

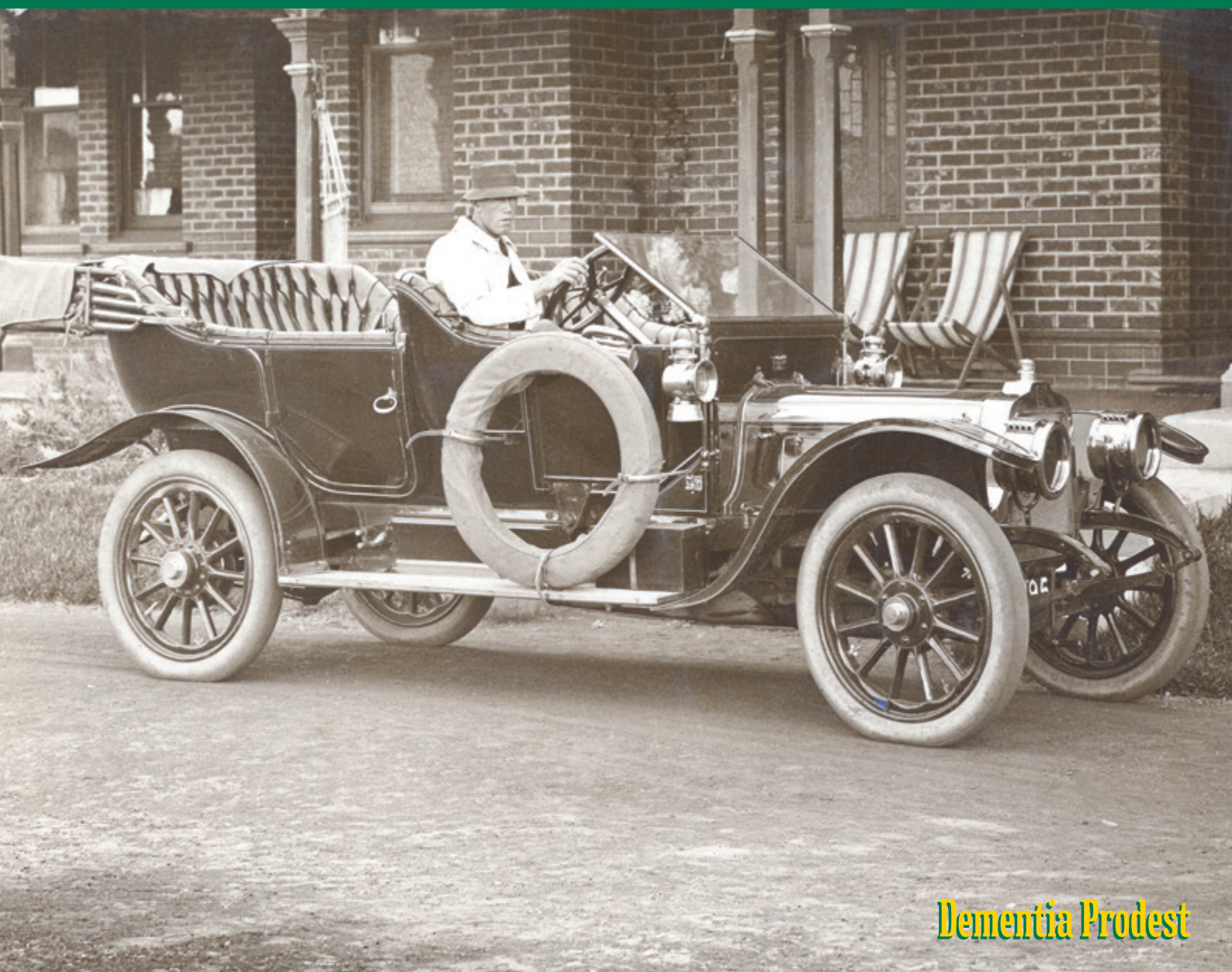
April 2026



Brass Notes

www.veterancarclub.org.au

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



Dementia Prodest

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

Patron: Mr Greg Robinson,
President and Chairman, RACV

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

The RACV supports the:

- RACV 1&2 Cylinder Rally
- RACV Midwinter Rally
- RACV Veteran Car Club Annual Rally
- RACV Four & More Rally
- RACV Pre-1905 Pioneers Run

Flashback

By Greg Smith



Photo from Chester McKaige

Our flashback photograph for April comes from the impressive collection of images kindly shared by Chester McKaige. Chester has been diligently scanning many of his slides and has generously forwarded several of them for use in the Flashback column. As my own collection was beginning to dwindle, these contributions have become invaluable resources. As mentioned in the previous issue, we are fortunate to benefit from the photographic archives of Chester and his late father, George, both of whom were passionate photographers.

The featured photo was taken during the Golden Fleece Annual Rally to Sorrento in 1958. In the image, the owner stands proudly on the right, wearing a tie, behind the remarkable Isotta-Fraschini. From Chester's email, it seems this particular car holds a special place in his heart.

We invite our readers to share any history or details about this extraordinary vehicle. *(Please note not to confuse it with the other identical Isotta-Fraschini owned by Peter Latrielle – Ed)* We are interested in learning about its ownership at the time the photo was taken and in subsequent years, as well as to its current whereabouts. If you have any relevant information about this highly desirable motor car, please respond to the Editor.



Coming Events

14 April 2026	April Natter Night - Alan Maden will speak on Peking to Paris trip in a 1917 American La France Meeting from 8pm - in the Clubrooms or online
12 May 2026	May Natter Night Meeting from 8pm - in the Clubrooms or online
21 - 23 August 2026	The Aussie B40 Rally Contact: Callum Walsh

Major Events

14 - 17 May 2026	RACV Four & More Rally - Camperdown Contact: Murray Murfett
17 - 19 July 2026	RACV Midwinter Rally - Bellarine Peninsula Contact: Callum Walsh
23 - 26 September 2026	RACV Pre-1905 Pioneers Run - Wentworth Contact: Doug Fulford
6 - 8 November 2026	RACV Annual Rally - Location TBC Contact: Callum Walsh

National Events

19 - 25 April 2026	National 1 & 2 Cylinder Rally - Temora, NSW https://vccaact.org.au/temora-national-1-2-cylinder-rally-2026/
14 - 20 May 2026	'Cobar Catchup' National Highwheeler Rally - Cobar, NSW Contact: Ken Dunne 0429 400 505
6 - 12 September 2026	National Veteran Vehicle Rally - Cowra, NSW https://www.vccansw.com/cowra

Front Cover Photo

Photo supplied by Jason Palmer from the Palmer Collection.

Pictured on our front cover is a beautiful circa 1911–1912 Talbot automobile. While the specific model has not been identified, it is hoped that Talbot experts may be able to provide that detail. The vehicle is believed to be parked outside Laidlaw's Hamilton residence, Kilora House, which is located opposite the Hamilton Botanical Gardens. This car was part of T.H. Laidlaw's fleet, used for transporting clients and buyers throughout the Western Districts.

The driver, although sadly unnamed, appears to have served as a long-term chauffeur for Laidlaw and his business, being featured in many early photographs of the Laidlaw cars.

Laidlaw & Co. Land/Stock Agents, along with Young Bros., were early pioneers in utilising vehicles to take clients to sales across the Western District, as discussed in last month's *Brass Notes*.

We are always looking for quality photographs for our front cover so if you have one and associated details, please feel free to send it to the Editor.

Please see the magnificent article supplied by Jason on Page 22 for further details of some of T.H. Laidlaw's other vehicles.

President's Message

Well, that's the first major event for 2026 done and dusted. The RACV VCCA 1&2 Cylinder Rally in Ballarat saw a great turnout, especially considering how close we are to the National 1&2 coming up in Temora. We had rain on the Thursday morning which stopped before our shakedown run and didn't start again until Monday morning after all had departed. Who said Ballarat weather is unpredictable!

Whilst the event is dealt with elsewhere in *Brass Notes*, I would like to make a huge shout out to everyone from the club (and beyond) who supported Tess Anderson in her World's Greatest Shave. What a fantastic result.

A big thanks must also go to the Lethborg family who made the effort to bring Alan and Margaret up for the Saturday run and dinner. I know that they enjoyed themselves and remain proud members of the club. We were even able to get Buttercup on display with the other entrants.

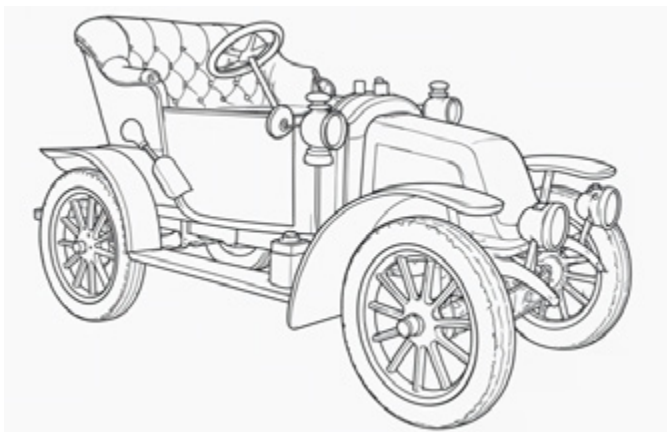
I am also very pleased to inform members that we have been able to enlist Rally Directors for all of our events in 2026. Let's not sit on our hands though – now is the time to consider filling the role for events next year. It really is a worthwhile experience and we are always happy to consider new destinations. If you are remotely interested, speak to myself, Callum or any member of the committee.

Over the last few months, the Veteran and Vintage movements have been encountering a few issues with our friends at VicRoads in relation to new Club Permits (not renewals). I am pleased to report that some progress has been made in finding solutions and the matter will hopefully be fully resolved shortly. Many thanks to the AOMC for taking the matter up on behalf of the VCCA (Victoria).

Don't forget about April's Natter Night; it should be a ripper. Guest speaker will be one of our own - Alan Maden will be giving a presentation on his recent participation in the Peking to Paris event driving the 1917 American LaFrance. And you reckon you've got problems with the price of fuel!

Not so speedily,

Daryl Meek, President – VCCA (Victoria)



Notice of Special Resolution

Notice of Special Resolution at the Natter Night 12th of May 2026 re Annual Membership fees

A special resolution will be proposed in relation to clause 13(1) (a) of the Club's constitution:

“The Association must determine at an annual general meeting or special general meeting ...the amount of the joining and annual subscription fee for the following financial year.”

The committee recommends that the fees for the financial year 1/7/26 – 30/6/27 shall be as follows:

Annual Membership – hard copy plus email copy *Brass Notes* - \$100 (increase of \$5)

Annual Membership – email copy only *Brass Notes* - \$65 (increase of \$5)

Joining fee (new members) - \$25 (no change)

In accordance with clause 39 of the Club's constitution, a special resolution is passed if not less than three-quarters (75%) of the members voting at a general meeting (whether in person or by proxy) vote in favour of the resolution.

Members may request a proxy form from the secretary, Brian Churchill, (personally, by email to secretary@veterancarclub.org.au, or by phone 0408 344 434).

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Editorial

By Greg Smith

This month has been filled with a variety of emotions for me. One of the more troubling experiences involved learning from an email sent by Anthony Sinclair, who had unfortunately fallen victim to a scam. The incident stemmed from a wanted advertisement Anthony had placed in *Brass Notes* back in May 2023. Since the advertisement included his contact information, he was subsequently approached by someone claiming to offer parts for his car - a situation that, naturally, is quite exciting for any car enthusiast, as sourcing rare parts is never an easy feat. However, such excitement can cloud one's judgment, making it easier for scammers to take advantage. What happened to Anthony is a stark reminder that this could happen to any of us, especially when dishonest people gain access to our club's publications like *Brass Notes* and attempt to exploit the trust of honest members.

I am also aware that a similar scheme was attempted on another member, Simon Anderson. He informed me that he, too, had been contacted by someone about Hupmobile parts he was seeking. Like Anthony, Simon had placed a wanted advertisement in *Brass Notes* a few years ago and was approached by a scammer. The individual claimed to be dismantling a car for parts and offered to sell some to Simon. When Simon requested photos, the scammer sent him a picture of Simon's own car—prompting Simon to immediately recognise the deceit. I encourage everyone to read the full accounts from both Anthony and Simon on Page 9, where they generously share their experiences to help others avoid falling victim to these fraudulent schemes.

While these incidents were certainly disheartening, I found my spirits lifted by the opportunity to attend a wonderful rally held in Ballarat with my favorite cars—the one and two cylinder vehicles. After what seemed like an extended absence since our last gathering, we were fortunate to enjoy favorable weather and the unique pleasure of driving and riding these exceptional machines. There is truly nothing like participating in these events to boost one's morale.

Another source of hope and optimism comes from witnessing the camaraderie among our members, which was especially evident during the rally. I took a moment during the evening function to appreciate the generosity and friendship that define our Club. One particularly inspiring highlight was seeing Tess Anderson, a fellow member, have all her hair shaved off to raise funds for the Leukaemia Foundation—a cause close to her heart, as she has friends and family affected by the disease. The outpouring of support, fun, and generosity displayed by our members that night was truly remarkable. Our Club can take great pride not only in Tess Anderson's selfless act but also in the collective spirit of our community.

We all experience highs and lows in life. Let us strive to focus on the positive moments and set aside the negatives, cherishing the strength and unity found within our Club.

16th March 2026 - World's Greatest Shave

by Tess Anderson

This club is amazing — you all go above and beyond. With your help at the 1 & 2 Cylinder Rally in Ballarat, by the end of the rally we had raised \$7,532, and we still have a few more donations to come in. **Latest figure now is \$10,607. - Ed**

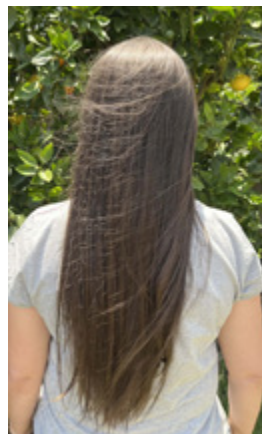
For those who weren't at the rally or my head-shave night, it was an extremely heart-warming experience. My hair was plaited into four ponytails, and people had the chance to pay to cut them off. Each ponytail went for \$150.

We then auctioned the rights to shave my head, and one table raised a staggering \$1,100 to do it.

The lovely Peter Hawkins was the lucky person to have the first go at shaving part of my head, followed by a number of other members on that table, finishing with David Provan, who may have just discovered a new calling in life as a barber!

Finally, I would like to thank everyone who attended the 1 & 2 Cylinder Rally, the RACV, and Daryl & Fiona for allowing me to hijack their event. I would also like to give a special thank you to the very generous couple who have offered to donate the remaining amount needed to reach my \$10,000 target.

Your support truly means the world, and together we are helping make a difference for families facing blood cancer.



Flashback Response from March - La Buire

By Greg Smith & Terry Parker

Flashback Response for March - La Buire

I am very pleased to report that several responses have been forthcoming to our Flashback column La Buire. We have had one from David Smallacombe who recounts how lucky he was to have driven the car when only a young bloke and another from Graeme Jarrett who has found when it was auctioned in 1976. I also received information from Terry Parker who, when back in his school days, put together a lot of newspaper cuttings and made a scrap book with whatever he could lay his hands on. In his scrap book there is a newspaper article showing the car before and after restoration. All this has given us more insight into the La Buire.



The La Buire showing before and after restoration from Terry Parker's scrapbook

The La Buire cars were sold from J.C. Brown Motors of Geelong who had the exclusive rights to sell this marque in Victoria, and often they were also bodied in Geelong. They were a well-made car with a high standard of workmanship. As I stated in last month's Brass Notes, we were extremely lucky to have had five cars in our Club.

As to the history of this particular vehicle, there are two conflicting accounts on where it was found. One account states it was recovered from the Kermonde wrecking yard and the other account states it was found on a farm near Geelong where it was used as a general runabout. What we do know is it was a wonderful restoration as Bill Buchanan was a prolific restorer, who undertook many great restoration projects

including the Thomson Steam Car that was made in Melbourne, and now resides in the Victorian Museum.

The thing that no one has been able to confirm is where the car is now. It is a complete mystery that surely someone has the answer too.

Flashback Response from March - La Buire

David Smallacombe

Hi Greg,

Responding to your Flashback of Bill Buchanan's La Buire.

I don't know the early history of the car he lovingly called "Claude", but someone will know.

I drove the La Buire with Bill on a few rallies and I still maintain it was the nicest veteran I ever drove. Except for the noisy timing gears - Bill always regretted not making new ones - it was an exceptionally smooth and easy to drive car.

One Rally I recall was a three-day trip to Phillip Island. Bill was upset that I wouldn't drive it on the Saturday morning because of the wind - he was finding it difficult and I wasn't game to try. I was only eighteen or so, I did, however, drive it from lunch on.

The wind was so bad that a few of the cars had their hoods torn on the way to the Island. Lunch was at a farm, and we put hay bales around to keep out of the wind.

The Ferry was booked for evening dinner on the Sunday and everyone said "no way" because the wind was still ferocious in the morning. At four o'clock the wind stopped and the water was as calm as a mirror, and we enjoyed a lovely trip and meal. The next morning the wind was up again, as bad as Saturday.

After Bill passed, the car remained with his son for a while and then I think it was sold to someone up around Mildura, I could be right off the mark there, but it was advertised by a dealer at some stage at a very high price for the time. Unfortunately, after that I lost track of it. (Maybe David is possibly confusing the La Buire that was restored by Ray Maher and was located near Swan Hill on the Murray River. -Ed)



The La Buire restored by Ray Maher of Swan Hill



Another photograph of Ray Maher's La Buire, during restoration

Another Flashback question. No photo unfortunately. Back in the early sixties Bill Buchanan's son, I believe his name was Eric, advertised in the Newsletter the remains of a 1914 Dixi. Dad and I went and looked at it, there was no bodywork, but it was all there mechanically except for one item. Complete motor/gearbox, front and rear ends, wheels, steering box, radiator, springs, even new shackle pins still wrapped. The one-part missing was the chassis frame. Unfortunately, its fate was unknown.

I read somewhere that only two Dixi's came to Australia, the other one is in South Australia now at the Birdwood Museum.

What happened to the Buchanan Dixi car, did it go to SA for spares?

If anyone can shed any information on the Buchanan Dixi please respond to the Editor or David Smallacombe direct. I am unaware of this vehicle so I am no help to David -Ed

Flashback for Jan-Feb Response
Warwick Landy & David Chantrell

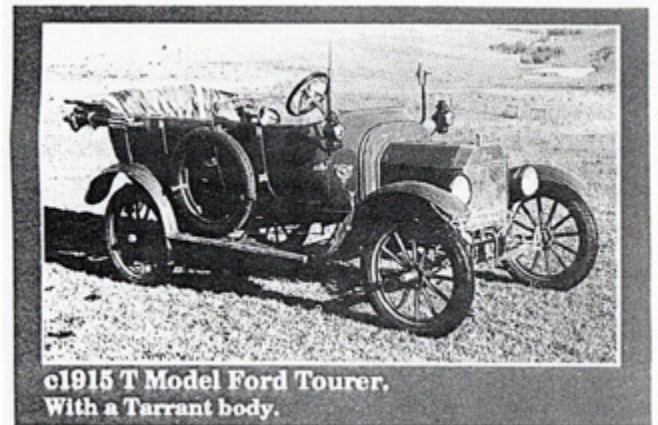
The Ford Model T brains trust have done even more research on the Model T we featured in the Jan/Feb edition of *Brass Notes*. I would like to thank both Warwick Landy and David Chantrell (from South Australia) for their extra detective work. These two have a huge knowledge of the whereabouts and history of so many Ford T cars. What they have produced is a pictorial timeline of the McKenna 1916 Model T.



The Model T as it was first discovered and rallied by Gerald McKenna, with sloping modernized bonnet, and steel radiator



The Model T with the more modernized bonnet now changed to be back to original configuration. Note bonnet is aluminum and the side lights are still the Deitz type, also with brass horn mounted. It also now has a brass radiator



The Model T with painted bonnet, and steel kero side lights of Ford T type. Brass horn with tubing now gone



The Model T as it was in South Australia with its lovely Tarrant body. Person in the driver's seat is unknown

Both David and Warwick pride themselves on knowing where all the Ford Model T cars are, but their thoughts are that this Model T is now in Sydney or nearby. Can anybody confirm this?

Flashback Response – La Buire

By Graeme Jarrett

The La Buire featured last month in the March edition was owned in the early years by Bill Buchanan (late).

It was offered up in an auction on 30th October 1976. This was held by Vintage and Classic Auto Auctions, 303 Whitehorse Road, Nunawading. The auction was held nearby at 50 Lexton Road, Box Hill North, conducted by David and Les Mills.

The description of the car is as follows from the auction catalogue.

“LA BUIRE ROADSTER 1913. Previously owned by a well-known member of the Veteran Car Club, this car has a four cylinder, 9 h.p. engine and three forward and reverse gearbox. It has been fully restored and is in excellent running order and is complete with all lamps and fittings.”

The car was passed in on a bid \$8,500.



The La Buire was featured on the front cover of the catalogue (Lot No 117)

Also in this auction was another car, apparently also owned by Bill Buchanan, a Cottin Desgouttes, circa 1911 (Lot 148), passed in on a bid of \$14,500.

The fate of both of these cars is unknown to me.

Vauxhall 1904 in Tasmania

by Greg Smith

The following article comes directly from the Veteran and Vintage Vauxhall Register Australian Newsletter October 2025 edition. We are indebted to Dave Stuart in allowing us to reproduce it. It is nice to share material with fellow enthusiasts. -Ed

Following on from the two single cylinder Vauxhalls we have featured in our last two editions, there is another Vauxhall single that still exists.

On facebook recently there was a period photograph below of the single cylinder 1904 6hp Vauxhall in Tasmania. The car is still in Tasmania and owned by M. Gray.



The photograph below depicts how the car now looks and is still in the possession of M. Gray.



Just imagine if we had this gorgeous 1904 Vauxhall as well as the Adam's family Vauxhall as featured last month on page 16 both on the Pre-1905 Pioneers rally. Then my prayers would be totally answered.

Accreditation: Veteran and Vintage Vauxhall Register Australian Newsletter October 2025 (Editor Dave Stuart)

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Buyer Beware – Parts Scam Warning

by Anthony Sinclair & Simon Anderson

I wanted to alert members to a scam to which I have just fallen victim (not a huge amount of money but enough to be annoying) and it started with *Brass Notes*.

A few days ago, I received an email from someone who got my email address from a 'wanted' advert of mine in *Brass Notes* of May 2023 where I was pleading for Calthorpe Minor parts. He supposedly had a whole car that he was breaking up and did I want anything? Well, he was "in Perth" and could not give me a phone number due to his deafness (I can relate to that only too well) but did send a photo of the car. Long story but I ended up convincing him to not break up a nice and rare little machine but sell it to me complete. He organised transport with one of his mates and the total was \$3,600. Quite feasible for an orphan that someone was just going to break up.

He also knew that I have an Overland 75 and Model Ts so clearly, he has access to the PDFs of the magazine and has been going through them for many issues. I "bought" the Overland's engine, steering column and fuel tank for another \$1,800. Still not a lot of money and quite feasible.

Anyway, he emailed me that the final payment was being held by my bank and that they were going to call me to clear it. At that point I started to wonder and asked for a picture of the rest of the Overland. A reverse Google search revealed that this car is very much alive and well in Gawler and that the Calthorpe is actually in England. This guy is doing his research, so we all need to be aware.

As he was organising the transport I had to give him my home address (I NEVER give that out - even to government departments - but I did not want to have to deal with moving a car and a heavy engine from my office to home which is 7km away). The transport guy answers emails but will not give me photos of the stuff (because neither he nor the goodies exist) and he also won't give me a phone number.

I have been onto my bank, and they are digging but I doubt I will see my money again. Oh well, it is not the end of the world and in the overall scheme of things (and what I spend on hobbies and our adult kids) it is just irritating.

My next step is to get onto the Federal Government Scamwatch website and get them involved but in the meantime, please let other members know what happened.

Best wishes,

Anthony Sinclair

I thought I would share my experience after hearing another member had recently been scammed out of a considerable amount of money for car parts that did not exist.

About seven years ago I placed an advertisement in *Brass Notes* looking for parts for a particular model car. At the time I received no responses. Then, late last year, I received an email from someone in the United States asking if I was still looking for parts for that Model. I replied that I was and asked what parts they had available.

A few days later they responded, saying they were planning to part out a car and believed they might have some of the parts I needed. I asked them to send photographs of the entire car, as there might be additional parts I would be interested in.

After several emails back and forth, they finally sent a photograph of the car that was supposedly being dismantled. The interesting part was that the car in the photo was actually my car. They had clearly taken the image from somewhere online and were using it to support their story.

I simply replied with "Great scam" and never heard from the person again.

Afterwards I did a bit more research and discovered that the same individual was active on an American forum attempting the same scam across several different car brands. I notified the forum administrators and believe the account was eventually shut down.

My message to fellow members is simple: If you receive an email from someone you do not know offering parts, do your homework first.

A few precautions that may help:

- Verify the person by speaking with people in the area where they claim to be located.
- Ask for multiple photos of the parts or vehicle from different angles.
- Save any photos you receive and run them through Google Images reverse image search to see if the same photo appears elsewhere on the internet.
- Be cautious if someone pushes for quick payment.

Scammers are becoming increasingly clever and are actively searching the internet and forums to take advantage of enthusiasts through their hobbies.

Stay vigilant

Thank you

Simon Anderson

The RACV 1 & 2 Cylinder Rally

by Doug Fulford

12-15 March 2026

Ballarat, Victoria

This event is a favourite on our rally calendar and I am so glad that in the end I made it there despite a whole series of setbacks, with a car and with my brother-in-law, Domenic, but without Vivian and without spare seats.

Monday Vivian had to head to Brisbane for her sister's funeral. I thought all was going to be fine with the 05 Cadillac as after much perseverance (and a bit of helpful bad language) I finally got the fourth new tyre onto its dastardly Midgley rim. The right hand wheel went back on the car like clockwork but the special locking bolt with its three "fingers" for the left hand side came apart in my hands. As they say in the RBT ads you need a plan B.

Tuesday was my 71st birthday. Lots of lovely congratulatory calls (all I had really done was not die – the rest just happens) but that didn't exactly help get everything that needed to be done. Luckily Vivian also has a 1911 2 cylinder Clement-Bayard and a quick call confirmed that its new hood and hood bag had been finished, and it could be picked up en route (sort of) to Ballarat. The change meant a change in both trailer and tow vehicle. Somewhere in the process my fluoro gear and cold weather jacket never made it to the new vehicle.



1911 Clement Bayard with Doug Fulford rounds the bend. Often referred to as "Clem"

Wednesday, I set off early to Crookwell with an empty trailer and all the equipment to tie the car down. Petrol was expensive but diesel even more so, so for once something was going my way. Made it as far as Euroa where I got the very last room – a locked off bedroom in the manager's quarters. Maybe my luck was turning around although I was still a bit apprehensive about bringing a car that I had had no chance of servicing and checking over. Having driven via Crookwell I ended up on some very quiet back roads before I hit the M31 again at Jugiong. Rang Max Boardman as he likes such roads, especially if they are dirt. This one wasn't dirt. Well, it wasn't when I rang but it sure as hell was less than two km down the road.

Having reached Euroa the day before, it was a leisurely drive to Ballarat on Thursday morning. Mostly quiet roads that meandered horizontally and vertically with a couple of single lane bridges. The route that google maps chose took me through the centre of Lancefield. Lovely little town that I would have liked to explore but it was still early in the morning and everything was shut. But probably worth exploring if you get the chance. Reached the Big4 Windmill Caravan Park a bit after 10 and was able to take up residence in our cabin immediately. The caravan park staff were very obliging the whole stay. A bit later Domenic joined me having left Adelaide very early that morning. The weather was rather bleak – cold, wet and windy – not the balmy weather I had been promised. That's when I discovered that I had left behind my jacket. At least I had brought my main bag of clothes unlike one previous rally. Fiona later came to the rescue with one of Daryl's jumpers. Several entrants had already made it and thereafter there was a steady trickle and then a flood as it got to around 2:00 pm. Met up with our next door neighbours, Mark Jansen and Wim Van den Braassem with their 1903 Peugeot Type 56 who were keen to see how their new acquisition would go – and from what I saw it went quite well. Peter and Jill Hawkins were "just across the road" and it was good to catch up with them too.



1910 Buick being driven in the caravan park by Marge Barnard

Thursday afternoon we headed off on a 31 km shakedown run to the Lions Reserve in Haddon and return. For a while I thought we would have to turn around as "Clem" would not pull in second gear. Changing the setting on the carburettor from "open" back to "warm" seemed to help a bit and gradually things improved. Then it wouldn't pull in top but as we progressed that too improved. There was a gelato truck at the park with a very impressive list of flavours. I chose iced coffee flavour. Sales would, no doubt, have been better had it been a much warmer day.

The weather on Friday was warmer, well a bit anyway. I warmed "Clem" up well before setting out but had similar problems, nonetheless. Our destination was Mount Mitchell Estate, a 106 km round trip – assuming you follow the intended route that is.

One of the direction signs had blown around so that it was pointing the wrong way, so we ended up at Sunraysia Highway. I'm not sure how many people were confused by this, but when we reached the highway there were two other cars there at the same time. Luckily one of the other drivers had some local knowledge and we decided to head to Mount Mitchell via the highway. It was as if "Clem" knew the problem as it pulled much better than it had been (and was to do on the return journey) – as the route was rather hilly and we only had to drop gears once for the last part of a long, steep hill.

Mount Mitchell Estate is an amazing property with a grand, historic homestead, impressive outbuildings and fabulous gardens. It is a private residence owned by Kate and Simon Tol. The property is heritage listed and used for up to eight weddings a year. There is a rose garden, a vegetable garden (slated to be replaced by a tennis court), an elm tree in the courtyard in the centre of the house, a tree lined driveway – I could go on. And when the Covid lock downs were on, they built a holiday house 50 metres from the main residence – as you would! Kate organised a garden tour detailing the history of the house and some of its colourful inhabitants over the years. The property dates back to 1835. The homestead was built in 1860/1 but has had substantial (but fairly sympathetic) additions since. After the garden tour we enjoyed a very tasty lunch in a beautiful garden setting. We made it back from Mount Mitchell without any major problems, but the car wasn't performing as it should. Pulled a spark plug and figured that maybe it was running a little on the lean side, so Domenic richened the mixture a bit for the next day.



1906 Cadillac Model M of Neil Walker in front of the homestead

Saturday and the weather was warming up. Ahead of us lay a 99 km round trip to view the Andy Burns' collection. On the way Domenic asked me the obvious question "Collection of what?" I replied that I didn't know. When we arrived, we discovered that a better question might well be "What isn't in the Andy Burns' collection?" There were cars (hardly surprising), stationary engines, traction engines, chain saws, mowers, cameras, enamel signs, tins and lots more. All very well laid out and, amazingly, plenty of room to walk around and view everything. Apparently, Andy is the one person who defies the old adage that a collection will always grow to fill the available space. I think my number one pick out of his collection would have to be

the big veteran Humber or maybe the large wooden bodied camera. Had a wonderful long conversation with Graeme Jarrett, the progenitor of the 1 & 2 cylinder rally, alongside the former. You would be battling to find a more agreeable, hospitable and jovial host anywhere. There was a barbeque lunch organised by the Vintage and Classic Car Club Ballarat. Very nice and quite filling and there was a rally dinner to go! "Clem" was clearly much happier following the adjustment to the mixture but did seem less than ideal so I turned it two more notches and it was pulling like it should. It was great to see Darius riding the recently acquired Triumph motorcycle and his father, Max, have a little ride also. Spare seats were at a premium, so Samuel and William swapped between themselves when one became available.



1913 Triumph Motorcycle on its first time out, ridden by Darius Boardman

That evening the rally dinner was at the Ballarat Golf Club, just a few km down the road. The theme was Fluro / 1980s, and the Anderson girls got special mention from President Daryl Meek for the efforts they had gone to. It was extra special as Tess Anderson was doing her thing for the Leukemia Foundation's "World's Greatest Shave". Her very proud husband, Simon, explained the background to Tess's decision and how her long tresses would be used to make natural hair wigs. Tess is hoping to raise \$10,000 for this most worthy cause and had already raised almost \$4,500. Later I was called up to recite a poem about Tess's shave, but Tess had temporarily disappeared – apparently a little accident with the balsamic vinegar – so I had to ad lib for a while. Tess had her hair tied in four braids and the right to cut a braid off was offered at \$150 a braid with Fiona Lane, Rick Thege, Sherryn Dunshea and Simon Anderson putting their hands up. Then I got to auction off the right to shave Tess's head. Peter Hawkins initially bid another \$150. Sherryn Dunshea jumped in and offered to take over Peter's braid snipping bid so Peter could raise his bid to \$300. At this point I asked if the others at table six might like to help out which they did and got the bid to \$600. Before long others had chipped in or chipped in more so Peter and his mates ended up contributing \$1,100! Congratulations to table six and their friends. Braids snipped off it was time for Peter Hawkins to come out and start shaving Tess's head. The clippers were fitted with a comb, so hair only came off at a controlled rate.

Pete got his mates from table six to share the job and then others, including yours truly, got a bit of a go. David Provan seemed to me to have the most professional technique. I wonder why? Later that night Simon had the task of neatening things up and the result is quite fetching I think (see photo on page 5). Together with some sponsorship money we were able to raise over \$2,800 on the night – a sterling effort of which the club should rightly feel proud. And you can still donate via the web site at <https://www.worldsgreatestshave.com/fundraisers/tessanderson/2026>



Jill and Peter Hawkins deserving winners of the coveted Ron Hobbs Trophy, presented by daughter of Ron, Sue Payne

Doug was not at the Rally on Sunday, so I asked Julie Wright if she would fill in a paragraph or two on what happened Sunday. So, the following paragraph is from her, then back to Doug for the final paragraph -Ed

Sunday was a leisurely start from 10am which saw many standing chatting in the pleasant Ballarat sunshine, either preparing for departure to home or a short touristy scenic trip around Lake Wendouree (we were lucky enough not to have to give way to any swans). There were many local onlookers at the caravan park entrance and even three young boys all astride the Royal Enfield (their mum was one of our waitresses from Saturday night dinner). It was a challenging ride for the motorbikes through roundabouts and traffic lights as they have no clutches (this gives rise to increased tension between Rider and Pillion). We concluded the Rally with a boxed lunch back at Rally headquarters and lots more chatting, laughter and farewells.

Once again, many thanks to Daryl and Fiona for a successful Rally.



The 1903 Peugeot seen circumnavigating Lake Wendouree

Fuel supplies permitting I hope to see most of you at Temora. If you own a pre-05 see if you can fit the Wentworth Rally into your busy rally schedule – Expressions of Interest can be made on the club's web site. And if you don't, but are interested in this type of vehicle, consider entering anyway as an observer. But be warned – pre-05 rallies are addictive. I should know – Vivian and I went to the Forbes event and haven't missed one since.

Photo Accreditations: Frances McDougall & Callum Walsh.



Sherryn holds up the spoils of cutting the braid off Tess Anderson. Hair to be donated for wig purposes



Peter Hawkins starts the shaving process. He said it was a moving experience. Well done to all.

Then there was the announcement of this year's winner of the Ron Hobbs Trophy, awarded to a member exhibiting "persistence and tenacity" in presenting and running a vehicle at the annual 1 & 2 cylinder rally. This year's popular winners are Peter and Jill Hawkins. If the criterion was changed to "all round good guys" they probably would have won it too. There were also a number of "First Time Out Awards" announced with the initial list expanded somewhat by the members present.

Congratulations to Daryl and Fiona for stepping in to make sure that this event happened and happened so well. (And thanks for the jumper which I got to keep). Daryl has clearly settled into the role of President and is doing a great job.

RACV 1 & 2 Cylinder Rally – an Organiser’s View

by Fiona Lane



An aerial view of most of the vehicles parked at Andy Burn’s property on Saturday

Don’t you just love the Ballarat weather? We went from a high of 15 degrees on our shakedown run to a beautiful 29 degrees for our final drive around Lake Wendouree. We had arranged for a local gelato van to meet us in Haddon on our first afternoon. I was very impressed to see many still partaking despite the chill in the air.

Daryl and I were out on Wednesday putting up the first of the directional signs and got caught in a brief hailstorm as a front went through, and it rained here in Ballarat the day after the rally, so all in all, we were quite lucky that entrants stayed dry for the entire event.

Speaking of directional signs, we unfortunately had a wayward sign on Friday’s run that swung around and pointed for a while in the wrong direction. And yes, a number of cars followed the sign and each other, and made their way to Mount Mitchell, albeit coming from the completely wrong way.



The Betts Renault going nicely and back on the right track!

And then there were those savvy navigators, who read the instructions, looked at the map and told their driver that the sign was wrong, turn around and go back. Well done Robyn Betts. I also need to thank Robyn for stepping in to assist me in parking cars and bikes upon arrival at Mount Mitchell. When Robyn noticed that I couldn’t be in two places at once, she quickly took up a position to help. Joan Forryan and Sue Payne were also in place at the rear of the homestead, nicely directing vehicles into place.

I wasn’t able to take a garden tour at Mount Mitchell, preferring to see everyone fed and watered. One amusing incident, and I won’t mention names, occurred when I answered Daryl’s phone to have a gentleman tell me he was locked in the toilet and needed help to get out. All in a day’s work as a rally director!

Just prior to all vehicles heading off on Saturday morning, Deane and Pam Hill decided to go ahead in a modern and drive the route. So, we now have an official new role on rallies, not sure what you would call it, but in doing so they discovered a directional sign from the return route in place that was going to create confusion. After a quick chat I got them to take it down. Phew, problem solved!

I was really pleased with our dinner on Saturday night, thank you to those who moved seats away from friends to enable others to sit together. I will let others relay the outcome of the World’s Greatest Shave event but well done to all involved and I loved the fluoro outfits, especially the pink velour tracksuit!



*These two should have been sponsored to wear such get ups!
Velour tracksuits!*

How amazing that this was the first time that the 1&2 had been held in Ballarat. Hopefully it won’t be the last.

Entrant List for RACV 1&2 Cylinder Rally - Ballarat

Entrant	Passengers	Vehicle
Ben Alcock	Jeff	1912 Renault AX
Deb Alcock	Cooper & Jordan Holt, Daniel Allen	
Kelly Anderson	William Murphy	1910 Renault AX
Kimberley Anderson	Rob & Leonie	1910 Brush D24
Simon Anderson	Tess	1904 De Dion Bouton Model Y
Malcolm Bandy	Judith	1904 Oldsmobile
David Barnard	Marge	1910 Buick
Bill Betts	Robyn	1908 Renault AX
Richard Blackburn		1911 Scott m/c
Darius Boardman	Maxwell, Samuel & William	1913 Triumph
David Boyd	John	1911 Renault AX
Norm Clark	Cheryl Humphries	1918 Harley Davidson F m/c
Max Cowie		1915 AJS Model A m/c
Lis Donald	Karl & Alexander	
James Dunshea	Sherryn	1912 Renault AX
Stephen Dynes	Heather	1908 Auto Carrier
Scott Emmerson		
Nigel Fish		1916 GCS 1000cc V-Twin m/c
Graeme Fraser	Jamie	1912 Renault AX
Douglas Fulford	Domenic Balasso	1911 Clement Bayard
Paul Fullard		1914 AG Healing Big 4 m/c
Frances Hall	Ken	1910 De Dion Bouton
Peter Hawkins	Jill	1907 Darracq Rear Entry Tonneau
Deane Hill	Pam	
Russell Holden	Chris	1909 Sizaire Naudin
Michael Holding	Claudia	1915 Douglas m/c
Brian Hussey	Jill Bartlett	

Entrant	Passengers	Vehicle
Mark Jansen	Wim Van den Braassem	1903 Peugeot Type 56
Graeme Jarrett		
Alan Mansbridge	Unable to attend	1914 Triumph m/c
Terry Mansbridge	Carol Baudinette	1911 Rover
Andrew McDougall	Frances	1910 Brush Model D
Julian McNeil	Jane	1907 Darracq
Daryl Meek	Fiona Lane	
Barry Murfett		1912 Humber m/c
Damian O'Doherty	Ruth Wood	
Jason Palmer		
Sue Payne	Joan Forryan	
Brandon Price		
David Provan	Robert Tenney, Clint Griffiths	1907 Cadillac Model M
Rod Provan		1909 Renault AX
Catrina Sargent	Merralyn Sargent	1915 Morgan
Colin Sargent	Margaret Blackburn	1913 Humberette
Darren Savory	Jennifer Savory	1913 Champion Solo m/c
Barry Smith	Roslyn Smith	1910 Delage Model U
Brenton Smith	Lillie Keogh	1909 Schacht K
Greg Smith		1913 GWK
John Stanley	Bernard Snoodye	1912 Brush Model F
Richard Thege	Heather Gingell, Andy Burns	1910 Renault AX
Lindsay Vinen	Christopher	1914 Perry Roadster
Neil Walker	Glenys & Deanne	1906 Cadillac M
Callum Walsh	Brendan	
John Wards	Roger Cameron, Anna Bonnici	1909 Delage F
Paul Williams	Kim	1906 De Dion Bouton
Murray Wright	Julie	1913 Royal Enfield m/c

Tess's Tresses

by Doug Fulford

Tess had really lovely hair
So radiant that boys would stare
But she said "I've locks to spare"
And so with her usual flair
Nobly took on this here dare
In support of cancer care

Tess sat in the barber's chair
To go bald most everywhere
And so I do now declare
That I think it's only fair
If you have some cash to spare
That you donate it over there*

At some place, I'm not sure where
You'll see a lady debonair
Who is proud now she can wear
A wig adorned with Tess's hair
And if you see a head that's bare
Please smile politely do not glare

* You can still donate at <https://www.worldsgreatestshave.com/fundraisers/tessanderson/2026>

And afterwards

It is really rather rare
To meet such a loving pair
When Simon sat Tess in a chair
Told his wife not to despair
As he then bent down to repair
What we had done to Tess's hair



First rally for Ben Alcock's AX Renault with the experts attempting to get it running.

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1899 De Dion Vis-à-Vis Tidy Up

by Andrew McDougall

We do not know the early history of this De Dion Vis-à-vis other than it was owned by a Mrs M. Lieberman from the USA in, at least the late 1960s. She entered it into the London to Brighton in 1969 as a 1900 Model D, and it was driven by H. S. Fry. The car did not successfully complete the run, however she entered the car in the following year. It was now officially dated 1899 and driven again by H. S. Fry. Unfortunately, we have no record of whether the car completed this second run.

Upon return to America, the car was sold to the Harrah Collection and was placed on display in the museum in Las Vegas. When Harrah died his collection was dispersed by auction. Ken Russell had the foresight to purchase the car and bring it to Australia. Ken owned it for around 35 years, but always considered it to be a museum piece and not really suitable for running on Victorian Club rallies.

I heard a rumour that Ken could be interested in parting with the car, but I couldn't act quickly enough at the time, so Adam Auditori, who was also interested in the car, acquired it. Adam soon proved that the car was a practical runner and with its 3.5 HP engine found it performed quite well and he made good use of it on numerous events in Victoria and interstate. Fortunately for me, Adam decided to acquire the Paddle Steamer Melbourne and so needed to dispense with some vehicles in order raise funds for the purchase.

So now I had the Vis-à-vis and, even better, knew that the car was useable. My interest in Vis-à-vis went back some decades, when I visited the newly opened Schlumpf Collection Museum in Mulhouse France. There I saw amongst a mouthwatering collection of vehicles, about eight Vis-à-vis. I thought at the time that I would like one of those and surely the museum wouldn't miss one!

Whilst I knew that Adam's car ran well, I planned on working my way through it to ensure everything was in good condition before I took it on a rally. I was aware that the front right wheel was missing its hubcap, but so too was the threaded portion of the wheel hub which had broken off. It was apparent that the car had been in an accident at some stage of its life as the tubed front axle had been welded up on the right-hand side.

Further investigation revealed that the wheel hub was cracked, the king pin bent and stub axles worn where the ball bearings ran directly on the axle. The front axle was removed and taken down to Rob Miller, where the right-hand wheel hub was repaired, and a threaded extension made for the hubcap as well as a new cap. New king pins and stub axles were made and new wheel bearings sourced. The right hand tie rod was badly bent and straightened to match the left hand one; new bushes made for the eyes of the tie rods; and the opportunity taken to replace all the worn shackle pins.

Whilst this work was being done I directed my attention

to the rear of the car. Adam had some failures of the engine's atmospheric valve securing pin. As it is important to have a correctly set up atmospheric valve, in order to ensure maximum power and performance, I lashed out and purchased a new, reproduction, atmospheric valve from the UK De Dion Club. I did the same thing for the Model Y 6HP De Dion, which now performs well.

The body of the car is in 2 halves, front and rear. There was only one effective rear half mounting bracket so the remainder of the brackets were fixed. The gearbox mounting brackets had worn eyes so these were removed, bored and sleeved back to size. The aluminium transmission case housing the crown wheel in the final drive had a hole worn into its base, so this was repaired in order to keep the lubricant in place. The rear wheel bearings were very loose and could not be adjusted to take up the slack. I found that going up a ball size worked, with the old tracks, to give me adjustable and good operable wheel bearings. I made leather boots for the four universal joints.

There is a rear deck on this car, which is covered in leather, presumably for carrying a basket. This needed recovering in leather. It seems as though this was a professionally made extension for this car, as none of the Vis-à-vis in Michael Edwards definitive books on De Dions are fitted with one. Whilst I had the rear deck out for recovering and the removal of the rear body section for mounting repairs, I took the opportunity to clean down the rear of the chassis and repaint it.

In doing this work I confirmed that the engine and gearbox are original to the car, as the respective numbers are stamped into the rear cross member of the chassis. The car number is inscribed on an elongated triangular shaped plate screwed to the rear seat vertical support, on the left-hand side. This plate indicates the car is a model D and is No.57. The first Vis-à-vis was introduced in late 1899 as the Model D. This model ran through to the end of March 1900, when the slightly upgraded Model E was introduced.

Michael Edwards, considered that the Engine #669 and Gearbox #357 were perhaps too high for the car to be 1899 and that it was likely to be early 1900 and that the car number on the brass plate should have been higher and that the plate had come from another car.

As De Dion sold a lot of engines to other vehicle manufacturers, the engine numbers are typically around twice the gearbox numbers, as the gearboxes were only used in De Dion vehicles. I asked Michael where I could find a chassis/vehicle number, but he said that he believed that it was not stamped into the chassis and could only be found on the "screwed on" brass identifying plate.

Whilst further cleaning the car I found the side mounted crank handle was supported by a forged steel bracket under the rear seat. On inspection I found that a curved

part of this bracket had a flat face ground onto it. Stamped into this face, in old style script, was number 57. I photographed it and sent it on to Michael. He was unaware of a number being stamped onto this bracket. He then contacted a number of other Vis-à-vis owners and found that their vehicles were similarly inscribed with a number matching the car number on the brass plate similarly affixed to their car. We now can confirm that my car is genuinely No.57 and now would fit in with late 1899 manufacture.



Number 57 that I found stamped into the ground face of the crank handle bracket



Screwed on brass identification plate. We now believe that this is the original plate.

Greg Smith provided me with a nice, suitable horn, which I affixed to the car, together with a rear vision mirror. The car was now ready for last year's pre 1905 rally in Ballarat. I had started the engine at home, but had not yet driven the car. At the Belltower Motel I unloaded the car from the trailer, and noticed that the radiator had sprung a leak. We tried sealing the leak with various sealants, but with not a lot of success. However, I thought with a regular water top up that the car could be driven. I started the car and selected low gear, with what confusingly looks like a small wooden steering wheel, beneath the steering lever. I then drove around the motel car park, managing ok. I then stopped and picked up Max Cowie. As I continued my familiarisation drive and turned a corner, the small gear change wheel dragged into top/2nd gear. The car took off quickly and before I could react, we hit a brick wall of the motel.

The front axle snapped beside the original weld repair, so that was the end of the rally for me in the Vis-à-vis and with the help from other entrants we loaded the car back into the trailer. It turns out that this method of steering and gear changing was changed after the Model E as it was found to be problematic. For me, the lesson learned was that I should practice driving the car where there is open ground and lots of space. I will ensure that this is the case when we go to this year's pre-05 rally in Wentworth.

Besides the broken front axle, the front right chassis tube was bent and the front right laminated wooden mudguard was damaged. Back home, I removed the mudguards and the front half of the body as well as the radiator. The previously repaired front right wheel, king pin and stub axle were undamaged. Besides being broken, the front axle was quite wavy in the vertical plane. I asked Michael Edwards for vertical and horizontal plane sketches and photos of the front axle, so that I could have the axle re-tubed in the correct profile. Michael came back to me saying that the tube should be absolutely straight. It was clear that over the many years that this axle had endured a hard life and must have been bent many times. The bent chassis, from the front cross member forward to the dumb iron, had a large painted piece poking out of it. When I cleaned off the paint, I found that the chassis tube had a significant dent in it and that the piece poking out was white body filler. The poor car had certainly suffered in the past.



Chassis repaired



Chassis painted after the repair

The front axle went to Up The Creek workshop in Castlemaine for re-tubing, using the original fittings. They did an excellent job, using a tube of superior steel and wall thickness. I doubt that the front axle will be wavy in another 100 year's time. I cut off the bent portion of the chassis and machined up new tubing and steel bar stubs to insert into the chassis side tube and dumb iron. With the new chassis components all set up, Simon Anderson came to my workshop and did an excellent job Mig welding it together, which was much appreciated. After dressing the welds, the full front half of the chassis was painted with POR 15 chassis black.

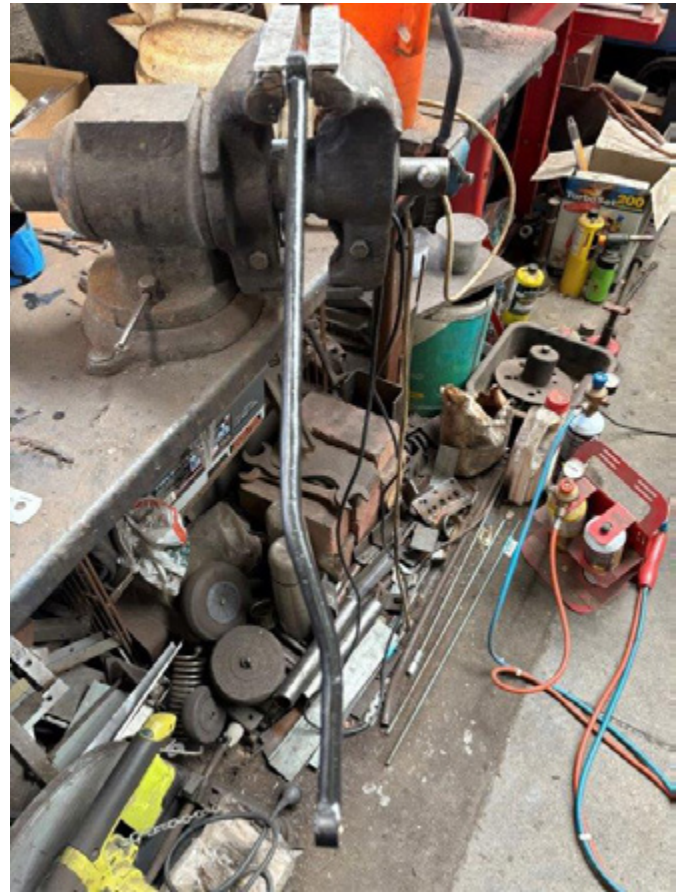


Re-tubed axle fitted, stub axles refitted from underside as previously set up incorrectly for many decades and repaired radiator fitted

The original wooden front mudguard had de-laminated, however the wood was good as new and as strong as ever. It was just a matter of glueing and clamping, followed by rubbing back and painting, to restore it. I cleaned the radiator, straightened a number of fins and resoldered the leaking tube, before painting it. The right hand side tie rod was straightened to match the left hand side tie rod.

It was then a matter of fitting the front axle, radiator and body. Once assembled I found that I could not achieve toe in, but in fact had significant toe out. The only way to achieve toe in was to lengthen the two tie rods, by straightening them from their cranked configuration. If I straightened them then they wouldn't align with the steering arms on the respective steering hubs. This sent

me back to Michael Edwards' book on Vis-à-vis. This revealed the problem.



Cranked tie rod to suit incorrect stub axle assembly - tie rods had to be straightened

For decades the king pins, bosses and stub axles had been fitted from the underside of the axle beam, which from a load carrying and thrust consideration would be logical. This way the stub axles were under the beam. However, this is not how this was done originally. The king pins, bosses and stub axles are fitted from the top of the beam with the stub axles sitting above the axle beam. The car, when sitting on a level surface, always looked high at the front, but now the car sits horizontally. It was the only Vis-à-vis in the photos in Michael Edwards' book set up the incorrect way, with the car permanently looking as though it was always heading up hill.



Stub axles had to be fitted correctly, from top

In order to set the axle up correctly, the king pins, bosses and stub axles had to be swapped over from right to left and vice versa. This means the front axle had been set up incorrectly for decades, as when the right hand accident originally occurred it damaged what is now the left hand side king pin and stub axle. In setting up the front axle correctly, I was now able to straighten the two cranked tie rods, which had the

effect of making them longer from eye to eye. As a result, I have now managed to get a little bit of toe in.

It will be interesting to see how the car steers when it is next driven.

Andrew McDougall

February 2026

Findings, Feedback & Follow-Ups

by John Stanley & Euan Coutts

Brass Notes, March 2026 – Any Other Information?

Last month we published this photograph requesting any other information. Daryl Meek had provided a substantial amount of information through the registration records and identified the rear facing car with the registration 13104 as being owned by A. McCracken of Essendon. John Stanley has been able to add some extra detail, and the following is what he has shared. -Ed



Dear Greg,

I read with interest the article titled “Any Other Information”. What a question to ask? Of course, there is always lots of “useless information”! I happened to know the descendants of “A McCracken”, the owner of the car on the left-hand side of the photo.

Alexander McCracken was a son of Robert McCracken who founded the McCracken brewing Company in Little Collins St in 1851. In 1907, McCrackens brewery became the “United” in the “Carlton United Brewery”. Robert lived in Essendon, and he founded the Essendon Football Club. He was its principal sponsor. His son Alexander was born in 1856 and later took over the brewery from his father. But he also followed his father’s interest in Australian rules football and Alex became the founding president of the VFL. He died in 1915 aged 59. So what car was still registered in his name in 1916?

Alex had a daughter Madge, who married a cousin Robert McCracken (son of Alex’s brother and grandson of Robert the brewer). Robert and Madge bought the Switzerland property on the north side of the Goulburn River near Yea. I knew Robert and Madge and their son Stuart as my father grew up next door to Switzerland. In the early 1920’s they owned a Delage which my

father remembered was the “pride of Yea”. The only other car in Yea was a Trojan. Is it possible that the Delage they had was the car in the photo, handed down to Madge by her father on his passing? Probably not, because I believe that the McCracken’s Delage has survived and remains today unrestored in Wodonga. This Delage I think is from the early 1920’s.

Clearly the McCrackens had the means and they appreciated good cars. This makes the one in the photo all the more interesting.

Old Fuel Issues

Hi Greg,

I noticed this heading on page 27 of the Jan/Feb Brass Notes and will pass on some personal experiences for what they are worth.

Some years ago, I had issues with the Renault AX tank, which is under the seat, and decided to have a new tank built. A local truck tank maker built one in aluminium welded together. The cost was quite reasonable at the time. As far as he was concerned the only material really suitable for a fuel tank for modern fuels is aluminium, as any other material reacts with the fuel and produces deposits. We have not used the Renault very much and I can say that the fuel must be at least 3 or 4 years old and on a recent run there was no problem and this is the usual experience as the car is used only occasionally. Using a torch the tank is clean inside. The same applies to our SCAT, which has an aluminium tank, built about 20 years ago and it is still clean inside. I seem to never have to clean the fuel filters on both these cars, but on the Hup 20 which has a steel tank the filter needs cleaning occasionally. Perhaps the issue is contamination by water from the air or deposits, not age?

*Thanks for a great magazine
Euan Coutts*

Thank you, Euan, for your thoughts on this issue. I must admit I thought we would have more responses, as both Andrew Benoit and I cannot be the only ones that have been affected. -Ed

Some Notes on Stale Fuel

by Phil Schudmak

Following on from Andrew Benoit's article on Old Fuel Issues in Jan/Feb *Brass Notes* about contaminated fuel in his Le Zebre, these notes might be of interest.

- 1) Fuel can become contaminated and oxidised when left for prolonged periods producing build ups of gum, fungus, slime, 'black gunk' and sludge. This can result in major remedial work and expense for the owners of older cars and equipment which are used infrequently. It is also a well-known problem in the farming and marine communities.
- 2) Accurate technical details as to the origin and composition of motor fuel is now almost impossible to get from the suppliers. Most of the major refineries in Australia have either been sold, closed down or reconfigured and the local industry has lost the technical support once provided to the motorist.
- 3) The great bulk of petrol in Australia is sourced from overseas (mainly Singapore). I wonder if there is really any difference between Brand "A", "B", or "C"?
- 4) We know that ethanol is used as an octane booster in many lower grade fuels – certainly so when marketed as E10, E15, E85 and possibly so when not labelled at all.
- 5) Ethanol is hydroscopic (ie: it absorbs water). It is also rich in oxygen and has quite different solvent properties to that of petrol.
- 6) Petrol has always been a very complex mixture of many different hydrocarbons, the composition of which has varied enormously over the years. This has resulted from technical advances in both the refining and motor industries, as well as changes in the composition of crude oil feed-stock.
- 7) Therefore the petrol sold today has quite different chemical properties to that of earlier times and may be the reason for our 'rotten fuel' experiences nowadays.
- 8) The problem of microbes/fungus (*cladosporium resinae*) in fuel has been recognised by the petroleum industry for many years, but previously mainly in kerosene and diesel fuel. Aviation turbine fuel is particularly susceptible. This fungus thrives in association with water and it now seems is the main cause of our fuel problems.
- 9) The use of a petrol "stabiliser" or "preservative" (eg POR-15, Fuel Guard, Fuel Set, FuelMaster or Sta-Bil) seems to be very effective and the manufacturers variously claim that they "remove water, protect against gum, freshen petrol, contain powerful cleaning agents, stop oxidation", etc. Use as per their instructions and don't wait until you smell the tell-tale stale fuel aroma.

10) The solution seems to be:

Avoid any fuel that might contain ethanol.

Use a fuel stabiliser/preservative. I use Fuel Set or Sta-Bil from Repco, Amazon or eBay.

Fill the tank to the top to avoid exposure to the atmosphere. The alternative is to completely drain the tank, carby and fuel lines.

Occasionally drain a small amount of fuel from the bottom of the tank to make sure that there is no water/moisture in the system.



4 months old looks like home brew



Bacterial slime



Cyclecar Corner – Humberette Again

by Graeme Jarrett

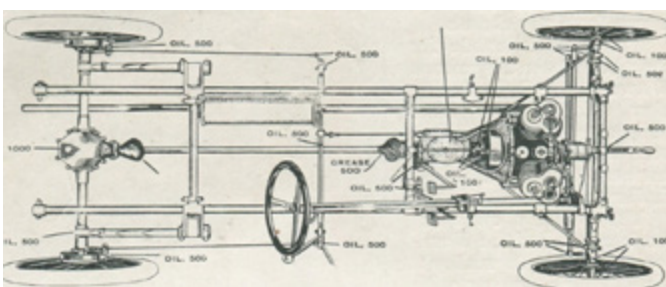
Please excuse my repetitious Humberette attention. These are the quintessential vehicles that dominated the Cyclecar landscape just prior to the Great War (1914-18). That is my excuse.

A great number (in Cyclecar terms) of these were built and a good number have survived the rigors of time. Perhaps Humber, in light of its good reputation for making cars, attracted buyers. Also buyers bought Humberettes to join the new motoring rather than risk money on untried start-up companies. The following note is a summary from the South Australian Library website in which this photograph appears. It is amongst a series of photographs featuring the Shearer family (Mannum).

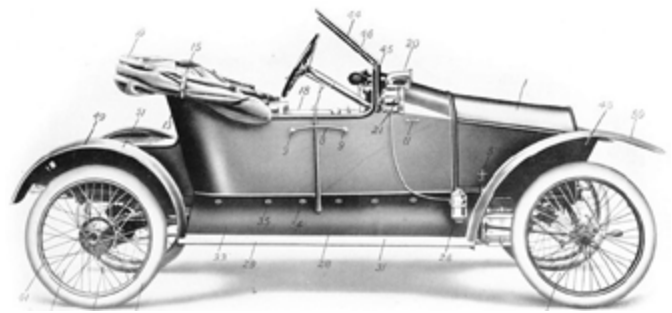
Three young children in a 1914 Humberette 8 hp car with licence plate 02229. Two of the three children are probably Ben and Robert Shearer. [The number plate was first issued to F.C. Clindenning, Mannum, on 24 February 1919 and was attached to a 12.1 hp Clement-Bayard car.]



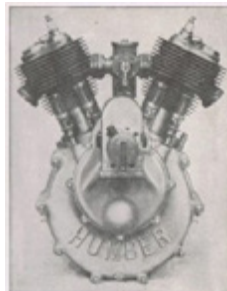
This air-cooled Humberette is from South Australia – such a cute shot. Although the two toddlers dominate with their presence, a third person is present, a head can be only just seen protruding above the windscreen. I expect it is the children's mother, an onlooker of their next folly.



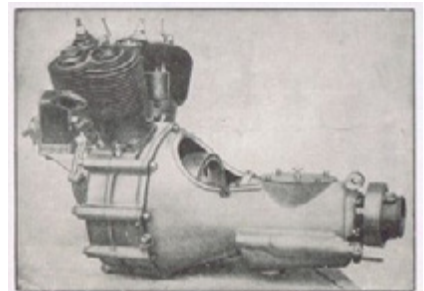
This is the chassis layout for the early air-cooled version. The Humberette was built more along car lines than the usual chain or belt drive offerings from other so called manufacturers.



This profile shows an early Humberette – from the spare parts catalogue.



The engine of the air-cooled Humberette.



The engine and gearbox (assembled) of the air-cooled Humberette.

8 h.p. HUMBERETTE. £135.
 No. of seats, two; make of engine, Humber; cooling, water and air (£120); No. of cylinders, two; bore and stroke, 84 mm. by 90 mm.; cubic capacity, 992

c.c.; carburetter, Smith's four-jet; control, hand and foot; lubrication, Best and Lloyd; clutch, leather cone; No. of speeds, three and reverse; gear ratios, 4.46, 7.87 and 13.6 to 1; transmission, shaft and bevel; springing, quarter-elliptic; steering, rack and pinion; fuel capacity, 3 gallons; wheelbase, 7 ft. 5 ins.; track, 3 ft. 6 ins.; overall width, 4 ft. 6 ins.; ground clearance, 8 ins.; size of wheels, 650 mm. by 65 mm.; approx. weight, 8 cwt.; equipment, lamps, hood, screen, etc.; selling agents, Humber, Ltd., Coventry.

This shows the specification for the Humberette.

Accreditation: - State Library of South Australia PRG 1619/2/3, Cyclecar magazine and Humber.

T.H. Laidlaw, Little Mentioned Pioneer Motorist, Hamilton, Victoria

by Jason Palmer



"Chauffeur Charles Wakeham in charge of the Pope either at his residence or Laidlaw's" Postcard -Palmer Collection

The role of Western District grazing families in early motoring has been well documented over the years. One pioneer of the Hamilton area has been overlooked by motoring history and written information is scarce, but luckily for us enthusiasts of both history and early motoring, a photographic record has been collected and preserved.

Thomas Haliburton Laidlaw was born in December 1862 in Fawsley, Merri Creek, Melbourne to Thomas Laidlaw (1833-1915) and Grace McLeod/Laidlaw (1834-1864). Losing his mother early in his life, Thomas grew up and gained experience on his father's various stations before opening a Stock & Station agency in Hamilton, Victoria in 1885 at the age of 23. Becoming very successful, the business was renamed T.H. Laidlaw and Company Limited with agencies in Coleraine, Casterton, McArthur, Horsham, Willaura and Melbourne.

It is clear that Thomas became an enthusiastic and keen follower of the development and importation of motor cars to Australia. As his business expanded he became one of the earlier exponents of the use of cars, conveying his clients to properties and stock sales organised by his company. What exactly was his first car has not been recorded but it is believed to be either a 1903-05 Sunbeam or c1903 Pope Hartford. It is also not known if they were sourced as private importations or through early dealers in Melbourne. It is known that Pope was represented in Hamilton for a short period in 1904-5. The earliest reference I can currently locate to the arrival of Sunbeam cars is November 1905 with 14 hp examples imported by Kellow, with one going to a Mr A. Onley of Ballarat.

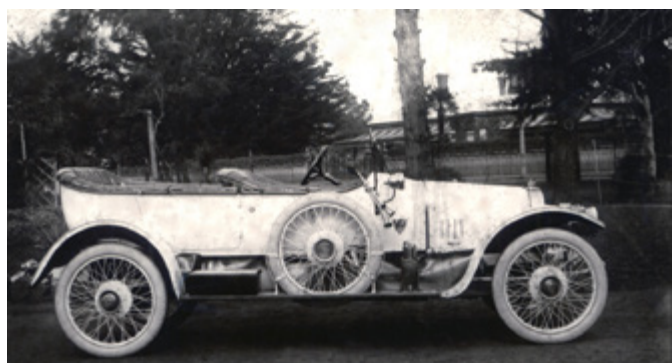


T.H. Laidlaw (with shotgun) & family with c1903-5 Sunbeam and Lacoste et Batmann? Outside Hamilton c1906-7 – Hamilton Historical Society





Some of the fleet parked outside Martin Street - Fiat, Model T, De Dion Bouton, Talbot. Hamilton Historical Society.



Kilora Homestead can be seen behind this magnificent 1914 Sunbeam 15.8 Sporting sold through Western District Motor agency to T.H Laidlaw, photographed in Hamilton Botanical Gardens. With special design body, painted white with blue upholstery - Hamilton Historical Society.



One of T.H's regular drivers posing with the other known Fiat Tourer believed to be a c/1909/10 Tipo 3, 20/20 h.p - Postcard - Palmer Collection

The earliest mention of Thomas ordering a car is from Punch, February 1906, where it is reported that: *Mr T. Laidlaw of Hamilton, Victoria has placed an order with the Tarrant Motor Co, for one of the new 12 hp genuine licensed De Dion. This car is the standard 2 cyl model of De Dion Bouton Co, this year.*

Long term chauffeur Charles Wakeham, himself an unheralded early pioneer of motoring, was a personal chauffeur-mechanic for T.H. Laidlaw for over 20 years. Whilst residing in Ballarat, before moving to Hamilton, Wakeham was a cycle mechanic by trade and had designed and built his own motor vehicle (pictured below).



T.H. Laidlaw (centre) with family in one of his Fiat's believed to be a c/1912 Tipo 2B ready for a procession in Hamilton.

Early in the 1900's Thomas purchased Kilora homestead which was situated a short distance away, on the other side of the Hamilton Botanical Gardens.

It appears from contemporary reports that Thomas was not adverse to lending his vehicles out when situations arose. The Hamilton Spectator, Tuesday 4 December 1906 reports: *On Saturday morning about 9 o'clock, Messers J.H Riley, W.L Baillieu and Theodore Fink with their chauffeur, Mr Charles Opray left Hamilton with the intention of proceeding to Warrnambool. When between 2 & 3 miles from Peshurst they noticed a man driving a horse and spring cart towards them and when the man saw the motor approaching, he stopped. The road at this place is rather narrow and when the motor came to the cart the horse took fright and turned to one side so that the motor ran tight against the shaft breaking it off. The occupants of the car escaped without injury with the exception of the driver who appeared to be seriously hurt. A telephone message was sent to Mr T.H. Laidlaw who at once dispatched his motor car to bring the travellers into Hamilton. In 1910 after a serious train derailment T.H. was once again first to the scene in his motor car, conveying chemist Mr F.*

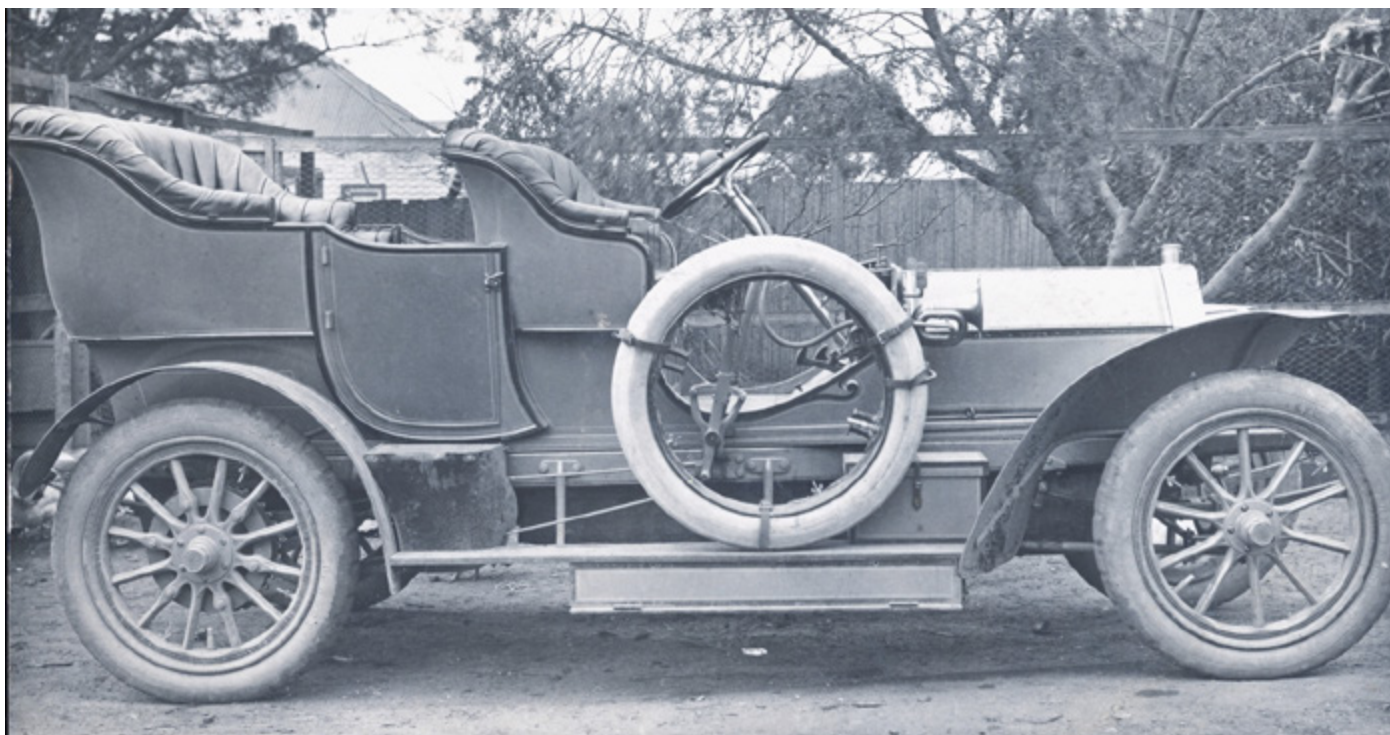


Unfortunately, detail is not known about the power plant and componentry used but we do have a picture. Seated in the car is Charles' wife and daughter. It appears from contemporary photographs that the fleet of vehicles were stored mainly at Wakeham's premises in Martin Street where a motor garage was built (now demolished for flats), the premises is still present.

Uren who had collected a supply of bandages and other 'stimulants' supplied by Mr Drummond of the Victoria hotel. Hamilton Spectator, Thursday 8 September 1910.

In 1917, after 12 years with Thomas as chief chauffeur and mechanic, Charles Wakeham opened The Central Garage and repair shop in Gray Street Hamilton, opposite the Victoria Hotel. The building had space for 40 vehicles and machinery was installed to meet every kind of repair needed. Interestingly advertisements for the garage list Wakeham as the sole agent for the latest and most up-to-date 1917 model of Brown cars: The Handsome, Economic, Reliable and Durable Car. The only issue is there is no reference for Brown cars in any encyclopedias for 1917. The English Brown car ceased production in 1911 and the US Brown only made cyclecars in 1914. Charles Wakeham only lasted in the business until 1919 where it was sold and he returned to his chauffeur duties with Laidlaw.

Thomas owned multiple estates and properties around McArthur and Hamilton. He served on the Hamilton Council, and was on the board of Hamilton College and The Hamilton Racing Club, with a love of race horses. Thomas was instrumental in Hamilton being allocated its first Ambulance in 1909, while his love of fine vehicles continued throughout his later years with the purchase of a magnificent large early 20's Fiat 519 Tourer. Attributed pictures later than this time appear to have dried up, I believe as the fascination of car ownership began to diminish into the later 20's and up to the 1940's.



As yet unidentified touring car photographed in the rear of either Laidlaw's or Wakeham's premises pre 1910. Postcard - Palmer Collection

Thomas passed away in Hamilton in 1941 aged 78 and is buried at Hamilton General Cemetery. His importance to the Hamilton area was exhibited by over 400 persons attending his funeral.

Although not linked directly to the early Automotive trade in Victoria, he deserves his place in Australian

motoring history as an enthusiastic motorist and for recognising the place of automobiles in both personal and work related transport.

Thank you to both Daryl for registration records and Callum for Fiat identifications in compiling this record.

T Ford Time – On Patrol in a War Zone

by Graeme Jarrett

The Great War, also known as World War 1 (1914-18) has largely been regarded as a war in Europe. However it did have major influence across the Mediterranean area, to Egypt and beyond. In the Middle East, particularly Egypt, there was a large presence by the British (in particular) and other forces which included Australian troops.

“Egypt played an important role in World War I. Although it saw limited combat operations on its own territory, British and imperial forces used Egypt as a staging ground for campaigns against the Ottoman Empire and the Senussi.”

Australian troops present in Egypt required transport to control territory and patrol areas of local discontent. Clearly the presence of the foreign forces there was not ideal – the result of their presence did create considerable economic, political and social problems.

The Model T Ford was seen as a robust, reliable and suitable vehicle for patrolling the territory. Australian forces had a small fleet of Model T Fords.



Informal portrait of four unidentified Australian soldiers aboard a heavily laden, stripped-down T Model Ford, in desert country. Part of a collection relating to the service of Ivan Sinclair Young of Nhill, Victoria.



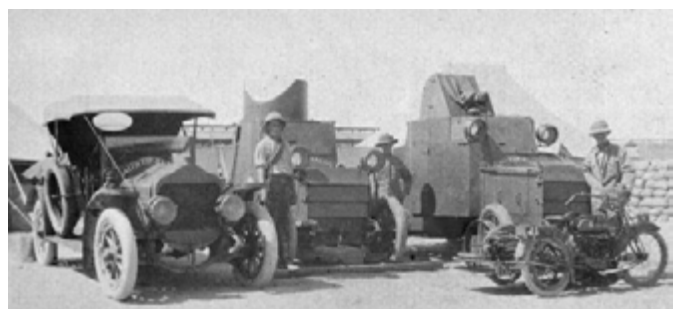
Sinai desert, circa. 1917. A Ford Model T car in the desert between Sheikh Zowaid and El Arish.



The No. 1 Australian Light Car Patrol at Aleppo Railway Station. The men are in Model T Ford vehicles, some of which have Lewis machine guns mounted on the car. The vehicle in the centre is not a Model T Ford (possibly a FIAT).



Members of No. 1 Australian Light Car Patrol, in two T Model Ford cars, each carrying a Lewis gun, returning from the Jordan Valley to the Dead Sea Post, in Palestine.



These two armored vehicles, a Daimler and a Mercedes were sent to Egypt for patrol and other military operations. Their bodies were specially built in Melbourne for the task, however they were found to be unsuitable for the task. They were subsequently brought home and replaced by Model T Fords.



Right: this is the Mercedes sent to Egypt but was found to be unsatisfactory and was returned to Australia during hostilities. The donor of this car was a member of the Cornwell family from Coburg.

Accreditation: - The Australian War Memorial.

A 100 Year Old Ford Story

by Warwick & Bill Landy



This article, generously contributed by Warwick Landy, was originally written in 2010 for the Model T Ford International Magazine. Warwick has shared it about his father's 1910 Model T Ford as the car celebrated its centenary. -Ed

A factory job card from the archives in Detroit show that our 1910 Ford started life in Detroit USA on the 6th of January 1910 and from that point the car was known as number 14529. A pretty early car in Model T production considering over 15,000,000 were made! From Detroit the engine and chassis were sent over the river to Canada where the car was fitted with a Canadian body, right hand steering and controls, and the car was prepared for export to a Commonwealth country.

Owned and restored by my father, Bill Landy, the 1910 is the culmination of ownership of many Model T's. For some Model T enthusiasts, including Dad, the ownership of an early production Model T is the pinnacle of Model T ownership. Since the restoration of his first T, nearly fifty years ago, he always wanted an early T. His first, the 1922 roadster, was followed by a succession of T's, including a 1916, 1913, and 1912 before selling his 1911 to buy the 1910.



Back in 1989 the rare opportunity to purchase this early unrestored project became available and Dad jumped at the chance to take it on. The former owner had collected the remains of the car from a fellow Adelaide

collector who in turn had purchased them from a Victorian Veteran car enthusiast. (*Theo Van Alkemade, one of our Club's founding members -Ed*) Fortunately, he had recognised their significance and preserved them from their final place of rest on a Victorian farm.

The car was purchased from Adelaide pretty much complete just needing final assembly, painting and upholstery. Over the years the former owner had scoured Australia and the USA searching for the correct parts for this early model Ford. The former owner did a wonderful job and as a result the car is now a very authentic example of the 1910 model year. The car retains its original engine, right hand drive transmission cover, one piece sump, two piece driveshaft and front axle. We are unsure about the remainder of the mechanicals, but we do know that some items were sourced from America to ensure the car's mechanical authenticity. A miraculous surviving part of the car is the original body plate which has been remounted in the correct place under the front seat. A new Rootlieb body and mudguards were purchased by the former owner to complete the project. The car was completed in time for the National Model T rally in Griffith in 1992 where it performed well. In 2008 the car was repainted and the engine freshened up in preparation for the upcoming Australian Model T centenary celebration.



Owning an early car is a pleasure but researching the vehicle's history is also part of the interest. When the car was purchased very little of its history was known but over the years of ownership, the full history of this vehicle is now able to be shared.

In our state of Victoria (Australia) early motor vehicle registration details have only recently been found and made available. A first enquiry was unsuccessful but our second enquiry, after further research, hit the jackpot. It revealed that the 1910 Ford, engine number 14529, was first registered to Dr Richard Horace Gibbs of Colac, Victoria. Records indicate the car then changed hands in 1915 to Mr Herbert Henry Pitcher of Pomborneit, Victoria.

We have since learned during research into Dr. Gibbs' family that the trusty Ford was replaced with a new Dodge roadster in 1915. It appears that Dr. Gibbs was an early motoring enthusiast as his first car, before the Model T, was a 1904 De Dion Bouton!

The Model T saw service on the Pitcher family farm for many years and was relocated to Henry's son's (Alf), property at Bacchus Marsh before succumbing to the fate of many early cars and being slowly dismantled on the farm. The engine and transmission assembly saw final service on a saw bench arrangement before finally throwing a conrod out the front right hand side of the block. The evidence of the demise of the engine is still present with a major welding repair job being done on the front right hand side of the block. The recent engine work showed up the number one conrod being of a different later Model Type to the early 1909/10 style with the integral oil dippers in the bearing caps.



A copy of the only surviving photograph of Dr. Gibbs in his Model T Ford.



The original home of Dr. Gibbs.

Late last year I proposed a trip to Dad, that we drive the car from our home back to its original town to celebrate its birthday. The trip itinerary was published in our Model T Club newsletter and along the way we were joined by other members of our Model T Club. We arrived in Colac late in the day after having travelled around 250 miles. The old T was covered in oil underneath from the open valve engine, but the car performed well. We spent the following day taking the opportunity to photograph the car outside the building which was the original Ford dealership and also the original owner's old home which is still standing in the town. On day three we returned home via a different route, this time a little shorter but travelling on some busy highways and amongst other things passing under our state capital, Melbourne, via a traffic tunnel. I was praying the old T didn't fail us here!

The trip back to its original home created plenty of interest and finally resulted in a meeting with the doctor's granddaughter. We were overjoyed to be given a copy the only surviving photograph of the old family car.

We hope you have enjoyed the story of our 100 year old Model T,

Warwick & Bill Landy.



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WANTED

French branded side lamps by C. OUVRARD & CIE same or similar to picture.

Also, Dash wine glass style oiler with small pump in the centre as per picture.

Contact: Simon Anderson
Ph: 0414482241
E: ando_84@hotmail.com



FOR SALE

Minerva body plate. It has not been stamped with an engine or license number. It is in reasonable service condition and requires proper cleaning. Price \$195 plus postage.

Contact: Graeme Jarrett
Ph: 0455 041 994
E: Graemejarrett@gmail.com



FOR SALE

Ford Model T Project - circa 1916. - has been in storage since the 1960s. Unusual period body and accessories. Owner is keen to sell and open to sensible offers.

Contact: Gary Veith
Ph: 0415 716 001.



FOR SALE

1917 Overland - fully restored, \$ 25,000 (plus car trailer, if wanted) expressions of interest to:

Contact: George Prest Jnr
Ph: 0448 806 771
E: gprest@y7mail.com.



FOR SALE

1913 Clegg Rover \$55,000 Negotiable

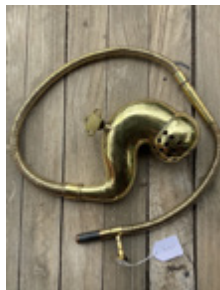
4-cylinder 12 HP engine with 3-speed gearbox. Electric starter and turning indicators fitted in the early 2000s. Lovingly restored in the 1970s and presented in excellent condition, authentically restored to original specification. The car has had one owner since restoration and has been carefully maintained and regularly driven for over 40 years by a dedicated Rover enthusiast. Currently on display at Gilbert's Motor Museum, Strathalbyn (SA). The vehicle is reliable, running, and comes with extensive history and documentation dating back to 1969, including receipts. A large collection of spare parts is included, such as: Complete rear axle and differential; Gearbox Clutch components; Steering box; Numerous additional small parts. Interior features fully restored leather upholstery, along with a restored hood and canopy in excellent condition. Sale includes the original handbook, tools, specialist oils, and additional accessories – all offered as a complete package.

Contact: Jon Pyle
Ph: 0407 876 367
E: dijon.pyle@gmail.com



FOR SALE

This is a beautiful fully restored unusual tapered tube Question Mark Horn with a Potato style head. It has a patent date of Jan 1909. It has a wonderful deep honk when blown through. This is ready to mount on a Veteran car now. It has two mounts, one at the horn and another at the end of the 42 in length of tapered brass tubing. All it requires is a bulb which are available. Upgrade your car with this quality rare horn.



\$500

Contact: Greg Smith
Ph: 0447 395 233

FOR SALE

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

1910 Buick



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

\$60,000 ONO

Contact: Terry Wills Cooke, Geelong
Ph: 0408 343 335

Western District Historic Vehicle Club Inc Presents **GEELONG BAY CITY SWAP MEET**

Sat 9th May 2026, Geelong Showgrounds

Buyer gates open 6.30am till 2pm



Site holders gates open 6.00am follow the Facebook page for all details-instructions.

Costs:

- *Buyers gate entry, \$10 per person from 6:30am, Under 16 yr Free
- *Outdoor site, \$35 per 10x6m site inc 1 gate entry (no booking required for outdoor sites)
- *Limited indoor sites, Bookings via email/phone \$50 per site inc 1 gate entry
- *Area inside the grounds for cars/motorcycles For Sale or Display (\$35 per car/bike inc 1 gate entry)
- *Free parking for buyer at Geelong racecourse, Breakwater Rd.
- *Please have correct money if possible for site and gate entry.
- * Geelong Mobile ATM Facilities on site from 8am

Friday night: Free camp sites available for stallholders only.

Entry from 4pm, gates will close at 9pm sharp. (site + per person entry costs)

Rules for entry: Site holders to stay till 2pm.

Strictly no animals allowed in showgrounds. No fires permitted.

No unauthorised food/drink vendors. No riding of a bicycle, scooter, motorcycle or rec vehicle. No Alcohol permitted. Mobility scooters permitted but must not exceed 4kph.

Keep Updated via: Geelong Bay City Swap Facebook page

Contact: email: geelongswap@wdhvcgeelong.com

Ph: 0451 641 924

WDHVC PO Box 200 Newcomb Vic 3219

Events

RACV 4 & MORE RALLY - CAMPERDOWN

14-17 May 2026

RALLY SNAPSHOT

THURSDAY, PM - arrival, shake down run to explore town and lakes & craters. Dinner & introduction to the town's heartbeat.

FRIDAY - explore the clocktower, district tour of lakes and craters, lunch by the lake, visit an extensive private car, truck & steam traction engine museum, pizza night and mystery objects.

SATURDAY - main touring day (90km), including the Mt Elephant Information Centre, dry stone walls, bluestone 1856 homestead, 'American Pickers' style unearthed car collection with lunch at a bluestone inn (built in 1842).

Dinner at the Commercial Hotel in Camperdown with a nod to the town's Scottish heritage.

SUNDAY - visit Cobden Pioneer Park, fun & games, lunch & departure.

Our day in Darlington

On the Saturday of the Rally, on the way up from Camperdown to Darlington, we will visit the Mt Elephant Information Centre where we will learn about the area's geographical formations, volcanoes and stone wall constructions. This will also be our morning tea stop.

From there we will continue to Darlington, to the Elephant Bridge Hotel. Established in 1842, this Georgian-style, colonial era inn, is one of Victorias oldest continuously licensed pubs, which was also used as a staging post for Cobb & Co coaches. Presumably named after the nearby Mt. Elephant, and to add to the connection, in the 1940's a travelling circus unloaded their 3 elephants for a 'selfie' out front. And further to the intrigue, there are numerous accounts of the ghost of a long-gone licensee haunting the inn. Established 185 years ago, this quaint, two-storied bluestone pub, nestled beside the Mt. Emu Creek will be our lunch venue.

The Western District is abundant with grand homesteads, and we are fortunate to have been invited to visit 'Stony Point', the home of Anna & Clive Jamieson, the fifth generation of the Jamieson clan to own the property. Settled in 1856, the original dwelling was extended in 1875 to its present form, using bluestone quarried on the property.

In 1912, Clive's great grandfather Robert Jamieson purchased a new, 15H.P. Austin Tourer from Dalgety & Co, which somehow finished up in Scotland as a restored vehicle. The family has retained an original photo as well as the original sales receipt from Dalgety's!

Clive's father Rob was a keen collector and avid racer of what are now classic cars, which have been dusted off for our visit.

#Entries for this Rally now available!

#I have volunteers for some tasks, but I would like to hear from a mechanically minded person/s, to assist with any 'failures to proceed', as Tail-end Charlie/s.

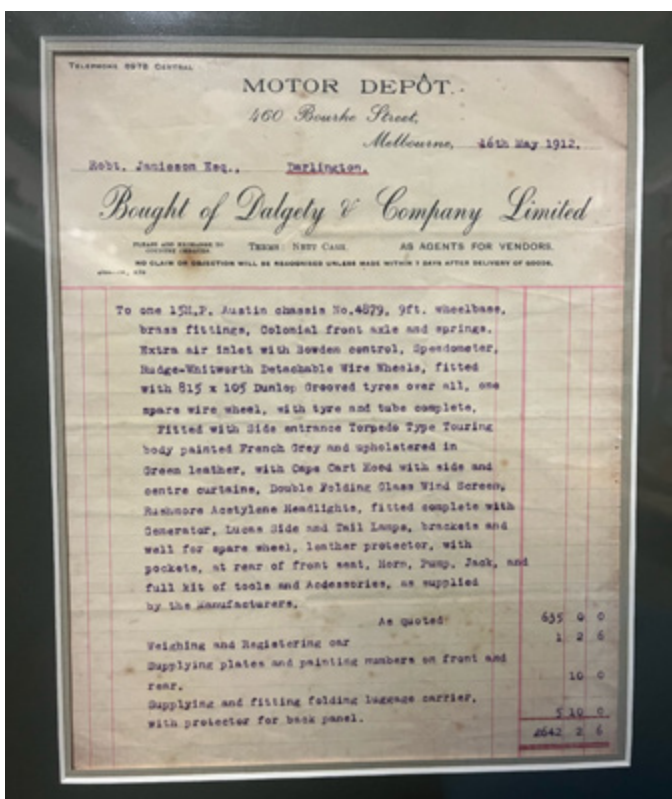
Thanks, in anticipation, Murray Murfett 0428 914 848

**Contact: Rally Director, Murray Murfett
ph. 0428 914 848**



This should attract your attention, plus the circled window where the ghosts are supposed to be!!





2026 RACV PRE-1905 PIONEERS RUN

When: Wednesday 23 to Saturday 26 September 2026

Where: Wentworth NSW

Rally Directors: Vivian and Doug Fulford

Contact: 0491 721 033,
dougfulford97@gmail.com

On behalf of the RACV, The Paul Butler Trust, Wentworth Shire Council and the Veteran Car Club Vivian and I invite you to participate in the 2026 RACV Pre-1905 Pioneers Run. This special event is open to vehicles built prior to 1905. It will be based in Wentworth, which is situated in the far south western region of NSW where the Darling River meets the Murray. We have organised four days of pioneer motoring featuring interesting destinations on mostly flat roads. Each run is a round trip of less than 60 km.

Event Schedule and Highlights

The fun starts on Wednesday with a shakedown run to Perry Sand Hills. This will be followed by a welcome function at the Tourist Information Centre.

On Thursday we'll make our way to Merbein where entrants will have the opportunity to learn how billabongs are formed and visit a lookout (rest assured there is no hill to climb). After enjoying a meal at Club Merbein we will visit a museum and a salt lake on the way home. While we have plans for Thursday evening we are keeping details under wraps to maintain an element of surprise.

Friday's itinerary includes a trip to the Inland Botanic Gardens where we'll have lunch and a "train ride". This will be followed by afternoon tea at the historic Coomealla Packing Shed. Dinner that evening is in the function room at the Crown Hotel.

On Saturday we explore Wentworth itself. The day begins with a public display at a local park. Don't worry – you won't be just standing around as there is the Old Wentworth Gaol and the Pioneers' Museum to explore and a barbeque lunch to enjoy. The afternoon features a drive to McKenzie's Garage, Junction Island, River Junction Park and Lock 10. That evening dinner will be at the Lock 10 Restaurant which will opening exclusively for us.

Extend Your Stay

We encourage you to consider extending your stay before or after the event as the region offers many attractions that we cannot include in the rally itinerary. You might choose to enjoy a romantic luncheon at Trentham Estate Wines, visit the local Holden Museum, relax on a paddlewheeler ride or go on a guided tour of Mungo National Park.

Accommodation

The rally headquarters is the Wentworth Grande Resort [61-79 Darling Street, Wentworth NSW 2648 phone: (03) 5027 2225]. This venue provides excellent facilities at favourable rates. For those who prefer a caravan park we recommend Wanderers Crossing River Retreat [14-16 Darling Street, Wentworth NSW 2648 phone: (03) 5027 3213]. The event dinners are an easy stroll from either of these establishments. We suggest booking early to avoid disappointment.

Don't Have a Pre-05

If you don't have a pre-05 but wish to experience this kind of event, you are welcome to join us as an observer. Vivian and I would be delighted to have you participate in what we feel will be a memorable rally.

Expression of Interest

To receive more information about the rally, local points of interest and additional accommodation options please complete an Expression of Interest. A link to this form is on the VCCA (Vic) website. Navigate to the Upcoming Events Page and select the RACV Pre-1905 Pioneers Run. Alternatively email (dougfulford97@gmail.com) or phone (0491 721 033) Doug.

Vivian and Doug Fulford

Commercial Collage

by Greg Smith

In 1910, a substantial brick bakery was constructed at 92-96 Percival Road in Stanmore, a suburb of Sydney. Four years later, in 1914, the New South Wales Government acquired the facility and established the State Bakery. This bakery served the city by producing bread and was reportedly financially successful.



NSW State bakery van. Note the solid rubber wheels. The identity is unknown to me. Can anyone help with the vehicles make?

However, its primary function was to regulate the market and prevent profiteering, a considerable concern during World War I. In addition to its commercial role, the bakery was utilized as a training and testing ground for the 3rd Australian Field Bakery in 1916, prior to their deployment to the Western Front. This approach was notably innovative for its time.

Around 1925, the bakery was sold and continued operations as the Automatic Bread Baking Company (ABBCO). ABBCO went on to become one of Sydney's largest independent bread bakers and maintained its prominence for many years.

One notable aspect of the State Bakery's operations was its advanced delivery system. The truck featured in the photograph below could transport up to 1,800 loaves of bread, representing state-of-the-art delivery technology at the time. The image originates from the State Archives of NSW, and the accompanying text was sourced from Paul Smith's Facebook page.



The truck is unidentified. Again, it runs solid rubber tyres and the brass side lights are a wonderful set. Can anyone help with identification?

Natter Night Meeting Minutes

VCCA (Victoria) at Clubrooms and Online Zoom Meeting On Tuesday, 10th March 2026 @8.00pm

Opening

The Club President, Daryl Meek, welcomed all to our monthly Natter Night.

Attendance

There were 24 members in our Clubrooms and 13 members online.

Apologies:

Jennifer Atherton, Barry Gomm, Alan Long, Doug Fulford, Daryl Johnson, Stan & Maggie Bone.

Visitors

None.

Member News

Rick Thege is now the custodian of the 1909 Maxwell Model L, ex Ian Heyme and Graeme Clark.

Tess Anderson will be doing the "World's Greatest Shave" with hopes of raising \$10,000 for the Leukaemia foundation. This is to be promoted within the club, and we are hoping members will help Tess to reach her goal.

New Members

None this month.

Raffle

Pork Roast, Vegies, Desert, Chocolate. Thanks Deb.

Financial Reports – no report this month. All is under control.

Past Events:

AOMC RACV British and European Motoring Show – Yarra Glen – 15th February. Andrew McDougall, who attended in a non-veteran, gave a report on this excellent event with more than 700 vehicles in attendance, although no veterans.

Future Events:

RACV 1&2 Cylinder Rally – Ballarat 12-15th March 2026, Fiona Lane. All is ready to go this coming weekend with 57 entrants (115 people), which is more than anticipated.

National 1&2 Cylinder Rally – Temora - VVCCA (ACT) – 19-25th April 2026 – entries close this Sunday 15th March, cutting off at 150 people.

RACV 4 and more Rally 2026 – Camperdown – 14-17 May – Murray Murfett later spoke from zoom and encouraged members to attend. Full details in the latest *Brass Notes*.

Highwheeler Rally – Cobar – 14-20 May – see *Brass Notes*.

Clare Rally – 1st-4th May – details on the Veteran Car Club South Australia website. Entries close tomorrow.

RACV Mid-Winter 2026 – 17-19th July. Callum Walsh is coordinating this event which will be held on the Bellarine Peninsula. Details will be advised as they come to hand.

B40 Rally - Callum Walsh advised that this will be held on August 21-23 in Torquay. It is a very active and fun event that has now been run for 5 years focusing on younger participants.

National Veteran Vehicle Rally – 6-12th September 2026 – Cowra – see the Veteran Car Club NSW website.

RACV Pre-1905 Pioneers Run – 2026 – Wed 23-Sat 26 September 2026. Doug Fulford spoke on zoom promising that this will be an exciting event and encouraged non pre-1905 drivers to come along. Details in March *Brass Notes*.

RACV Annual Rally – 6-8th November – details to be advised.

Library and Archives Report

DM reported as follows:

Thank you to Susan McManus (daughter of Bernie McManus) who has donated a collection of slides and films of club activities taken by her father. This included a video of the first 1 & 2-cylinder rally in Castlemaine in 1992. There is also a mixed collection of brass lamps and horns that will be offered in *Brass Notes*.

The digitization of 35 VHS tapes from the 50's and 60's has started and should be completed within 1-2 months.

Thank you to Trish Cooper who has donated a lot of David Cooper's books.

Wanted, for Sale or Swap

A full 3 pages of vehicles for sale in March *Brass Notes* including:

Byron Dobson's 1905 REO – keen to sell.

1909 Renault "Buttercup" – Alan Lethborg

1910 Brush Model D – single cylinder with original steel body – \$30,000 - Bill Lindsay

1916 Dodge – Frank Pound

Daryl also gave a good description of the history of the 1914 Standard Model S that is currently on the Donningtons online auction.

Items of General Business

Daryl spoke again of the new process at VicRoads in relation to issuing new permits for Veteran and Vintage vehicles. This is a follow-on from his experience reported last month. Daryl's new permit is still in process 3 months after being lodged.

Next Meeting 14th April 2026, Alan Maden will speak on Peking to Paris in his 1917 American La France.

Meeting Closed at 8.46pm

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

ABN: 61 276 214 581

PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY

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LIBRARIAN AND ARCHIVIST
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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 – Callum Walsh.

SUBCOMMITTEE: CLUBROOMS MANAGEMENT
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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
t 0408 344 434
e secretary@veterancarclub.org.au

Download the application form at
veterancarclub.org.au.

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

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VICROADS PERMITS AND SAFETY CHECKS FOR MEMBERS VETERAN CARS AND MOTORCYCLES

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

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

CLUB MEETINGS
Monthly meetings (Natter Nights) are held at 8:00pm on the 2nd Tuesday of the month (excl. January) in the Club Rooms:
Lynden Park Club Room, Wakefields Grove, Camberwell, off Through Rd.

RACV 1&2 Cylinder Rally Ballarat

Photos courtesy of Callum Walsh



1906 De Dion Bouton with Paul and Kim Williams. Must have been hot as Paul has his tongue hanging out



1912 Brush Model F with John Stanley also making great progress



1915 Morgan driven by Catrina Sargent with Merralyn making nice progress



1915 Douglas Motorcycle ridden by Michael Holding at speed!



1914 Perry of Lindsay Vinen in front of Mount Mitchell estate

RACV 1&2 Cylinder Rally Ballarat

Photos courtesy of Callum Walsh and Frances McDougall



1910 Brush driven by Kimberley Anderson with Father Rob.
First time out.



1914 Ag Healing Big 4 motorcycle ridden by Paul Fullard.
First time out.



1916 GCS motorcycle ridden by Nigel Fish all the way from Tasmania.
First time out.



1909 Sizaire et Naudin with Russell and Chris Holden. First time out.



1904 Oldsmobile with Malcolm Bandy didn't have to come far to attend the rally as he is Ballarat based. First time out.



1903 Peugeot (formally George Hetrel's) with Mark Jansen and Wim Van den Braassem all the way from Queensland. First time out