

June 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

CONTENTS

President's Message.....	4
Editorial.....	4
Valē – Noel Holbrook.....	5
Valē – Neville Hutton.....	6
1917 Studebaker SF-4.....	
Seven Passenger Tourer.....	6
Flashback Response from May.....	8
Flashback Response.....	9
Front Cover.....	10
Membership.....	10
What in the World!.....	11
Tim and Marie's 1910 BRITON	
14hp Roadster.....	12
The Clare Valley Rally Veteran Plus Rally.....	16
The Mystery Swift Response.....	18
Isotta Fraschini Type FENC –	
The Other Surviving Car In Australia.....	19
Commercial Collage.....	20
Ford T Time.....	22
The Fairfax A Type Vauxhall.....	23
The 2026 National Veteran 1 and 2	
Cylinder Rally.....	24
Letter to the Editor.....	27
Findings, Feedback & Follow-ups.....	28
Private Classifieds.....	29
Natter Night Meeting Minutes.....	31
Events.....	32



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



This month's featured flashback car is a vehicle that appeared at many of our rallies, particularly in the late 1970s and early 1980s. It is a c1910 Little, a comparatively rare car, and I do not recall any others of the same make having been part of our club. As always, I am happy to be proven wrong.

The Little was a two-seater, with its fuel tank mounted behind the seats. Its simple body gave it a distinctly sporty appearance for the period. Many considered the body style quite racy.

This car seems to have vanished, as I have not seen it for many years. The photograph was taken at one of the Australia Day celebrations in the Treasury Gardens in the late 1970s. These events were extremely popular and drew large crowds of spectators.

If you have any information about who owned the car at the time, its restoration history, or where and when it was discovered, we would love to hear from you. We are also keen to learn about any subsequent owners and where the car may be now.

Please send any relevant material to the Editor.



Coming Events

9 June 2026	June Natter Night Meeting from 8pm - in the Clubrooms or online (archive film material will be shown)
14 July 2026	July Natter Night Meeting from 8pm - in the Clubrooms or online
21 - 23 August 2026	The Aussie B40 Rally Contact: Callum Walsh
25 October 2026	Combined Clubs Petanque Competition - Clubrooms Contact: Andrew McDougall
20 - 22 November 2026	HCCA (SEA) Creepy Crawly Rally Moss Vale NSW Contact: Doug Fulford 0490 721 033
13 December 2026	VSCC Vic Two Wheel Brake Rally Contact: Callum Walsh

Major Events

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 - Lancefield Contact: Ben Alcock

National Events

6 - 12 September 2026	National Veteran Vehicle Rally - Cowra, NSW https://www.vccansw.com/cowra
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Annual Membership Renewals

By Rob Anderson

2026 – 2027 Subs Are Due Now

Members with an email address on file will have received a Renewal Notice during the last week of May.

The preferred Renewal method is On-Line with payment by credit card. (EFT payment as the next preferred payment option)

All email Renewal Notices sent include:

the contact and vehicle data the club has on your file;
a link to the club webpage where you will see a tab Annual Membership Renewal allowing on-line renewal which includes your Annual Membership Declaration.

To use the on-line system - check the data, click on the link then follow the on-screen instructions. Subscriptions can be paid by credit card or EFT.

If you are able to use the on-line option, please do so. It makes the job of your Registrar less time consuming and saves the club some dollars.

The due date for payment of renewals is June 30th.

Hard copy Renewal Notices have been posted to those Members without an email address during the last week of May.

Members who have an email address but have not paid their renewal on-line by 10th June will receive a Hard Copy Renewal Notice by separate post after the 12th June.

To renew, either: take advantage of the On-Line system; or complete the hard copy form and declaration, then scan & email or post to the Registrar indicating payment method used.

Note: Members who decide to renew via EFT **must** still complete the Annual Renewal Declaration and return it either by scanning and emailing to the Registrar or by posting to the Registrar.

Rob Anderson, Registrar
+61 (0)414 446 953
registrar@veterancarclub.org.au
PO Box 828, Somerville, VIC. 3912

President's Message

As I sat down to write my report last month, I had just arrived in Temora for the National 1&2 Cylinder rally. Many will have already heard about the event, so I will only quickly comment on the great time that everyone participating appears to have had. NSW even turned on the weather for us, with every day being near perfect conditions for driving. You can read about that elsewhere on page 24.

Despite winter being imminent, in the intervening time I have found myself in the position of being able to attend two more rallies - the Clare Valley Rally from 1-4 May, ably overseen by Andy Applebee and John Hancock, and the RACV VCCA 4 & More held in Camperdown over 14-17 May.

I attended both of these events in my newly (and finally) permitted 1914 Delage R4. All went very well. With Fiona enjoying a trip overseas with a girlfriend, the only unhappy faces around our place were those of the cats!

A huge thankyou is due to Murray Murfett for stepping up for his first gig as Rally Director and congratulations for a job well done. The guest for the Saturday evening dinner will be remembered for a long time to come.

And finally on rallies, entries for the RACV Midwinter Rally are open!

In lieu of a guest speaker for June's Natter Night, we will have a short presentation from the archives including one of our newly digitised Rally Videos (all our VHS tapes have now been converted) and some recently digitised images from 35mm slide collections that have been donated.

It is with great sadness that we record the passing of a number of members of the club. In recent times we have been advised of the April passing of Maritta Parsell and Neville Hutton and, this month, Mary Humphries and most recently, Noel Holbrook. Our thoughts are with the families of all during these times of loss.

Slow and steadily,

*Daryl Meek,
President VCCA (Victoria)*



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 VVC INSTRUMENTS

Editorial

By Greg Smith

After my recent stay in hospital, I found myself thinking that a fitting theme for *Brass Notes* would be the medical profession. We have recently explored several veteran-era vehicles owned by doctors, so it seemed only right to turn our attention to the less-heralded heroes of medicine: nurses. I cannot fully express how grateful I am for the care I received from the nursing staff. Their dedication, compassion, and willingness to help are truly remarkable. We are fortunate to have several nurses and former nurses within our club, and their kindness and helpful spirit are qualities that shine through clearly.

Unfortunately, I have not yet been able to find much material on nurses and vehicles from the Veteran period, perhaps simply because I have not had enough time to search thoroughly. Yet there must be many examples, especially from the First World War and the Spanish flu pandemic, that would fit within the Veteran era. I would greatly appreciate any help from members who can contribute photographs, stories, pieces of writing or other material for an article on nurses in action alongside veteran vehicles. If you have anything that might assist, please let us know. I would really love this to happen and fulfill my hopes

I have been reflecting this week on the sad news of the passing of Noel Holbrook. I was fortunate to count Noel as a dear friend, and I treasure the many memories we shared over more than 40 years. Noel, together with Sue, made an extraordinary contribution to the Veteran car movement, recognised by the award of the Montagu Trophy in 2010 for services to the movement.

So many memories come to mind from the Highwheeler rallies, including the wonderful trip across the Nullarbor with a group of like-minded friends to attend the rally in Esperance, Western Australia, organised by Ross Ainsworth.

I also think of the many cars Noel restored and returned to the road, with others still awaiting their turn. I was especially fortunate when Noel agreed to build the torpedo body for my 1912 twin-cylinder Swift. As only two examples of this model survive in the world, Noel took the time to photograph the other surviving car in England and record hundreds of measurements. By great good fortune, that car retained its original body, and his visit coincided with a trip he and Sue were making to the United Kingdom to visit Sue's family and attend the London to Brighton Veteran Car Run in their beautiful 1899 Peugeot. On his return to Australia, Noel produced a body for the Swift that was second to none. How lucky I was.

I also reflect on our yearly get-together on the Friday night of the Bendigo Swap, a tradition we kept for as long as I can remember. I can honestly say, without hesitation, that I have been blessed to have enjoyed such a friendship. Rest in peace, Noel.

Valē – Noel Holbrook

By Graeme Jarrett

Club member Noel Holbrook passed away quietly on Sunday 17th May aged 90 years. He was a member for 58 years having joined in 1968.

Noel grew up on a dairy farm on the outskirts of Warrnambool and joined the workforce as an apprentice motor mechanic locally. He remained closely associated with the car industry all his working life including the ownership of a 'Speed Shop' and workshop.

His experience with cars, combined with his natural ability, meant that no mechanical task was too difficult. In the very early years he competed in motor sport locally driving an early series Holden; this he prepared himself for competition.

His love of all things motoring attracted him to veteran motors cars from an early time. From his earliest association with veterans, motor buggies attracted his interest along with Curved Dash Oldsmobile and Metz. As his garage grew so did the car collecting which included Hupmobile, Buick, SCAT and vintage Amilcar.

Noel and Sue met on the inaugural national one and two cylinder rally in Albury in 1982, and so began a duo of rally entrants active for so long.



Noel and Sue Holbrook braving the elements in a Curved Dash Oldsmobile on a very wet day in Canberra. Not even bad weather would deter their enjoyment of early motoring.

After Sue, his new wife to be, came to Australia from England, she soon imported her 1899 Peugeot. Noel was extraordinarily pleased. This, along with his other early cars, were very regulars at club events, Highwheeler events and 1&2 cylinder rallies.

In senior years he continued to maintain and restore cars from the collection they had acquired over very many years. The ongoing work, an abiding testament to his commitment.



Noel and Sue in the 1899 Peugeot at the Beaulieu Extravaganza in 1996. This was prior to the importing of the car to Australia soon after.



Noel motoring at speed in the IHC Buggy.

Both Noel and Sue gave great service to running events on behalf of the club and their other main interest - Highwheel Buggy rallies. These often took place around their local area, Warrnambool.

Sadly missed by all that knew him - a great friend.

He is survived by his wife Sue, father to sons Dirk and Brett, grandchildren Shannon, Lisa, Mathew, Trent and great grandchildren Natalie and Harry.



Noel and Sue in the Metz.



Noel and Sue in the Hupmobile in Tasmania.

Valē – Neville Hutton

By Barry Smith

Neville Hutton may not be a name many of you would be familiar with, but he and his wife Nance were active members of the Veteran Car Club from joining in 1963 until moving to Newcastle in the early 1990s.

Within the club, Neville is probably best known for his 1917 Studebaker for which he received the Kermonde Trophy for Best New Restoration in 1967 as well as the Club's Veteran of the Year in 1969. A participant in many early rallies and events including the 1970 Australia Bi-centenary International Rally, the vehicle is now in the custodianship of Ken Russell.

Neville's other passion was for motorbikes, restoring a GCS and a 1915 BSA for which he was awarded Best Motorcycle in 1977. Other pleasures included his 1928 Studebaker, 1936 Rolls-Royce and 1950 Studebaker Champion Convertible.

Neville passed away in Queensland on 21 April aged 96.

The following article features the late Neville Hutton's 1917 Studebaker, when discovered - Ed

1917 Studebaker SF-4 Seven Passenger Tourer

By Daryl Meek

Restored by Neville Hutton between 1963 and 1967, the following is a short summary of the history of this formidable veteran vehicle.

As a young man, Neville became intrigued with the thought of finding and restoring a very early motor vehicle. As a result of one of many conversations with Syd Clarke, a friend of long standing, Neville became aware that one of Syd's relatives had an "old car" that was rarely ever used, and even then only when the weather was good.

The vehicle was located on a farm at Gerang Gerung, a small rural community located on the Western Highway between Nhill and Dimboola. The owner was George Parker, who had acquired the car in 1921 from another local farmer, Mr. Dahlenburg of Winiam, when the vehicle had travelled only 10,000 miles. Whilst the vehicle is a 1917 model, Dahlenburg had purchased

the Studebaker new after local Nhill general merchants A. Bongiorno and Co. established the Wimmera sales rights for Studebaker at the start of 1918.

After transferring to Mr. Parker, the vehicle was primarily used as transport for his family of six. As with many early vehicles, the car was eventually cut down, the rear tub removed and converted to a utility. It was then consigned to general farm duties including the transport of pigs to the Nhill market sales, 14 miles of unmade road to the west. The Studebaker was retired in 1958, but even in her twilight years she was not completely idle, being used occasionally for spotlighting duties.

In later life the starting system failed, relying entirely on increasingly difficult crank starts. Fortunately, only two other mishaps had been noted. On one occasion, the Studebaker had been left with reverse gear engaged,

and when started with the crank handle, backed into another car. Unfortunately, this happened in front of the Nhill Police Station. The other was a disagreement with a tree stump whilst spotlighting, damaging the front axle.

In 1963 and Neville made the first of many trips between Chadstone and Gerang Gerung. Parting with the grand sum of £30, the four cylinder Studebaker was towed out of the thatched-roof barn and started before being loaded on a trailer behind the family Humber, along with all the parts that could be located, including the rear tub.

Back in Doncaster the task of restoration began. As always, the job involved far more hours and investemnt than anticipated and many return tours of the farm in search of missing parts. Finally completed in early 1967 and permitted with number 050, the 1917 Studebaker made its first long distance trip as entrant 116 (of 167) in the National Veteran Tour in Albury in early April.

As an indication of the quality of the restoration, the car was awarded the Kermonde Trophy for Best New Restoration in 1967 as well as the Club's Veteran of the Year in 1969. It completed the 1970 Australia Bi-centenary International Rally, and in 1971 was awarded Best Veteran at the First Studebaker Concours d'Elegance. The Studebaker now resides as part of Ken Russell's collection.



Pictured c1932 whilst owned by George Parker.



George Parker and Neville Hutton, 1963.



Just prior to the 1970 Bicentenary International Rally.

L to R: Neville and Nance Hutton, Cliff and Coral Cross.



As found in the thatched roof barn.



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Flashback Response from May

by Greg Smith and Tim Harris

I'm delighted to report that, thanks to the extraordinary information supplied by "Mr Briton", Tim Harris, we have solved the Flashback mystery car from May. Tim's contribution did more than identify the car: he also shared a wealth of material that will help us produce several more articles for *Brass Notes*, both in this edition and in future issues. As I've said many times, our club holds an enormous amount of knowledge and resources—the key is simply sharing them.



Photo provided by Chester McKaige featuring Alan Gray's 1913 Briton.

The photograph sent to us by Chester McKaige shows a 1913 Briton which, in November 1966, was owned and actively campaigned by Alan Gray of Portarlington. Despite Tim's excellent resources, little is known about where the car was found, when it was discovered, or exactly what was involved in its restoration.

What we do know is that Briton vehicles were sold in Ballarat by Adam Wilson and Co. of Armstrong Street South, and that Browns Motors in Geelong reputedly imported three Britons. Browns were also agents for La Buire, as discussed in earlier *Brass Notes* editions. It is therefore possible that this car came through one of those distributors.

According to the 1971 member roster, Alan Gray still owned the Briton early that year. By later in 1971, however, it had passed to Barry Rainbow, VCCA president from 1974 to 1977.

The car was then dismantled to the last nut and bolt and restored to an exceptionally high standard. Brian Hussey has advised that Neil Gibbs carried out most of this restoration work. The quality of the finished restoration was recognised in the same year when the car won the Kermonde Trophy.

Barry Rainbow rallied the Briton extensively, and it remained a familiar sight on our events until 1987. That year, the car left Victoria when it was sold and transported to Western Australia, where it was acquired by veteran car collector Eric Langton. A separate article (on page 9) will tell the story of that move.

And where is the car now? Since Eric Langton's passing, I understand it remains in the care of the family, now with his son Simon.

Flashback Response

The following article was provided by Tim Harris and is taken from the magazine, *The Restorer* Volume 1. It details how Eric Langton purchased the Briton and how it was transported across Australia to Western Australia. The process of getting it ready for registration and what the then “new owner” thought of his new purchase. I have edited down some of the content of the original article. -Ed

1. My Introduction to an Ancient Briton

By Eric Langton



The 1913 Briton now registered in Western Australia after coming from Victoria

I had never seen a Briton car and apart from having read in Doyles' that Briton cars were made in Wolverhampton from 1909 to 1928 and were previously known as Starlings, I knew very little about the marque, only that they had been made by the Star Engineering Company, also of Wolverhampton.

So when Barry Rainbow's Briton became available, I was completely in the dark as to its mechanical soundness or its performance potential, but it did fill my requirements of being a British veteran with four seats of medium size. I did however, have a good colour illustration of it in Malcolm Grant's "Veteran and Vintage Cars of Australia" but as this was printed in 1972, I knew that much could have happened in the fifteen years since and that quite some wear and tear must have taken place.

I was fortunate to have a good friend in Victoria who rang to tell me that the car was available and not yet advertised, and he undertook to do all the leg work and price negotiations on my behalf.

After a couple of weeks and numerous phone calls, a very satisfactory price was agreed and a cheque sent off. Ian, my friend in Victoria, collected the car and said he could have driven it to the transport depot, but as the trip involved passing through some of Melbourne's thickest traffic, decided to use his own car trailer. Well at least the car was driveable so that was a good start.

First sight of the car at the Bayswater depot was a little disappointing with a thick coat of Nullabor dirt, broken

windscreen and patch of paint scrubbed off the bonnet where some foreign body or parcel had rested during the trip.

Back at Applecross with most of the dirt and broken glass removed, a closer inspection dispelled those earlier doubts.

The engine looked to be well proportioned with no butchered nuts or screws visible and no welded up cracks or water leaks. The carburettor was an original Briton Zenith, the correct Bosch magneto had a 1912 serial number on it, and the massive cone clutch — smothered in oil — had plenty of leather on its facing and there was a bottle of neatsfoot oil in the front door pocket together with sundry bits and pieces. Even a spare bulb for the horn. The five lamps, horn, mirror, radiator cap and spare wheel had all come earlier, thanks to Ian. The next thing to do was to put a drop of petrol in the tank, top up the radiator and see if it would go.

With Bob Grantham, who “just happened to be passing”, manually choking the carb, I gave it a swing and away it went — just as easy as that, with no frightening noises from the engine and the oil pressure gauge immediately responding.

Now all was ready for that run around the block. The engine started just as easily as before, the clutch stop did its job and away we went. Low gear was good and high and got the car more than just rolling; second also on the high side and into top and the car fairly bowled along with little vibration or noise.

The steering wheel seemed to have borderline backlash but a closer look revealed that both the column and the box were far from rigidly mounted. Adjustments and repairs brought the backlash within acceptable limits.

King pin wear was the next item, and there was about 2 mm movement at the rim — not too bad for fifteen years' use, but enough to raise the examiner's eyebrow.

It was now ready for examination and it passed OK, but I had to have it weighed before Fremantle Traffic Office would license it. The nearest weighbridge was at Spearwood, so I drove it down there and back with modern backup. It cruised nicely at 35–40 mph on the level but overheated while waiting for weighing — no fan, no water pump, and an overbrisk tick-over, which was no help.

Ian later sent me photostats of a Briton catalogue which stated that fans could be fitted, though they were not standard. He also located original Briton parts so patterns could be copied, helping solve the overheating problem.

We now look forward to many outings in this well engineered and very pleasing veteran car.

Article courtesy of “Early Auto”, the journal of the Veteran Car Club of W.A.

Front Cover

by Greg Smith

Our front cover photograph is courtesy of Ian Wells, who kindly provided a highresolution photograph of a B&B motorcycle and sidecar. A sticker on the reverse notes that the image is from the Australian Picture Library. The published heading identifies it as an unidentified family on a motorcycle with sidecar, Kempsey, NSW (c. 1920s).

Credit: Australian Picture Library / Angus McNeil.

In the August 2025 issue of *Brass Notes* (p.16), Graeme Jarrett contributed an interesting and engaging article on B&B (Bennett and Barkell) cyclecars. This month we feature a B&B motorcycle of the same marque on our cover. Surviving B&B motorcycles appear to be uncommon; however, Ken Hall in Tasmania owns one that we often see at our 1&2 Cylinder events, beautifully ridden by his daughter, Frances Hall.



Ken Halls B&B motorcycle, often seen at the 1&2 Cylinder rallies.



A B&B motorcycle (possibly Len Oakman's) at the Camden Showgrounds, taken many years ago, with the Rumble family's 1903 Cadillac behind.

Max Boardman also sent a photograph (bottom left) taken in NSW showing a B&B motorcycle, with the Rumble family's 1903 Cadillac in the background. I believe the B&B motorcycle belongs to Len Oakman

"Bennett and Barkell Ltd. of 124-132 Castlereagh Street, Sydney, built motorcycles from about 1910 until at least 1917. They used JAP engines in Chater Lea frame components and wholesaled their machines to motorcycle agents all over the state. They commenced building motorcycles as soon as they gained the JAP agency for NSW."

Source: *A-Z of Australian Made Motorcycles 1893-1942*, Rob Saward.

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In the recent very strenuous 24 Hours' Reliability Trial only one "B. & B." started, and it completed the course inside the 24 hours.

Again, in the N.S.W. Motor Cycle Club's Reliability Trial, run 9th June, Mr. W. E. McCarthy, riding the only "B. & B." Motor Cycle that started, won the competition outright.

Mr. McCarthy's equipment in both events included:—"B. & B." Spring Frame Attachment; Bates Super-Rubber Tyres; Bates Super-Rubber Belt; Benton Sparking Plugs; Watford Speedometer.

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Our Free Catalog, No. 66, contains full particulars and prices of "B. & B." Motor Cycles and Sidecars.

B&B advertisement reproduced from Rob Saward's *A-Z of Australian Made Motorcycles 1893-1942*.

I really love this front cover photograph showing the wonderful finish that B&B motorcycles exhibited. The very distinctive round section tank beautifully lined, as is, the whole outfit, that just exudes quality. Then the expressions of the four occupants, especially the children, are just such a perfect example of the fashion and attitudes of the times.

MEMBERSHIP

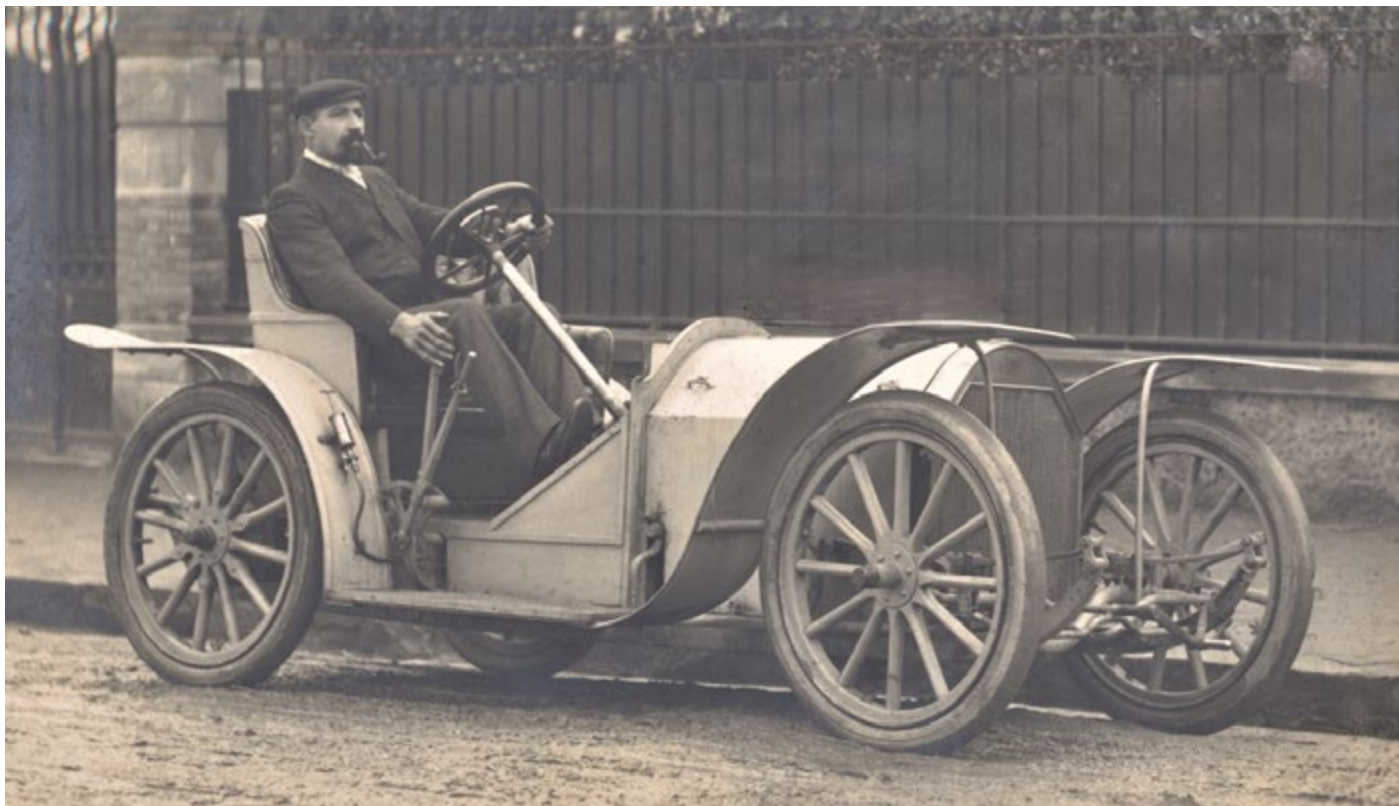
WELCOME TO NEW MEMBERS

- Keith & Catherine Mortimer, Doncaster East, no veteran vehicle (yet).

What in the World!

by Jason Palmer

Hello members, with the semi-retirement of Graeme and his wonderful monthly articles, I was thinking of how I could introduce a new monthly article that would be of interest. My conclusion was to introduce a photo from my personal collection of world-wide period photos especially of rarer/unusual makes and later more well-known marques.



What a better way to start than introducing the c1908 Stabilia Underslung.

There really isn't much information about this make of car considering it was in production from 1907-1930. Manufactured in Neuilly-sur-Seine, Paris, the company specialised in 'underslung' cars with a special patented suspension. Edouard Vrad had previously worked for Leon Bollee and De Dion Bouton. The Stabilia was powered by a 4 cylinder, 2200cc engine.

Note the fuel pressurisation pump conveniently placed on the rear guard of this example (the only currently known photograph of a 1908 Stabilia). This vehicle also has differential drive, rather than the chain drive shown in the line drawing below. (Line drawing courtesy PreWarCar).

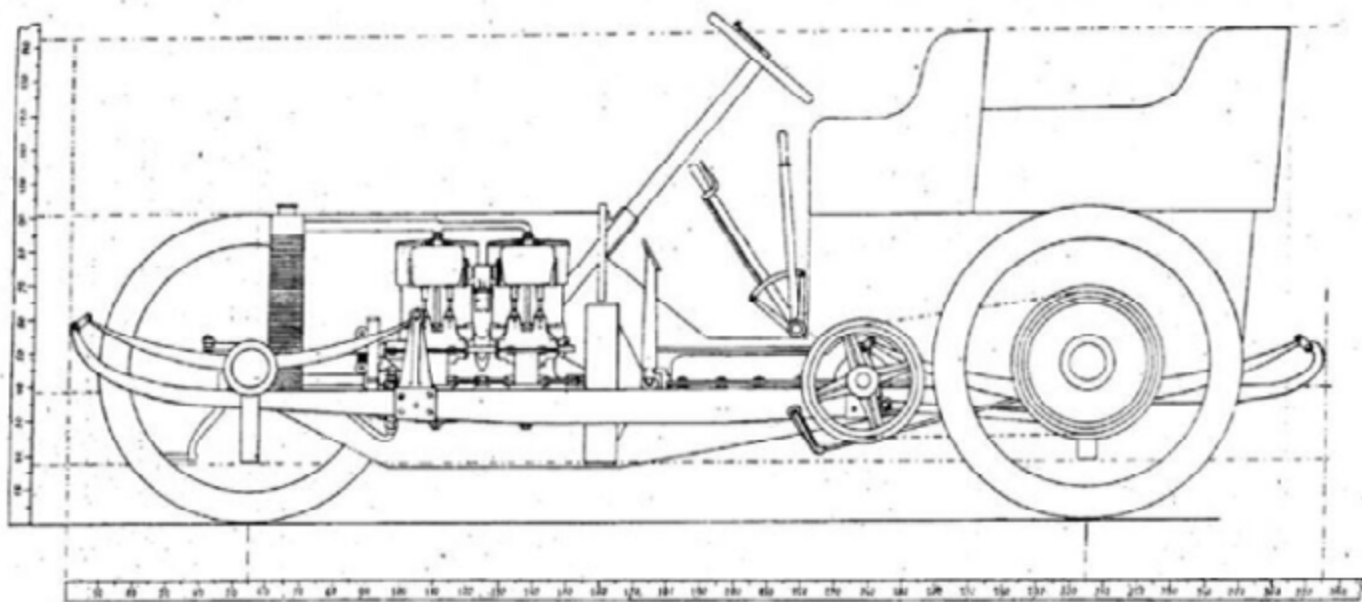


Figure 41. — Coupe longitudinale d'une voiture Stabilia.

Tim and Marie's 1910 BRITON 14hp Roadster

by Tim Harris

The following is taken from the July 2020 issue of the *Drivers Journal* which is the magazine for the Goulburn Valley area. It was at that time edited by our own member Brendan Walsh. We thank both Brendan and the Goulburn Valley Motor Vehicle Drivers Club for their generosity in allowing us to publish this very interesting article on the restoration of the 1910 Briton of Tim Harris. -Ed

The Briton car was a cheaper and lighter, but still high quality, car made by Edward Lisle, who made the English Star car in Wolverhampton. He had formed the Briton Motor Company Limited to produce the Briton car which succeeded the Stuart and Starling cars in 1909.

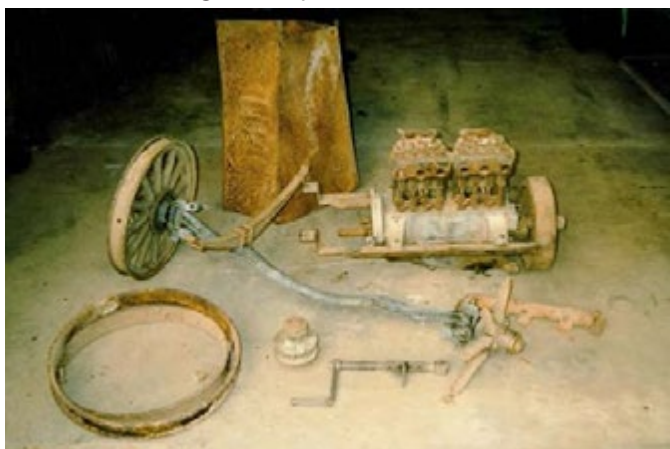


In 1974 I bought a Dykes Encyclopedia from a farmer out the other side of Benalla and during our conversation he told me that the first car he owned was a Briton, second-hand and worn out. It was soon dismantled to utilise any parts that he could on the farm. He had some parts at Benalla which he brought down from Tintaldra when he moved farms. I asked if there were any parts left on his old farm and he said that there were. So, I made contact with the then present owners, who thought there were some parts scattered around, so off I went with trailer in tow.

I retrieved a bare 10HP 4-cylinder engine (since sent back to England), front axle complete plus another detachable wheel hub, exhaust manifold, crank handle, bonnet and a couple of wheel rims.

I also obtained some Briton parts from the Benalla farm.

So, this was the start of my many years of tracking down and finding Briton parts.



All the original Briton parts I obtained in 1974.

1976 - I was lucky to obtain two 14HP 4-cylinder engines as well as many other parts from a man at Portarlinton who had owned a Briton touring car. He had sold the car but retained all the spare parts he had. One chassis came from Geelong and a little later another chassis came from Melbourne. I was

also told of a farm at Addington (out of Ballarat) with Briton parts. I called into the wrong farm only to be told that they had also wrecked a Briton and had retained some of the hard to find parts – door locks, catches, windshield posts and some other small parts. Then off to the original farm I was told about, half a mile up the next side road. I returned to these farms several more times retrieving a gear box, steering box/column/wheel, front axle and many engine parts from their workshops.

1981 - I was told of a Briton engine and steering box/column/wheel in Melbourne (which had originally come down from Sydney) which I was able to acquire. This is the engine I have used in my Briton car as it is the earliest Briton 4-cylinder engine I know of, and different to the other three cars here in Australia.



All the chassis parts I have collected for the Briton car up until 1988

1982 - I also obtained another Briton gearbox from western Sydney. Both the gearboxes I have are four-speed and reverse, fourth being overdrive. These gearboxes are Star gearboxes with a Briton lid.

1989 - I had a later type of radiator I got from Portarlinton, totally dismantled, and I was lucky to obtain from a Star collector an earlier type of radiator which suits the earlier straight-sided chassis.

Bruce Feldtmann presented me with an early Briton diff that he had.

In about 1988 I had all of this scrap metal lying around, so I decided I had better start to assemble a rolling chassis, as it was basically not worth much as scrap. Things went together and I realised I could make up two chassis, one 1910 and the second 1913, the same as the other two Britons in Australia.



1990 early 1910 motor and chassis assembled

In the early 1990s the next job was to design and make a body. Being younger then, I opted for a two-seat sporting type of body as I had the tin panelling for the front seats and copied other ideas for the body from photos of other Veteran cars.



Briton body building early 1990s



Briton body building 1992



Briton body 1993/4



Briton body 1993/4

During 1999 I was distracted from work on the Briton project, and it was not until about 2014 that I took up the project again. During this period, I did do little jobs and had parts cast, as I had not lost interest.



Major jobs I had to do during the restoration were:

- casting of a new aluminium sump as the original was corroded and damaged. It is also the lower caps for the front and rear main bearings. I had to cut the original sump in half to expand it to allow for shrinkage in the casting as well as build it up on the top surface and fill in all the corroded areas.
- Make two clutch thrust bearing pull-out mechanisms – one for each chassis and copied from a Melbourne car.
- Make the right-angle gear drive housing which clamps onto the rear of the crankcase, for the oil pump drive.

Whilst the pinion in the diff was perfect, the crown wheel was loose and bent, and the aluminium diff housing needed welding. I took the crown wheel over to Bruce Feldtmann, who rang a company in Melbourne who make gears and they said that if you can mark it with a file, try bending it in a press – we had nothing to lose. So, we spent all one morning straightening the crown wheel. I assembled the diff and with bluing paste noted the contact of the pinion on the crown wheel then with a very fine disc took off the high spots on the crown wheel. I then reassembled the diff with new bearings and was a bit concerned as to how it would turn out. After getting the car on the road I was very pleased that the diff does not make any noise and so far has not let me down.



For both steering boxes I made oversize shafts and tightened up the clearance of the worm and sectors and also had to alter the mounting of one of the steering boxes.

The engine was rebuilt by Steve Plemming and Dwight Dahl of Edge Machining at Dookie.

As well as the sump, I had several other aluminium castings done, as well as a set of running boards brackets in steel and supports for the mudguards. I also fabricated several other parts. I made a pattern for the muffler ends (the same as Star) and had a few cast for Star owners.



I made the bonnet and cut out the metal for the mudguards at panel beating nights at Wangaratta TAFE. It was only in 2015 that I rolled wire into the edges, shaped the guards and the rolled a swage around the edges, all with Marie's help winding the handle.

I made the brass hinges for the bonnet the same as the originals and stamped in the louvres at Bruce Feldtmann's as he had the die.

Over the years I have been collecting brassy bits at swap meets including some unusual accessories:

- Mileage counter for the front wheel (Top Right)
- Michelin Stepney type spare tyre rim (Bottom Right)
- Fold-up rear seat
- Various magnetos with dual ignition, and
- A very early coil, not as yet operational.



Mileage counter on the front wheel



Michelin Stepney wheel as spare tyre

I took the body down to the Nalinga Garage as he has a spray booth. I did most of the rubbing down and Tony painted the body and guards. No body filler was used on the car.

The upholstery was done by Corey Mansfield at Shepparton East.

There are easier ways to get a Veteran car, but I have enjoyed the chase and the satisfaction of making parts, as well as the challenge of being able to assemble up two Briton chassis and now the enjoyment of being able to drive a Veteran car at all these years.

Tim Harris



-25-

Name of Car.	Maker's Horse-power.	No of Cyls.	Bore and Stroke, in/in.	R.A.C. Rating	Cars manufactured in the year where List Price is quoted.						
					1914	1913	1912	1911	1910	1909	1908
Briton	10	4	68 x 120	11.5	£	£	£	£	£	£	£
"	10	2	98 x 127	11.9	...	(183)	...	...	...	...	...
"	10	4	68 x 114	11.5	...	...	200	...	...	...	...
"	10/12	4	68 x 120	11.5	200	...	...	...	...	...	...
"	12	2	102 x 140	12.9	...	...	...	...	170	...	...
"	14	4	80 x 120	15.9	...	(210)	237	237	...	...	...
"	14/16	4	80 x 120	15.9	236	...	...	...	...	...	...
"	16	4	82 x 114	16.7	...	...	...	...	225	...	...

NOTE.—Prices quoted thus :—(600) are for complete car. Otherwise price is for chassis only.
 x Car manufactured in this year but price unknown.

From "The Motor Car Red Book - A List of Motor Cars 1908-1914"
 Copy available at www.gracesguide.co.uk

The Clare Valley Rally Veteran Plus Rally

by Doug Fulford

Clare, SA 12-14 May 2026

Having enjoyed the Burra Nationals (1994) and the Clare Nationals (2017) Vivian and I jumped when invited to join the Clare Valley Rally. Even better it was being organised by our good friends Andy Applebee and John Hancock. As a bonus it meant we could catch up once again with our brother-in-law, Dominic and travel in his car, a 1929 Chrysler 77 – no need to tow a vehicle a third of the way across the continent. Maybe you raised an eyebrow or two (three would be nearly impossible) when you read “1929”. This was what you might call a “veteran plus rally”. The clear preference was to bring your veteran if you can. But if you have an interest in veterans but don't have one or the one you have isn't going, bring something else of interest. We do need to recruit younger people into veteran car ownership to ensure a real future for our beloved veteran vehicles. And who are the most likely converts? People who are already into old cars. John and Andy ensured that lots of entrants who weren't in a veteran got their first drive of a veteran car on this rally which was a great initiative. It seems that many of us, having got our first historic vehicle end up expanding their collection to earlier, slower vehicles – Vivian and I have finally reached 1903! I think that having the occasional rally of this type would be worthwhile.

Friday night we joined other rally entrants at the Taminga Hotel for a welcome dinner. The next morning, we headed off to the historic settlement of Spalding where we enjoyed a homemade morning tea in an old-fashioned milk bar / cafe. I had jumped into David Provan's 1907 Cadillac. It had started to vibrate excessively as we approached Spalding and after a bit of testing and consultation with other Cadillac owners we came to a provisional diagnosis (later confirmed by Michael Holding) of a cracked crankshaft. We still made it to Burra for a lovely lunch, unfortunately with the Cadillac on David's trailer. Saturday dinner was at the Antidote Kitchen and the courses just kept on coming. If you didn't learn to say “no” occasionally you would have ended up awfully full!

On Sunday we were introduced to Jordan "Biggie" Steffens, an Australian Professional Strongman, weightlifting coach, multi-Guinness World Record holder known as the "King of the Circus" and vintage Cadillac owner. Based in South Australia, he is recognized for hauling massive vehicles and trains, including a 20,300kg crane and a 184.97-tonne locomotive for charity. What an interesting man to meet and what a charming gentleman. He had been treated to his first drive of a veteran car at the start of the rally. We certainly travelled in style in his 1930 353 cubic inch V8 Cadillac 7 seat touring sedan. Morning tea was a buy what you like affair at the Saddleworth markets. Then we headed to O'Leary Walker Wines for a lovely alfresco lunch. This just happens to be Andy Applebee's workplace and boy do the rest of the staff adore him.

All too soon it was the final rally dinner and time to say farewell to a lovely group.

VCCA (Vic) members attending the Clare Valley Rally including the following:

Pam and Deane Hill

Daryl Meek

David Provan

Vivian and Doug Fulford

Jane and Julian McNeil

Apologies to any I have neglected to note.



1914 Delage of Daryl Meek in the centre of Clare



Rally organisers John Hancock and Andy Applebee 1909 Gregoire

The Mystery Swift Response

by Terry Parker



It appears my "educated" guess on the mystery Swift was not such a red herring. I was lucky this time. Terry Parker has kindly shared the appropriate page from one of his books he has authored: *About Old Cars*. If you look at the photograph in the middle it is the Swift taken at a different angle, but at the same event. The page also features a photograph from the time when it was being used in the Warnes family on their property, Woolgangi Station, and also one of the Swift when it was restored and then owned by Bill McFeeters at Forbes. We sincerely thank Terry for helping to solve the mystery. -Ed

Hi Greg,

You got it in one!! I don't have an email address for Chester McKaige. Hope you publish more of his early photos as George McKaige was often in SA and stayed with George Brooks sometimes.

Best, Terry Parker



1914 Mors of Julian McNeil



Andrew Tuckey's lovely Excelsior Motorcycle



1913 Vauhall Prince Henry of Andrew and Vicky Hayes

About Old Cars

SWIFT 1909

The Warnes family of Woolgangi Station owned this Swift from new. Munnay Aunger was the agent, and was asked to find a suitable car for Station use, and on one of his many trips to England he ordered this car. It arrived at a cost of £400 and remained in use until 1924. It was shown in 1959 in a display of cars, and restoration was commenced by Chas. Warnes in 1960. It was driven in various events until 1972, when a cylinder cracked, resulting in a weld and re-bore by Len Clarke. The car vibrated badly, and testing found the flywheel was never in balance from new. The comfortable driving speed increased from 20 to 30 mph. The car left the State in 2003.



Swift 1910 2 Cylinders 10 1/2hp
Bore 102mm Stroke 111mm
Car No. 2752
England



The Mystery Swift Response

by Daryl Meek

Chester and Greg,

In regard to the image of the Swift in the April edition of *Brass Notes*; I am confident that Greg's suggestion of it being the ex-Warnes Swift is correct.

There are a few compelling reasons. A comparison image of the 1910 Swift from the recent McFeeters auction and Chester's image reveals a multitude of similarities - from the quadrant to the body style.



The auction entry for the McFeeters Swift included the following provenance: *"this 1910 Swift is a genuine 2 owner vehicle with the first family owning it for over 93 years. Purchased by the McFeeters in 1997 from the Warnes family of Burra South Australia. It underwent a repaint upon their purchase otherwise the vehicle remains very original correspondence regarding purchasing the vehicle supplied. A remarkable example with the highest of pedigrees last run approximately 17 years ago"*.

Looking at Chester's original image in more detail, the writing on the rear side, whilst still indistinct, becomes more apparent. Lines 3 to 5 appear to read: Warnes family from Woolgangi via Burra.

The South Australian registration records indicate that in 1922, Reginald Warnes of Woolgangi Station via Kooringa, had an 11hp Swift registered with number 12547. Kooringa today is known as Burra South and constitutes the main part of the town of Burra.

In Book Number 6 of the publications produced by the Sporting Car Club of SA, there are a couple of original photos of the Warnes vehicle in use.



The first image is labelled: *"A kangaroo shooting party having lunch on Woolgangi in 1912. Mr. Reg Warnes leans over the bonnet of the Swift, number 199, which is surviving car, while the other car was a Talbot"*.

Registration 199, whilst not clearly visible in this image, is painted on the Swift radiator. It is one of the numbers issued in early 1907 and wasn't originally issued to the Swift. There is, however, a connection. C.B Warnes, also of Woolgangi Station (and Reginald's uncle) owned a 6hp Wolseley that bore that number at least until 1908. By 1909, the Wolseley was replaced with a Black Motor Buggy registered 707. I suspect that number 199 may have then been transferred to the new family Swift.

This may also go some way in explaining why the year 1907 is shown in the original image.



The second image was taken in 1916 and is also of a Kangaroo Shooting Party at Woolgangi Station. All the participants are named, including Murray Auger in the Overland on the left. Reg Warnes is driving the Swift at right and is noted as displaying the radiator mascot "Old Bill".

As to where the photo may have been taken, I am confident it is South Australia as the building in the background shows the late 19th century architectural style of sandstone with brick quoins forming the surrounds of the building corners, and window and door frames. I wonder if any of the other McKaige photos of the same period show a location in South Australia?

I don't know about you guys, but I'm pretty much convinced!

As a quick aside, another of C.B. Warnes' motor cars survives. In late 1915 he registered a vehicle that was purchased from the estate of Dr J. J. Sangster of Burra. This was the 1914 Newton-Bennet that was proudly displayed in the entry foyer of the Clare town hall during the 2017 National Veteran Rally.

Isotta Fraschini Type FENC – The Other Surviving Car In Australia

by Graeme Jarrett

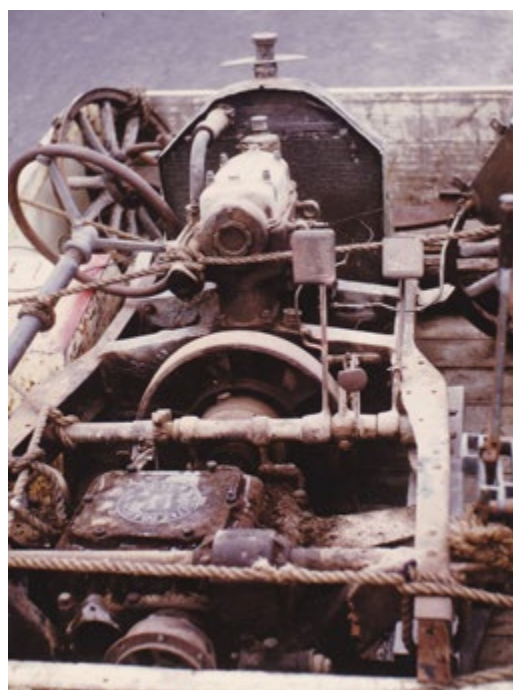
Further to the publication of the Lyndon Duckett Isotta Fraschini in the May edition of *Brass Notes* (2026). I thought it worth mentioning the other car of the same type that was acquired as a derelict collection of parts by John Creswell (late). I believe this happened in the 1970s or perhaps a little later. It had apparently been discovered to the south east of Wangaratta in the Milawa area - thereabouts.

This car has now been restored and is described as a 1908 model.



The derelict remains of the Creswell car on its journey to its new home in outer Melbourne (Croydon).

When discovered it was apparent the car must have been active on the road for a good period of time during which some changes were made to it. In particular, the later addition of non-standard wheels with removable rims are obvious in the photograph above. These might be from a vintage model T Ford. It can also be seen that the steering wheel has been changed from the original four spoked item to a three spoke type. The marque from which this came is unknown to me.



The cut chassis just to the rear of the gearbox is evident here.



This shot shows the non-standard steering wheel fitted – perhaps later in its running life on the road.

Model/Year built	Tipo FENC 10/14 HP 1908-1909
Cylinder no. and arrangement	four, monobloc
Bore x Stroke/Displacement	65 x 100 mm / 1327 cc
RPM, normal operating limit	2000
RPM, maximum	2250
Brake horsepower	17*
Valve arrangement	overhead, vertical, in line
Valve actuation	overhead camshaft, rocker arms
Carburettor	Isotta Fraschini Zenith
Ignition	HT magneto
Engine lubrication	automatic, pressurised reservoir
Clutch	multiple disc
Transmission speeds	4 & R
Drive system	shaft
Brakes, hand	expanding, or rear wheels
Brakes, foot	contracting, on transmission
Wheelbase	83 in
Track, front/rear	49 in
Wheels	artillery
Tyres, front	710 x 90 (Europe) 810 x 90 (Western Hemisphere)
Tyres, rear	same
Weight, chassis	1385 lb*
Speed, maximum	47 MPH
List price, chassis	6750 lire (1909)
Units made	100 (1909)
Notes:	* = estimated

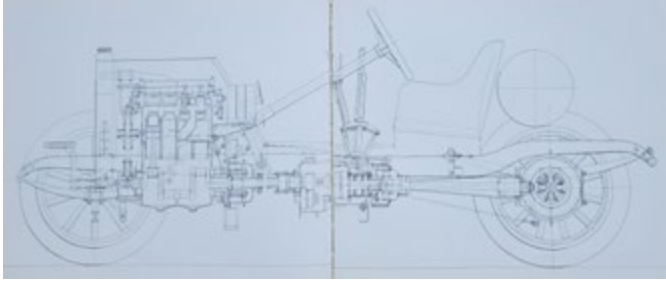
This table is drawn from the Book "Isotta Fraschini" (1977) by Tito Anselmi and is presumed to have been based on factory data.

Interestingly the engine output is quoted as an estimate of 17 brake horsepower and the maximum speed given as 47mph. The latter claim may not have been borne out due to this cars gearing and realistically achieved engine output, in my opinion. These export model cars had larger wheels (810 x 90) compared to European wheels (710 x 90) which may have hampered their ability.

Although the Grand Prix version (type FE) and the touring version (type FENC) looked to be largely identical they had different gearbox arrangements. The FE used only three speeds and the type FENC had a four speed gearbox. An unusual change in specifications. Perhaps the later cars did require an upgrade to improve performance. Also, the engine size differed, 1200cc (type FE) and 1327cc (type FENC).

There has been speculation regarding the similarities between this model Isotta Fraschini and a similar line of cars designed and built by Ettore Bugatti at that time. Some proponents seem to be more intent on

discrediting Bugatti than examining the facts more closely. As a long time Bugatti owner (of 35 years) I feel a need to dispel the claims.



Bugatti was a more original thinker whose design capability outshone so many others – Isotta Fraschini included. The engine does have some characteristics that might be interpreted as similar in nature. However, the detail is different, and this is significant.

The small Isotta Fraschini faded into obscurity quickly – perhaps its shortcomings were to blame. However, Bugatti went on to bigger and better things.

Accreditation: - Photographs of car the car in as found condition, Frank Neilson (late).

History data drawing from the 1977 book “Isotta Fraschini” by Tito Anselmi.

Commercial Collage

by Chester McKaige

Hi Greg,

I'm writing to you in case you might have a clue about Benz Gaggenau trucks. I have never seen one but at least one came to Australia as I have a radiator. Huge thing complete with cap and in very good condition. I got it from Jack Nelson years ago more as a talking point than anything else, but every time I look at it, I think someone is probably restoring a Benz truck and is minus a radiator.

Cheers Chester McKaige

The photographs below, sourced from the internet, show several Benz Gaggenau commercial vehicles.

I have no firsthand knowledge of these vehicles, so Chester and I would be very interested to hear from anyone with information or photographs of Benz Gaggenau trucks in Australia. Please respond to the Editor with any relevant details.

The radiator itself appears to be in excellent condition.
– Ed.





Ford T Time

As a wonderful follow-up from last month's Brass Notes front cover, we have extra details on how Ford Model T's were shipped around the world. We had some wonderful photographs of Fords being shipped to Harrison's Motors in Castlemaine last month, and as a great bonus we have a superb image of Ford Ts being transported to Carey Motors in Ballarat, that you should not miss. We are also very hopeful that next month we will have further details on this Ford dealership in Ballarat as an added bonus. Exciting times ahead for the Ford T Time column. -Ed

Shipping the Ford Around the World

Shipping a motor vehicle halfway around the world even today is a major undertaking. Just imagine what obstacles there had to have been more than one hundred years ago. This problem faced Gordon McGregor of Ford Canada, if he was to be able to sell his Ford automobiles to the British Empire countries, they had to be delivered in new condition. The only way to do that was to put each car into a crate strong enough to protect it from the rough handling it would receive when it was loaded onto a rail car, a ship or a horse drawn wagon as it was being lifted by rope slings by crane or sometimes levered around with a crow bar when it left to go to a country half way around the world.



A shipment of Model T's arrives in Ballarat for Carey Motors in 1914

As shipments increased the number of employees and amounts of material increased. Every destination delivered to resulted in new problems which the company needed to address. As sales expanded the Fords were being sent to more areas away from the normal shipping wharfs often being lowered onto small boats offshore and then landed on beaches and riverbanks for manhandling before the crate was opened. An early Canadian "Ford News" monthly newsletter received by the overseas Ford dealers explained the enormity of the process which the factory was facing. The crate building staff now numbered 175 men involved in the construction and deployment of the crates, the "Ford News" explained.

Sources of supply of the packing material must be carefully selected to ensure a plentiful supply at all

times, and in recent changes in packing material, such as lumber and case linings, we had to be very particular that the concerns quoting were in a position to supply us with the enormous quantities required.

Our first endeavour has been to strengthen the cases without increasing their cubic measurements. To accomplish this, we are using tongue and groove lumber which gives twofold results – greater rigidity and a more weather-tight case.

Our next consideration was to prevent, as much as possible, damage resulting from dampness either from exposure of the cases to rain or salt air. Or as in some cases, exposure to salt water in unloading through the surf. After careful considering several makes of material for lining cases, we decided upon the use of Rex Export Felt. In the cases where highly finished material is packed such as bodies, dashes and coil boxes it is our intention to further safeguard these from the effects of dampness by using a recently tested method for absorbing excess moisture. This consists of a bag of thoroughly hot-dried excelsior (Excelsior was a wood fibre made from Aspen timber) placed in the case just before the latter is finally closed up for shipment. Experiments have shown that this excelsior absorbs the greater part of the moisture in the air contained in the case, leaving the contents practically bone-dry - we have had reports of shipments arriving at far overseas destinations in perfect condition with the excelsior bag actually sopping wet.

The cases had previously been constructed using ship-lap joints on the planks but as mentioned tongue and groove replaced this practice. Obviously, Ford Canada had received feedback that sometimes the cars were arriving at certain destinations with the crate failing somehow and they were attempting to alleviate the problems for the receivers of the goods. One extra advantage of the crate surfaced when the war broke out, when the Fords destined to be Ambulances arrived in France if they were packed in a crate the wood was there on the spot and suitable to build a simple body for an Ambulance. Here is an example featured in the Canadian Ford Times in 1915.



One of the first ambulances turned out at the Paris Ford Branch, hastily constructed with Ford packing cases.



A Ford being uncrated after arriving on the Macleay River in Kempsey NSW.



Ford T's being unloaded in Sydney from S.S. "Batsford" on 8th June 1914



The interior of Ford Canada shipping department with rail cars waiting to be filled with the crated Model T's



Interior of Ford Canada shipping building 1915

The Fairfax A Type Vauxhall

by David Neeley

The following article comes directly from the *Veteran and Vintage Vauxhall Register Australian Newsletter* December 2025 edition. We are again indebted to Dave Stuart in allowing us to reproduce it. Nice to be able to share material with fellow enthusiasts. -Ed



David Neeley from Sydney sent me the attached photograph of the Fairfax A Type Vauxhall. David found the photograph with the reference. It was taken in 1910 by Arthur Allen from the firm of Allen, Allen and Hamsley law office of Sydney. Also, it is one of 51 albums of Arthur Allen photographs that are in The Mitchell Library in Sydney. I have emailed my man in the field, Phil Virgona to check this one out at the Mitchell Library for some more photographs and will report back in due course.

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

The 2026 National Veteran 1 and 2 Cylinder Rally

by Doug Fulford, Photos by Frances McDougall and Doug Fulford

Temora NSW 19-25 April 2026

It feels like I am writing this report back to front. But I want to declare up front that this was a great rally lest any of my woes during the rally might lead you, the reader, to think otherwise. There was a suggestion that David and Deidre Robinson, the rally directors, were apprentices to Rob and Beth Woolley and Nick and Carol Nowak. Apprentices they may well have started out but, if so, let me tell you they have just graduated with first class honours. I don't know who on the organising committee was responsible for organising the weather, but the weather was absolutely ideal. Lovely still and sunny autumn days with just a hint of the winter to come in the early mornings. The rally routes were on the longish side for some 1 and 2 cylinder cars but were mostly on idyllic back roads where the going was easy and the traffic minimal. That and the early start time meant that all were quite achievable.



The Sears of Brian Kelleher being passed by Barb and Geoff Clegg in the 1907 De Dion Bouton, on lovely country roads

If you read my report on the Ballarat 1 and 2 Cylinder Rally (really - don't you have something better to do with your life than read my ramblings?) you may recall that I had intended to arrive with wife, Cadillac and brother-in-law, Dominic, but only managed the third. This time round things seemed to be on the up as I managed to arrive with all three. The cottage we had booked was great but on heading there we discovered that it was down a dirt road with a long dirt driveway. Not that dirt bothers us, but we were sharing with David Provan. His car was covered in more dust than the total of the last ten years! If you were still running on the Friday, you travelled down that road on the way to the jet boat demonstration.

Our Cadillac was running fine as we made our way to the welcome function. It's always a joy to see other veterans sprinkled around the town when on a rally. Registered and enjoyed some delicious food at the welcome function and caught up with so many familiar faces. On the way back the Cadillac started to feel a bit sluggish. Reached our lodgings only to discover that on the way back I must have run over a tek screw which

had punctured the tube. Tyre changes on Midgley rims I had already learnt was rather difficult. Having not had a puncture previously on a veteran rally (at least not one I can remember) I had worked on the assumption that we wouldn't need the required tools and tube. So, on Monday we hopped in with our mate, David Provan.



The Cadillac of David Provan on a dusty dirt road!

Monday, we headed to Aria Park (a town - pronounced as "area") with a delicious, tempting morning tea at Barmedman. It's a real challenge not to put on weight on a veteran car rally. Aria Park is a fascinating town, a veritable time capsule of the veteran and vintage eras, described as a town of "wowsers, bowsers and peppercorn trees". It was great fun to walk along the really wide (you need a lot of room to turn around a bullock team) main street with peppercorn trees (planted in 1916) adorning the median strip and numerous antique petrol bowsers on each side of the road. The reference to wowsers is due to the strong temperance sentiments held by many of the townsfolk in its heyday - the 1920's when driving routes met with the railway. The railway reached Aria Park in 1906, branching from Temora. The birthplace of bulk grain handling in Australia, the town also has the Wheat Lumper Statue celebrating the hard labour of the village's men before bulk grain handling began. The main street mirrored times gone by, even more so with our veteran cars lining it. David Provan approached a lady on the street convinced she was Julie Wright only to be told that she was Julie's twin sister. Our first

thought was that Julie must have been playing a trick on David, but she is adamant that that wasn't the case. That evening, Russell Holden and a team of helpers managed to replace the tube on our Cadillac thanks to David Provan giving us one of his two spare tubes. So come Tuesday morning we were mobile again.



Just a couple of the Bowsers in Ariah Park



Beautiful streets with wide footpaths with verandas

Tuesday, we headed out to Junee with another lovely morning tea at Dirnaseer Hall. Our Cadillac was once again going just like a single cylinder Cadillac should until we were almost in sight of our initial destination, the Round House (Railway) Museum. In the last few hundred metres we must have run over an R-clip which embedded itself firmly in the same left hand rear tyre and totally destroyed the tube. It's too difficult to change tubes on a Midgley rim at roadside so it was onto the backup trailer for the trip back home. What

a joy to have a backup trailer available plus the help of NRMA patrol men. On the way we enjoyed the obligatory stop at the Junee Chocolate and Licorice Factory and a coffee and toilet break at Dirnaseer Hall.



The Round House Railway Museum was amazing with the circular building housing 17 bays into a central turntable

Wednesday was museum day. Temora is blessed to have two fabulous museums. The Temora Rural Museum is amazing. You exit a museum and there is another one a short walk away. I lost count but there must be about six museums all on the one site. They even have the original home of Australian cricket legend, Sir Donald Bradman. Having been blown away by all that you head on to the Temora Aviation Museum with guided tours available. Some of the staff there have skills and knowledge about early aircraft that means that they are in international demand. Wednesday was an organise your own lunch day with lots of options in town.

Unfortunately, the second-hand bookshop was closed. It did find a few interesting items in one shop that sold coffee and antiques but either I was too stingy or they were too greedy (perhaps a little of both) so no money or goods changed hands. That evening we enjoyed a barbeque at the Temora Airfield Caravan Park with a beautiful sunset as a backdrop early in the proceedings. Our time that day was cut short by the need to try to sort out multiple issues with the Cadillac. We got the tube replaced (thanks Russell and James for your efforts and David for surrendering his one remaining spare tube), stemmed the water leak somewhat (but probably not enough), got the trembler coil working again (dust in the points) and found and worked on a little petrol leak. Good enough to drive back to our cottage and we did get it out on Thursday morning intending to take it on that day's run, but in the end decided to play it safe and hop in again with David.

Thursday, we headed to Coolamon via Bectric Hall for yet another lovely morning tea. The rally organisers had asked me if I was intending to write a poem about the rally and I had told them I was having a holiday. That held until we were about to leave Coolamon after having bought lunch in town. Several people had come up to me to report humorous incidents which had occurred during the rally. Like the man who thought someone had stolen his chair after the Wednesday night barbeque only to find it outside the toilet where he had left it on his way home from the barbeque.



(Right to left) 1909 Delage of John Wards & Mal Garthon, 1909 Reo of Laurie McGrath, and 1909 Sizaire et Naudin of Ron Sorrenson (ex-Andrew McDougall)



(Left to right) 1909 Reo of Les Wassmuth, 1910 Delage of Barry Smith, and 1911 Le Zebre of Andrew Benoit



Doug Fulford in the back of the Provan Cadillac writing poetry. Note the speed by the raising of the ear flaps

Or a funny and cautionary tale about the perils of lending the remote to your trailer winch. And there was, of course, the Julie Wright / David Provan conundrum. And Andrew Benoit who did a magnificent job keeping his Le Zebre running and doing the longish routes only to be told to pull over a few kilometres from home because there was oil mixing with his petrol causing a bit of smoke. With no paper and no pen, I started scouting around for a newsagent. None found.

But Chris Holden lent me a pen. Then I spotted a local enjoying his fish and chips, wrapped in a couple of sheets of “butchers’ paper”, at a picnic table in the middle of the very wide and nicely grassed median strip. “Excuse me sir, but may I tear off some of the paper your fish and chips are wrapped in so I can write a poem”. The man looked rather startled (perhaps not that surprising) and told me I could have the lot – not sure if that included the rest of his meal. So, I got into David’s Cadillac armed with a pen and half a sheet of butchers’ paper and while he drove the Cadillac the 75 km back home, I covered both sides of that sheet of paper and in the process drafted no less than eight poems. Mind you even I couldn’t read all that I had written because as I quickly discovered it is well-nigh impossible to write neatly in the back seat of a single cylinder Cadillac while it is being driven – even by David Provan. On the nights when there was no official place to have dinner Vivian had been ringing around and by Thursday night, we were booking for forty plus for dinner and re-arranging tables.

It’s Friday. The last day of a lovely rally. We have been having such a great time, but we do have to head home tomorrow. A special treat today. I get a ride in Anthony Sinclair’s 1906 Jackson (UK) No 6 Dog Cart. This car was in the late George Eden’s collection, and we believe that prior to this rally it last ventured onto public roads in 1962! A real achievement to have it running but I reckon Anthony will have it running even better in the future. I could show Anthony and Donna where we were staying as our route took us past the front gate on that “infamous” dirt road. Morning tea was supplied at the start, baked and sealed by Robyn Betts – fantastic. As a good friend and true admirer of her biscuits etc I thought I might get a bonus – but no, which is just as well because I am trying to lose weight and Robyn’s baked goods are addictive. The jet boat display was fantastic, and a few very brave souls got a test ride – half throttle I believe but amazingly fast at that. Those things can pretty much turn on a dime. I guess I can say that as it’s American V8 powered. The demonstrations were in a lake. The course was on the other side of the carpark, and it is unbelievably narrow, tight, compact and shallow. I was lucky enough to have had a preview when Steve May kindly took our Cadillac back on the trailer on the Tuesday afternoon and added in a visit to Lake Centenary as a bonus on the way back. Then it was on to Springdale Memorial Rest Hall for a filling lunch before heading home to get ready for the rally dinner.



Max Boardman after his flying laps in the Jet Boat

LETTER TO THE EDITOR

Hi Greg,

I just wanted to let you and your readers know about a rally which Vivian and I are organising in the Southern Highlands area of New South Wales. While it isn't a VCCA (Vic) rally, more than half the entrants last year were members of our club, quite a few making the trek up from Victoria. It will be based at the Mittagong Village Park, running from Friday 20 to Sunday 22 November 2026. It is designed to encourage people to bring out some of their slower cars although more capable vehicles are OK as long as you don't complain that the runs are too short! Being in the Highlands there will be some hills so you will at times have to use your gears.

We have secured some sponsorship for this year's event to keep costs down. There are heritage houses, wonderful gardens, a courtroom experience and the Southern Hemisphere's best (by far) collection of large scale mechanical music making devices. We are confident that anyone who can make it to the rally will have a great and interesting time. Anyone wanting more information about the rally, which is being organised under the auspices of the South East Australian region branch of the Horseless Carriage Club of America can contact me on 0491 721 033 or dougfulford97@gmail.com.

*Thanks, and happy veteran motoring
Vivian and Doug Fulford.*



One of the amazing music machines you will see at the Creepy Crawly Rally

As quite a few entrants were going to be part of the dawn service the next day formalities were kept to a minimum. A number of upcoming rallies were promoted. The award for the flashiest presentation no doubt goes to the VCCSA announcing the next (2028) National 1 and 2 Cylinder Rally to be held in Quorn 12 – 17 October 2028. There were the usual, but no less heart felt, thank you to David and Deidre Robinson and their team, who no doubt felt relieved, and proud of what they had achieved. I was allowed to read one poem – I cheated and read two, but I think I've been forgiven. If you are interested perhaps the editor will print some of them, more especially if he is for once running short on articles. *Sorry Doug, due to lack of space no poems this month. Hopefully next month. -Ed*

Footnote: Our hosts at the cottage where we stayed were truly wonderful and went out of their way to help. In conversation they learned that I have an interest in (according to Vivian an obsession with) Studebakers. Well, they just happened to have the remains of a vintage Studebaker (it turned out to be an ER) which I was welcome to have. It's now home thanks to a bit of a detour on the way to and from The Clare Valley Rally.



Studebaker ER that Doug could not resist and had to take it home.



Being based at the Temora Aviation Museum there was always entertainment on hand of wonderful aviation machines

Findings, Feedback & Follow-ups

More on the Fuel Issues

Tim Harris has offered some more information and views on the fuel issues that have been experienced by many of our members. -Ed

Hi Greg,

Concerning the problems members are having with modern fuels in their veteran cars.

For many years, I have been using ordinary 2 stroke oil mixed in with my petrol fill ups, at approximately 300-400 mls to 40 litres. This is a lot cheaper than the "special" fuel additives you can buy, and it also acts as an upper cylinder lubricant in the engine and helps preserve the inside of your fuel tank.

Also, I turn the petrol off when I garage the car and leave it running until it uses all the fuel in the carburetor, so this helps the carburetor not gum up with old fuel. Also, as a reminder if your car ignition is by coil, don't forget to turn the switch off when the engine stops. I have learnt that from experience!

Regards Tim

More on the Chamberlain cars from recent issues

RESULTS OF SOTHEBY'S AUCTION		
MELBOURNE, FRIDAY 23RD APRIL, 1993.		
Lalique Glass Eagle Head		\$5,500
1913 Chota	Bidding opened \$9000	
	Passed in	\$12000
1914 Cadillac Roadster	Bidding opened \$20,000	
	Passed in	\$24,000
1911 T Ford Speedster	Bidding opened \$15,000	
	Passed in	\$22,000
1911 American Underslung	Bidding opened \$50,000	
	Sold	\$76,000
1914 Mercedes Knight Limo	Bidding opened \$100,000	
	Passed in - no bid	
1910 Prince Henry Benz	Bidding opened \$250,000	
	Passed in \$320,000	
1910 Prince Henry Benz Works Car.	Bidding opened \$160,000	
	Passed in	\$220,000
1904 Napier (Samson)	Bidding opened \$95,000	
	Sold	\$215,000
SHANNON'S AUCTION		
1908 F.I.A.L.	Passed in at	\$24,000.

Hi Greg,

Concerning the 1913 Chota cycle car offered at Chamberlain's auction on the 23rd of April 1993. As stated, it was passed in at the auction but sold straight after. The buyer still owns the car, and it is being cared for in Shepparton now. Since buying the car, the present owner has been fortunate to be able to acquire all the castings / patterns / moulds and technical drawings used in the rebuild of the Chota.

What happened to the American Underslung from the auction? *Is this possibly the car that Andrew Benoit now owns?* -Ed

Regards Tim Harris



Couple of photographs supplied by Graeme Jarrett of the 1913 Chota cyclecar replica taken at Shepparton.



Findings, Feedback and Follow-ups

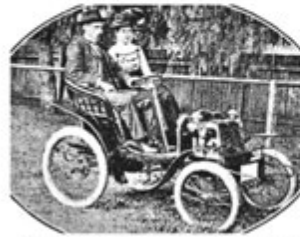
After the article last month on the Vauxhall A Type, which George Innes owned before selling it to Leslie Pye, (page 15 May Brass Notes) Terry Parker has responded with a little more information on George Innes with a paragraph in his book, *Australian Motoring events 1903-1930*. Terry also has a photograph of George Innes in his newly imported 1901 5 hp. Pieper. -Ed

He wrote: Hi Greg, also a bit on George Innes attached, Jenny will have more.

Best, Terry

George Innes, another trip cyclist, started his cycle shop with his brother-in-law in Bathurst Street in 1907. After Miss Serpell's demonstrations mentioned earlier, he bought a Gladiator tricycle, then a Pieper car. Innes visited Europe, and arranged to import Lacoste & Batmann cars, to be badged and sold as 'Innes'. He did build at least one, but its motor and driveline were imported. He was agent for the American Thomas Auto-Bi motorised bicycles, powered by De Dion engines. In 1903 he was partnered by motorcyclist Robert A Mills, who by 1908 had his own company. Innes later secured the Vauxhall car agency, and Boyd Edkins who worked there, took over the business on George Innes' retirement.

William Joseph McPherson was a school teacher whose family owned land on Edgemoor Road, Woolerah. He lived at Mossman and passed in 1923.



The 5hp Pieper imported by George Innes in July 1901.



William McPherson, Gertrude and daughter Catherine in his 1900 Clement-Panhard, sold as 'Stirling' by the English agent, John Stirling.

121

Private Classifieds

FOR SALE

Metz 22 parts circa 1914

Rear axle

Headlamp bracket

Engine no 24515 as shown in photo

Several engines in a disassembled state

PRICE: \$500 for the lot



Contact: Nigel Smith

Ph: 0499 261 507

FOR SALE

1909 Schacht - Model K

"The Invincible Runabout"

Double opposed - 2 cylinder (4 cycle) 18-20hp. 4 3/4" Bore and 5" stroke Water Cooled. Mechanical force feed oiler. Multi speed - Friction drive. Dual chain drive, acting on a counter shaft. Internal expanding brakes with emergency on friction wheel. 38" Wheels with Timken bearings. 74" Wheelbase standard tread 56".

This example is one of the most correct original examples of the Schacht company, retaining all its original components!

Fresh out of 65 years of family ownership, the last 25 in a Private Museum, the paint is not original as it suffered a "tart up" for the museum display, however everything else is!

\$59,500.00 ono

For Sale by the Veteran Garage, Mudgee NSW

Ph: 0422 219 911



FOR SALE

4 wheel car trailer with ramps and electric winch built by Blackburn trailers:

\$5000.00



Contact: Rob Couper
Ph: 0488 207 058

WANTED

An original "FRED" direction sign made by my father, Kevin, and used in the 1974 Veteran & Vintage National Rally in Adelaide. The originals were printed on sheet metal, and many were souvenired during the rally. I believe there were some coreflute or carboard versions made and sold at the end of the rally as well as smaller table decorations at the final dinner. Possibly used in subsequent National rallies in Adelaide



Contact: Peter Fagan
Ph. 0421 140 547

FOR SALE

1916 Oakland model 32B 4 door Tourer

Club plate registration. Mechanically fully refurbished. Original 6 cylinder engine with overhead valve and original electric start. Original body frame and panels and a good hood. Older Repaint retaining patina suitable for the car Starts and drives well Rebuilt by the late David Couper. A great car to start rallies in immediately.

Asking \$26000.00 Ono



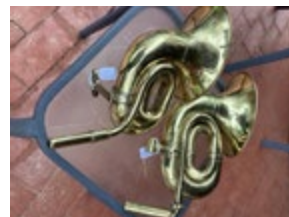
Contact: Rob Couper
Ph: 0488 207 058

FOR SALE

For Sale

French Bulb Horns

SMA Le Sans Rival horns both fully restored and ready to fit to a Veteran. Lovely deep sound when blown through. Require bulbs to complete. One is post mount, the other would bolt to a dash. \$360 for post mount. \$400 for flat dash mount horn.



Contact: Greg Smith
0447 395 233

Natter Night Meeting Minutes

VCCA (Victoria) at Clubrooms and Online Zoom Meeting On Tuesday, 12th May 2026 @8.00pm

Opening

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

Attendance

There were 26 members in our Clubrooms and 18 members online.

Apologies:

David Inglis, Robyn Blackwell, Dean and Pam Hill, Jennifer Atherton

Member News

Passing of Neville Hutton, member from 1963-1990 aged 96. Neville previously owned the 1917 Studebaker now owned by Ken Russell, plus a number of motorcycles

Passing of Mary Humphries - wife of Bruce Humphries.

Noel Holbrook is in palliative care in Warnambool.

Greg Smith is recovering well from hospitalization.

Rick Thege is recovering in hospital.

Congratulations to Michael and Claudia Holding on their 47th Wedding Anniversary

New Members

Keith & Catherine Mortimer, Doncaster East, no veteran vehicle

Raffle

Lamb Roast, Vegies, Desert, etc. - thanks Deb. Second prize - Automotive Encyclopedia – thanks Maggie.

Financial Reports – The Treasurer gave a verbal report on the healthy and well managed financial position.

Past Events:

National 1&2 Cylinder Rally – Temora – 19-25th April 2026. Andrew McDougall gave a very complimentary report on what he rated as a “top class” event in all aspects.

Clare South Australia Rally – 1st-4th May. Daryl Meek reported that this was a very enjoyable rally with approximately 36 entries, half of those being Veteran vehicles and several Victorian attendees.

Future Events:

4 and More Rally 2026 – Camperdown – 14-17 May – Murray Murfett spoke from zoom – 21 entries and everything is in hand. Special thanks to Michael and Claudia Holding for their assistance and Paul Daley for the Rally booklets.

Events Subcommittee Meeting 26th May 8pm by zoom – all welcome (Callum Walsh)

Mid-Winter 2026 – Bellarine Peninsula - 17-19th July. Callum Walsh reported that this will be in Ocean Grove – details to follow shortly.

The Aussie B40 Rally – 21-23 August – Torquay – as advertised in *Brass Notes*

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

RACV Pre-1905 Pioneers Run – 2026 – Doug Fulford. Wentworth. Wed 23-Sat 26 September 2026.

2026 RACV Veteran Car Club Annual rally – 6-8th November – Lancefield.

Library and Archives Report –

Daryl reported as follows:

The digitization of 35 VHS tapes from the 50's and 60's is continuing

A number of spare copies of past Rally booklets etc are on the table and free for taking.

Wanted, for Sale or Swap

Rob Couper has a number of his Father's vehicles for sale, 1916 Oakland as advertised in *Brass Notes*, also 1926 Oakland, 1927 Oakland Roadster and a 1926 Lancia Lambda Torpedo

Special Resolution

Daryl brought to the members' attention the Special Resolution required in accordance with clause 13(1) (a) of the club's constitution to determine the joining fee and annual subscription fee for the following financial year.

Committee recommends increasing the annual membership fees for the coming year by \$5 (print and mail)

Email copy BN from \$60 to \$65

Print copy plus email from \$95 to \$100

Joining fee unchanged at \$25

Notice was given in the April *Brass Notes*

The Special resolution in accordance with clause 39 of the Club's constitution requires 75% of the members at the meeting including proxies to vote in favour.

There was no discussion from the members at the meeting.

Motion: That in accordance with clause 13 (1) (a) of the Club's constitution, the annual membership fee for the financial year 1st of July 2026 to 30th of June 2027 be increased from \$60 to \$65 for email only copy of *Brass Notes* and from \$95 to \$100 for printed plus email copy of *Brass Notes*. No change to the joining fee for new members of \$25.

Moved by Claudia Holding, Seconded by Barry Smith.

All members in the meeting room and zoom voted unanimously in favour.

Items of General Business

The Club's Registrar, Rob Anderson, explained the procedure for this year's membership renewals. The renewals will be emailed in the last week of May (only 12 members do not have email addresses). All due by the end of June. Membership must be current for Vicroads permit eligibility. Members are very much encouraged to renew on-line which greatly reduces administration.

Mention was made of the current Donnington Auction of unusual Veteran and Vintage parts

Next Meeting 8.00 pm on Tuesday 9th June 2026

Meeting Closed at 8.50pm

Events

2026 RACV MIDWINTER RALLY – BELLARINE PENINSULA

Date: 17 to 19 July 2026

Accommodation:

Rally Headquarters and primary accommodation is at Riverside Ocean Grove Motel, 64 - 78 Wallington Road, Ocean Grove. Ph: 03 5256 2555 – and make sure you say you're with the Veteran Rally!

There are 17 rooms on hold for rally entrants. Visit their website for more information - <https://www.riversideoceangrove.com.au/>

The Ocean Grove Holiday Park (oceangroveholidaypark.com.au) is next door as an alternative, and being a holiday town, many other options are available with a quick online search.

Itinerary:

Friday 17th July;

For those arriving on Friday afternoon, there will be an optional, short (~25km) shakedown route followed by a "happy hour" in the courtyard of the Riverside Motel to welcome you to the event.

Saturday 18th July;

Saturday morning will be a drive around the Bellarine Peninsula of approximately 70km, to lunch at a winery overlooking the bay. The return journey, of about 35km, has an optional stop at a competitive activity (pay as you go on the day) that may earn you a prize!

The Rally dinner will be held that evening at the Ocean Grove RSL.

Sunday 19th July;

Sunday morning will see the annual Cold Start Competition, followed by a leisurely, scenic drive to have coffee/morning tea along Hesse St, Queenscliff.

Trailer Parking:

Riverside has limited parking available and therefore no trailers will be permitted to remain onsite. A nearby Club Member has generously offered to accommodate up to 15 trailers on his property. Additional trailer parking will be available, however is a short drive away.

Contact:

If you have any concerns, please contact Callum Walsh on 0447 766 724.

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,
doufulford97@gmail.com

The 2026 RACV Pioneers' Pre-05 Rally is being held in Wentworth, NSW, where the Darling meets the Murray. It starts with a shakedown run on the afternoon of Wednesday 23 September and finishes with the rally dinner in the evening of Saturday 26 September. We are suggesting that many of you might like to stay for the Sunday as well and join a proposed bus trip to and guided tour of Mungo National Park. We are also working with Wentworth Council to organise a night time trip to the Fibre Optic Symphony Orchestra. We have been receiving great support from the locals, especially members of the Mildura Vintage Vehicles Club who will provide us with a barbeque one evening and watch over our vehicles on the "display morning" so you are free to enjoy the Old Wentworth Gaol and the Pioneer Museum. Speaking of which I am looking for a car (and driver) happy to drive behind a person carrying a red flag for a few hundred metres at a walking pace (6 kph max) for a few hundred metres. Let's make a grand entrance!

There is a country music festival being organised in the area at the same time so we suggest you book your accommodation now just in case the town gets booked out. Runs are short (less than 60 km round trip) and we will work with any steam car owners to ensure adequate water supplies are available. There are other attractions in the area that you may wish to stay on to experience – possibly even country music! Accommodation at the well appointed Wentworth Grande Resort is well priced.

Vivian and I are excited to be organising this rally and are doing our best to make sure that everyone is informed. If you haven't received newsletter 1 but would like to be kept informed about this rally please let me, Doug Fulford, know on 0491 721 033 or doufulford97@gmail.com.

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



B40 RALLY
TORQUAY 21ST-23RD AUGUST

FOR THOSE UNDER 40 YEARS OF AGE, DRIVING PRE-1940 VEHICLES

CONTACTS:
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0447 756 724
BRANDON PRICE
0473 646 336

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

ABN: 61 276 214 581

PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY

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

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

VICE PRESIDENT
Callum Walsh (Francesca)
t 0447 766 724
e vicepresident@veterancarclub.org.au

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

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

IMMEDIATE PAST PRESIDENT
Ben Alcock
t 0404 917 366
e ben.alcock90@gmail.com

COMMITTEE MEMBERS
Andrew McDougall (Frances)
t 0417 310 852

Steve Hobbins
t 0419 317 687

Greg Smith (Denise)
t 0447 395 233

Jeff Alcock
t 0425 519 959

Simon Anderson (Tess)
t 0414 482 241

Peter Hammet (Joan)
t 0428 282 631

Rob Anderson (Leonie)
t 0414 446 953

Michael Holding (Claudia)
t 0407 008 895

FIVA REPRESENTATIVE (TAVCCA)
Andrew McDougall

SUB-COMMITTEES

DATING
Andrew McDougall

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

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

SUBCOMMITTEE: CLUBROOMS MANAGEMENT
Ben Alcock and Jim McCaffrey

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

SAFETY COMMITTEE / SCRUTINEERS
Brian Hussey
t 0418 561 910
Bob Ballinger (Helen)
t 0439 488 386

EDITOR
Greg Smith
e editor@veterancarclub.org.au

LAYOUT EDITOR
Roger Berg
e editor@veterancarclub.org.au

WEBMASTER
Ben Alcock
t 0404 917 366

ENVIRONMENT & SUSTAINABILITY
Frances McDougall

AOMC DELEGATES
Daryl Meek
Andrew McDougall

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

NEW MEMBERSHIP ENQUIRIES
New membership application enquiries to Brian Churchill
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.

National 1&2 cylinder Rally - Temora April 19-25

Photos by Simon Anderson



1905 Bayard of Hamish McDonald



(Left to Right) 1910 Brush of Andrew McDougall, and the 1901 Argyll of Greg Smith



Indian motorcycle of Kevin Boardman, 1918 Harley Davidson of Norm Clark



1912 Humber of Barry Murfett, 1913 Pope of Nigel Smith



1911 Scott of Richard Blackburn, 1915 Scott of Catrina Sargent, 1912 Triumph of James Dunshea, 1913 Royal Enfield of Murray Wright



1906 Jackson of Anthony Sinclair

National 1&2 Cylinder Rally - Temora April 19-25

Photos by Frances McDougall



1913 Swift Cyclecar of Gavin Mutton



(Right to Left) Sears of Brian Kelleher driven by Bruce Weller, Sears of Brian Kelleher, 1909 Renault of Max Vormister



(Left to Right) 1910 Brush of Malcolm Roy (formally Paul Daly), 1904 Minervette of Andrew Winter



1911 Kelsey Motorette 2 stroke of Marc Alcock



The 1904 Minervette of Andrew Winter and Alison King being overtaken by the Brush of the McDougall's



(Left to Right) 1901 Argyll of Greg Smith, 1912 Renault of James Dunshea, 1907 Darracq of Julian McNeil, 1913 Swift of Gavin Mutton, and the Robinson's 1910 Renault .