman. They interested Doug but he did not go on and collect them as he was constantly using and building more FN vehicles. He noticed that the drive was by rope belt. The example from Maleny was said to be the same. I wonder where these went eventually. Perhaps Doug’s friend Stan Bone remembers?

Max Burke. Nulkaba 2325



Natter Night Meeting Minutes

VCCA (Victoria) at Clubrooms and Online Zoom Meeting
On Tuesday, 9th September 2025 @8.00pm

Opening

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

Attendance

There were 49 members in our Clubrooms and 18 members online.

Apologies:

David Provan, Jennifer Atherton, Stan Bone, Jeff Alcock, Steve Brown

Visitors

Members of the Model T Ford Club Vic, Model A Ford Club Vic and Vintage Drivers Club

Guest Speakers

Brian Churchill – The Ascent of Ben Nevis by Model T in 1911

Member News

Passing of John Hollis from Donald/Maiden Gully

Darryl reported that Rick Thege from Magpie is recovering from a knee operation and that John Wards has taken over Geoff Simmons 1909 Delage

Andrew reported that Margo Neilson's 1914 S.C.A.T. will be ready for Swan Hill and that the 1904 De Dion is available for a member to drive. He also advised that his 1909 Sizaire et Naudin has been sold to Ron Sorensen in QLD and that he has brought the Siddeley Deasy back to Melbourne

New Members

We are excited to welcome the following new members:

Tom & Fiona Clarke – Ballarat – no vehicle

Max Boardman – Bickley Vale NSW – multiple vehicles

Raffle

Roast Lamb, Vegies, dessert, treats. Thanks Deb.

Financial Reports

Nothing to report

Events

Past:

Rob Anderson reported on the Creepy Crawly rally in Moss Vale – approx. 20 vehicles, very enjoyable but somewhat hilly. Well organized thanks to Doug and Vivian Fullford

Future:

RACV Pre-1905 Pioneers Run – Ballarat – 12-14 September, Daryl Meek & Fiona Lane. 25 vehicles and approx. 55 people. All organised and promises to be excellent.

National Veteran Vehicle Rally – Murray Bridge – 5-10 October

RACV Veteran Car Club 70th Anniversary Annual Rally – Swan Hill – 15-18 October – Michael Holding gave a report. Now 90 entries including 4 of the original rally vehicles. Expecting 100-105 entries. All is in hand, and we will be looking for helpers at the event. Note closing date for entries is mid-September.

National Veteran Motorcycle Rally – Ballarat – 19-24 October

70th Anniversary Gala Dinner and Presentation Evening – Saturday 8th November – entries now open. Book early.

RACV 1- & 2-Cylinder Rally – Ballarat - 12-15 March 2026. Daryl Meek & Fiona Lane. Rally headquarters is Ballarat Windmill Holiday Park

We need Rally Directors for next year's Mid-Winter and Annual Rally's. Volunteers encouraged.

Library and Archives Report (Daryl Meek)

Magazine giveaways on the table.

Wanted, for Sale or Swap

For sale

Byron Dobson's 1905 REO – the sale will be handled by his son, Warwick. For details contact Ben Alcock

Items of General Business

Nothing further.

Guest Speaker – 5th Henry Ford Oration

Brian Churchill shared the fascinating story of the 1911 Ascent of Ben Nevis in Scotland by Model T Ford. This included period footage and details of the Centenary re-enactment and the amazing full size bronze Model T replica in Fort William

Next Meeting 14th October

Meeting only, no special activities due to many members travelling to Murray Bridge and Swan Hill

Meeting Closed at 9.35pm



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

Combined clubs PETANQUE Day - 2025



Sunday 26th October – Lynden Park Clubrooms

The Veteran Car Club Australia (Vic.) will again provide the venue for this year's Combined Clubs Petanque Competition. Members of the Alvis, Armstrong Siddeley, Daimler/Lanchester, Bristol, Jowett and Veteran Car Clubs are invited to join the annual socialisation and casual pétanque competition.

The event will be held in the VCCA (Vic.) Lynden Park clubrooms (off Through Road, Camberwell, Melways 60 F4), commencing at 11.30am. There will be an opportunity to see other makes of vehicles and socialise with like-minded people.

Bring your own food and drink. A barbecue will be provided if you wish to cook your meal.

The informal competition will commence at 1.00pm on the lower rink and will conclude at 3.00pm, at which time the trophy will be awarded to the winning club in memory of the competition founder, David Wischer. Remember this is a fun day and formal pétanque rules will not be taken too seriously.

If you have a set of boules, please bring them along with you.

We look forward to seeing you there. No booking required – just roll up on the day, support your club and form a team.

However, it will be appreciated, by Friday 17th October, if a representative from each of the respective clubs can provide an indication of the number of members attending for the purposes of setting up sufficient tables and chairs for lunch

Andrew McDougall – VCCA (Vic) and ACCV.

Ph. 0427 220249

Email: frances2andrew@gmail.com



Clare Valley Rally Expression of Interest



Clare Hotel – "The Middle Pub" – Main Street CLARE c 1912

Friday 1st May to Monday 4th May 2026

The Clare Valley region is world-famous for its Riesling, a wine variety rendered bright and flavoursome by our deep soils and artisan instincts.

But we're much more than a wine region.

We extend from the bright blue gulf waters, to the red lands east of Burra, lending our region extra character and complexities.

We have depth too, with our stories reaching back to the stories of our ancestors and to the stories of our own families.

During the weekend –

Friday night Welcome to the Clare Valley with handmade pizzas and wine under the gum trees at Clare Country Club.

Visit a winery with 360 degree views- for lunch under their veranda.

Display your vehicle while strolling through South Australia's largest country market.

Visit two historic pubs in two historic towns for meals.

Free Saturday night to choose your very own adventure, meals, activities etc.

Private Classifieds

FOR SALE

C1913 Palladium. Available from a deceased estate. I have some photos but not much info except that I think it is a 1913 tourer and has the motor and gearbox fitted to the chassis along with a collection of other parts. If anyone is interested in having a look at it, I am in Castlemaine in Central Vic.

Contact: Christine Steiner

M: 0491 640 377

E: cmsteiner27@gmail.com



FOR SALE

Original Instruction Manuals.

1918 Maxwell. 62 pages. Less original cover. \$30.00.

1918. Studebaker, 60 pages \$100.00.

1914 Argyll. 15/30 h.p. 35 pages. \$100.00.

Argyll 15/30 h.p. Large wall chart 20x15 inch. of engine+chassis full details. \$30.00.

1914 Argyll Sales Catalogue 40 pages (A4 size)
Listing the 12/18h.p. 15/30h.p. 25/50/h.p. models.
Listing time records, Distance records for 1913.
Listing the colour schemes for all models of open & covered cars. Details of single sleeve valve engine. \$200.00.

Contact: Graeme Edward

M: 0409850192

Private Classifieds

FOR SALE

1913 Buick for sale.

I have owned "Blue Belle" for two years and rallied it extensively. I have fitted four new Blockley tyres and tubes. The muffler has been replaced using the original end plates. The impulse magneto has been serviced by the Naracoorte "Maggy Man". The steering box and column have been serviced by a Geelong engineer who also re-bushed and balanced the fan. The gearbox has been repaired and rebuilt. The headlights and taillight have been restored.

It is good looking Roadster on a genuine roadster chassis. Minimal light weight body. The style is typical of the pre-war era, with the petrol tank on view as a feature behind the seat.

Price: \$25000 ono

Contact: Geoff Brown

M: 0491 033 652

E: gkbrown44@hotmail.com



FOR SALE

1914 Delage R4.

Well known rally participant, very reliable, 4-cylinder 10hp 4-speed gear box. It comes with a spare engine, magneto, documentation and other odds and ends. A tilta-trailer included. \$40K the lot. All offers considered with or without trailer. Assistance with transport is offered.

Contact: Tony Gibbs, Western Aust.

M: 0478 630 264

E: gibbsa@inet.net.au



FOR SALE

1914 Hupmobile spare parts book. I may have some parts for this model also.

Please contact me via email.

Contact: Phillip Leahy

E: pnaleahy@gmamil.com

FOR SALE

**SCHEBLER
CARBURETTOR.**

Last patent date 1907. Looks complete and in good condition.

Selling for a friend.
\$320.

Contact:

John Horswell

M: 0413 314 196



WANTED

Unusual old spark plugs. Have only one so far. Any early veteran car related or motor industry items. Thank you.

Contact:

John Horswell

M: 0413 314 196



FOR SALE

Pair of rear, 8 spoke hubs with chain sprockets and bearings. Thought to be Buick?

9 1/2" internal brake drum diameter. Sprockets 57 teeth, 15/32" wide and 13 3/4" PCD

Suit chain 1/2" rollers x 3/4" pitch \$100 pair

Contact: Michael Holding

M 0407 008 895

E mholding@netspace.net.au



FOR SALE

For RENAULT AX

I have had a set of inlet/outlet castings done off my original castings.

As the patterns went missing and the other set I have are no longer of use I went ahead and had these cast.

Only problem is there are no internal holes in the castings (they are solid) and will require drilling/machining along with the rest of the surfaces that require machining.

Please let me know if you would like me to go ahead and I will get them cast. The set in the photos are available also.

Price is \$300.00 plus P/P

Contact: Bill Trollope

M: 0408 274 839

E: wwt@bigpond.com



FOR SALE

1909 Renault AX

Complete and fully restored in immaculate condition

The recipient of many Veteran Car Club awards

Affectionately known as "Buttercup"

Will be sold un-registered

Garaged at Glen Waverley

Open to offers

Contact: Alan or Margaret Lethborg

T: 03 9560 8299



FOR SALE

1917 Saxon Roadster.

Right hand drive. Motor runs really well, Electric Starter, Body 99% complete. New tyres

Old age and retirement village preclude my finishing this project. One front mudguard requires attention. Heaps of spares including some 1913 Saxon parts, four engines, set of Springs and sundry other parts. Owner's manual, parts book and several large boxes of parts.

An ideal project with the difficult work done on a hard to find, Veteran car.

Asking. \$25.000 the lot.

Contact: Mick Newham

M: 0400 119 844

E: a_newham@outlook.com



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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e secretary@veterancarclub.org.au

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e treasurer@veterancarclub.org.au

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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

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e leonierob@bigpond.com
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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 Pre-1905 Pioneers Run Ballarat September 2025

Photos by Frances McDougall & Simon Anderson



The 1904 Antoine 3 1/2hp hp motorcycle of John Bennett, a regular on the Pre-05 event



1903 Peugeot of Roger Cameron. Here it is with Roger in the passenger seat while John Prentice is driving. First time out in Roger's care



The 1901 Crestmobile of Roy and Bernadette Dalton from Mackay Queensland. This is basic motoring at its best.



1904 Peugeot motorcycle of Colin Sargent. Here it is being started by Richard under the watchful eye of Colin, Catrina and Pam Hill. First time out



The 1903 Humberette of Larry Clarke motored beautifully, and is seen here at Lake Wendouree at the Sunday lunch spot



The 1900 Victoria Combination first time out in the tutelage of Brenton Smith, who drove it with aplomb, which is no easy task

RACV Pre-1905 Pioneers Run Ballarat September 2025

Photos by Frances McDougall & Simon Anderson



There are two going Clements in Australia. Here we have the two. They belong to Peter Fagan (right) and Mick Turner (left)



1904 Griffin Zedel of Murray Wright being pedal started at Smythesdale. Great first time out performance



1904 De Dion Bouton with the Anderson boys enjoying themselves. First time out in Simon's care



The 1901 Otten is fired into action by owner Hein Otten. Heins Grandfather built motorcycle back in 1901



1903 Haynes Apperson owned by Russell and Chris Holden on its first time out being driven on the Pre-05 event