

November 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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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 Greg Smith



Our flashback photograph this month comes from one of our very first rallies. The second Annual Rally, that was held in November, 1957, where 60 vehicles ventured off from Melbourne to Ballarat. This rally was sponsored by H.C. Sleigh Limited and known as the 1957 Golden Fleece Rally. It was a weekend that included all facets of Victorian weather where participants experienced rain, heat and often wind on the fairly hilly route.

The car is an Arrol Johnson, and has a long history with our club. It was driven down from a country area to participate. I am hopeful that some of the car's history will be forthcoming so we can share the story with some of our newer members who may not have seen or even heard of an Arrol Johnson that existed in our Club. If you are able to share these factual details, please respond to the editor, and maybe someone will be able to say where it is now.

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Coming Events

| | |
|-----------------------|---|
| 11 November 2025 | Annual General Meeting - 8pm Ben's Farewell Party |
| 15 - 16 November 2025 | Bendigo National Swap Meet Prince of Wales Showgrounds, Bendigo |
| 9 December 2025 | Natter Night - 8pm Christmas Celebration |
| 18 January 2026 | Festival of Motoring 2026 - Cruden farm https://www.aomc.asn.au/events/2026/1/18/festival-of-motoring-2026 |

Major Events

| | |
|--------------------|--|
| 8 November 2025 | 70th Anniversary Gala Dinner & Presentation evening - RACV City Club Contact: Ben Alcock |
| 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

| | |
|-----------------------|---|
| 19 - 25 April 2026 | National 1 & 2 Cylinder Rally - Temora, NSW https://vccaact.org.au/temora-national-1-2-cylinder-rally-2026/ |
| 6 - 12 September 2026 | National Veteran Vehicle Rally - Cowra, NSW https://www.vccansw.com/cowra |



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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)

www.veterancarclub.org.au



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President's Message

The time has come, my final president's message.

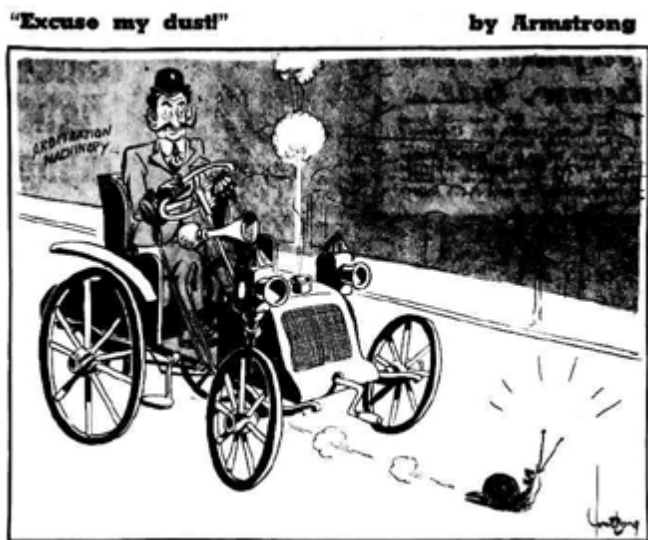
I hope that you have had a chance to get out and join us at one of our events as we celebrated our 70th anniversary over the past 12 months. Our major rally, the RACV Veteran Car Club 70th Anniversary Rally in Swan Hill was a fantastic event with over 100 cars from all over Australia, as we celebrated and enjoyed Veteran motoring at its finest. Thank you to Michael and Claudia Holding for all of their work on making this event the success it was!

The 70th Anniversary Gala Dinner is our final celebration for this milestone year and I look forward to raising a glass to our great Club and you, our members, on the night.

It has been an honour to serve as President for the past five years. Having reached the maximum term, it is now time to hand over the reins to a new team. The role has certainly been a roller coaster at times, but one I will reflect on with immense pride and fondness.

There are many people I would love to thank, and many words I could say, but in the spirit of keeping this magazine focused on veteran motoring and the stories you enjoy, I will simply say: thank you. Thank you to everyone who has helped along the way, in any capacity. It truly has been a whirlwind, and I look forward to rallying and enjoying our Club events with you all in 2026.

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



Cartoon from *The Argus* (Melbourne, Vic. 1848 - 1957), Monday, January 30th, 1956, following the successful running of the second Argus Veteran Car Rally

MEMBERSHIP

WELCOME TO NEW MEMBERS

We are excited to welcome Grant Taylor – Hastings New Zealand - 1909 Talbot Model 4A 12/15 hp Roi de Belges Tourer & 1918 Oakland Model 34B 'Sensible Six'

LETTER TO THE CLUB

Happy Birthday, well done on 70 years of promoting the restoration and use of veteran vehicles in Victoria.

I hope your 70th rally Swan Hill goes really well for you. Unfortunately, I am unable to attend (just home from Murray Bridge to load bikes for Ballarat) but will be watching out on your Facebook page.

So from the chair of TAVCCA well done.

*Regards,
John Burke
TAVCCA chair.*



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Editorial

By Greg Smith

Our RACV Veteran Car Club 70th Anniversary Annual Rally at Swan Hill was a raging success and being a rally that quickly followed the National Veteran Rally at Murray Bridge in SA meant we had many interstate participants that just kept on rallying. With numbers high and also early club members participating to celebrate our 70th birthday it was wonderful to experience a large Annual Rally again. I was particularly happy to see early members Margot Neilson, Joan Forryan and Sue Payne back enjoying the Annual Rally.

Another particularly pleasing result was the number of “foundation cars” that were on our first couple of rallies in 1955 and 1956 still going 70 years later, on this run. I made a statement in the September editorial that we were hoping to get a good representation of vehicles that were at our first couple of events and wouldn’t

it be great if we had some that would again attend after 70 years on. Well, it turned out we did get the best possible outcome and the romance of a “fairytale ending” was definitely achieved. As such we have made this issue of Brass Notes a themed issue around the Swan Hill RACV Annual Rally. I hope you enjoy what we have put together to commemorate this very special event of the Club turning 70. We will also be continuing the celebration with our 70th Anniversary Gala Dinner and Presentation evening at the RACV City Club on 8 November, so we look forward to seeing you all there.

The editorial is short as you don’t need to hear from me, as it is far more important to commemorate our wonderful milestone.

Valē – Allen David Joseph Griffiths

By Graeme Jarrett

Allen was born on the 15th January, 1958.

Allen might best be remembered for the journeys in his late father’s (Gordon) Dodge Brothers tourer at our club events. Its first outing on a rally was in 1974 and he was almost always present along with family. In those early years he also rode his 1911 NSU motorcycle – always very well turned out.

He was, from a very early age, interested in all things mechanical including repairing, maintaining and solving problems with machinery. This was an early sign for his working life which began in earnest as an apprentice fitter and turner. He excelled with gold medals in both his first and third years in trade school. He had an appetite for learning more and continued to pursue higher levels of training to better equip him in the work force.

Allen spent many years in the latter part of his career as an educator and trainer in the TAFE system.

He had an interest in music and played wind instruments, playing in a local ensemble over a long period of time.

At the age of eighteen he became a member of the Masonic Lodge and rose to become a Master Mason. He remained committed to his faith and continued to be active until his passing.

The early vehicles he has enjoyed restoring and owning will remain within the family.

He is survived by his two children Owen and Kaytlin, grandfather to Hailey, Dustin, April and Annabelle. Big brother to Lillian. Son of Gordon and May.



An early photograph of Allen on his newly restored 1911 NSU motorcycle.

Front Cover Photograph



The car has been identified as one of the early vehicles in the Swan Hill district, and is an IHC buggy. This vehicle, carrying Victorian registration number 4308, was owned by Mr. Thomas Standen, who farmed at Bulga, just west of Swan Hill. Prior to farming, Mr. Standen operated a saddlery business in Swan Hill, which has been recreated at the Pioneer Settlement. Mr. Standen was a Justice of the Peace, a Shire Councillor from 1911 through to 1917 and served as Shire President in 1913 and 1914.

The car has been identified as a 1908 or 1909 International Auto Buggy and manufactured by the International Harvester Co. of America (IHC).

IHC buggies became a common sight from 1909 onwards. They were frequently advertised in newspapers and often purchased by mail order. Once bought, the buggies would be transported by train to the nearest railway station, accompanied by a company representative. This representative would stay for several days to help the new owner become familiar with their new-fangled machine, learning driving and maintenance techniques.

Unfortunately, the Standen buggy no longer exists. In the April 1912 edition of the Bendigo Advertiser, it was reported that “in negotiating a stiff sandhill near Bulga last Thursday, Mr. Standen’s motor buggy was destroyed. The cylinders became super-heated, and the buggy was entirely consumed, the flames shooting up to the height of some 8 ft”.

It is local folklore that the owner of the buggy, Thomas Standen, when faced with trying to extinguish the flames, without any access to water, was believed to have stood back and exclaimed, “just let the bastard burn!”.

Over the past 7 years, VCCA (Vic) members Deane and Pam Hill have painstakingly restored an identical model IHC. It had been hoped that this vehicle was to attend and run in the 70th Anniversary Rally. Unfortunately, this was unable to happen. Their IHC also has a Swan

Hill connection, as the original owner was Mr. Robert Sterling McLeod who lived in Euston, NSW and owned a motor garage in Swan Hill.

Bernie Standen, the grandson of Thomas Standen, resides in Logan Lodge nursing home in Swan Hill, and was ever so keen to view the Hill’s IHC, however sadly this was not to happen with the Hill’s IHC unable to attend.

The Front Cover photograph shows Thomas Standen and family in the IHC buggy in 1911. The image was kindly provided by Local Historian, Steve Pentreath.

Swan Hill Business

Warwick Landy has kindly supplied the following photo and write up he has found on Facebook, and how relevant it is to this issue.



Staley & Connell general store, Swan Hill. Photograph taken between 1910-1920

In front of the store, staff standing across the front veranda, with an early model automobile (Looks like a Siddeley-Deasy to me-Ed) and two men in a horse and cart. Swan Hill stores commenced business in 1872 and later became known as Staley and Connell. They operated their own paddle steamer P.S. Success, which delivered goods to outback stations. The business became the Swan Hill Co-operative Stores in 1916, then later operated as Swan Hill Trading Co. In 1981 the building was demolished and replaced by a Safeway supermarket and carpark.

Source State Library Victoria.

Montagu Trophy

By Ben Alcock

This year's Montagu trophy winner is Jill Hawkins, for her services to the veteran car movement in Australia.

Jill, together with her husband Peter, has been a member of the Tasmanian Club for over 30 years. During this time she has contributed in many roles, including committee member at both the state and North West section levels, Section Secretary, TAVCAA delegate and Chair. Jill has worked tirelessly on the Veteran movement in Tasmania and showcasing their state to the mainland. Jill has taken on the role of rally director for countless rallies, including section events, state events and also national events. A few state based events listed below:

- Peter Waddle tours
- 3 x Cracked plug tours (with interstate visitors, showing off the state)
- West coast classic tour – 10+ years

Jill organised the 2016 National Veteran Vehicle Rally in Ulverstone and the 2024 National Veteran Vehicle Rally in Launceston. Jill made sure all the mainlanders were looked after with lots of information and help regarding booking the Spirit of Tasmania as well as storage of cars, trailers and caravans for the weeks leading up to and after the event so that people could enjoy Tasmania to the fullest.

Jill has attended, along with husband Peter, most of our Victorian Club's 1&2 Cylinder Rallies as well as national rallies and also participated in the Brisbane to Broome run. Jill and Peter continue to bring a Veteran vehicle to the mainland to rally multiple times a year. This year, they have rallied and represented the Tasmanian Club at events in Victoria, New South Wales, Queensland and South Australia.

Jill makes everyone feel welcome at her events and takes pride in sharing her handmade beanies, gloves, and blankets.

Many members across all states can be seen wearing her vests, as she loves creating things that help others enjoy their rallying.

We are very excited to see Jill celebrated for all of her efforts over the years.



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National Veteran Vehicle Rally – Murray Bridge, SA

By Fiona Lane

As I write this, we are in Swan Hill enjoying the 70th Anniversary Rally, so before one rally blends into another, it seems a good time to relay how we fared on the National Rally held recently in Murray Bridge.

Despite our best intentions, we ran out of time and had to travel without our Model T. Daryl had commitments in Nhill in the week prior, so I drove there solo on the Friday before the rally to meet up with him. We headed off the short distance from there to Murray Bridge a day early, arriving on Saturday to allow ample time to “settle in” – whatever that actually means.

The rally started on Sunday 5th October with afternoon registration, drinks and nibbles at the Bridgeport Hotel, a lovely central spot right on the Murray River. An optional pre-rally run was offered for those who felt the need. We were travelling with John Wards in the Benz and we didn't feel the urge.

Monday morning was day one and all vehicles gathered for the first time. Coffee, driver's briefing and other niceties out of the way and we were on our way. Mannum was the main destination for the day with a stopover in Mypolonga. As we were not scheduled for a paddle boat cruise in Mannum until 2pm, and John had never been to the National Motor Museum in Birdwood, we took a detour there to start our day. The cruise in the afternoon on the PS Marion was spent catching up with others while we took in the sights on the river.

Tuesday's run was east to Karoonda with a morning tea stop at a tiny town called Wynarka. Once in Karoonda, the activities included a gymkhana on the oval and a visit to the Pioneer Museum. We also took the opportunity to visit the local Silo Art and murals. On return to Murray Bridge, I enjoyed High Tea back at the Bridgeport. I'm not sure how the gymkhana went, but the High Tea was again a great opportunity to catch up with other rally entrants.

The Silo Art in Karoonda is quite unique in that it has a mural around the outer edges of five of the silos, leaving the central space clear for images to be projected onto during the evening. John, Daryl and I returned in our modern on Thursday evening to have dinner in the local pub and to watch the display on the silo, which we all thought was well worth the effort.



On Wednesday the rally run was to Strathalbyn, a lovely town to the south of Murray Bridge. We filled the car park at Gilbert's Motor Museum and spent the morning raiding the antique stores and filling the local cafes. John was keen to get away in front of the slower cars; I was keen to keep shopping. As chief Benz navigator, I suggested to John that if we could stay longer, I could direct us back to Murray Bridge the same way we had come out, instead of the way everyone else was going, thus avoiding the conga line of slower veterans. Mission accomplished.

The formal dinner was on Wednesday evening. This was held just out of town at the relatively new racecourse facilities. In attendance was the Patron of the Veteran Car Club of South Australia, Mr Rod Bunten, husband of the Governor of South Australia, Her Excellency the Honourable Frances Adamson AC. Both were extremely interesting and easy to talk to. Perhaps the star attraction of the evening, however, was the 1898 Benz Velo, recently gifted to the National Motor Museum by the late David Vinall. Phillip Levi gave a short presentation on Karl Benz and the history of the Velo to a very receptive audience.

The route on Thursday advised that we would be travelling 190km. I am quite obsessed at the moment with programming daily routes into a new navigation app that I am trialling, and despite doing the calculations three or four times I couldn't come up with more than 170km. The drive took us along the northern shores of Lake Alexandrina and through the Langhorne Creek Wine Region, where I believe a number of entrants stopped on the return run to sample the local offerings. Milang was our destination for lunch, which included a visit to the local museum where Howard Filtress' 1906 Phoenix Tricar is presently displayed. The day was sunny but extremely windy. Overall, another excellent day of touring.

Our last day in Murray Bridge was Friday, and we were off through the hills to Oakbank where we had a picnic lunch. Being so close to Hahndorf, we found that the Benz instinctively pointed in that direction. We managed to secure a parking stop in the main street and very quickly located an eatery where German beer and apple strudel was enjoyed all round.

A more casual get together in the evening ended the rally where it all began five days earlier. A big thankyou to Hamish McDonald and his crew for running such an enjoyable event and an even bigger thanks to John Wards for having Daryl and I along for the ride, again, in the Benz.

As a short aside, in February next year John will have owned his Benz for sixty years and will have had it on the road for forty. A truly great achievement as far as I am concerned.



Karoonda Silo Art



Andrew McDougall repairing a flat



1911 Russell, a very rare Canadian built vehicle

My Visit To The Beaulieu Autojumble (England) – September 2025

By Graeme Jarrett

The annual Autojumble held in the New Forest (England) at the Beaulieu Estate grounds is a must do if you have an interest in early British (and European) motor vehicles.

This event has shrunk in size from what I have previously experienced perhaps due to the Brexit issue. Dealers and others from Europe have largely disappeared from the event because of the impost put upon them by the rules of entry at borders with stock lists and valuation requirements of goods and additional taxation requirements, I believe. The Covid pandemic and changing management of the event is thought to have also contributed to the malaise.



This superb, newly restored CAV switchbox was a truly nice accessory but highly priced and prized.



This Triumph motorcycle seemed to be complete.



This Humberette Cyclecar radiator for a 1914 water-cooled car was a bit rough but thought to be recoverable.



This Tweenie Cyclecar radiator shell is a rarity.



This stall had many interesting things on offer.



Fafnir engine – year and use unknown.



This water-cooled Humber engine dates from 1903-04 according to its owner. These would have apparently been fitted to a forecar or similar machine from that era.



This water-cooled head was a two bolt variety, therefore not De Dion Bouton. It was likely an aftermarket item used on a tricycle or Quadricycle circa 1898-1903.



This stall had lots of interesting things – obscure and rare items.



Left: This water-cooled Aster engine with bronze crankcase appears to be the 4.5hp model.



This motorcycle engine was by an obscure maker – “Gregory” was caste into the crankcase (Coventry). It was very like a similar sized JAP engine but varied in detail.



This Minerva vee-twin set of crankcases looked in good condition.

Left: This motorcycle engine by Brown (UK) looked complete but did suffer from some crankcase rot.

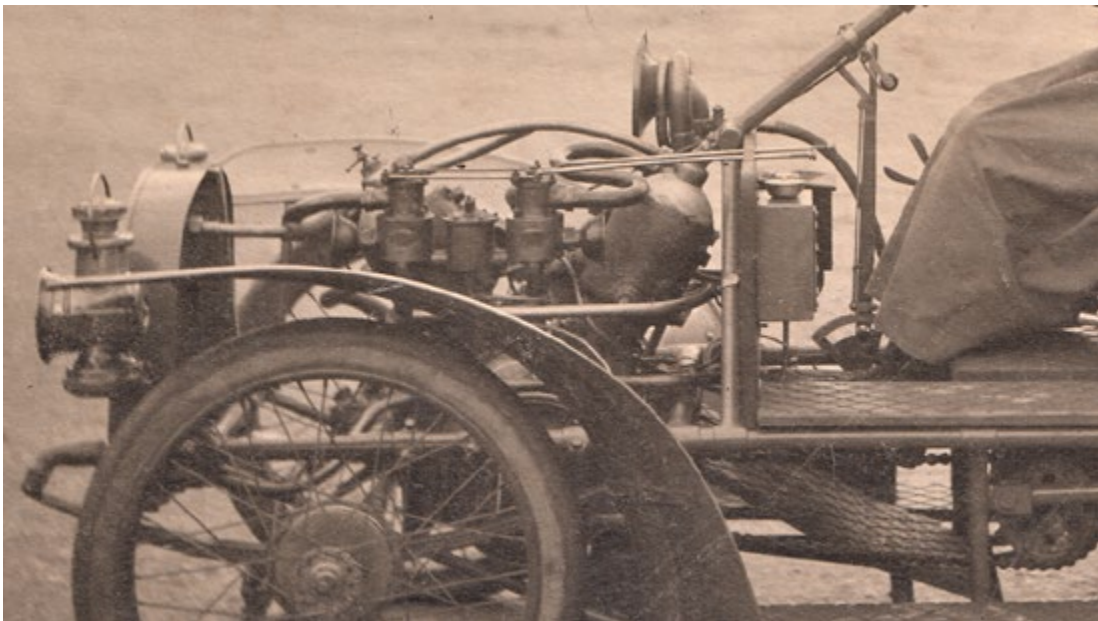
Cyclecar Corner – A Mystery

By Graeme Jarrett

This one is a great example of the tricar and forecar era that preceded the 'Cyclecar Boom', 1912-1914. This vehicle is more typically in the 1908-1911 era. I do not know its identity, apart from it emanating from the Eland Manufacturing Company, an entity unknown to me.



This machine is constructed from parts available at that time and largely consists of Chater Lea components. The front axle in particular is typical of their offerings from 1908 onwards, so to some chassis fittings in the frontal area. The identity of the engine is unknown to me.



There is much to see in the front area – no bonnet to hide the workings. The vee-twin engine is water-cooled and of a reasonable size for such a moderate chassis. I believe it has atmospheric (automatic) inlet valves – something left over from an earlier age. The carburettor(s) are made by Longuemare, model type "B" – they will be either model B26 or B32. The number indicates the throat diameter. They are unusual in being twinned on to a single float bowl – not seen by me previously.

Accreditation: - Martyn Webb, Cyclecar enthusiast, England.

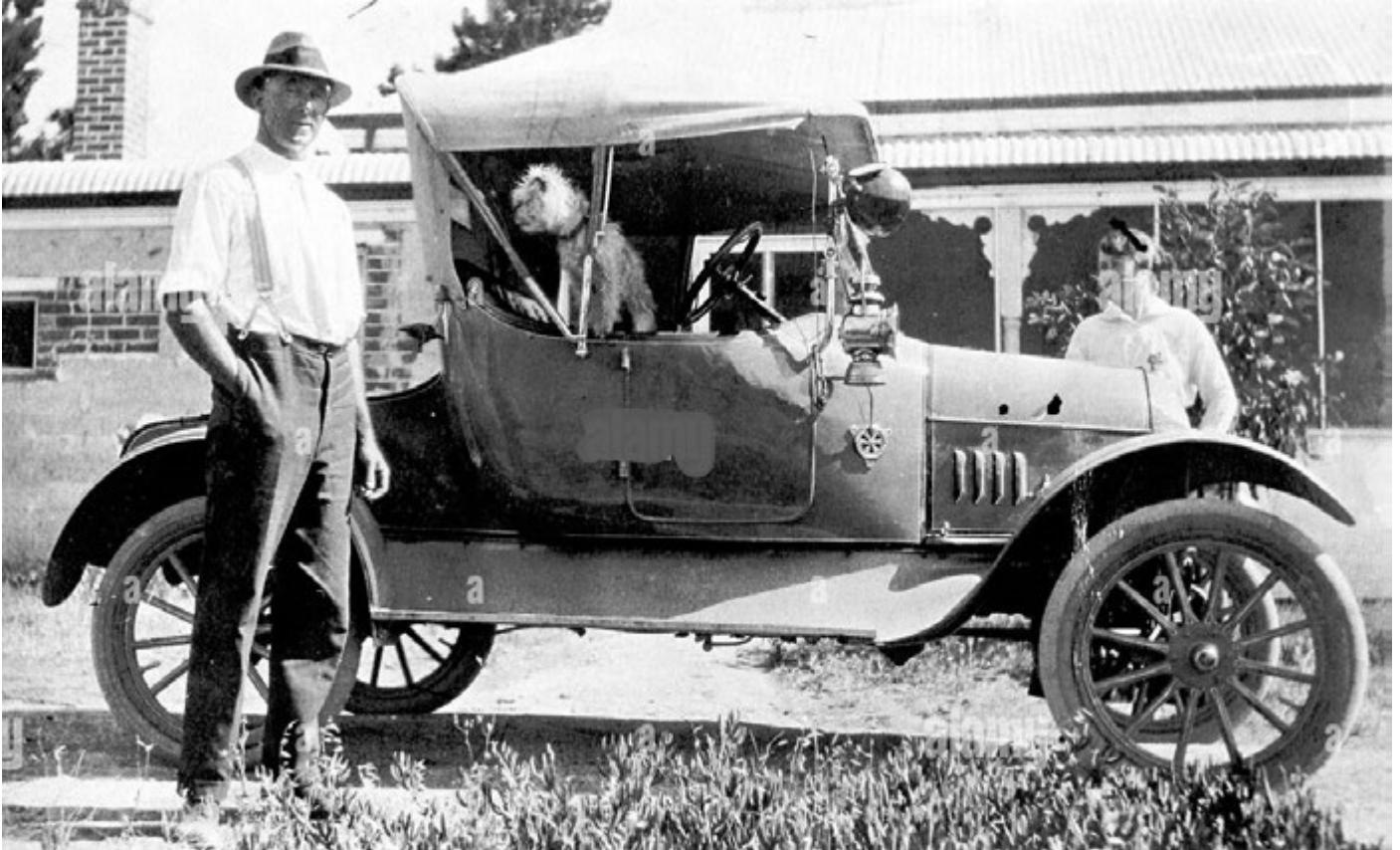
T Ford Time – Tarrant Motor Co

By Graeme Jarrett

The Ford model T was bodied locally in Australia, Tarrant in Melbourne were both agents and also provided a body building service. These two vehicles both appear to have bodywork by them.

Below: - this single seater looks to be a 1914 offering and appears to have an aftermarket radiator differing from the standard Ford offering. The car is photographed outside “Stretton”, a house in Merbein, Victoria. Selected by early pioneering Lowe Family and constructed in 1914, the Stretton homestead is a Sunraysia icon.

Accreditation: - Alamy



The circumstances of the body damage is unknown but presumed the car has been rolled over. The disarray of the bodywork, including the bent windscreen brackets suggests such a cause. The name McIntosh has been associated with this photograph – perhaps the owner at that time (8th June 1916).

Accreditation: - Algernon Darge via the Australian War Memorial website.

Above: This tourer appears to be a 1915 offering by Tarrant.

Foundation Cars

By Greg Smith

At the recent RACV Veteran Car Club 70th Anniversary Annual Rally in Swan Hill we were blessed to have five vehicles that were on at least one of our first rallies that occurred in 1955 and 1956. They were termed, at Swan Hill, as “foundation cars” and to see them still being active 70 years later was something quite special. We have covered two of the five vehicles in some detail in recent years, but I thought it appropriate to delve into the history of them again. As such we are repeating two articles on the 1909 Renault that was originally rallied with Ash Dyer and now with Max Vormister, and also the 1906 Peugeot Italiana Bebe that has been in the same family since new and owned now by James and Kylie Dix. In the early rallies of the 50s it was rallied by both James’ father and grandfather. I also have done just a small amount of research on the other three “foundation” vehicles and will outline a little of their history.

Let’s start with the 1905 Argyll of Julian McNeil. When this car was rallied in 1956 it was owned by Mr. and Mrs. Jamison of South Australia. What is quite incredible is that Mrs. Jamison drove the Argyll from Adelaide to Melbourne then to Ballarat on the Annual Rally, and then back to Adelaide, whilst Reg Jamison drove the Ford T as well.

Terry Parker has provided the following information in his book, *About old cars*.

About Old Cars

ARGYLL 10/12 1905

The 10/12hp twin was introduced in 1904, and was powered by a French Aster motor. This car is one of several in this book which were recovered from Terry's Driving School in Adelaide by Wagener's motor wreckers shortly after WW2. Reg Jamieson became the owner, and restored the Argyll with a four cylinder motor, used until the correct Aster twin was located. It was first driven in 1954, and then frequently by Reg, or his wife. The Argyll remained with the Jamieson family until 2015, when it joined the collection of Julian McNeil, and is now undergoing refurbishment needed following years of use. The 3 speed gearbox is uniquely Argyll, the gear gate being a "flee", which is an acquired art to manipulate. The 10/12 was an expensive £350 in England.



Argyll 10/12 1905
Bore 95mm Stroke 130mm
Engine No. 13468
Type 26LS
Scotland



Terry, in another of his book’s details, that the Argyll first appeared in a rally in March 1956 at the “Motor Gymkahna” at Nuriootpa. I spoke with Julian McNeil, the present owner in Swan Hill, and he thinks he may have a write-up done some time ago about the Argyll and will attempt to fish it out for possibly another edition of *Brass Notes*. Michael Sheehan has also sent a lovely photograph of the Argyll, known as “Mary of Argyll” on an early rally to Victor Harbor.



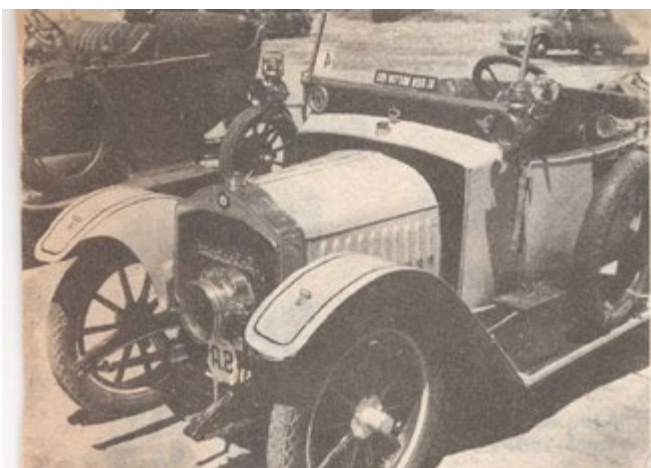
Photo of Argyll on an early Victor Harbor Rally. The rear of the car along side looks like “Truly Fair” the Ford T belonging to Reg Jamison

The 1913 De Dion Bouton of Phil Ruge also has heaps of history. On reading the September Editorial in *Brass Notes* and seeing the De Dion mentioned, Phil very kindly decided to bring the De Dion to Swan Hill even though he was having issues with the car, to celebrate our Club’s 70th Anniversary. This was a great gesture as he could easily have brought along his trusty Model T Ford and enjoyed the rally in easier surroundings, rather than persevere with the De Dion. We do thank you Phil for your sacrifice.

Again, in one of Terry Parker’s books, it is noted that the De Dion Bouton first turned up at an event held in South Australia, in 1947. It was owned at the time by E.O. Cheek (driven by D. Jolly). It was later sold to Ken Walker who campaigned the car for many years. It was Ken who brought the car over to participate in our Annual Rally in 1956.

The two cylinder DW2 De Dion was later sold to Victoria and several of our members have had the pleasure of owning and operating the very original De Dion. Members such as Terry Wills-Cooke, Graham Clarke, then Barry Smith who gave the car a face lift with a new colour scheme, and now to present owner Phil Ruge.

Michael Sheehan found a newspaper cutting with the De Dion Bouton featured when it was still in South Australia and owned by Ken Walker. The following is the article.



**MR. K. R. WALKER'S
1913
DE DION BOUTON**

BY 1913 a writer was able to say that the horse had practically disappeared from the roads of England. This may have been an exaggeration, but from being a rich man's toy ten years before, the motor car had established itself as a reliable and satisfactory means of transport.

Cheap transport too, in the case of small cars.

The choice of light cars was very wide, starting with the crude "cycle-cars" and graduating to the scaled-down large car.

If properly treated, the better cars of this latter type were reliable. The reputable manufacturers had solved most of their mechanical problems and there was little else to go wrong—no electrical system, for example.

Starting was by hand crank, which deterred many women from driving themselves about, but if kept in good tune an engine would start with a quick pull up of the handle.

Following their highly

successful single and twin cylinder cars in the early years of the century, De Dion Bouton had continued to include them in their wide range of models, which included a V8.

The 8 hp two-cylinder car of the type now owned by Mr. Walker was also available with a 6 hp single-cylinder engine.

The design was simple and straightforward, representing the best practice of its time.

The present-day motorist might find these small cars rough and uncomfortable, but it must be remembered that they were bought new by people who had been used to horse-drawn vehicles and were therefore prepared to wear suitable clothing.

Doors, windscreen and hood provided much better protection than they had been used to.

As far as the engine and riding comfort were concerned, anyone who had been used to travelling slowly behind a horse regarded 12 to 15 mph as adequate in a small car and 20 to 25 mph greatly daring.

At these speeds there was little to criticise.

Lastly, is the De Dion Bouton now owned and operated by Max Boardman. This car has been in our Club, basically forever, and was restored and used by Tolly Jerimiah for many, many years. Tolly was a foundation member of our Club and in early times owned a huge collection of vehicles, numbering over 30. The majority of his collection was sold to Arthur Parker and formed the basis of this huge collection we so often talk about, and the Auction that was to supply so many veteran vehicles into our Club. So, I guess in essence it was Tolly that saved so many vehicles in the 40s and 50s that has been the catalyst to foster our movement. *(I would love to know more about the Tolly Jerimiah collection – Ed)*

I don't know anything about the history of the De Dion, so again if anyone can supply information, I would be most grateful. The De Dion went to Tolly's son, Ken, after his passing and only recently is now in the hands of Max Boardman who uses the car regularly, which is great.



Tolly and wife Wyn with passengers including Miss Australia, Helen Wood.



Phil and Carmelita Ruge enjoying the 1913 De Dion Bouton today



The Boardman family enjoying the 1904 De Dion Bouton today

The Foster Family 1909 Renault AX

by Daryl Meek

On the recent Victorian 1&2 Cylinder Rally in Ararat, Fiona and I had the pleasure of meeting the new owners of the ex-Kim Coillet 1909 Renault AX. It is reassuring to know that this vehicle has passed into good hands and will continue to be rallied on Veteran Car Club events.

On the back of research we had undertaken on his 1915 BSA motorcycle (previously published in *Brass Notes*, February 2021), Kim was cheeky enough to ask Fiona and I whether we would attempt to uncover the history of the Renault. It was Kim's curiosity that led to this story.

In the first instance, Kim was able to provide a list of the Renault's owners from Howard Kiel to himself. They were, in order: Howard Kiel, Ash Dyer, Reg Harris, David Inglis, Kim Coillet.

As Kim didn't have any other information, the first logical step was to speak to David Inglis. David suggested that the car may have come from Western Victoria, although he wasn't sure. He also told us how he had spent hours in Reg Harris' workshop watching him work on the little Renault, without realising at the time that he would become the car's next owner. He said that he wished he had paid more attention to what Reg was doing.

Fortunately, *Dementia Prodest, the History of the Victorian Veteran Car Club*, had recently been published and included a magnificent, full page photograph of the Renault whilst under the ownership of Ash Dyer. The Renault, complete with surrey top, is being driven by Ash on the 1959 Annual Rally. The caption states that the car had originally come from Queensland.



Ash Dyer & 1909 Renault – Annual Rally 1959

Unfortunately, no one who had been involved in editing *Dementia Protest* was able to advise where the reference to Queensland had come from. Our next approach was to Rick McDonough, Queensland member and author of *Queensland's Motoring Dawn* (Boolarong Press, 2015). Rick had no knowledge of the car. With little else (well, nothing really) to go on, we decided to see whether we could find an AX Renault with a Queensland history.

Searching through online newspapers and past editions of Veteran Car Club magazines, we were able to find references to a number of early Queensland Renaults that could have potentially fitted the bill. Further delving unearthed a candidate that was reported as being sold in the early 1950's to an un-named Melbourne gentleman. But still no direct link with Kim's car.

At the same time this detective work was going on, Fiona and I were sorting through a box of ephemera that had recently returned to the Club archives. By pure chance, as is often the case, we stumbled across a hand-written letter from Toby Foster, the previous owner of an AX Renault, confirming the sale of the vehicle to Howard Kiel.

Toby's letter also contained a wealth of information about the history of the car. As fate would have it, the Renault that had shown the most potential had belonged to a family by the name of Foster. Finally, the missing link confirming that they were the same vehicle.

The Renault

On completion of its build, Renault Model AX, chassis 17454 and 8hp motor number 5037, was sent from the Billancourt factory in France to the export agents, Tozer, Kemsley and Fisher, London in August 1909. By mid-September the car, complete with body and 750x850 tyres, was on its way to Australia.

You can't afford to be without one ! That's the situation which confronts the Business or Professional Man to-day.

You can't afford to experiment with any kind of Car either. The World's best cost but little more than ordinary Cars. Here's the best we know of - - - - -

The "Renault" "Talbot" "Russell" "Humber" & "Darracq," and the Famous "Albion" Delivery Wagon.

The Cars themselves are our best recommendation, gliding noiselessly and swiftly along the roads of two hemispheres. **THERE'S ROOM AT THE TOP ANY TIME FOR THE BEST.** On the topmost rung of the ladder of fame will be found these Cars. Call and see for yourself at our Garage, or if you cannot call, write for Catalogue and particulars.

Canada Cycle & Motor Agency, Qld., Ltd.,
MOTOR DEPT.—Corner Creek and Adelaide streets, BRISBANE.

Warwick Examiner & Times, 8 September 1909

William James Foster of Warwick purchased the Renault, most likely through the Brisbane agents Canada Cycle and Motor Agency. The Foster Family history suggests they believed the car to be the first one in Warwick and only the eighth in Queensland, carrying the number plate Q8. Unfortunately, neither of these statements can be correct. Early registration numbers in Queensland were overseen by the Police Traffic Department with vehicles registered in the Police District in which they were driven.

These early plates started with a letter, representing the district, followed by a number. The Warwick Police District was allocated the letter "G" hence it is possible that the Renault's first registration could have been G8. It cannot have been Q8 as the Queensland Q system did not begin until July 1921 and that number was not registered to the Foster Family.

For more information on the history of Queensland registration plates, read Doug Young's "An Anorak's Guide to the Q Plate"

<https://static1.squarespace.com/static/55891778e4b034e58f5e51e7/t/625519ced8fc7c5b6d887c26/1649744344647/An+Anoraks+guide+to+early+Q+plates.pdf>

William (Will) Foster was born in Warwick in 1881. He initially trained as a teacher before enlisting in the Army and commencing a military career in 1906. At the outbreak of war in 1914 Will had attained the rank of Captain and sailed for Egypt in October that same year. Will Foster survived the war but remained in England where he died in 1927. Will had left the Renault to his only sister, Marietta, when he departed Australia in 1914.

Marietta was unmarried and three years older than Will. She served for some years as secretary of the Warwick Benevolent Society, played croquet, did paintings in oil, and was often mentioned in the social pages of the local newspaper, either visiting friends or having guests staying with her. There is no evidence that Marietta drove the car at all.

Marietta predeceased her brother Will, dying in 1920, and leaving an estate valued at over £6000. Marietta had written her own will, the executors being her three brothers, Will, Harry and Jack. An article in the *Brisbane Courier* described the will as "a mass of inconsistencies and a veritable Chinese puzzle" with the estate not being settled until seven years after her death. Fortunately, at some point prior to her death, Marietta had passed the Renault to her brother Harry.

Harry Foster was a land agent in Toowoomba. The car was not used a great deal by Harry, but he did go to the effort in 1923 of getting it registered in Toowoomba with number 3736. On a visit to Warwick in 1934 he gave the Renault to his nephew, Toby.

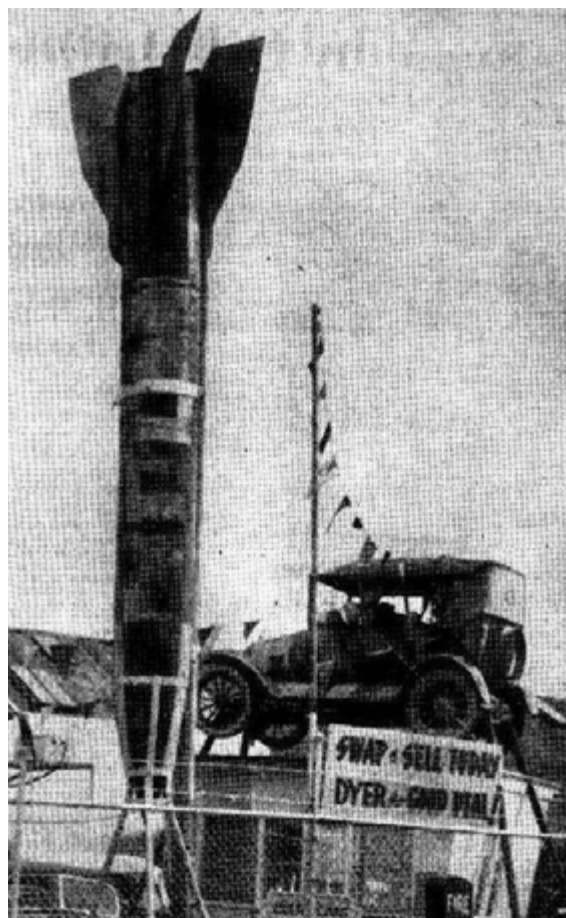
Toby Foster was the son of the last brother, Jack Foster. Toby and his father made use of the Renault quite regularly up until 1939, when Toby enlisted for service in WW2. Jack drove the car all through the war years in his position as Bailiff of the Magistrates at Circuits Court, Warwick. Upon his return from active duty, Toby again regularly drove the Renault before selling it to Howard Keil from Melbourne in 1951.

In 1951 Howard Kiel was already rating a mention in Melbourne newspapers for being the owner of five "vintage" cars. In September 1951, he is reported as having purchased a 1908 SCAT for £210 to save it from the scrap heap. Howard was "rejuvenating" the Renault in early 1952 and drove it to Bacchus Marsh in March 1953 as part of a run with the Vintage Sports Car Club. Howard sold the Renault to Ash Dyer in 1954.

Ash Dyer was a car dealer in Fairfield, Melbourne and in 1954 was advertising as looking to purchase a veteran car. By November he was recorded as the owner of a Renault. Ash was quite well known in Melbourne for the eccentric way he advertised Dyer's Central Park Motors dealership. The Age of 10 April 1954 includes a short piece with an image showing the front of his dealership displaying a 1913 Ford Model T on his office roof alongside a V2 rocket from WW2.

Ash went on to become the first secretary of the Veteran Car

Club of Victoria and served as President between 1956-58.



The Renault was a regular attendee at events until the mid-sixties, after which it spent many years in storage before being acquired for restoration by Reg Harris at his Hawthorn workshop. Subsequently passing through the ownership of David Inglis and Kim Coillet, the Renault has recently found a new home with Club member Max Vormister and family. We trust they enjoy many years of motoring and that we continue to see the car on events for years to come.

Original research and article by Daryl Meek and Fiona Lane with thanks to Kim Coillet, David Inglis, Robert Fordham, Rick McDonough and Automotive Historians Australia



Kim Coillet & 1909 Renault AX, 1&2 Cylinder Rally, Bright 2013

The Story Of The Dix Family Peugeot Bebe Italiana

by James and Kylie Dix

Early in 1907, Archie Dix, a young Melbourne Engineer purchased his first motor car, a 1906 Peugeot 'Bebe' Italiana. It had an internal combustion engine of one cylinder, producing about 5hp, with three forward and a reverse gear. It had two wheeled brakes and was cooled by a thermo syphon water system.

This was to become the family car affectionately known as 'Beeb'. The Bebe remains in the family and Archie's grandson James is now the proud owner, having been passed down through the family. The Peugeot Bebe is not your run of the mill Peugeot, as it was made in Italy, under license, not in France, the traditional home of Peugeot.



Peugeot Italiana Bebe when first purchased. Note the flat mudguards and wooden windscreen

On 27th of December 1905 at Turino, Italy, a new company was formed by Vittorio Croizat, an engineer, who had the license to sell Peugeot motorcars. In March 1906 the company was changed to Peugeot-Croizat Italy Pty Ltd. The company was dissolved in March 1907.

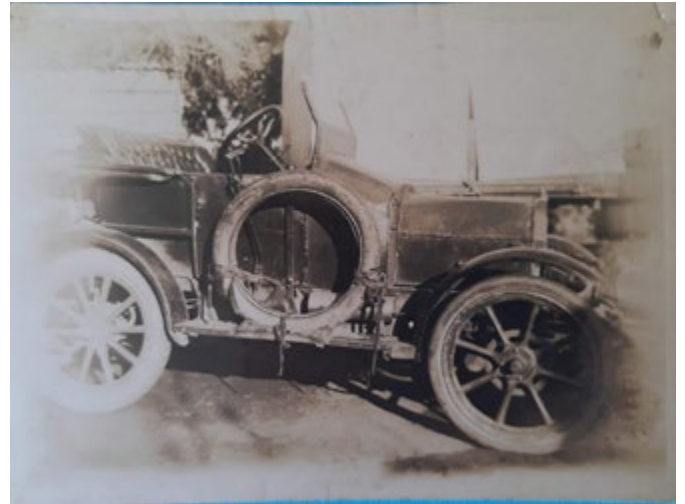
The single cylinder automobile is a perfect reproduction of the Bebe automobile created by Peugeot Automobiles of Paris. The design was more modern, with more power and superior cooling and a stronger chassis. It also had built into the rear a convenient place for the storage of accessories which were supplied and which we still have most of.

We believe only 3 of these vehicles came to Australia. As well as the complete Bebe, we have another engine and another cylinder head. Our Bebe has engine number 165.

In 1912, Archie and his new bride, Eva, went on their honeymoon in the Bebe, to Marysville, travelling over the Black Spur Road on the Great Dividing Range, some miles from Melbourne, and they continued to use it as the family car for many years. As the family grew Archie had various other cars but did not part with his first little car.

The original body deteriorated to such a degree that a new body had to be fabricated, styled on the more modern 1912 French Bebe.

We believe this to have been fitted in around 1920. This body remains on the car today, a very strong little body with a wooden frame covered in steel sheeting. Although purists will remark that the body is not original, nevertheless it is original to its current owners and very much a part of its history.



Part of the modernisation that occurred c1920 of the body and mudguards. Note the now rounded mudguards

In the 1930s the Light Car Club was in operation in Victoria and the Bebe, driven by Archie and accompanied by Eva and young Ron, who would later become James' father, took part in various rallies, and received many trophies as mementoes.

In January 1955 the Veteran Car Club of Victoria had their first rally, from South Melbourne to Brighton and return. Archie got the Bebe out, gave her a dust up, blew up the tyres, put petrol in the tank and cranked the engine over and away she went, after all those years sitting in the corner of the garage gathering dust.

Archie and the Bebe, with Daughter Joan (James' Aunt, now 93 years old), entered and finished the rally with the other, thirty odd veteran cars.



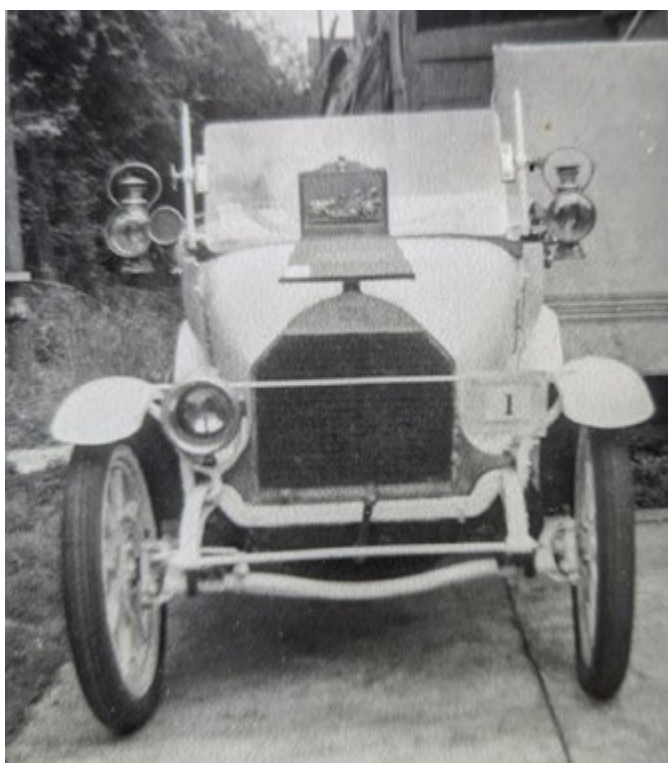
Archie Dix in front of the South Melbourne Town Hall on the first Argus Rally in 1955



Archie Dix with daughter Joan getting a push start. Photo from Dementia Prodest

After this outing some necessary work was done to put the little car in ship shape order again. Mainly new tyres and tubes, a coat of paint and new upholstery were all that needed to be done.

In November 1957 the Bebe took part in the Melbourne to Ballarat and return rally, run by the Veteran Car Club of Victoria under the sponsorship of Golden Fleece Petrol Company. James' father Ron with his mother Joyce as navigator and James' elder brother Ron junior (aged 14 months) were aboard. The Bebe performed perfectly and came in as outright winner. According to James' mum, Joyce, they lost 6 points for the whole weekend, and received a beautiful, engraved silver tray (which we still have) and a gold medallion for their efforts.



Trophy featured on the bonnet of "Beeb"

From then until 1961 James' father Ron and the Bebe competed in the annual rally each November.



The Peugeot on an early rally followed by the 1904 De Dion Bouton of Val Stocks

In 1959 the newly formed Veteran Car Club of Queensland had a rally to commemorate the Queensland Centenary and invited other states to join in. James' Mum and Dad trailered the Bebe to Brisbane behind the Vintage Lancia Lambda. They competed in the rally to the Gold Coast and return.



James' Grandmother, Eva, and Aunt Joan in front of their house in Albion Street Brunswick. Note the Lancia Lambda behind, which was used to trailer the car to Queensland for a rally

James' parents Ron and Joyce moved to Magnetic Island, off Townsville, North Queensland in 1962, and as James' grandfather Archie was getting on in years, the Bebe was put under wraps again until Archie passed away in 1971.

James' Dad, Ron then shipped the car to Townsville on the Townsville Trader and then by barge to Magnetic Island for a couple of years. In 1973 they left Magnetic Island and moved to Townsville.

In the meantime, a very active Veteran and Vintage Motor Club, of which Ron was an inaugural member, got underway in Townsville, so of course the Bebe was soon out again, and she became the darling of the parade watchers. She was trailered all over North Queensland to take part in parades and other events.



The Peugeot with Ron and Joyce Dix being mobbed by the adoring crowd on a run in Queensland

In the late 70s Ron drove the Bebe out to Ravenswood, some 120 km, backed up by about 20 other cars from the club to raise money for restoration work at the old gold mining town and to attract visitors to the Turn of the Century Festival they held each year. Between Townsville and Ravenswood was the Mingela Range, which was very steep in those days. Apparently, the Bebe was travelling at walking pace on the way up and a downright scary speed on the way down.

Over the last few years of Ron's life, he did a lot of work on the car. The engine was completely reconditioned, and other worn parts were repaired or replaced, she has had various coats of paint, always brilliant white, and new dark red upholstery. The magneto was completely overhauled, and she ran very well. Apparently "She runs along really well and loves a drive in the country where she doesn't have to keep stopping for traffic lights as she's fairly slow off the mark and the lights are nearly red again before she gets off."

James' father had planned on taking the Bebe to Albury in March 1982 to compete in the first National 1&2 cylinder rally, being organised by the Veteran Car Club of Australia (NSW). They were really looking forward to this event, but unfortunately Ron passed away on Christmas morning 1981, aged 57.

The Bebe was then passed on to James' elder brother Ron junior until his passing in May 2018.

The Bebe remained in storage until March 2023. It returned to Magnetic Island and is proudly owned by Archie's youngest grandson James and his wife Kylie.

We had a quick couple of months to get her up and running to compete in our first rally, The Northern Tour, in May. Grant Vormister, who organised the hub rally, was extremely helpful in getting her running again, as was Les Wassmuth who assisted with a quick turnaround to get the magneto reconditioned. We were unable to crank her over as she had too much compression, but she went very easily with a push start. James was able to drive her around the block a few times and then she was loaded into the trailer and off we went to compete in our first rally. We arrived in Mackay the night before the rally started (still unable to crank start her) and feeling very unconfident about everything.

The next morning with a bit of a push start we were away and made it to the starting line-up and got a couple of photos. When the rally began the Bebe started easily with a push, but as soon as we left the caravan park the clutch gave way completely and we only made it across the road. Our first rally was over after only 100 metres. At least we were in the right place to get a lot of advice!



James and Kylie Dix (present owners) taking off on the Northern Tour in Queensland at Mackay.

Our next step is to remove the engine and get the clutch replaced so that we can hopefully compete in many more rallies. It is very unfortunate that James' father died when he was so young that he was unable to pass on the knowledge of the car. It is fortunate that James' mother kept so many notes and photos, or this story would only be half told.

Characteristics of the Bebe as recorded by James' Mum, Joyce Dix are:

It is driven by a one-cylinder petrol engine with a bore and stroke of equal dimensions (3 ¾ inch) a feature which came into being many years later in modern motor cars. It is water cooled by thermo syphon with a fan in the flywheel to draw the cool air through the brass honeycomb radiator. Lubrication is by a total waste, drip feed system regulated by the driver from a brass oil tank in the dash. Petrol is fed to the carburettor by gravity from a fuel tank behind the seat enclosed in a little luggage compartment. Transmission is through a three-speed box to a crown wheel and pinion via an open tail shaft with full floating axles and has a leather cone clutch. It originally had coil ignition, but as this was not very reliable, a Magneto was fitted for convenience and ease of handling. Starting is by crank handle as there are no electrics of any sort on the car. Lighting is by kerosene side lights and acetylene gas head lights. The wheelbase is 67 ½ inch and width is 45 inches with wooden artillery wheels and pneumatic tyres. Springs are half elliptic on front and three quarter elliptic on the rear. The braking system consists of a hand and foot brake to rear drums. There is a small hood on the car which is only put up if it rains as it catches the wind which slows us down and it also blocks vision. It becomes a very confined space inside the cockpit for the occupants, which only consists of two normal-size adults or three very small ones. Joyce also noted that under good conditions the car will average 20 miles an hour on flat going, a little slower uphill so long as the driver doesn't miss his gear change. In extreme emergency we have been known to back up hills when she won't pull.

This is the basic story of our little Bebe which is, and always, was a much loved member of the Dix family.

RACV VCCA (Vic) 70th Anniversary Annual Rally - Swan Hill

Wednesday – Kim Williams

Having completed the National Rally at Murray Bridge, we headed into Adelaide for some catch up time with our daughter before heading to Swan Hill for our Annual Rally and Club birthday. We arrived on Tuesday morning and set up the motor home and arranged the trailer for easy access to the car, then checked in with Claudia at Rally HQ for our rally pack.

She was fairly busy with incoming entrants and also trying to sell raffle tickets for a generously donated pocket watch. I asked her if she needed help with anything and she asked if I could sell raffle tickets the next night at the Welcome Function. Of course, I said yes and dutifully picked them up prior to the event. The Welcome Function was held in the grounds of the Pioneer Settlement between 4 and 5.30 pm. Attendees flocked into the venue, some to the bar while others secured themselves a seat. Nibbles were on offer and were delicious!



Welcome Function – Callum Walsh photo

We had five very special guests attend and they were all attendees at the first two annual club rallies. Foundation Vehicles present were: 1904 De Dion Bouton Type W and its current owner Maxwell Boardman; 1906 Peugeot Bebe Italiano courtesy of James and Kylie Dix; 1905 Argyll Dogcart of Julian and Jane McNeil; 1913 De Dion Bouton DW2 of Phil and Carmelita Ruge; and the 1909 Renault AX belonging to Max, Diana & Grant Vormister. Truly well-loved vehicles that were well lauded and applauded by our rally attendees. The Mayor of Swan Hill also welcomed us to the town and district and he wished us all an enjoyable rally.

I should mention that I was extremely busy selling tickets throughout the entire time we were at this function, and I was not surprised to report to Claudia that I had sold 2 books worth. In fact, I was so involved with my activity that I didn't have time to drink my drink! It was the start of what was another terrific time.



Foundation vehicles present – Callum Walsh photo



Mayoral welcome – Callum Walsh photo

Thursday – Murray Murfett

What was clearly obvious by Day 2, was the meticulous planning of the event, with nothing left to chance by Rally Directors Michael & Claudia Holding, although Michael did mention that they had been thinking about it for 7 years!

But how they forward planned such good weather 7 years ago really had me puzzled! And perhaps this was the biggest Club Rally ever conducted, with 211 people, 112 vehicles, 11 dogs and 4 grandchildren! Things were running very smoothly, and it was great to see so many interstate entrants, and some 'first time outsiders' from our Club.



First 3 over the punt started the queue for the NSW portion of morning tea at Koraleigh – Callum Walsh Photo

Thursday was memorable for many reasons, the punt crossing, 37 deg. temperature, morning tea under shady trees, lunch at the Tooleybuc Sporting Club, afternoon tea and a guided tour at Nyah and of course the very impressive sound and light show 'Heartbeat of the Murray' in the evening. The two sessions of Punt/Ferry Crossings on the Murray River at Speewa, linking Victoria and NSW, was a masterpiece of planning, with our persistent Rally Directors finally gaining special dispensation to keep our engines running while on the punt, overriding the strict instructions on the noticeboard. This was proven to be a practical solution, with several vehicles succumbing to the challenges of hot weather and long queues being avoided.



A fraction of the lineup for lunch at Tooleybuc – Callum Walsh Photo



Seeking shade at lunch in Tooleybuc – Gordon Berg Photo



Over the Punt – Gordon Berg Photo

The 120kms we travelled through contained large areas of irrigation supplied from the vast Murray River, which enabled a variety of grain crops, olives, almonds, grapes, pistachios, stone fruit, oranges, broad beans and avocados to be grown successfully. Driving in remote areas without getting lost was greatly assisted by our Club's sign boards, the written instructions and detailed maps in our rally booklets. While deliberately sticking to quiet roads, there were a few potentially dangerous intersections with the Murray Valley Highway and members of the local car clubs kindly assisted us with safe crossings.



Afternoon tea in Nyah, trying to escape the heat – Callum Walsh Photo

Friday - Doug Fulford

Friday was some ten degrees cooler than Thursday, which was quite a relief, especially as at around 155 km it was the longest driving day of the rally. Another day for me in the navigator's seat although I was "allowed" to drive to the start via a service station to top up with fuel.

Morning tea was at Murrabit. A very tasty and abundant repast it turned out to be, supplied by the local Lions Club. Pupils from the local primary school mingled amongst us admiring the rather eclectic line up of veteran vehicles.



Morning tea break in Murrabit – Callum Walsh Photo

Next stop was the Borders Flywheeler Club. We had parked our trailer there when doing the Kondrook Rally, so it was good to have the opportunity this time to see what was inside. There was a bit of pretty much everything inside, indeed there was a lot of many things. Whatever your individual interest(s) your curiosity should have been piqued.



A bit of everything to see at Border Flywheelers – Frances McDougall Photo

Lunch was just a stone's throw away at the Riverside Court where we enjoyed a lovely selection of hot foods. A highlight of the rally was the fact that Adam Auditori had managed the near impossible having battled his way up stream from Mildura in the PS Melbourne despite a lack of water in the Murray. It was tied up at the park. What a perfect place to eat lunch and catch up with Adam, Lucia and James. The boiler was steamed up so we could see the engine turning over slowly and the kids could operate the steam whistle. Lunch over, we witnessed the PS Melbourne steaming off to Koondrook Wharf from which it will operate for a few days before hopefully completing the last stage of its long journey to Echuca in a week's time.

Next stop was the Benjeroop Pump Museum. The original pump was operating. Apparently, in the early days, when the Murray was low, the pump was so efficient that it could cause the river to flow locally in reverse! I am sure that wouldn't be allowed these days.

That evening we enjoyed Pizza Night at the Big 4 Swan Hill. The mobile pizza van staff did a sterling job but with so many orders there was quite a wait time unless

you got your order in early. But with so much to talk about and so many friends to catch up with that wasn't an issue. They were taking first names with the pizza orders but with so many people present - well you can probably guess. "I have a pizza for John". Multiple Johns jump up and headed to the van. "Which one of you ordered a vegetarian pizza?" Mum and Dad were planning on naming me John Douglas but had a change of mind on the way to the christening and reversed the two names, so I became Douglas John. Much less confusing when collecting pizza orders.



Motorbikes at lunch in Koondrook – Callum Walsh Photo



An ideal setting along the banks of the Murray in Koondrook – Callum Walsh Photo



An ideal setting along the banks of the Murray in Koondrook – Catherine Strutt Photo

Saturday - Scott Emmerson

The final touring day of the rally was a perfectly perfect Cadillac morning. The morning was ideal for tops down and lazy lattes, before contemplating if ones grey tyres needed a light tickle to remove the dust from the previous day. This morning we kept to our usual Emerson schedule, that is, don't read the instructions, we don't want the day to be too predictable. The morning meet point was again located along Monash Drive, in our minds the morning Claudia communique, was optional to attend so we arrived a respectable 15 minutes late, however still time enough to see the three other Cadillacs, as well the numerous other brands, set ready for departure.

Listening to the sweet symphony of pops, clatter and bangs, as the Veterans rolled from the start, I heard a driver croon from a light coloured Darracq, a moment of hubris, to say on departure, "catch me if you can", it was indeed a perfectly perfect, Cadillac morning.



Team Cadillac enjoying the open road – Callum Walsh Photo

Late to arrive, meant late to depart, but with an effortless swing on the crank the captivating Cadillac, with greys resplendent, was ignited to life and first gear selected. As we departed from the start, the Cadillac set ready to make good time, however our perfectly perfect Cadillac morning was clouded by a dour haze of Hotchkiss fumes, seems we were relegated to inhale the pungent smell of a Hotchkiss for a while!

Fortunately, 'Team Cadillac' not one to read a rally book, improvised and took a different, some might say a 'standard of the world' detour, this eventually rejoined the original intention of the tour technicians. Merging in with the convoy of Veterans, the very capable Cadillac found its talents wasted coasting behind Fiat's, Fords and FN's, so with a flare of the dramatic, the exhaust cut out opened, as a wide stretch of road revealed itself. the Cadillac acoustically sounding like the divine trumpet of Gabriel, as it seemingly leant forward and at half throttle cascaded toward the morning tea stop point.

Not more than a mile to the first stop we did catch and pass a certain Darracq, the driver and passengers, if I recall in an unbiased Cadillac way, all marvelled at the majestic power and beauty as the grey tyred, nickel glinted Cadillac passed them by. Modesty prohibits me from saying more.



Saturday saw a long convey of veterans heading to Chasney Estate – Callum Walsh Photo

To contradict myself for but a moment, there was knowledge to me by way of the rally book instructions that said – if you find yourself up a dirt road, then you have gone the wrong way! With the last two words echoing in my head "Wrong way", "wrong way" to the inaudible and faintest 'Wrong Way', it was with great trepidation that I rolled the greys onto gravel, only to the knowledge there awaited the most wonderful spread of lavender infused scones, tea and coffee.



A line of Americans stopped for morning tea – Callum Walsh Photo

This was a perfectly perfect Cadillac day, enhanced by a brilliant drive and laughter as we counted the chalk marks on the Cadillac dash, marking each Ford and Fiat overtaken, akin to WWII pilot aces. As we dismounted from the Cadillac I watched as the rally entrants basked in veteran chatter, filled up on the local scones and icecream, and enjoying a peaceful moment under a blue cloudless sky. Rallies are in my mind, a winning formula with these elements, its intoxicating to one's soul to relax, knowing you are on a break from work, nothing else matters, the Cadillac got you this far, sure there was a dirt road, but we were having fun.

Close to the last vehicle to leave from morning tea stop, rolling out with the movement and agility of a Viennese waltz, both driver and Cadillac weaved delicately along the gravel road, merging back on to the black top heading towards what I thought would be a homage to a type of Cadillac, believing the next stop was the 'Cad-alina' museum.!!! Alas to utter disappointment, there were no Cad-alina's at Lake Boga, only Catalinas. The local catering team had us entrants well taken care of with prepared sandwiches and slices, plenty of shady spots to sit and enjoy the moment.



Line up at Chasney Estate



Inside the Flying Boat Museum at Lake Boga – Gordon Berg Photo

Team Cadillac only stayed for twenty minutes at Lake Boga, before we plotted a direct course back to Swan Hill, so there was no time to look inside the museum [you missed out! Ed], but our timely and successful arrival back to Swan Hill allowed time to ready a docile voice to flow velvety into the microphone at that night's final dinner.

In conclusion our perfectly perfect Cadillac morning start for the Saturday drive, ultimately concluded with happy memories of a brilliant days adventure, however halfway on the return to Swan Hill from Lake Boga, Team Cadillac had a Wizard of Oz encounter with a 'Mallee Whirly Wind', a spinning column of air whipped us with grit and such force that the two white dogs were almost blown out of the Cadillac. We did lose a cap but was able to spot it as we trailed the Cadillac home the following day and retrieve it.

For Team Cadillacs part, we pass on our thanks to Michael and Claudia, well done with the organisation of the 70th Anniversary Annual Rally, we give you 5 Cadillac stars out of five.

Team Cadillac.

Interesting to see that there is no mention regarding the breakdown of the Cadillac on the way to the Lavender Scones! It was back on the road with assistance from the driver of the Hotchkiss! - Ed.



Lined up along the lake – Callum Walsh Photo



The Team Cadillac manager assessing whether the unsealed road is worth the resultant tyre cleaning – Scott Emmerson Photo



The Swan Hill 70th Anniversary Rally

Doug Fulford

Twass in the making seven years
Much hard work, fun and tears
Now after two forced cancellations
It's part of our great celebrations

For Michael must be quite a thrill
To fin'ly rally in Swan Hill
And while I wish nobody ill
No native swans, no bloody hill

Since you're here you know well that
The roads round here are rather flat
Slight dips here count as valleys
Just the thing for vet'ran rallies

Foundation cars at this rally
Totalled five – quite a tally
Great to see them in their glory
Part of this great club's story

Some got up early to then spy
The PS Melbourne paddling by
The Pyap it soon after passed
Its whistle gave a big loud blast

All of us there on the banks
Waved back wildly to say thanks
To Adam and his small crew
His kids were later onboard too

And in fact the next day
We all drove out Koondrook way
Where the Melbourne was then moored
We were all welcomed aboard

While devouring our lunchtime meal
Asked him just how did it feel
Delighted then as it would seem
That he's chased and caught his dream

Heather was really keen
Running the ice cream machine
But due to what must be bad luck
Her finger well it seems got stuck

She was caught on the hop
The machine it just refused to stop
So as my trusty spy relates
Heather kept on changing plates

Hoping that I have no doubt
The machine would soon run out
She gave the biggest serve to Rick
Who firstly thought it was a trick

But it seems his childhood dream
Was eating mountains of ice cream
The plate was finally licked clean
And then Rick looked quite serene

Now that the rally has been run
I can confirm we all had fun
Praise to the way it was held
The Holdings have again excelled

Captain Auditori

For those who were in Swan Hill on Wednesday morning, there was an opportunity to witness an historic Murray River moment. Club member Adam Auditori, and Captain of PS Melbourne, was passing through town. Locals and visitors gathered to witness PS Melbourne pass under the historic lift bridge, and then be reunited with Pyap. Adam travelled on to Koondrook where the rally met him for lunch on Friday.



PS Melbourne with Pyap, the Swan Hill local. Gordon Berg Photo.



PS Melbourne passing beneath the Swan Hill lift bridge. Frances McDougall Photo.

RACV VCCA(Vic) 70th Anniversary Annual Rally Entry List

| DRIVER/RIDER | PASSENGER/S | VEHICLE |
|---------------------|--|---|
| ADAMS, Glenn | Bev Loliback | 1916 Dodge Brothers Tourer |
| ALCOCK, Ben | Deborah Alcock, Cooper and Jordon Holt | 1914 Overland Model 79 T |
| ALCOCK, Jeffrey | | |
| ANDERSON, Rob | Leonie | 1910 Brush D24 |
| ARCHIBALD, Angus | Maria | 1914 De Dion-Bouton EQ |
| BARNARD, David | Marge | 1910 Buick 14B |
| BARTLETT, Craig | Julie Nacard | 1912 Ford Model T |
| BERG, Gordon | Catherine | 1910 Renault AX |
| BETTS, Bill | Robyn | 1908 Renault AX |
| BLACKBURN, Leon | | 1913 Rover Motorcycle |
| BLACKBURN, Richard | Margaret Blackburn | 1911 Scott Motorcycle |
| BLACKBURN, Sarah | Matt Morris | 1915 Rover Motorcycle |
| BOARDMAN, Maxwell | Darius, Samuel and William Boardman | 1904 De Dion-Bouton Type W |
| BONE, Stanley | Margaret | 1911 Fabrique Nationale 1560 Roi De Beige |
| BROOKS, Kevin | Joyce | 1915 Buick CX25 Touring |
| BROUN, Peter | Peter Morse | 1906 Cadillac Model K |
| BROWN, Geoff | | 1913 Buick Model 24 |
| BROWN, Stephen | Veronica and Jake Brown | 1915 Ford Model T Tourer |
| BURKIN, Geoff | Darlene | 1911 Abingdon King Dick Motorcycle |
| CAFFYN, Peter | | 1907 Swift |
| CAFFYN, Robert | David Nicholls | 1912 Talbot 4CT |
| CHURCHILL, Brian | | |
| CLARK, Norm | Cheryl Humphries | 1918 Harley Davidson F Motorcycle |
| CLEGG, Geoff | Barbara | 1917 Saxon |
| COLEMAN, John | | 1915 Rover TT Motorcycle |
| DALEY, Paul | Lena | 1913 Willys Overland Model 69T |
| DALTON, Robbie | Christine | 1915 Ford Model T |
| DILLON, Christopher | Fiona | 1909 Minerva Type R |
| DIX, James | Kylie | 1906 Peugeot Bebe Italiano |
| DONALDSON, Darryl | Gwenneth | 1916 Ford Model T Tourer |
| DONGES, Graham | Irene | 1911 Brush F Runabout |
| DUNSHEA, James | Sherryn Dunshea | 1911 Hotchkiss Type Z 1912 Triumph Roadster Motorcycle |
| EMMERSON, Scott | Craig Emmerson | 1912 Cadillac |
| ESMORE, Alan | Heather | 1918 Buick E44 Roadster |
| FAGAN, Peter | | 1914 Triumph Model C Motorcycle |
| FARRIER, John | Diane | 1915 Ford Model T |
| FITZGERALD, Peter | Judith | 1912 Clegg Rover Colonial |
| FORSTER, Steve | Lauren | 1914 Renault AX |
| FRASER, Graeme | Jamie Fraser | 1912 Renault AX |
| FRYIRS, John | | 1908 Renault AX |
| FULFORD, Doug | Vivian | 1917 Studebaker SF Series 18 |
| GARROD, Laurie | | |
| HACKSHALL, David | Melissa | 1910 Ford Model T |
| HACKSHALL, Michael | Sandra and Jacob Hackshall and Charlotte Pinna | 1910 EMF 30 hp |
| HALL, Frances | Ken Hall | 1913 Leon Bollee |
| HAMMET, Peter | Joan | 1914 De Dion-Bouton EK Tourer |
| HANCOCK, John | Andy Applebee | 1909 Gregoire |
| HANDLEY, John | Pamela | |
| HARRIS, Tim | Marie | 1911 Empire 20 C |
| HAWKINS, Peter | Jill | 1907 Darracq RE Tourer |
| HERBSTREIT, Mark | Peter Jordan-Hill | 1912 Ford Model T |
| HILL, Deane | Pam | |
| HOLDING, Michael | Claudia | |
| HUME, Peter | Pauline | 1907 Rover 8 hp |

| DRIVER/RIDER | PASSENGER/S | VEHICLE |
|---------------------|---|---|
| HUSSEY, Brian | Jill Bartlett | 1913 Ford Model T |
| JARRETT, Bill | Jean | 1909 Hupmobile 20 |
| JENKINS, David | Karen | 1916 Ford Model T |
| KELLY, Len | Fiona | 1908 Fiat Tipo 1 |
| KENNEDY, Len | Rosemary | 1915 Ford Model T |
| KENNETT, John | Robyn Miller | 1911 Hupmobile Model 20 |
| LANG, David | Christine, Keith and Xander Buchanan | 1916 Ford Model T |
| LATREILLE, Peter | Robert Sands, David Newton and Barry Cooper | 1911 Vauxhall Prince Henry C10.9 |
| LINDSAY, Bill | Glenice | 1911 Ford Model T |
| LOVE, Brian | Maria | |
| MATTHEWS, Michael | Bernadette | 1917 Cadillac |
| McDOUGALL, Andrew | Frances | 1915 Ford Model T |
| McNEIL, Gavin | Sandy McNeil and Frank Cord Udy | 1914 Humber 11 hp Tourer |
| McNEIL, Julian | Jane | 1905 Argyll Dogcart |
| McPHERSON, Don | Lynda | 1914 Ford Model T |
| MEEK, Daryl | Fiona Lane | |
| MOSSOP, Ray | Jeanette | 1914 Minerva Type KK |
| MURFETT, Murray | Ron Corbett | 1911 Buick Model 32 Runabout |
| MUTTON, Gavin | Loretta Mutton | 1916 Studebaker 6-54 |
| NEILSON, Margot | | 1914 SCAT |
| NINNIS, Peter | Mark Bail | 1913 Ford Model T |
| PALMER, Jason | | |
| PAYNE, Sue | Joan Forryan | |
| PAYNTER, Geoff | | 1906 Darracq 9 hp twin |
| PAYNTER, Trevor | | 1911 Ford Model T |
| PHILLIPS, Jerri Lee | Rob Miller | 1909 De Dion-Bouton BN RE Tonneau |
| REPTON, Andrew | Sally | 1906 Cadillac Model K |
| RIDOLFI, Glenn | | |
| ROCK, Michael | Sabina | 1905 Rover 6 hp |
| RUGE, Phil | Carmelita | 1913 De Dion-Bouton DW2 |
| SARGENT, Catrina | | 1915 Scott Motorcycle |
| SARGENT, Colin | Merrilyn | 1915 Royal Enfield Motorcycle & sidecar |
| SCHOLEFIELD, Max | Jane | |
| SMALLMAN, Martin | Tina | 1911 Stanley Type 63 Toy Tonneau |
| SMITH, Barry | Rossllyn | 1910 Delage |
| SMITH, Brenton | Lillie Keogh | 1913 Ford Model T |
| SMITH, Greg | | 1903 Humberette 5 hp |
| SMITH, Nigel | Kym | 1912 Overland 61R |
| SORENSEN, Chris | Jenny | 1906 Buick L |
| SORENSEN, Ron | Anne Marie | 1911 Talbot Roadster |
| STANLEY, John | Bernard Snoodyk | 1911 Stoeper B1 |
| STEWART, Russell | Genny | 1910 Ford Model T |
| STRUTT, Catherine | Chris Duncan | 1911 Fabrique Nationale 2400 |
| TEMPLER, Peter | Chris | |
| THEGE, Rick | Heather Gingell | 1912 Rolls Royce Silver Ghost 40/50 |
| TUCKEY, Charles | Margaret | 1908 Buick Model F |
| VORMISTER, Max | Diana and Grant Vormister | 1909 Renault AX |
| WALSH, Callum | Brendan Walsh | |
| WARD, Rusty | Meg Watson | 1912 Empire 31 |
| WARDS, John | | 1916 Benz DS2 |
| WASHBOURNE, John | Judy Lewis | 1910 Brush D |
| WASSMUTH, Les | Christine | 1915 Ford Model T |
| WILLIAMS, Paul | Kim | 1911 Wolseley |
| WOOSTER, Nigel | Georgina | 1917 Dodge Brothers Roadster |



Perfect conditions for motoring in the country



Geoff Paynter's 1906 Darracq, all the way from Western Australia



Tim Harris' Empire in the convoy



Morning line up on Monash Drive



Veterans as far as the eye could see



All shapes and sizes at Riverside Park, Barham



Murray and Ron heading off in the Buick

Lifelong members attend the 70th Anniversary

It was fantastic to see a number of long tenured members present at Swan Hill, although there was one that amazed all present at a mere 65 years into her membership with the Club, Margot Neilson. With thanks to Daryl Meek, who very generously trailered the SCAT to and from Swan Hill, Margot was able to enjoy the event in the car which her late husband Frank purchased in 1955. Although the car had not been out in over a decade, the nuance of its operation had not been forgotten. Margot masterfully drove for much of the event, as would be expected after so many years campaigning it and no less than eight 'Best Lady Driver' awards to her name. Great to see, well done Margot!

Several 50+ year members also attended, including Robert Caffyn, Alan and Heather Esmore, Joan Forryan, David and Marge Barnard, and Stan and Maggie Bone.



Margot at the wheel of her SCAT - Murray Murfett photo

Flashback Response for October



Unfortunately, we had a zero response to the Flashback photo so kindly submitted by Chester McKaige of the Theo Van Alkermade Benz. It is disappointing as Chester, and I were hoping someone would have had the knowledge of where this lovely Benz ended up.

My initial thought was it may have gone to the Parker collection as there was a similar age Benz in that collection, but on further investigation I found it was a different vehicle and didn't match.

The Parker Benz was sold at auction for \$18,000, which was at the time one of the more expensive vehicles at the auction. The successful buyer was Garry Dubois who went on to restore this Benz to an extremely high standard and in 1989 Garry and the Benz won the Best Restoration award and claimed the Gold Medallion at the Annual Rally.

If anyone can supply any information on the Van Alkermade Benz, I know both Chester and I would be happy to hear from you. I am sure if further information on the Garry Dubois was available we could publish information on that Benz also.



The Benz in the Parker Auction. As you can see, auction number 43 parked next to a 1910 Maxwell.



Photo of the Parker Benz supplied by Noel Holbrook



Catherine and Chris, their FN and an open road



Peter Caffyn in the Swift



Cadillacs of single and eight cylinders. Andrew Repton's 1906 Model K from Western Australia and Michael Matthew's first time out in the 1917 Opera Coupe



Len and Fiona Kelly's stunning 1908 Fiat, all the way from Queensland

Events

**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.

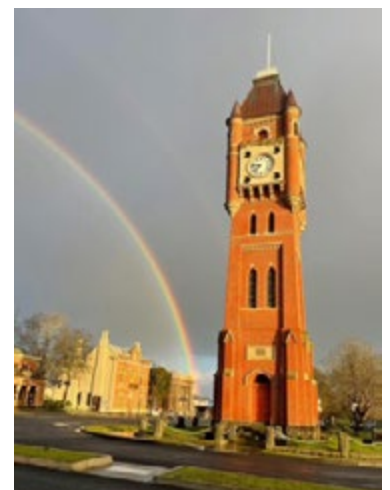
4 & MORE RALLY IN CAMPERDOWN

It has been several years since a rally has been held in Western Victoria, and Camperdown, in the lakes and craters area has been chosen to conduct the 'Four and More' Rally, in May 2026.

Camperdown has a wealth of history, homesteads, and in the early 1900's many large and exotic cars. Arrangements are underway for interesting routes and venues and there are a wide range of accommodation options. And some special fun events are in the pipeline. The local Council is supportive of our rally and has assisted with suggestions of places to visit and special attractions.

So, keep the date free, we hope to see you on 14-17 May, 2026.

*Murray Murfett, Rally
Organiser*



Natter Night Meeting Minutes

**VCCA (Victoria) at Clubrooms
and Online Zoom Meeting
On Tuesday, 14th October 2025 @8.00pm**

Opening

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

Attendance

There were 16 members in our Clubrooms and 14 members online. Attendance was down due to many members being away the previous days at Murray Bridge and now in Swan Hill in anticipation of the start tomorrow.

Apologies:

David Provan, Robin Blackwell, David Inglis, Jennifer Atherton, Stan & Maggie Bone

Visitors

Welcome to members Stan and Lynette Ketchell and their grandchildren Anais and Ruby

Member News

Passing of Allen Griffiths – funeral this Friday

Congratulations to Jessica and Chris Holt (and the entire Alcock family) on the birth of their third boy, Archer, on September 17th

New Members

We are excited to welcome Grant Taylor – Hastings New Zealand - 1909 Talbot Model 4A 12/15 hp Roi de Belges Tourer & 1918 Oakland Model 34B 'Sensible Six'

Raffle

Wine, chocolate & nibbles. Thanks Deb.

Financial Reports – no report this month due to 70th Anniversary Rally

Past Events:

RACV Pre-1905 Pioneers Run – Ballarat – 12-14 September, Daryl Meek & Fiona, Daryl gave a report on the 24 entries which included 60 attendees.

National Veteran Vehicle Rally – Murray Bridge – 5-10 October – Daryl Meek gave a report, 106 entrants and very few vehicles 'failed to proceed'. Many interstate entrants have stayed on to attend the Swan Hill rally. Congratulations to Jill Hawkins on being awarded the Montague trophy for services to the veteran vehicle hobby – very well deserved.

Future Events:

RACV Veteran Car Club 70th Anniversary Annual Rally – Swan Hill – 15-18 October – "all systems go".

AOMC Trade Day – 18 October

15th National Veteran Motorcycle rally – Ballarat – 19-24 October – Murray Wright

Pétanque Day at the club rooms – 26 October – Andrew McDougall

70th Anniversary Gala Dinner and Presentation Evening – Saturday 8th November – Ben spoke – encouraging entrants to register now, noting that the dress code is as formal as you wish, but as a minimum, Men must wear a jacket to be allowed entry to RACV

Bendigo Swap Meet – 15-16 November – Rob and Leonie Anderson will be operating our club stand in the same location as last year

B40 Rally – Echuca 21-23 November

RACV 1 & 2 Cylinder Rally –Ballarat 12-15th March 2026, Daryl Meek and Fiona Lane.

4 and More Rally 2026 – Camperdown – 14-17 May – Murray Murfett

Mid-Winter 2026 needs rally directors

Annual rally – needs rally directors

RACV Pre-1905 Pioneers Run – 2026 – Doug Fulford. Wentworth. New date is now confirmed Wed 23-Sat 26 September 2026.

Library and Archives Report - no report this month due to 70th Anniversary Rally

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

Bob Lamond's 2-cylinder Brush is for sale – very rare car being offered under very favourable terms until the end of the year if sold to stay in Australia. If not sold, then will be offered to overseas market.

Items of General Business

TAVCA Annual Meeting – Daryl spoke about the meeting. Thanks are due to Daryl for his role as Treasurer and Secretary for the last 4 years.

Question from the floor re alternate drivers of permit vehicles. Ben explained that any licensed driver can drive the vehicle as long as one entry for the day is made in the logbook.

VicRoads – VIN numbers are sometimes insisted upon by Vic Roads staff, but in fact they are not required on Veteran Vehicles. Members who have problems with this at VicRoads should contact the club registrar, Rob Anderson.

Ben spoke to the special resolution that is being proposed at the AGM reducing the arrears period from 3 months to 2 months. Specific resolution wording as published in October Brass Notes

Next Meeting 11th November - AGM

Meeting Closed at 9.15pm

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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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:
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Ben Alcock and Jim McCaffrey

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ENVIRONMENT & SUSTAINABILITY
Frances McDougall

AOMC DELEGATES
Daryl Meek
Andrew McDougall

VETERAN CARS & THE VCCA
A veteran vehicle is any mechanically propelled vehicle built on or before December 31, 1918. The Veteran Car Club of Australia (Victoria) is open to all persons interested in the preservation and restoration of these vehicles, and ownership of such a vehicle is not a condition of membership. Please refer to our web-site for a membership application form and additional information.

NEW MEMBERSHIP ENQUIRIES
New membership application enquiries to Brian Churchill, mobile 0408 344 434, email secretary@veterancarclub.org.au.

Download the application form at
veterancarclub.org.au.

BRASS NOTES

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

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VICROADS PERMITS AND SAFETY CHECKS FOR MEMBERS VETERAN CARS AND MOTORCYCLES

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

JP SERVICES AT NATTER NIGHTS

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

CLUB MEETINGS

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

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



Find us on
Facebook

RACV VCCA(Vic) 70th Anniversary Annual Rally - Foundation Cars and Lady Drivers

Photos by Callum Walsh



Stan Bone with the Lady Drivers receiving his hand made trophies.
L-R: Margot Neilson, Viv Fulford, Catrina Sargent, Sarah Blackburn, Frances Hall, and Catherine Strutt.



Max and Diana Vormister, with their 1909 Renault AX



James and Kylie Dix, with their 1906 Peugeot Bebe Italiano



Julian and Jane McNeil, with their 1905 Argyll Dogcart



Max Boardman, with son Darius and grandsons Samuel and William,
and their 1904 De Dion Bouton Type W



Foundation vehicle caretakers. L-R: Julian and Jane McNeil, Carmelita
and Phil Ruge, Max Boardman, Diana and Max Vormister, and James
and Kylie Dix

RACV VCCA(Vic) 70th Anniversary Annual Rally

Photos by Catherine Strutt



Line up at Chasney Estate



Line up in Barham, with the PS Melbourne on the Murray River