

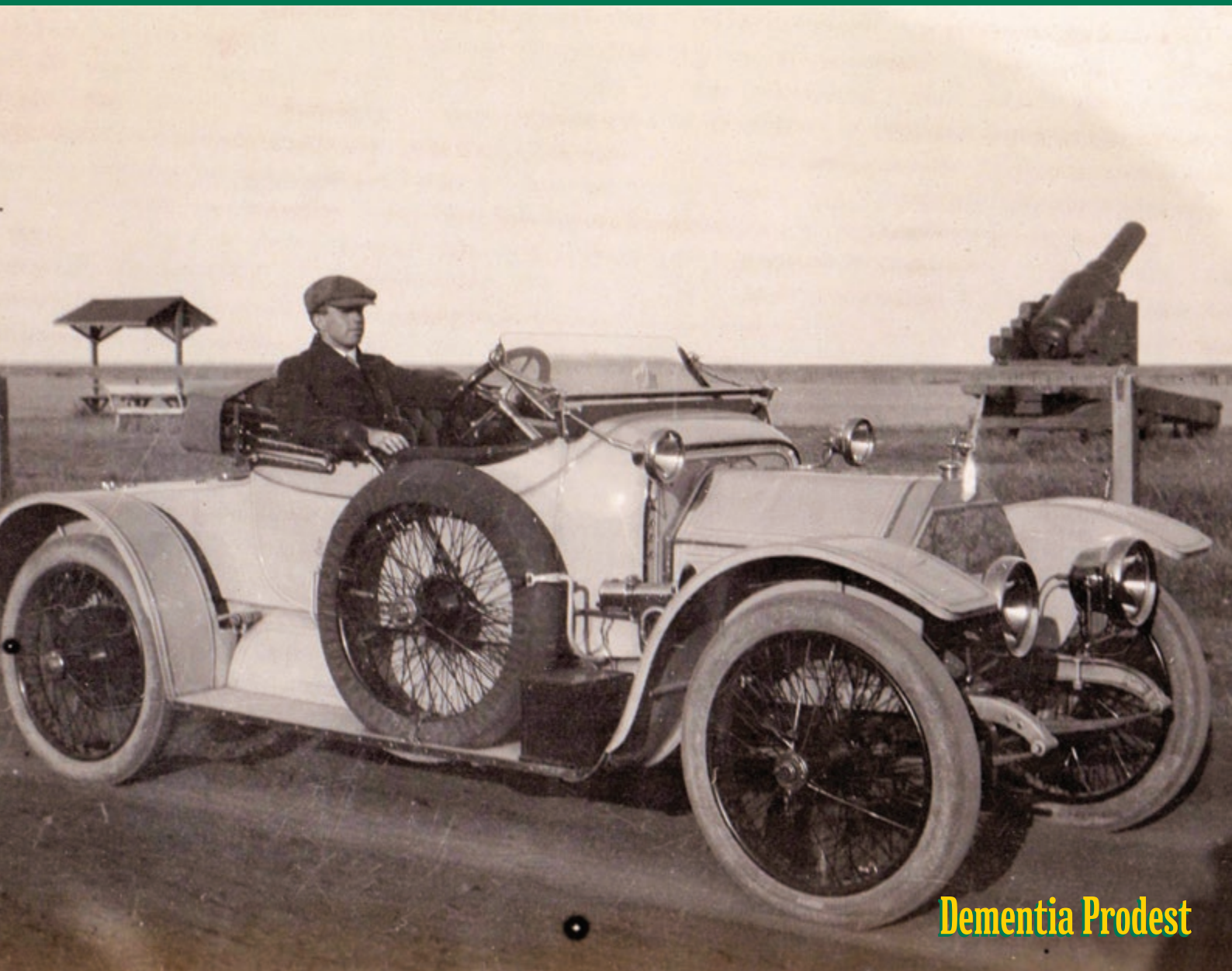
September 2025



# Brass Notes

[www.veterancarclub.org.au](http://www.veterancarclub.org.au)

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



**Dementia Prodest**

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

Patron: Mr Greg Robinson,  
President and Chairman, RACV

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## Flashback

By Greg Smith



Our flashback photo this month will be very familiar with many who were attending Veteran car rallies in the 80s. I can certainly confirm it was one of our regulars around this time. The photo above is the only time I can remember seeing this wonderful Model T with the hood down, so I have included another photo as it usually appeared with hood erected and passenger side curtain on. I am hopeful that responses will be forthcoming regarding details of this car. I don't know its history prior to restoration so that would be interesting, and I also don't know its whereabouts now. If you can supply relevant details on this Ford Model T, on who owned, restored, and rallied it, please respond to the Editor.



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VVC INSTRUMENTS



## Coming Events

|                  |   |
|------------------|---|
| 9 September 2025 | <b>Natter Night - 8pm meeting</b><br>Brian Churchill presents The Henry Ford Oration            |
| 14 October 2025  | <b>Natter Night - 8pm meeting</b><br>Meeting only, as we prepare for the 70th Anniversary Rally |
| 26 October 2025  | <b>Tri Club Petanque Day</b><br>Contact: Andrew McDougall                                       |
| 11 November 2025 | <b>Annual General Meeting - 8pm</b>   |

## Major Events

|                        |  |
|------------------------|--|
| 12 - 14 September 2025 | <b>RACV Pre-1905 Pioneers Run - Ballarat</b><br>Rally Directors: Daryl Meek & Fiona Lane                               |
| 15 - 18 October 2025   | <b>RACV Veteran Car Club 70th Anniversary Annual Rally - Swan Hill</b><br>Rally Directors: Michael and Claudia Holding |
| 8 November 2025        | <b>70th Anniversary Gala Dinner &amp; Presentation evening - RACV City Club</b><br>Contact: Ben Alcock                 |
| 12 - 15 March 2026     | <b>RACV 1 &amp; 2 Cylinder Rally - Ballarat</b><br>Contact: Daryl Meek & Fiona Lane                                    |

## National Events

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

## Front Cover Photograph

By Tom Clarke



### Lou Whyte's Lancia

The front cover photograph features a Lancia (circa 1911 – 1913) owned by Louis Melville Whyte (Lou) of Geelong, the car carried the Victorian registration number 6166. This car is thought to be a model known as a Theta – to be confirmed.

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 is told herein by Tom Clarke. I recommend it to you – a very fine example of interesting local motoring history (Graeme Jarrett).

Accreditation: - Tom Clarke.

# President's Message

By Ben Alcock

After five incredible years as President, this year's AGM will be my last. In line with our club's constitution, I have now completed the maximum term, and it will soon be time to hand over the reins. At this stage, we are particularly looking for a Vice President and/or Events Director to join the committee. Having held both roles myself, I can assure you they are rewarding and achievable, whether you are Melbourne-based or regional, as all committee meetings are conducted online. In fact, it would be wonderful to see more regional members involved, especially since so much of our rallying now happens outside Melbourne.

The remainder of the year promises to be a busy and exciting one. As I've mentioned many times, we'd love to see as many of you as possible at Swan Hill. Remember, the club is here to support our members, so if there's something preventing you from attending an event and we can help, please reach out. We have plenty of members willing to lend a hand.

Our 70th Anniversary Gala Dinner is also fast approaching, and entries are now open. If you'd like to stay at the RACV City Club for the night but are not an RACV Club member, I've arranged for a number of rooms to be set aside exclusively for us. Please get in touch with me directly if you'd like to secure one.

Seventy years is a remarkable milestone and one worth celebrating. I encourage you to join us at one (or more) of our upcoming events so we can mark this occasion properly.

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

## MEMBERSHIP

### WELCOME TO NEW MEMBERS

We are excited to welcome the following new members:

- Barry Murfett & Bev Phillips – Maldon – 1912 Humber Motorcycle and 1915 Excelsior Motorcycle
- David & Karen Jenkins – Montmorency – 1916 Model T Tarrant Tourer

## NATTER NIGHT

**7.00pm -  
Drinks & Nibbles**  
**\*Library is Open\***

**8.00pm -  
Natter Night**



## September 9th

# 5<sup>TH</sup> HENRY FORD ORATION

**"The Ascent of Ben Nevis  
by Model T Ford"**

**Speaker: Brian Churchill**  
Renowned local Henry Ford historian



Brian will share with us the fascinating story of this epic climb of the United Kingdom's tallest peak, Ben Nevis in Scotland, by Model T Ford in 1911.

This was a climb of 4,400 feet and of course there was no road. It presented enormous challenges, boggy moors, jagged rocks, treacherous drops and more.

This compelling story complete with period footage make this a talk not to be missed.



ITS OUR **70<sup>th</sup>** ANNIVERSARY

AND WE ARE *Celebrating* 70<sup>th</sup> Anniversary Gala Dinner & Presentation Night

When: Saturday November 8<sup>th</sup> 2025 at 6:00pm  
 Where: RACV City Club (485 Bourke Street, Melbourne)  
 RSVP and buy tickets on our website  
[www.veterancarclub.org.au](http://www.veterancarclub.org.au)

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# Editorial

By Greg Smith

Sometimes as Editor you can make some outlandish statements and live to regret them. Well, my statement in the July edition of Brass Notes was just such a time. I stated I would endeavour to point out vehicles that were on the first two rallies, still exist here and could be entrants at our special 70th Anniversary event. Two rallies have turned into three, as there were three events held over the 1955/56 period.

So why did I want to go down this road. The answer is that I do love history, achieving the best possible outcome and the romance of a "fairytale ending". When there is a special occasion, like our 70th Anniversary, I thought it would be extraordinary to mark the occasion with vehicles that were at the very beginning and still able to attend now. Vehicles on our very first rallies still mobile and attending after 70 years, that has got to be quite amazing. It seems my misguided enthusiasm has somewhat spread to our Rally Director, Michael. He too, would love to see this historic feat. So, if you have one of these first rallied vehicles we would love to see it at Swan Hill.

A quick history lesson. The first Argus Rally was held on 31st January 1955, at a time when the Club had not been formed. It turned out, however, to be the catalyst that led to the establishment of the Veteran Car Club later in the year. There were apparently 60,000 spectators according to the Argus newspaper. On this first Argus Rally there were 31 entries. This was an outstanding result, so it was decided at the dinner to establish the Club. Thus, we are now celebrating our 70th Anniversary.

So what cars were on this run and are still with us? I will endeavour to list most of the ones I know of. The list may not be exhaustive, and the dating of the vehicles listed in the brochure were far from correct, but with that in mind here is the list from the 1st Argus Rally.

1902 Oldsmobile – T. Jeremiah – now owned by Colin Drake.

C1904 Humberette – J. White – still in the family and owned by Elaine Roberts. The date is far from correct. This car was also on the 2nd Argus Rally, and on the 1st Annual Rally to Ballarat.

1904 McIntyre Motor-Buggy – A. Terdich – now owned by Trevor White. This car was also on the 2nd Argus Rally and was awarded the outright winner gold medal.

1904 Peugeot – A. Dix – still in the family and owned by James Dix. This vehicle has entered and is coming to Swan Hill. (Can't wait to see it again-Ed)

1904 Renault – A. Dyer – now owned by Max Vormister. This vehicle has also entered and coming to Swan Hill. The date of 1904 is not correct. This vehicle was also on the 2nd Argus Rally and the 1st Annual Rally to Ballarat.

1904 Tarrant - M. Shmith – now owned by the RACV.

1908 Maxwell – L. R. Innes – now owned by Peter Fitzgerald. Peter has entered the Rover for Swan Hill, maybe he can reconsider and enter the Maxwell?

1908 Overland – R.A Provan – still in the family and owned by Andrew Provan. Date incorrect. This vehicle was in the 2nd Argus Rally and also the 1st Annual Rally to Ballarat

1910 Briton – P. Ironside – still in the family and owned by Alan Ironside. Date incorrect.

1913 Humberette – Rootes (Aust.) Ltd. – now owned by Sandra Splatt. This car was also on the 2nd Argus Rally and the 1st Annual Rally to Ballarat.

1914 Indian Motorcycle – T. Van Alkermade – Now owned by Alan Mansbridge.

The 2nd Argus Rally was held in January 1956 and is now acknowledged as the club's first rally. It was reported that a crowd of 80,000 lined the route. So what cars were on our first Club rally? Again, the list may not be exhaustive and still many of the dates of the cars are incorrect, but here are my observations. This rally attracted 45 entries

1903 McIntyre – A. Terdich

1906 De Dion Bouton – T. S. Jeremiah – now owned by Max Boardman. Date incorrect

1906 Swift – M. Longhurst – now owned by Colin Drake. Date incorrect

1907 Maxwell – Driven by J. H. Tubb. This is the same car owned by L. Innes in the first Argus Rally. Now owned by Peter Fitzgerald.

1907 Renault – A Dyer. Closer dating this time

1908 Overland – R. A Provan. Still wrong date

1914 Humberette – J. White. Correct dating this time

1914 Humberette – Rootes Ltd.

The final Rally I wish to examine is the Club's first Annual Rally held on the 17th and 18th of November 1956. This rally was generously sponsored by H. C. Sleight Ltd. (Golden Fleece). The sponsorship from Golden Fleece included free petrol, oil, water, mechanical assistance and tow truck, as well as first class accommodation at Ballarat for two crew per entry and officials. The entry fee was 10 shillings (I think that equates to \$1) There was one hitch, that members are reminded that the Club's policy is one of dignity. Correct period costume is most acceptable, but "comic" outfits, false noses, or other displays of immaturity will not be permitted. Still a very generous and good deal, and some 89 entries were received including many from interstate. Here is list I have put together, again not exhaustive but the dating of vehicles was improving.



*The Humberette of John White on the annual rally to Ballarat. Note present owner Elaine Roberts on her mother's lap*



*The Maxwell driven by J Tubbs on the second Argus Rally. Now owned by Peter Fitzgerald*



*The De Dion of Val Stocks pictured in front of the sponsors Golden Fleece tanker. Now owned by Margot Neilsen*



*The Argyll owned by Mrs Jamieson driven from Adelaide. Now owned by Julian McNeil*

*Photos courtesy of Chester McKaige*

1907 Renault – A. Dyer. – now the Vormister car.

1913 De Dion Bouton – K. R. Walker (South Australia) – now owned by Phil Ruge.

1914 Humberette – Rootes (Aust) Ltd. – now the Splatt car.

1914 Humberette – J. White. – now Elaine Roberts.

1911 Swift – M. Longhurst. – now the Drake car and proper date.

1903 De Dion Bouton – T. Jeremiah. – now the Boardman car.

1904 De Dion Bouton – V Stocks. – now owned by Margot Neilson.

1910 Metallurgique – W. Culley. – now owned by the Vinen family.

1906 Argyll – Mrs D. Jamieson. (driven both ways from Adelaide) – now owned by Julian McNeil. Julian has entered the Sunbeam for Swan Hill, maybe he can swap to the Argyll? You don't have to drive it either way to and from Adelaide!

1910 Calthorpe Minor – G Roberts. – now owned by Anthony Sinclair.

1911 Arrol Johnston – E. M. Stone. – still owned by Maurie Stone.

1914 Briton – P. Ironside. – still in family with Alan Ironside.

1914 F.I.A.T. – C. Cooper. – now owned by John Poljansek.

1912 Overland – R. A. Provan. – still in the family and owned by Andrew Provan. Correct date.

1907 Maxwell – J. H Tubb. – Now owned by Peter Fitzgerald.

After all this effort, in fact, several days, the statement I made has been fulfilled, and my thanks also go to Michael Holding and Daryl Meek for supplying the resources. I have made the effort and now hopefully the people with these very special vehicles will respond by entering our 70th Anniversary Rally at Swan Hill.



# Sydney Municipal Council – Street Photographs

By Graeme Jarrett

The Sydney Municipal Council photographed many street locations as a part of its building records requirements that included both demolition and new building constructions. In the period from approximately 1910 through into the 1920s many of these shots included randomly parked veteran cars.

These have been archived into the SMC database which is available online; there are literally thousands of photographs – only some of these include early cars of interest to us.



*This is the council Motor Garage in approximately 1916 just before it was comprehensively remodeled and enlarged to include more levels. The cars are believed to be part of the council's fleet. The identities are, reading from the right, Armstrong Whitworth, Renault, Belsize, Metallurgique, unknown and unknown truck.*

*(Note sign on the window: Electric cars and lorries charged at this garage – see next photo – Ed.)*



*This is the same building (circa 1919) as shown at the top – now enlarged. The car on the right appears to be an Austin, the four electric cars are unknown to the writer, as too the car on the extreme left. (Looks to be a Milburn or two and a Detroit. Maybe our Electric experts may help out – Ed.)*



I have waded through them over time and have decided to publish some of the more interesting shots in Brass Notes. Many of the photos have been trimmed, excluding excess landscape. These are of relatively low resolution and shown as downloaded – the best available at this stage.



*The interior of the now enlarged SMC Garage circa 1919. The car to the left appears to be an Austin. The other two are unknown to the writer.*



*Another (later) Ford Model T randomly outside a premises to be demolished, presumably.*



*The Model T Ford seems to have been hastily and randomly parked outside a building that seems to require propping horizontally. Council officers are presumed to be inspecting the dilemma.*



*This formal bodied Daimler seems to have been caught in the camera lens outside a building to be demolished in 1916.*



*This Chalmers taxi, circa 1916 seems to be almost too close to a demolition site.*



*This unknown car seems to have been part of the photo shoot depicting the progressive demolition of the Hampshire Hotel, beyond.*





*This Sunbeam is shown in front of a Georgian style building, apparently due to fall to the wreckers.*



*This early Morris Oxford features in a number of the photographs and expect it might be the car owned by the photographer, probably Milton Kent in this case. He was a professional photographer and apparently a motoring enthusiast; perhaps best described as the Sydney equivalent of our Melbourne man Algernon Darge.*



*This photograph is interesting insofar as it shows the offices of the publishers of the Australian Motorist magazine (and others) in the process of being demolished.*

## T Ford Time – Varied Uses

By Graeme Jarrett

The Ford model T is, if nothing else, adaptable to so many and varied uses.

One lateral thinking owner has added a fifth wheel with articulated trailer and another a motor home body addition to the chassis. The 20 hp engine did have capability to tow some weight. However, the two speed gearbox might limit performance in some situations.



*This enterprising bakery owner seems to have created both a retail outlet on wheels and a distribution vehicle of improved capacity.*



*This professional looking motor home body on a 1918 chassis looks very unique and urban in its context – well done him or them. This really is a fabulous concoction – very amusing.*



# Financial Statements

## STATEMENT OF FINANCIAL POSITION AS AT 30 JUNE 2025

|                                   | June 30<br>2025 | June 30<br>2024 |
|-----------------------------------|-----------------|-----------------|
| <b>ASSETS</b>                     |                 |                 |
| <b>Current Assets</b>             |                 |                 |
| Cash and cash equivalents         | 150,535         | 150,742         |
| Accounts Receivable               | 0               | 5,000           |
| Other current assets              | 4,757           | 1,110           |
| <b>Total Current Assets</b>       | <b>155,292</b>  | <b>156,852</b>  |
| <b>Non Current Assets</b>         |                 |                 |
| Property Plant & Equipment        | 40,985          | 39,515          |
| <b>TOTAL ASSETS</b>               | <b>196,276</b>  | <b>353,218</b>  |
| <b>LIABILITIES</b>                |                 |                 |
| <b>Current Liabilities</b>        |                 |                 |
| Other Current Liabilities         |                 |                 |
| Event spons'ship rec'd in advance | 9,000           | 0               |
| Event Fees rec'd in advance       | 1,723           | 7,440           |
| Memb'ship Subs rec'd in advance   | 13,685          | 6,915           |
| Miscellaneous Creditor            | 0               | 2,665           |
| RACV Spons'p not yet allocated    | 0               | 5,000           |
| <b>Total Current Liabilities</b>  | <b>24,408</b>   | <b>22,020</b>   |
| <b>TOTAL LIABILITIES</b>          | <b>24,408</b>   | <b>22,020</b>   |
| <b>NET ASSETS</b>                 | <b>171,868</b>  | <b>174,347</b>  |
| <b>EQUITY</b>                     |                 |                 |
| Retained Earnings                 | 174,347         | 178,810         |
| Net Income                        | -2,479          | -4,462          |
| <b>TOTAL EQUITY</b>               | <b>171,868</b>  | <b>174,347</b>  |

## STATEMENT OF CHANGES IN EQUITY FOR THE YEAR ENDED 30 JUNE 2025

|                                    | Retained<br>Earnings |
|------------------------------------|----------------------|
| Opening balance as at 1 July 2023  | 178,810              |
| Surplus attributable to the entity | -4,462               |
| Closing balance as at 30 June 2024 | 174,347              |
| Income attributable to the entity  | -2,479               |
| <b>TOTAL</b>                       | <b>171,868</b>       |

Audit Report to Members of  
The Veteran Car Club of Australia (Victoria) Inc  
No. AOO979664Y

In my opinion the accompanying accounts, being profit and loss account for the year ended 30 June 2025 and the balance sheet as at 30 June 2025 have been drawn up so as to give a true and accurate representation of the transactions of the Veteran Car Club of Australia (Vic) Inc. for the period and the assets and liabilities as at close of the period.



Michael Dillon

CPA 1411132

20/08/2025

## STATEMENT OF MAJOR EVENTS DURING THE YEAR

| EVENT                    | INCOME \$     | EXPENSES \$   | SURPLUS/<br>DEFICIT \$ |
|--------------------------|---------------|---------------|------------------------|
| 2024 Xmas Party          | 1,215         | 1,526         | -311                   |
| 2024 Midwinter           | 10,185        | 9,546         | 639                    |
| 2024 Annual Rally        | 16,520        | 16,808        | -288                   |
| 2025 1&2                 | 22,920        | 22,967        | -47                    |
| 2025 4&More              | 9,151         | 8,399         | 752                    |
| 2024 National Launceston | 22,375        | 22,375        | 0                      |
| <b>TOTAL</b>             | <b>82,366</b> | <b>81,621</b> | <b>745</b>             |

## STATEMENT OF COMPREHENSIVE INCOME FOR YEAR ENDING 30 JUNE 2025

|                                 | July 2024 -<br>July 2025 | July 2023 -<br>July 2024 |
|---------------------------------|--------------------------|--------------------------|
| <b>Income</b>                   |                          |                          |
| Club Event Entry fees           | 71,366                   | 82,795                   |
| Donations received - general    | 55                       | 5                        |
| Donations received - library    | 940                      | 850                      |
| Interest received               | 4,767                    | 3,446                    |
| Natter Night Proceeds           | 759                      | 580                      |
| Newsletter Advertising received | 1,550                    | 1,780                    |
| RACV Spons'p applied to events  | 11,000                   | 15,000                   |
| Sale of Club Stock              | 515                      | 200                      |
| Sale of Club History Books      |                          |                          |
| History Book - Members          | 350                      | 225                      |
| History Book - non members      | 0                        | 140                      |
| Membership Subs & Joining fees  |                          |                          |
| Membership Subs Rec'd - Print   | 14,253                   | 13,430                   |
| Membership Subs Rec'd - Email   | 9,290                    | 8,914                    |
| Joining Fees Rec'd              | 195                      | 225                      |
| History Book Postage Received   | 18                       | 154                      |
| <b>Total Income</b>             | <b>115,058</b>           | <b>127,744</b>           |
| <b>Expense</b>                  |                          |                          |
| Annual Return Expense           | 49                       | 47                       |
| Bank & Credit Card charges      | 1,452                    | 1,582                    |
| Club Event expenses             | 80,453                   | 99,756                   |
| Cost of Stock sold              | 697                      | 346                      |
| Depreciation expenses           | 1,048                    | 1,081                    |
| Donations paid                  | 0                        | 1,986                    |
| Fundraising costs               | 0                        | 33                       |
| Insurance                       | 3,601                    | 3,448                    |
| Low Cost Asset write off        | 0                        | 56                       |
| Natter Night expenses           | 2,065                    | 177                      |
| Newsletter printing and distrib |                          |                          |
| Newsletter printing             | 10,907                   | 11,022                   |
| Newsletter postage              | 3,120                    | 2,807                    |
| Newsletter production           | 4,736                    | 4,356                    |
| On-line Communication           | 2,914                    | 2,024                    |
| Postage and telephone           | 959                      | 500                      |
| Postage - History Book          | 0                        | 335                      |
| Printing and Stationery         | 158                      | 0                        |
| Rent of clubrooms               | 128                      | 124                      |
| Subscriptions to other Organ'ns | 572                      | 286                      |
| Swap Meet expenses              | 280                      | 0                        |
| Trophies and Awards             | 2,086                    | 786                      |
| Website expenses                | 2,314                    | 1,454                    |
| <b>Total Expense</b>            | <b>117,537</b>           | <b>132,206</b>           |
| <b>Net Income (Deficit)</b>     | <b>-2,479</b>            | <b>-4,462</b>            |

# RACV Midwinter Rally Report

By Doug Fulford

Phillip Island. Great place for a holiday. (Must take Vivian there for a romantic get-away.) And convenient too, that is if you live around Melbourne (which we don't). An even better place for a veteran vehicle rally. Lots of quiet roads, no huge hills, interesting things to see and do, and great scenery. The island is bigger than you might well think (i.e. it was bigger than I thought) but it was made to seem even bigger by some clever planning of the rally routes. The shopping at Cowes was terrific as well. A vintage clothes shop (is that why Daryl Meek came without Fiona?), three antique shops (one with a large vintage clothing section), an antique emporium and three op shops. We were so busy on the rally that I only managed to get to four out of the eight. (Now you know the real reason I want to bring Vivian here for that romantic shopathon, I mean getaway!) Unlike most antique shops in tourist type locations the prices were very reasonable. I bought an antique Saville Row silk top hat in great condition and a lovely hat box to take it home in. (Don't tell Vivian that I also bought a Meccano nuts and bolts tin.) Entries were down compared with previous years which may have disappointed the rally organisers, but it made for a lovely, intimate rally where you had the time to catch up with all the other entrants. If you weren't there you missed out on a great time.

In keeping with a recent trend in VCCA (Vic) rallies Ben had organised some interesting experiences for the rally entrants. Indeed, the rally schedule was so jam packed it started earlier than normal on the Friday. First up we travelled to the internationally known Phillip Island racetrack where you could sign up for "Ben's Race" in a go-kart. The go-kart track resembles the race circuit in layout but not scale. I was surprised how many karts they allowed out on the circuit at one time. Everyone who participated had a great time and everyone behaved themselves. I would have reported that even if they hadn't as "what happens on the track stays on the track". (That should get a few minds a-wondering!). I looked briefly at some very expensive cars doing laps on the main circuit. Some had nice engine notes, and they were probably going quite fast. But it didn't look all that fast and it didn't seem as much fun as our go-kart race. Race over it was time to proceed to our next experience. However, the Benz refused to start despite cranking until its battery was flat. In the end it had to be pushed – and big cars like the Benz need a lot of pushers. (Sorry John. I only mention that so people who weren't there understand the poem and what happened at the cold crank competition. Well, that's the best excuse that I can come up with.)



*Doug's new top hat*



*The go-karts on the Phillip Island track*



*The Kart drivers celebrate their success on the track*



Unfortunately, the Penguin Parade was cancelled (not by the penguins I might add). So, the ever resourceful Ben organised ten pin bowling as a replacement. Styles and skill levels varied with some bowlers looking a bit like they were thinking “penguin” as they approached their lane with ball in hand while others looked quite professional even though, in some cases, the results didn’t exactly measure up. All too soon it was time to return to our accommodation to get ready for dinner at the services club. So much fun already and that was just the “shakedown run” day!

David Nicholls and the Caffyns must have felt that this really wasn’t enough for a shakedown run. They drove their veterans to the rally getting there in time for all the fun. Bugger! I had decided that this rally there would be no poem, my reasoning being that there wouldn’t be enough happening in time to be versified by Saturday afternoon. But a few lines about their great efforts came into my head and a lot had happened, so I was doomed.

Saturday dawned fine but blustery. The morning run was to Churchill Island – an island reachable via a bridge from an island reachable via a bridge if you get my drift. The rally route took us via the little village of Rhyll. The wind managed to blow one of the rally signs around so like most people we missed the turn off. Just goes to show you how much people rely on the rally signs. We realised that we must have travelled too far along the road we were on and stopped to work out what to do. In the end we used modern technology (ie mobile phone) to navigate to Rhyll. However, we ended up doing so on the official route out of Rhyll. Being in what was presumably the slowest car on the rally that meant we should have seen all the cars ahead of us coming back the other way. Guess how many we saw? Correct. None! It seems just about everyone else, (with the very notable exception of Peter Hammet who joined us in Rhyll) decided to head straight down the main road to Churchill Island bypassing Rhyll. Now Rhyll isn’t exactly a tourist hot spot. But it does have nice, clean and easily accessible public toilets plus a post office come general store that serves outstanding coffees and has a liquor department as well. I might have been tempted to stir our fellow entrants about missing out on a rally highlight, but it might be best if I don’t as our sojourn in Rhyll meant we missed the various farm demonstrations on Churchill Island.

Churchill Island is scenic, has an interesting history, is somewhat bleak and on this day, at least, rather windswept. Please forgive your humble scribe for some paucity of detail here as he arrived fairly late. But I understand from reliable sources that there were cattle dog, blacksmithing and whip cracking demonstrations as well as homestead and garden tours. The rally book included a page on the history of Churchill Island. The island is now owned by the people of Victoria (assuming that Dan Andrews hasn’t mortgaged it).

More information is available here: <https://www.penguins.org.au/attractions/churchill-island/> I ate the jam doughnut we were given for morning tea before departing the island and got jam and sugar everywhere.



*Barry Murfett first time out with the 1912 Humber Motorcycle*



*Sheep dog in action on Churchill Island*

We left Churchill Island and accidentally (and I do mean accidentally) followed the official rally route to Cape Woolami, the highest and most southern part of Phillip Island. It is famous for its surf beaches although given the conditions it was hardly surprising that there were no surfers to be seen. Large waves, whipped up by the wind, were coming in at two different angles to the beach. As a result, they collided whipping up a great ball of foam and spray which the wind then carried off.

Having admired this rather grand scene we continued to the National Vietnam Veterans Museum for lunch and to absorb what the museum had to offer. The museum was founded by Vietnam veterans to help veterans to cope better with their experiences both during the war and after their return to Australia. So, its primary focus is the story of the veterans themselves rather than the war per se. Besides being a fascinating place in its own right, it has also helped the veteran community by enabling them to share their story.





*The waves coming in at Cape Woolami*



*Inside the Vietnam Veterans Museum*

Back to the caravan park for “happy hour” in the caravan park restaurant as cold crank competition fever took over. Crooked Claudia and her now famous “pencil bitch” were kept busy as bets poured in on who might take out this year’s competition. Betting styles varied. Some you might call sympathy or loyalty bets with the person placing the bet having little hope of actually winning. Some people bet on the entire field possibly hoping that a “roughie” gets up. Or maybe some of these were more a vanity bet as one can then boast that they bet on the winner. Still others were seeking out details of past form to try to maximise their chance of winning. Michael kept the current odds up to date on his spreadsheet. Not surprisingly they fluctuated quite wildly as Claudia and her assistant went from table to table. Then it was off to the services club for dinner with a few individuals getting last minute bets in on the quiet.

Sunday morning was the start of a glorious day, and the weather was reflected in the hot times achieved by some of the competitors. While there is a competitive side to this VCCA tradition it also has its humorous side. The Wards Benz had to be clutch started by rolling down the hill it was parked on – no pushers allowed. But the further it rolled the further John had to run. You can use your starter motor but there is a catch – you have to be seated in your car to start and to finish. Paul Williams managed to do that in under 10 seconds, which is a mighty fine effort, but this year only good enough for sixth place. David Nicholls managed a very impressive 8.02 seconds only to miss out on a place.



*Crooked Claudia in action with her other sidekick, Michael*

He flashed past the horn to finish and must have come close to pulling the bulb off the horn given his speed at that point. Peter Caffyn wasn’t much slower at 9.42 seconds and would have been faster had he not have to straddle the front cross member of his Talbot in order to crank it and then retrieve his leg before setting off on his run. Amazingly, three competitors managed times less than 8 seconds, with Peter Fagan, Jack Alcock and James Dunshea all going sub-8, the last of these the eventual winner at a staggering 7 seconds flat. Don’t know if I could run that fast even without starting the car! If you’ve never witnessed a cold crank competition, you probably don’t know how much fun it is both as a competitor and as a spectator.



*Unusual starting procedure of John Wards and the Benz*

The day’s run was to the Nobbies centre. The centre was closed but the scenery and the wildlife were fantastic. Lots of Cape Barren geese. Boardwalks to make it easy to explore this spectacular location. Realised that I still haven’t found a polite and mess free way to consume jam doughnuts. Maybe there just isn’t one.



Lots of rally entrants were keen to get going and avoid the rumoured traffic jam as people tried to get off the island as the afternoon progressed. Those of us who were happy to hang around to enjoy more of this superb day were to meet for lunch at the brewery. Well, we found a brewery in Cowes only to get a phone call – “Where are you?” “At the brewery but no-one else is here.” “No, you’re not!” Clearly there are at least two breweries, and we were at the wrong one.

So, David’s Cadillac was cranked into life once again. All in all, although we were in the slowest car on the rally, I think we did the biggest mileage actually on the rally not forgetting the fantastic effort of the Caffyns and David Nicholls on the way to and from the rally.

It only remains for me to recognise the fantastic job that President Ben did in organising yet another wonderful rally, ably assisted by his extended family and others and to express my gratitude to David Provan for allowing me to participate in this rally in his lovely 1907 Cadillac.



*A view of the Nobbies*



*The wonderful 1907 Cadillac of David Provan*

## Early Photos of a Phillip Island Rally

*Photos by Warwick Landy*

Warwick Landy has very kindly shared some early photographs of one of our previous rallies to Phillip Island. Both photos were taken at San Remo and are quite amazing with crowd numbers being huge. We thank Warwick for sharing these with us. Can anyone help with the date?



*There is an enormous crowd assembled at this Golden Fleece service station to view the Veterans filling up in San Remo. The Model T Ford bus of Stan Lord, is central and I can also see the FIAT maroon truck in the background that was owned by Tom McManamny.*



*At the same Golden Fleece service station owned by Mr. Carmichael, who did a big business this day, is the blue LaBuire of Bill Buchanan. This car seems to have vanished. Can anyone tell me where it may be now? I am unable to identify who the Renault may be owned by.*

# RACV Midwinter Rally Entry List

| Driver/Entrant   | Passengers                    | Vehicle                 |
|------------------|-------------------------------|-------------------------|
| Ben Alcock       | Deborah Alcock                |                         |
| Jack Alcock      | Anna Alcock                   | 1910 Overland Model 38  |
| Jeff Alcock      | Jessica, Cooper & Jordan Holt | 1914 Overland Model 79T |
| Peter Caffyn     | Archer Caffyn & Peter Elliot  | 1912 Talbot 4CT         |
| Robbie Dalton    | Christine Dalton              | 1915 Ford Model T       |
| Lis Donald       | Karl & Alexander Donald       |                         |
| James Dunshea    | Sherryn Dunshea               | 1911 Hotchkiss Type Z   |
| Peter Fagan      |                               | 1914 Triumph M/C        |
| Peter Hammet     |                               | 1914 De Dion Bouton EK  |
| Michael Holding  | Claudia Holding               |                         |
| Brian Hussey     | Jill Bartlett                 | 1913 Ford Model T       |
| Mark Herbstriet  | Peter Jordan-Hill             | 1912 Ford Model T       |
| Alan Long        | Janne Long                    |                         |
| Andrew McDougall | Frances Mc Dougall            | 1915 Ford Model T       |
| Barry Murfett    |                               | 1912 Humber M/C         |
| David Nicholls   |                               | 1915 Itala              |
| David Provan     | Doug Fulford                  | 1907 Cadillac           |
| Barry Smith      | Ros Smith                     | 1910 Delage Model U     |
| Greg Smith       |                               | 1903 Romania M/C        |
| Russell Ward     |                               | 1912 Empire Model 31    |
| John Wards       | Daryl Meek                    | 1916 Benz DS2           |
| Paul Williams    | Kim Williams                  | 1911 Wolseley           |

## Midwinter Poem

*By Doug Fulford*

The Caffyns drove the whole way here  
 Their spirit unabated  
 Which is good 'cos else we'd be  
 Quite decaffeinated

David Nicholls too it seems  
 Thought it would be fun  
 And after all, as he said  
 It's one big shakedown run

We all drove out to the track  
 "Go grab yourself a cart"  
 Then later when 'twas time to leave  
 The Benz refused to start

It cranked away up until  
 Its battery was dead flat  
 Its been parked nose down on hills  
 Ever after that

Then off to ten pin bowls  
 But as hard as we tried  
 Our balls all seemed gutter bound  
 We left with wounded pride

The weather was delightful  
 At least that's what I'm told  
 But when you lack screen and hood  
 You still feel bloody cold

The brass might shine, the body gleam  
 But we clearly lack  
 Essential comfort features on  
 My good mate's Cadillac

He has two big brass lights  
 With forks to come for these  
 Until he gets a hood I think  
 We'll still bloody freeze

When the car is to be started  
 Its me who often cranks  
 It warms me up just slightly  
 And Dave will give me thanks

Our car may be the slowest  
 Delages blow us off the road  
 But we managed the whole rally  
 Never pushed and never towed

We headed out that evening  
 To the RSL for dinner  
 Where everyone agreed with us  
 This rally was a winner



# Cyclecar Corner – GN In Melbourne

By Graeme Jarrett

Just when you thought you knew everything about GN Cyclecars in Australia, something else pops up out of the blue. Well, you could have knocked me over with a feather!

I was digging through Trove which is if you did not know it, the digital repository of all Australian newspapers and available online. Well, nearly all.

This short piece in *The Australian Motorist* July 1911 tells me that Hardie & Co are importing a GN Cyclecar – an early type. This is absolutely the first I knew of this and came as a surprise; I had already quite convinced myself that I knew of all the GNs that came here.

It has been reported to us that Messrs. Hardie and Co., 581 Little Collins-street, Melbourne, are importing a G.N. Runabout. This will, of course, have 4 wheels, and will carry an 8 h.p. J.A.P. engine, torpedo body, 2½-inch tyres, two speeds forward and reverse.

*The extract from The Australian Motorist July 1911*

In some respects it does make sense because I was aware of an early type (pre Grand Prix model) that seemed to be located in Sydney. I was never convinced it was in Sydney but suspected it was in either Victoria or South Australia. The reason I believe this is because the NSW registration Act did not require a front number plate to be fitted. Also, the colours of white over black is not the NSW standard – they used black over white. Refer photo below. This car (bonnet area) has been modified from original by an early owner, I believe.

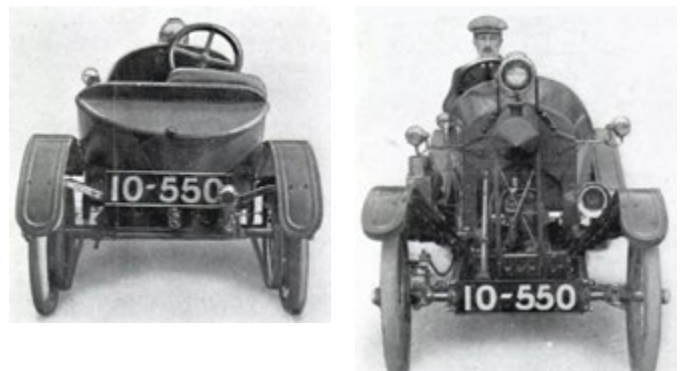


*The early type car (modified) in Australia – the car most likely imported by Hardie & Co in 1911. Apparently the obverse states: - "Elsie going for a drive, possibly Manly".*

*Right: This building, located at 581 Little Collins St., Melbourne was the premises of the Hardie Co where the GN Cyclecar would have been garaged. The company is better known, more latterly, as James Hardie & Co unfortunately famous for manufacturing asbestos products that has caused so much controversy. They occupied this site from 1903 to the 1940s.*



*This is a similar (early type) car photographed in England – not our subject car.*



*This is a similar (early type) car photographed in England – not our subject car.*



The images and some text are courtesy state Library of NSW, The Autocar and The Australian Motorist.

# Lou Whyte: A Life of Sport and Sporting Motoring

By Tom Clarke

## Foreword

*The following article, the first part of a two part study on the life and times of an early motorist in Victoria, Lou Whyte. It has been written by Tom Clarke who is a very capable scholar regarding early motoring history both here and across the globe.*

*Tom spent his early years growing up in Western Australia (Perth) and moved to England where he spent the majority of his working life, initially at Rolls-Royce, a marque he specialises in. He has retired in recent years and returned to Australia to now live in Victoria (Ballarat). We welcome him back.*

*His published work (with David Neely) on Rolls-Royces in Australia, 'Rolls-Royce And Bentley In The Sunburnt Country – the First Fifty Years in Australia' is perhaps the best known here. He has published variously on the same marque and has been closely associated the Veteran Car Club of Great Britain serving as an adviser on the dating of early motor vehicles. Let's just call him an accomplished early motoring scholar.*

## **Lou Whyte: a life of sport and sporting motoring**

Tom Clarke ©2025

### **Part 1 1890-1918**

During a long life in Victoria Lou Whyte had prowess as a golfer, fisherman, and pioneer surfer. In parallel he indulged his interest in sporting motor cars, some for hillclimbs, some for touring. He had a discriminating eye for fine cars.



*A photograph of Lou Whyte in middle age. Throughout his life he was generous with land and money for Geelong College. (Courtesy of Geelong College)*



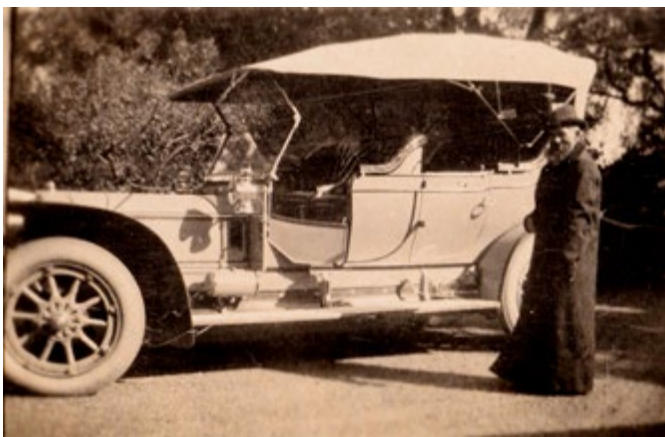
*Louis Whyte Sr had at least one car, registered Vic-566 by 1911. The car shown here at 'The Heights' might be that car, probably with Lou Jr at the wheel. It is an Armstrong-Whitworth (probably a 1910 12/14 hp model).*



## At the family home

Louis 'Lou' Melville Whyte was born on 2 July 1890 in London whilst his parents were visiting from Australia. His father Louis Australia Whyte (1852-1911) had married Minna Elizabeth Burnett (née Ibbotson, 1854-1938) in 1889. One sibling died stillborn in 1892. The family lived at 'The Heights' on 96 acres above the Barwon River at Newtown, Geelong. 'The Heights' at 140 Aphrasia Street was a wood homestead that had been erected in 1855 by Edward Prowse for the Ibbotson family. It had actually been prefabricated in Hamburg and then shipped out for assembly. It was Lou's home for much of his life, modernised by him and his wife in the 1930s, by now with 29 rooms and several fine bluestone outbuildings, to designs by architect Harold Bartlett. The garden was transformed as well. Lou and his wife could afford the live-in staff needed. The estate was willed to the National Trust upon their deaths in 1975.

A friend of the Whyte family was John Clee (d.1923) of 'Spray Farm' nearby in Geelong. This too was a former Ibbotson family house. Clee was a groom who came up in the world by marrying heiress Fanny Ibbotson (1846-1919). They owned 1908 Rolls-Royce Silver Ghost chassis 60749 with Barker tourer coachwork. Some years later 'Spray' came into the hands of another Silver Ghost owner, James Mansfield Niall with Ghost chassis 60739.



*John Clee next to his 1908 Silver Ghost 60749 visiting the Whytes at 'The Heights' around 1910. His heavy clothing indicates it was a cold summer day. The painted curved moulding on the front seat side mimics the rear door profile and continues into the rear of the seat as well.*

Lou was educated at Geelong College 1900-08 and had some study time in Tasmania (where his father was born) in 1913, by now with one of his earliest cars, registered Tas-2010. His parents in 1909 also lived at 'Chetwynd', a large house near the bay at the corner of Cole and Drake Streets (then in Elsternwick but now Brighton, Melbourne) possibly to help Whyte Sr's health. But in April 1911 Lou Jr suffered the loss of his father by suicide. Despite a successful business life, and wide sporting achievements in golf and tennis, Whyte Sr had been a depressive for some years. One lasting consequence was that Lou's mother Minna became possessive, giving Lou little chance to settle down whilst she grieved for her husband and her lost child in 1892. From the early 1920s Lou had to keep his private life at a distance from his mother. His life

partner from 1921 was Ella Layton (née Wyett, 1896-1975), always known as Marnie. She and Lou had to stay in Melbourne whenever Marnie wasn't back with her Wyett family of 'Merchiston Hall', Geelong. They married in secret in 1936 two years before Lou's mother died.

Lou's middle name stands out for comment, perhaps the reversed name of the Scottish novelist George J. Whyte-Melville (1821-78) who wrote about field sports. Or perhaps it was simply taken from the name of his father's golfing friend R. A. A. Balfour Melville. But there was also a farmer near Moe in Victoria named Melville Whyte so perhaps it was more common than realised.

Having come of age at the time of his father's death Lou was now able to run family investments and indulge his sporting interests, especially cars. Perhaps with funds left by his father, or from an allowance through his mother, he began to spend on quality cars, many of them sporting types. But he seems to have begun with a circa 1913 Douglas motorcycle.



*Lou Whyte on his Douglas motorcycle registered Vic-11-325 by 4 May 1913. He was now a pipe smoker.*

## Lou's early motoring

It wasn't long before the motorcycle gave way to a 1911 Lancia Theta, a quality car registered Vic-6-166 on 21 December 1911. Curiously, it had a coat of arms on its flanks so it is possible it came from a grand local family. Some years later he was seen with a ca 1911 20/30 model (later known as the Delta, later still Epsilon) with its tourer body replaced by a simple 2-seater for more speed. Its registration was Vic-1-233, originally listed for Hugh Strachan of Toorak.







*Two images (above and previous page) of Lou Whyte's first Lancia, a circa 1911- 1913 Theta (believed) 2-seater, a delightful machine. The radiator mascot is a revolving propeller.*

*Below: Two images of Lou Whyte on a ca 1911 Lancia 20/30, a speedster without even a scuttle but now with modern lighting and detachable rim wire wheels.*

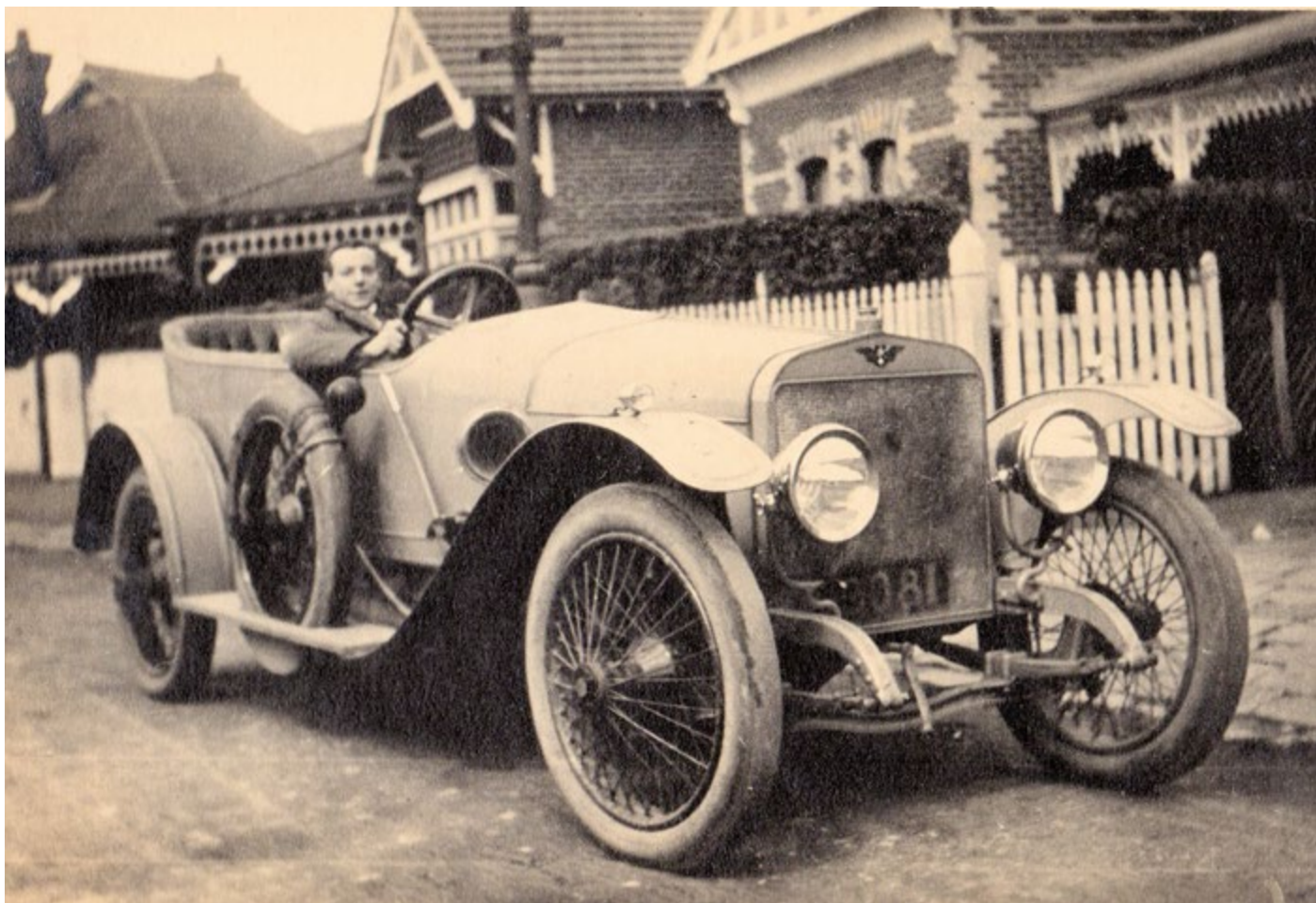


By 1912 Lou had his ultimate performance car, a 1912 Hispano Suiza 15 h.p. (Alfonso model), bodied as a tourer. It would have come from dealer Brodribb Bros. of St Kilda, perhaps their first Alfonso import. It was registered Vic-9-081 on 30 October 1912. In this car Lou began competing in hillclimb events, as the 1913-14 Automobile Club of Victoria events below attest:

**13 Sept 1913** hillclimb at Wheeler's Hill, Mulgrave, Lou in his Hispano Suiza 15 h.p., with G. F. Syme in a 38/60 [sic, 29/60?, or his 80 h.p.?] Benz.

**6 Dec 1913** at Wildwood near Bulla hillclimb, Lou in the Hispano 15 h.p. winning fastest time of day in closed event; and again G. F. Syme in his Benz and fastest time of day in open event (Punch 11 Dec 1913).

**27 April 1914** at Wildwood with Lou in the Hispano, trophy for fastest time of day to G. F. Syme in his 38/60 [sic] Benz. Syme also had his 40 h.p. Benz at the event.



*The new Hispano Suiza Vic-9-081, initially fitted acetylene headlamps before the electrics seen here.*



It was probably in the Hispano Suiza that a calamity occurred in 1915, whilst living in Alma Road, East St. Kilda. Around midnight on 30 September that year Whyte knocked down James Christopher Howell, 36, on Point Nepean Road, Mentone. Whyte took him to hospital but Howell was soon declared dead. He had seven children. Howell, with one of his sons, and Howell's brother, had been walking home to Mentone and had almost reached their destination. The coroner found that the two brothers 'were not in a condition to look after themselves' (a polite formulation for drunk) after a session at the Royal Oak Hotel in Cheltenham, and walking in the centre of the road had led to the accident. The verdict was death by misadventure. Lou was prosecuted for not displaying a car light but the case was dismissed.



*Lou roaring up the hillclimb at Wildwood in his Hispano Vic-9-081. This image appeared in Britain in The Autocar 13 June 1914.*

### Visitors and events

Lou's sporting motoring survived this setback. His albums contain images of competitor cars at hillclimbs, and other cars seen there. It is impossible to say if he owned some of them or simply took an interest. There were also social events around the cars, usually with plenty of young women prominent!



*A 1914-15 Benz, possibly an 18/45 model, or the earlier 25/55, with external exhaust pipes, seen at a motoring event. It has the distinctive sidelamps integral with the scuttle as seen on other Benz factory cars. G. F. Syme had several Benz cars and this might have been one of them. It isn't his 80 h.p.*



*A rare ca 1912 Le Gui 10 h.p. car (note its unusual circular petrol tank-cum-scuttle) with Lou's lady friends filling all spaces. A Le Gui was sometimes noted at hillclimbs. It seems unlikely they could all have been staff at 'The Heights', and a Le Gui was not the sort of car Lou would have used.*



*Lou's friend Harold Swannell visited on his early motorcycle, registered Vic-2-960.*

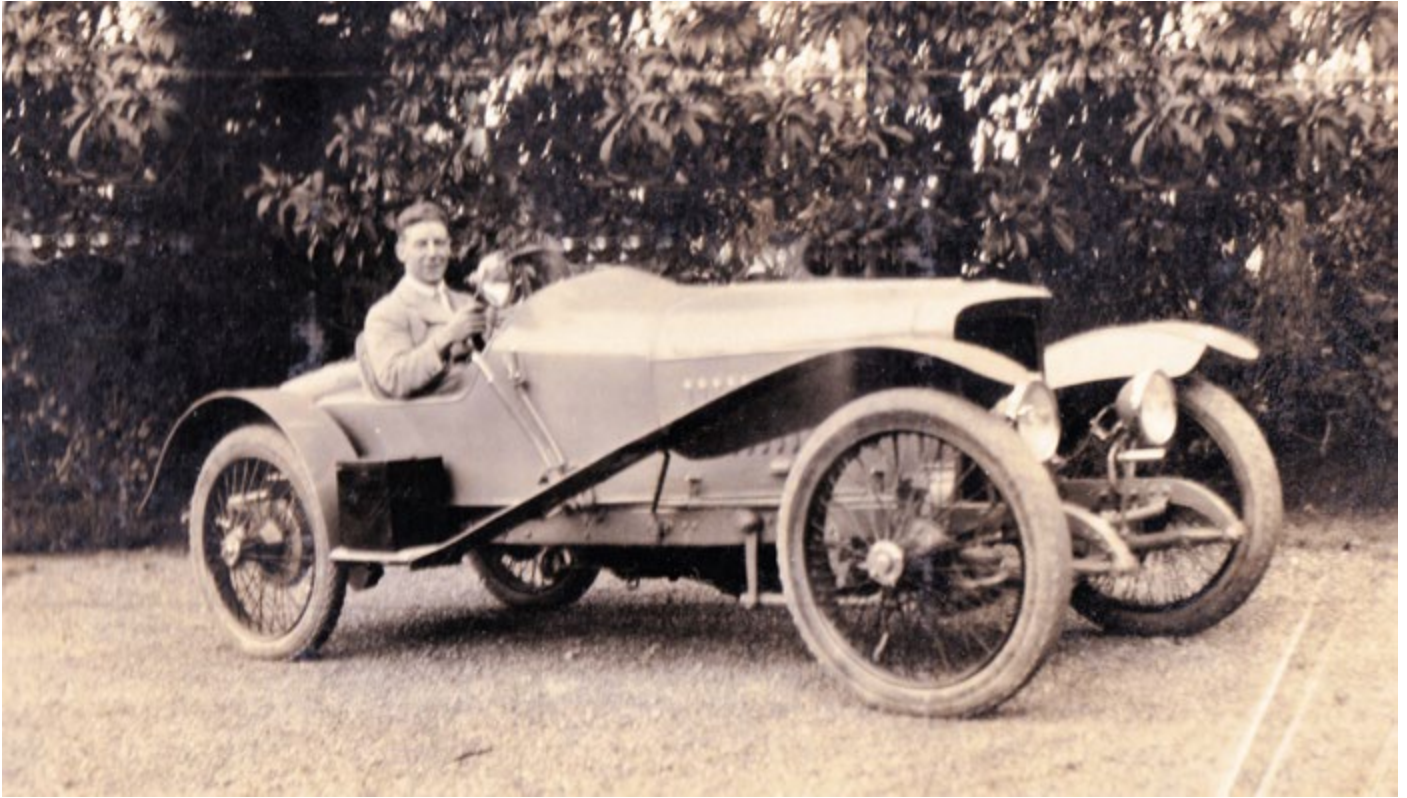


*Another friend had this ca 1908 Vinot-Deguingand, unless Lou was trying out this 2-seater special.*

### More speed

Eventually the 1912 Hispano Suiza Vic-9-081 became Lou's first attempt at a special, with chassis shortened, rebodied, and various cowlings tried on the radiator akin to some Benz cars. He tried the car with just a jury seat, and later with its new streamlined 2-seater. It's interesting to ponder which coachbuilder he might have used – perhaps someone in Geelong or an established maker like James Flood in St Kilda Road, Melbourne, or Damyon (as will be seen).





*Lou's 1912 Hispano Suiza Vic-9-081 hillclimb car transformed into a special, the radiator cowl like the Benz-type often seen.*

**End of Part 1.** The second and final part will be seen next month at 1919 and the first Rolls-Royce. This also includes the ownership of the Ex Syme 1910 Benz 80hp car, a 'Prince Henry' type. Something to look forward to!

## What is It?

Chris White has sent in a couple of photographs of a car which I would love to be identified. The photos are also interesting in that both photos are somewhat of a follow-up to previous articles we have published. The first photo shows the car having a wonderful big BRC single headlight which is almost identical to the lights we featured on a couple of Minerva vehicles photographed in New Zealand. That article was provided by Nick McNeil in the May edition of *Brass Notes* on page 18. The second photo shows a couple of inquisitive sheep in the car, and this is very reminiscent of the photo provided by Graeme Jarrett in the Ford T Time article in the August edition of *Brass Notes* on page 17.

Please help out with any relevant information to help solve the What is it? conundrum by corresponding to the Editor.





# Commercial Collage

By Greg Smith

*Ever since the July edition of Brass Notes where I featured the Girling Fire Appliance as what I termed "one of my favourite" vehicles I have been ridiculed from many quarters. I am a big boy and not easily deterred from my views. I believe the following may be a contribution that is questioning my views and values. It has come from Simon Anderson with a simple comment of "I reckon you would like this vehicle!" The text and photograph have come directly from the publication The Autocar, June 14th, 1902. -Ed*

642 THE AUTOCAR. JUNE 14TH, 1902.

AN AUTOMOBILE HOSE REEL.



It is, of course, undeniable that many a disastrous fire might be checked if it could only be satisfactorily dealt with more rapidly than is possible, even with the very best and most rapid methods usually employed of bringing the ordinary fire engine to the scene of conflagration.

Breslau, in North Germany, a town which has a reputation for being always to the fore in adopting new ideas, has adopted a plan of dealing with this difficulty, which is both practical and advantageous.

Herr Hontchla, of the engineering firm of Dressler and Co., Breslau, has applied the automobile system to a light four-wheeled machine, which serves as a small fire engine. The vehicle, though crude, is ingenious and useful, and has already proved so successful that the notion is being taken up in other German towns.

The new fire engine has seats for three riders, and one man behind. It is nine feet long and has a breadth of four feet six inches. Without equipment it weighs 500 lbs., with fire accessories about 1300 lbs. It is driven by an **Aster petrol motor**, but can also be worked by pedaling, thus ensuring greater speed, and prevention from complex breakdown at a critical moment, while that extra brake power can be provided by back-pedaling which a sudden stop in the mad rush through the crowded streets so often necessitates. The machine is furnished when required for fire service with a fire bucket, hose reel, nearly a hundred feet of hose, nozzles, hydrant key, lantern, etc. and is fitted with a large bell to warn of its approach, as well as a torch for night work.

The machine, which stands prepared at the fire brigade station, ready for a call night or day, can be started on its errand with its riders in from ten to fifteen seconds. It travels at a rate of from 400 yards to 600 yards a minute – a speed which it would be impossible to obtain with a large fire engine, no matter how well horsed.

*It sort of makes me feel compelled to join the Fire Brigade if they all had one of these. Anything with a 3 1/2hp Aster engine is fine by me. -Ed*

## What is It?



*Good morning Murray,*

Your mystery car in the latest edition of Brass Notes is almost certainly a 6 cylinder Napier. I would think a 45hp Model T 23 made between 1908 and 1912.

There would have been a few dozen of these in Australia, but now they are very rare. Only two of this model are known of in Australia at present. I have one, and the one pictured is owned by Bill Bishop. Chester McKaige in Tasmania also has a 6 cylinder Napier but that one is a 40hp.

*Kind regards, Greg Hill*



1908 Napier T23 6 cylinder owned by Bill Bishop

# Findings, Feedback & Follow-Ups

We had quite the response to the Front Cover photo from last month. First off the mark was Frances McDougall, and her response is written below. Doug Fulford was next, as he also knows the area well and we will be nearby when we are on his "Creepy Crawley" event in August. Ian Irwin also contacted me with the identity of the bridge and has told me, that he has a photo of an Edwardian Silver Ghost crossing it. We hope to publish this when he can find where he has placed the image. I also had input from David Norton, a member of the VCCA. NSW. And lastly from John Hewitt also from NSW. So, as you can see, the response was vast and most encouraging. -Ed

Hi Greg,

The bridge in question on the front page - it is the Hampden Bridge opened in May 1898 as a wooden suspension bridge with sandstone "gothic" looking ends. It is over the Kangaroo River at Kangaroo Valley NSW, a small town on the Moss Vale to Nowra Road. The cars in the 1914 Trial would have gone over the bridge on Day 4.

It is a bridge I know well as a family we had holidays in the Bundanoon area and would often drive to Kangaroo Valley and surrounds in the late 1950s.

The two photos are: the black and white one is of our car at the time - a 1949 Single Spinner Ford and in the photo the L Plate was when my mother was learning to drive in 1950. The second photo is of the same bridge in 2010.

Regards, Frances McDougall



Photo Black and White taken in 1950



Photo colour taken in 2010

Dear Greg

The bridge in the photo on the cover of the August edition of "Brass Notes" would appear to be Hampden Bridge which carries Moss Vale Road over the Kangaroo River adjacent to Kangaroo Valley Village. It was opened on 19 May 1898 and is quite close to where the 2025 NSW Creepy Crawley will take place. It was the second suspension bridge to be built in NSW and is now the only surviving suspension road bridge [presumably in NSW] from the Nineteenth Century. It replaced a previous timber truss bridge built in 1879. The vehicle appears to be five up and if headed north towards Fitzroy Falls and Moss Vale has a very long, steep and winding climb ahead of it, one I have both walked and driven both ways. The first suspension road bridge constructed in NSW is quite similar looking. It was privately built joining Cammeray and Northbridge, two northern Sydney suburbs and was opened for traffic in 1892. The stonework remains but the deck of the original suspension bridge is now supported by a concrete arch span.

Regards, Doug Fulford

Doug has kindly supplied some links to the bridges -Ed

[https://en.wikipedia.org/wiki/Hampden\\_Bridge,\\_Kangaroo\\_Valley](https://en.wikipedia.org/wiki/Hampden_Bridge,_Kangaroo_Valley)

[https://en.wikipedia.org/wiki/Long\\_Gully\\_Bridge](https://en.wikipedia.org/wiki/Long_Gully_Bridge)

Hi Greg,

The photograph on the cover of August Brass Notes shows A. Hoette crossing the Kangaroo Valley Hampden Bridge, in 1914, in his 12hp Benz.

<https://www.facebook.com/TheFriendlyInn/posts/1914-the-kangaroo-valley-hampden-bridge-the-car-is-a-1912-benz-participating-in-/1050014393791981/>

You probably already have many replies to this.

Regards, David Norton (VCCA in Sydney) Hello Greg,



Hello Greg,

Regarding that cover photo. It appears to be the Hampden Bridge Moss Vale Road Kangaroo Vally south of Sydney.

[https://en.wikipedia.org/wiki/Hampden\\_Bridge,\\_Kangaroo\\_Valley](https://en.wikipedia.org/wiki/Hampden_Bridge,_Kangaroo_Valley)

### Hampden Bridge, Kangaroo Valley - Wikipedia

Hampden Bridge is a heritage-listed single-span suspension bridge that carries Moss Vale Road (B73) across the Kangaroo River, in Kangaroo Valley, in the

City of Shoalhaven local government area of New South Wales, Australia. The bridge was designed by Ernest de Burgh and built by Loveridge and Hudson. The property is owned by Transport for NSW. It was added to the New South Wales State ...

[en.wikipedia.org](https://en.wikipedia.org)

Regards, John Hewitt

## Napier 20hp – Sold To A Victorian Member

By Graeme Jarrett

The Napier featured in the most recent (August) issue of Brass Notes has been sold to one of our Victorian members in the Wangaratta area.

The car, as acquired, did not have its full complement of original lighting. This has now been remedied by Greg Smith who, from his vast collection of stock, provided one of those items required.



*The Napier loaded up for the journey to its new home in Northern Victoria.*



*The Napier again – almost ready for its journey with the new owner*



*The Napier showing only one headlamp – the other original item has long departed. Fortunately Greg Smith had a correct one in stock and now with the new Napier owner.*



*Greg Smith' headlamp (from stock) which has now gone to Andrew for fitting to the Napier.*

Andrew Gibb is very pleased with having acquired this project in light of its original condition and completeness. His intention is to restore its mechanicals and endeavor to maintain, where possible, as much of its originality where possible. We wish him well with the refurbishment and look forward to both reports on its progress and it taking to the road.

# Findings Feedback and Follow-ups



## Findings Feedback and Follow-ups

You will recall in last month's issue of Brass Notes we almost answered the questions of what is it? Who is it? And where is it now? We were able to say it was Peter Fagan and the car was his father's 1912 Argyll, but at that stage we didn't know where it is now. Well now we do, after Peter contacted Neil Adams in NSW as a possible lead.

Neil very kindly responded to Peter, and we have now located the "missing Argyll" of Peter's father. It turns out this Argyll has done some traveling over time as when Kevin Fagan sold the Argyll it went to Western Australia before ending up in NSW at the Adams place. Neil had always believed his father, Peter, had purchased the car from the Perth, so he contacted Argyll guru, Stephen McCann in the U.K. to see if he knew the history, and he was able to fill in some of the blanks. Stephen had talked to Kevin Fagan several times and found that the Argyll was sold to the Museum in York Western Australia. The museum was planning to sell the car, and Stephen McCann was interested in purchasing it, but it was not financially viable to buy it, ship it to England and then re-body it, so apparently that is when Peter Adams purchased the car and it went to Boolaroo, NSW.

Neil Adams remembers driving the car on his "P" plates and it was at that time painted Blue with a shooting brake body, just as Peter Fagan remembers it as a ten year old boy. The Argyll suffered a bearing failure and Neil started driving some of the other vehicles in his father's collection. The body was given a "birthday" in the early 2000s and the bearing repaired, but it suffered another engine issue. So, in 2017 the engine was rebuilt and is still going strong.

We thank Neil Adams for his input in solving a mystery that Peter Fagan has had for almost fifty plus years.

## Findings Feedback and Follow-ups

The Girling article and story continues to grow and flourish. At the recent Natter Night I was approached by John Horswell, who said he was present when Ron Stephenson found and purchased the Girling parts in Lilydale. I said to John that "you should have purchased them". I did get a very strange look from John, like I had said something completely derogatory.

I also received a wonderful photo from Mick Turner who is confident he has found another Girling. This time a great looking delivery vehicle. This body style is an alternative to the gorgeous Fire appliance I fell in love with. I am sure Rick McDonough would probably say that this delivery van would be flat out carting a



single pumpkin, let alone an order of fresh fruit and vegetables! I still am very much besotted with this special three-wheeler and not easily deterred.



### Findings, Feedback and Follow-ups



*Hi Greg,*

Thank you and also Colin Daniels for giving us the wonderful story of the history and restoration of the 1909 Holsman which Colin and Melinda owned for so long and is now in our possession. It is great how so many members of the Club made contributions and involvements to get it on the road, to make it a much loved vehicle in the Club.

On the rallies I remember Ivan and Colin having long talks about the “mechanics” of it and Ivan saying he would love to have a go at making it more reliable. Of course, when the Daniel’s were downsizing Ivan just had to have the Holsman. And that is what transpired.

Well, the months and years just disappeared even after Ivan’s supposed retirement, but the Holsman was always in his sight in its parking spot in the collection with the promise of “I must see to getting that car more reliable”.

Sadly, he didn’t but it was always in his mind and with your enthusiasm, Greg, plus the encouragement and mechanical skill of Simon Anderson, the Holsman was back on the road at the Highwheeler Rally this year again and running reliably. Thank you, Simon.

You should have seen the big smiles on Ivan’s face when he saw the photos and also the three generations of Smith’s in front of the buggies in Brass Notes.

When I showed him the article and the contribution from Colin and Melinda, he was very happy and commented, “I’m so happy to know all of this and the buggy must never leave our family”.

Best wishes to the Club on your 70th birthday, from those of us who have only been members for 66 years of the 70.

*June and Ivan Smith*

### Findings, Feedback and Follow-ups

*Hi Greg,*

Here is some more background in regard to the Young Bros. image in Brass Notes August 2025, in particular relating Thomas Young, one of the principal partners, and to W. H Treloar, one of the businesses drivers.

*Cheers for now, Peter Latreille*

### Thomas Young (1875-1935)

On his death in 1935, Thomas Young's family immortalised him in a large stained glass window in the Presbyterian Church in Horsham. So Scottish, as he must have been, equates to my maternal grandfather who was certainly a friend of Thomas and his daughter 'Auntie' Flora, my mother's godmother.

### W. H. Treloar

Born in Hamilton, Victoria in 1889, Harold Treloar was employed as a driver for Young Bros. Auctioneers in Horsham from 1908, and then as a motor mechanic and driver at McDonald's Garage in Hamilton from 1911. During 1912-13, Treloar was employed as a mechanic and driver at the Ballarat Motor Works. Treloar developed an interest in aviation and travelled to England where he was accepted as a pupil at the British and Colonial Aeroplane Company, training in piloting and maintenance of aircraft. He continued his training at the Point Cook aviation school after enlisting with the Australian Imperial Force (AIF) in 1914, and began service with the Australian Flying Corps (AFC) in 1915. He was one of the first to enter war service and in August 1915 was reported missing and then confirmed a prisoner of war, remaining in captivity until November 1918. After returning to Australia, Treloar explored a number of commercial aviation interests, entering aerial races and offering joy flights during tours of Victoria and parts of New South Wales.

*From the Eric J. Treloar collection, National Museum of Australia.*





# Comings, Goings, and Restorations

By Greg Smith

Due to space constraints over several months, we have been unable to bring you this regular column. So, there is a bit to catch up on. Russell Holden is a regular contributor as there is always something happening when it comes to Russell. He is constantly importing something to our shores or doing restoration work, so is a constant to our column.

He has recently imported a very nice Schacht Highwheeler which from the photos I have looked at is an extremely correct example of this marque. This has always been one car so certainly not a made-up thing. I am not sure of Russell's plans with it, but if it is to be sold on, this would make a great Highwheeler.



One I know he is going to keep is one of the very earliest production Chevrolets known. A wonderful 1913 production – 1914 Royal Mail roadster. A former Bill Harrah car with wonderful charm and history. This will be on one of our rallies in the future.



Another unusual vehicle is a 1917 Cadillac Opera Coupe that has been purchased by Russell for Michael Matthews of Port Fairy. With this unique body style, and big V8 engine, it will be quite the sight on our rallies soon. Congratulations on your acquisition Michael. Nice stable mate to the Wolseley Stellite.



You will also recall back in 2024 Russell purchased a c1902 De Dion powered bicycle. I can report most of the mechanical restoration has been undertaken. There was a #6 stamped on the crankcase, however on investigation inside the motor everything is stamped with the #6 even on the skirt of the piston. So, this indicates it is an extremely unmolested example. Work has been completed on the atmospheric inlet valve and timer, and also on the surface carbide. It is very close to going as this report is being written and hopefully will be in action at the Pre-1905 Pioneers run at Ballarat.



Mal Grant had his Ford T Bus for sale back in the June edition of Brass Notes. I considered it to be an extremely good buy at the price he was asking, as it had a lot of work done and very little use. It did require some recommissioning, and I am pleased to say Hein Otten is taking that on and it should make a very nice Ford Model T suitable for carrying the hoards.





In one bit of news that sees one of our Victorian cars going north, I can report that the Sizaire et Naudin of Andrew McDougall has gone to Queensland and is now in the hands of Ron Sorensen. Ron is getting a fine collection of vehicles and the Sizaire will be a very usable single cylinder that will get some use.



Lastly, in a fantastic news story, the Paige Detroit has been restored and finished after a lengthy period. This car was first discovered over 60 years ago by Barry Gomm and has been through several hands of our membership. Ian Rees has restored this vehicle, and the result looks to be stunning. It is now in the process of getting its permit for use on the road. Congratulations Ian on a fine restoration, and we look forward to seeing out in the future. I am also very hopeful we may get a write up on the restoration for Brass Notes.



A very nice c1905 De Dion Bouton was advertised in last month's edition of Brass Notes. This had all the makings for a restoration as it seemed to be all there and in pretty nice condition. I can report it was sold and heading to the Victor Harbour in South Australia.

The Napier that was also advertised last month has found a new home to one of our members in Wangaratta. See this is the separate article on page 25. Andrew also purchased the kit of Napier parts that was advertised in the July edition of Brass Notes from the Albury area. The Hotchkiss original vehicle that was with the Napier at the same venue had not been sold when the writing of this article occurred, so stay tuned on the that matter.

I also saw on the PreWarCar web site that the beautiful 1911 Stanley Steamer of Martin Smallman is for sale. If anyone is looking for such a vehicle it would be a great result if it were to be sold locally.

See advert on page 33.



# Annual General Meeting

All members are notified that the 2025 Annual General Meeting will be held at the

Clubrooms, Lynden Park, Wakefields Grove, Camberwell and/or by Zoom Conference on

Tuesday, 11 November commencing at 8.00 pm

## AGENDA

- 1 Opening and welcome by the President
  - 2 Apologies, proxies and declaration that a quorum for the meeting is present
  - 3 To confirm the minutes of 2024 Annual General Meeting
  - 4 The President's annual report on the activities of the Club during the 2024-2025 year
  - 5 The Treasurer's report and presentation of financial statements of the Club for the 2024-2025 year
  - 6 To confirm the annual membership subscription and joining fee for the 2025-2026 year
  - 7 Appointment (and fix any remuneration) of an auditor for the 2025-2026 year
  - 8 Election of the executive and general committee positions for the 2025-2026 year
  - 9 Honorary Life Membership Awards
- Pursuant to Rule 9(2) of the Club's Constitution, an Honorary Life Member shall be a member of longstanding who has performed outstanding and distinguished service for the Club. The appointment of a member to Honorary Life Membership is the ultimate expression of the Club's gratitude to that member for his or her generous support of the objects of the Club.
- 10 Closure

## APPOINTMENT OF PROXY

In accordance with the Club's Constitution (Rule 34), each member is entitled to appoint another member as their proxy if they cannot attend the meeting, by notice given to the Secretary in writing (by hand, post or email no later than 24 hours before the meeting) or the form may be given to the Chairperson before or at the commencement of the meeting. An opportunity to request a Proxy Form will also be given by the Secretary at the October Natter Night being convened via

Zoom. Alternatively, please contact me and I will post or email the form to you.

## MORE INFORMATION

If you would like further information, please feel free to contact me on 0408 344 434 or email [secretary@veterancarclub.org.au](mailto:secretary@veterancarclub.org.au).

## CALL FOR NOMINATIONS FOR EXECUTIVE AND COMMITTEE POSITIONS

### WHEN

The 2025 Annual General Meeting will be held at the Lynden Park Clubrooms, Wakefields Grove, Camberwell on Tuesday, 11 November commencing at 8.00pm.

### POSITIONS

If you would like to be involved in the management of the affairs and business of the Club, please consider nominating for a position on the committee. The executive positions of President, Vice-President, Secretary and Treasurer (for a 12-month term of appointment) need to be filled and there will be two general committee positions available (for a three-year term of appointment).

### NOMINATION FORM

A nomination form will be available at the September & October Natter Night meetings. If you are unable to attend a Natter Night meeting, please contact me on 0408 344 434 or [secretary@veterancarclub.org.au](mailto:secretary@veterancarclub.org.au) and I will post or email the form to you.

### CLOSING DATE FOR NOMINATIONS

Pursuant to the requirement of the Club's Constitution (Rule 54), nominations must be given to the Secretary (by hand, post or email) on or before Sunday, 12 October 2025. Please scan and email the completed form to [secretary@veterancarclub.org.au](mailto:secretary@veterancarclub.org.au). Alternatively, mail the completed form to the Secretary, Veteran Car Club of Australia (Victoria), P.O. Box 2300, Mount Waverley Vic 3149 and please allow at least 5 days for delivery.

## MORE INFORMATION

If you would like further information, please feel free to contact me on 0408 344 434 or email [secretary@veterancarclub.org.au](mailto:secretary@veterancarclub.org.au).

*Brian Churchill, Secretary*

| Position                 | 2025             | elected | term            | expires | 2026            | elected | term | expires | comment   |
|--------------------------|------------------|---------|-----------------|---------|-----------------|---------|------|---------|---|
| President                | Ben Alcock       | 2024    | 12mo            | 2025    | Daryl Meek      | 2025    | 12mo | 2026    |   |
| Vice President           | Daryl Meek       | 2024    | 12mo            | 2025    |                 |         |      |         |   |
| Secretary                | Brian Churchill  | 2024    | 12mo            | 2025    | Brian Churchill | 2025    | 12mo | 2026    |   |
| Treasurer                | Claudia Holding  | 2024    | 12mo            | 2025    | Claudia Holding | 2025    | 12mo | 2026    |   |
| Immediate Past President | Paul Daley       | 2021    | resigned 7/5/25 |         | Ben Alcock      | 2025    | 12mo | 2026    | (rule 56 -voting for 12 months then, longer if committee so determines) |
| General Committee        | Deb Alcock       | 2021    | 3yrs            | 2024    |                 |         |      |         | was not re- elected in 2024 and committee should only be 9 not 10       |
| General Committee        | Andrew McDougall | 2022    | 3yrs            | 2025    |                 |         |      |         |   |
| General Committee        | Craig Emmerson   | 2022    | 3yrs            | 2025    |                 |         |      |         |   |
| General Committee        | Greg Smith       | 2022    | 3yrs            | 2025    |                 |         |      |         |   |
| General Committee        | Peter Hammet     | 2022    | 3yrs            | 2025    |                 |         |      |         |   |
| General Committee        | Steve Hobbins    | 2022    | 3yrs            | 2025    |                 |         |      |         |   |
| General Committee        | Callum Walsh     | 2023    | 3yrs            | 2026    | Callum Walsh    | 2023    | 3yrs | 2026    |   |
| General Committee        | Rob Anderson     | 2023    | 3yrs            | 2026    | Rob Anderson    | 2023    | 3yrs | 2026    |   |
| General Committee        | Scott Emmerson   | 2023    | 3yrs            | 2026    | Scott Emmerson  | 2023    | 3yrs | 2026    |   |
| General Committee        | Michael Holding  | 2024    | 3yrs            | 2027    | Michael Holding | 2024    | 3yrs | 2027    |   |



# Natter Night Meeting Minutes

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## **VCCA (Victoria) at Clubrooms and Online Zoom Meeting**

**On Tuesday, 12th August 2025 @8.00pm**

### **Opening**

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

### **Attendance**

There were 43 members in our Clubrooms and 13 members online.

### **Apologies:**

Claudia Holding, Jennifer Atherton, Brian & Joan Scudds, David Inglis, Ros Smith, Kath & David Wright

### **Visitors**

None.

### **Guest Speakers**

Daryl Meek hosting Movie Night

### **Member News, New Members**

We are excited to welcome the following new members:

Barry Murfett & Bev Phillips – Maldon – 1912 Humber Motorcycle and 1915 Excelsior Motorcycle

David & Karen Jenkins – Montmorency – 1916 Model T Tarrant Tourer

### **Raffle**

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

### **Financial Reports**

Michael Holding presented the Treasurer's Report on behalf of Claudia.

### **Events**

#### **Past:**

RACV Midwinter Rally – Phillip Island – 18-20 July – Andrew McDougall gave a detailed report of the event which had 23 vehicles attending and a lot of unique activities. Full report in September Brass Notes

#### **Future:**

RACV Pre-1905 Pioneers Run – Ballarat – 12-14 September, Daryl Meek & Fiona Lane. Already 15 entries received so far plus 5 or 6 further known. Accommodation bookings are open at the Belltower Motel.

RACV Veteran Car Club 70th Anniversary Annual Rally – Swan Hill – 15-18 October – Michael Holding gave a report. Already 65 entries have been received. Entries are closing mid-September

70th Anniversary Gala Dinner and Presentation Evening – Saturday 8th November – entries will be opening soon.

Ben advised members that we need Rally Directors

for both of next year's Midwinter and Annual Rallies. Volunteers encouraged.

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

Nothing to report

### **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

Alan Lethborg has the 1909 AX Renault "Buttercup" for sale – keen to see it sold within the club but will soon be offered to the market.

### **Items of General Business**

Ben Alcock raised the point that he is often asked how to encourage younger members into the club and opened the floor for comments. One of the major points raised was access to vehicles, in particular the high cost of acquisition.

Thoughts for future consideration by committee and members included:

Inviting young people to events and encouraging them to participate and to drive the vehicles.

Consider lending vehicles to younger drivers – eg. the B40 event for under 40 year-olds.

When selling vehicles – consider what value the vehicle might be to younger buyers and marketing directly to them

### **Movie Night**

Daryl Meek presented a selection of fascinating videos chosen from our earliest rally's. It was a real eye opener for some and a walk down memory lane for others. It was accompanied by popcorn, choc tops and sweets. A lot of fun - thanks to Daryl and the organisers.

Next Meeting 9th September, Brian Churchill will present the Annual "Ford Oration" sharing the story of the 1911 Ascent of Ben Nevis in Scotland by Model T Ford. Members of the Model T Ford, Model A Ford and Vintage Drivers Clubs will be joining us.

### **Meeting Closed at 9.40pm**



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

### **The RACV supports the:**

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

# Events

## RACV PRE-1905 PIONEERS RUN

**Ballarat, 12-14 September 2025**

Join us this Spring for an extended weekend in Ballarat.

It won't be cold, trust us!

Accommodation has been secured at the usual spot:

### **Belltower Motor Inn**

1845 Sturt Street, Ballarat  
5334 1600.

Rooms have been set aside, so call and advise that you are with the Veteran Car Club

The event starts on Friday afternoon with a short run to a local member's car collection (that just keeps expanding – he's going to need a bigger shed!). Afternoon tea will be on offer as we get cars, people and bikes all ironed out for the weekend tours.

Friday evening will be free to dine in Ballarat, The Fat Chef is located at the Belltower, Lazy Moe's is next door, the Golf Club Bistro is a short walk away and there are many more options in the centre of town.

Saturday will see us travel a route that Greg Smith carved out for the first Pre-05 runs and will take us to Smythesdale, to the pub for lunch, before a return to the Belltower.

Saturday evening, we are dining in a more formal setting in private rooms at the City Oval Hotel. Our dining room is up three short flights of stairs – they have new, sturdy handrails, but no lift is available unfortunately.

On Sunday we will be touring around the Western side of Ballarat, Victoria Park and Lake Wendouree (watch out for swans – they have right of way!) The run may include a visit to a local attraction and a boxed lunch will most likely be in order.

Watch the Club's website for an entry form, which we anticipate will become available at the conclusion of the Midwinter Rally.

For further information contact Fiona 0419 893 983, Daryl 0407 881 288 of [fafnir@inet.net.au](mailto:fafnir@inet.net.au)



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

Excitement is building. We already have over 70 entries, including 2 cars that were on the original 2 Argus rallies back in 1955 and 56. (If your car was on either of these 2 rallies, please join us.)

However, by the time this edition of Brass Notes is distributed, some of you will not have entered. We know this because we also know of 25 accommodation bookings that have, as yet, not entered the rally. Don't miss out, come and join the party. Go to the club website and enter before entries close on September 17th.

We have been tracking the Murray River water levels for weeks. Why? 2 reasons

The 1st is a higher river level simplifies getting 100 veteran vehicles across on the Speewa Punt on day 1

The 2nd is it determines the number of passengers we can have on the Pyap paddle steamer. Low water means only 70 passengers, high water allows us to have 120. With 2 cruises chartered, the difference is 140 vs. 240.

The Wednesday sail is almost booked out but there are spare tickets for the Tuesday. If you are arriving into Swan Hill on the Tuesday or earlier, please opt for the Tuesday sail and or the Heartbeat laser show.

The Friday happy hour, pizza night and talk fest is evolving. Watch this space.

We will have 3 full days of touring over flat quiet roads. Find out all about it at [www.veterancarclub.org.au](http://www.veterancarclub.org.au) Click on the "Upcoming Events" tab at the top of the page

Michael and Claudia Holding (Rally Directors)

### **Big4 Swan Hill**

03 5032 4372  
<https://big4swanhill.com.au>

186 Murray Valley Hwy Swan Hill  
Just 2 kms from the daily start and home to the Friday Happy Hour  
Still have a couple of cabin configurations and  
Ensuite powered sites available  
On-site trailer parking

### **Lazy River Motor Inn**

03 5032 2123  
<https://www.lazyrivermotorinn.com.au>

Budget Motel  
Motel style rooms and units available  
On-site trailer parking  
Right next door to the Big4 Swan Hill

### **Big 4 Riverside Holiday Park**

03 5032 1494  
<https://www.big4riversideswanhill.com.au>

Adjacent to the daily start location.  
All cabins were booked but it is worth a call in case there has been any cancellations.  
Some powered sites available.



# Private Classifieds

## 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. Email is the preferred method of contact as I will be participating in a number of events right up to the day of the competition.

**Andrew McDougall** – VCCA (Vic) and ACCV.

**Ph.** 0427 220 249

**Email:** frances2andrew@gmail.com

### FOR SALE

1911 Stanley model 63 Toy Tonneau Steam car

- new boiler 2014
- all new differential and drive gears fitted
- reconditioned feed water pumps, fuel pump and oil pump
- replaced all check valves
- rebuilt steam engine
- replaced pilot light and throttle valves.

This Stanley has been well maintained, pampered and run regularly for the past 10 years of ownership. Please refer to ad in prewarcar.com

for more details and note the car will be running at the Swan Hill rally this October.

Price \$160k (selling due to ill health)

**CONTACT: Marty and Tina Smallman**

**E:** steaminmart@gmail.com



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Jeff.factory10@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**

**CLUB MAILING ADDRESS**  
PO Box 2300,  
Mt Waverley, VIC 3149

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

**VICE PRESIDENT**  
Daryl Meek (Fiona)  
t 0407 881 288  
e vicepresident@veterancarclub.org.au

**SECRETARY**  
Brian Churchill  
t 0408 344 434  
e secretary@veterancarclub.org.au

**TREASURER**  
Claudia Holding (Michael)  
t 0402 484 036  
e treasurer@veterancarclub.org.au

**IMMEDIATE PAST PRESIDENT**  
Paul Daley (Lena)  
t 0417 583 064  
e paul.daley@neo.com.au

**COMMITTEE MEMBERS**  
Andrew McDougall (Frances)  
t 0417 310 852

Steve Hobbins  
t 0419 317 687

Greg Smith (Denise)  
t 0447 395 233

Craig Emmerson  
t 0410 663 292

Deb Alcock  
t 0412 777 676

Peter Hammet (Joan)  
t 0428 282 631

Scott Emmerson  
t 0488 002 054

Callum Walsh (Francesca)  
t 0447 766 724

Rob Anderson (Leonie)  
t 0414 446 953

Michael Holding (Claudia)  
t 0407 008 895

**FIVA REPRESENTATIVE (TAVCCA)**  
Andrew McDougall

**SUB-COMMITTEES**

**DATING**  
Andrew McDougall

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

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

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

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

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

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

Download the application form at  
veterancarclub.org.au.

## BRASS NOTES

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

## EDITORIAL POLICY

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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.



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# A.V. Turner “Darge” Albums – Zeunert Archive

By Callum Walsh



Motorsport **Zeunert** Archive

Metograph by "DARGE," 175 Collins St.,  
Melbourne's Moto-Photo-Man.

*A.V. Turner posing for a photograph with a young passenger in the 25/70hp Benz*



Motorsport **Zeunert** Archive

Metograph by "DARGE," 175 Collins St.,  
Melbourne's Moto-Photo-Man.

*A. Hoette approaching a hairpin on one of the many descents in his 12hp Benz*



# RACV Midwinter Rally – Phillip Island

*Photos by Frances McDougall*



*1914 De Dion Bouton of Peter Hammet, 1911 Wolseley of Paul Williams, and 1912 Empire of Russell Ward*



*Rally Director helps Robbie Dalton in the 1915 Ford Model T*



*Mark Herbstreit cranking the Ford Model T. Pulled the choke so hard that it broke off!*



*1912 Talbot of Peter Caffyn, 1915 Itala of David Nicholls, and 1907 Cadillac of David Provan at Cape Woolamai*



*1915 Ford Model T of Andrew Mc Dougall next to Paul Williams Wolseley*



*1912 Humber of Barry Murfett getting ready to be cranked in the cols start competition*



*1910 Delage of Barry Smith locked in by motorcycles at Churchill Island*



*A line up at the Vietnam Veterans Museum, with huge plane in the background*