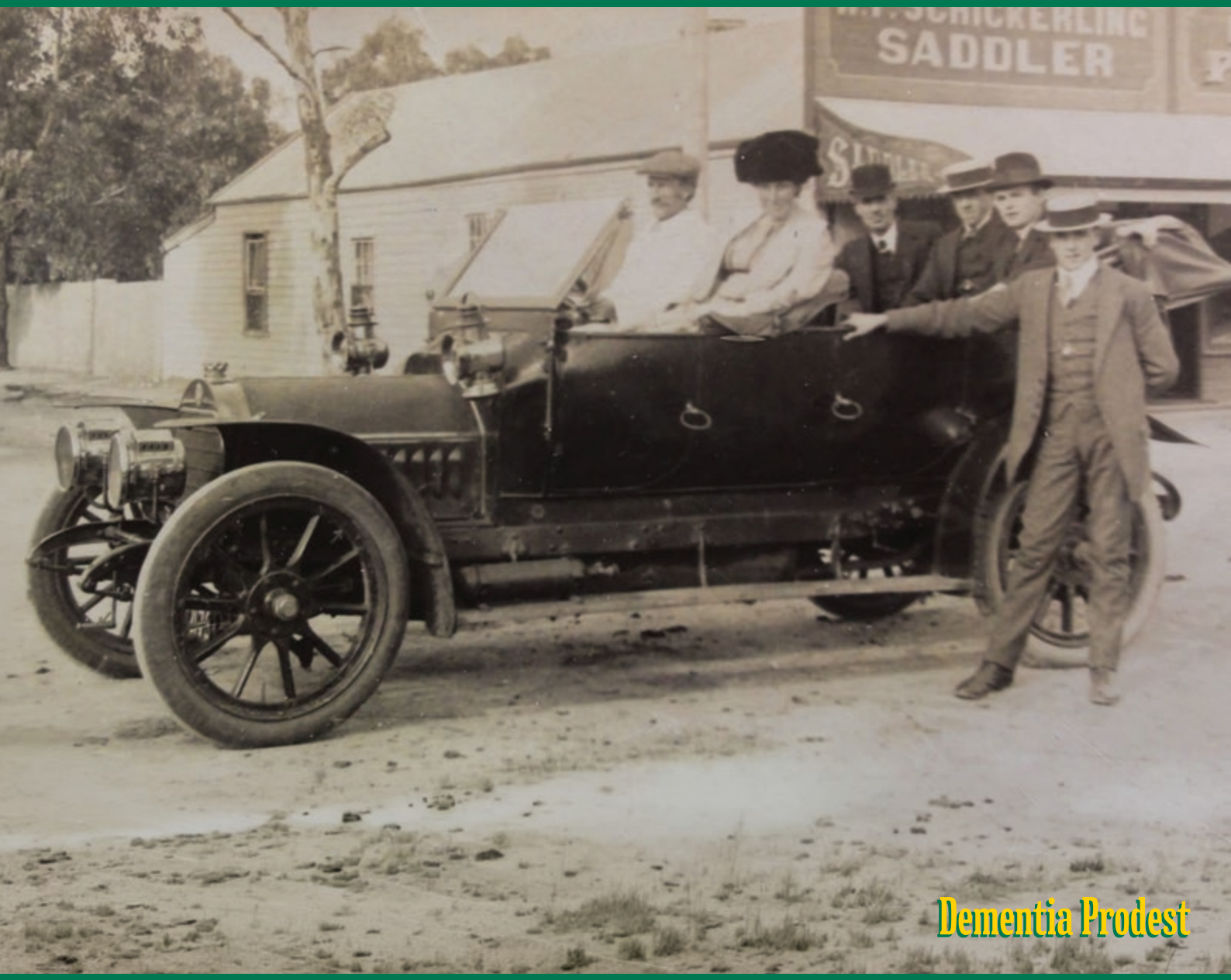
November 2026

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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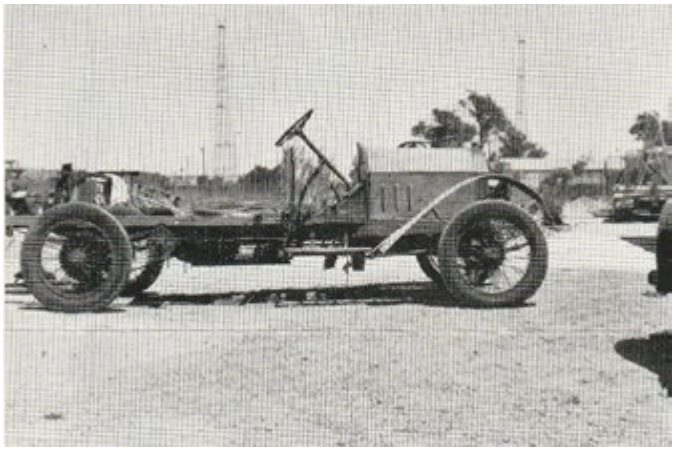
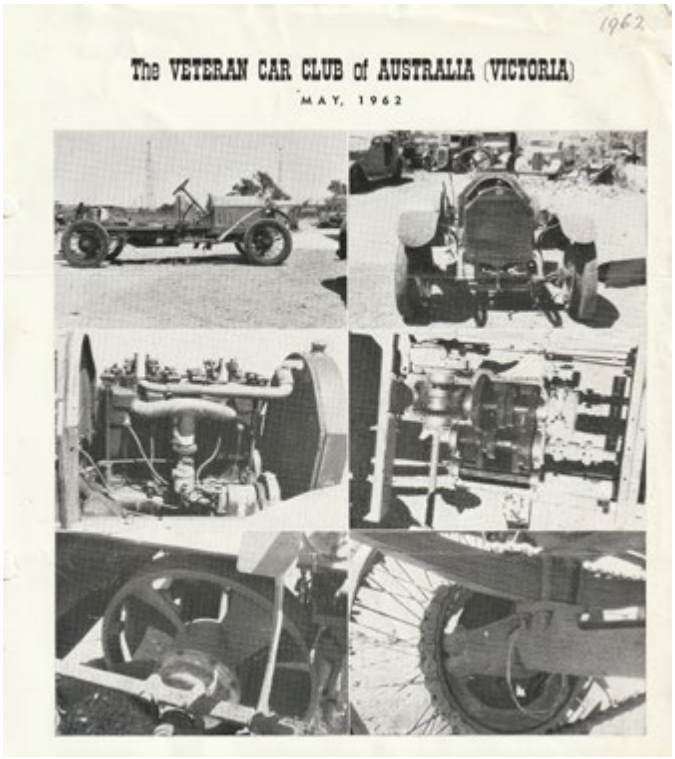


Flashback

By Greg Smith



This month's Flashback vehicle is something of a mystery, and any information about it would be greatly appreciated. I have virtually zero knowledge about it. Greg Orde sent me this photograph some time ago to ask whether I knew anything about the vehicle. As an Itala owner - and, by his own admission, an "Italian sports car nut" - Greg is always interested in high-powered Italian vehicles, so this example was very much in his wheelhouse.

The photograph appeared in a supplementary issue of the May 1962 newsletter and reportedly shows a 70 hp Bianchi. To my eye, the vehicle does not appear quite that powerful; however, as noted above, I know very little about it. Six photographs provide further details of this unusual chain-driven vehicle, and its history and later life would certainly be fascinating to discover and uncover. Does it still exist here?

I am not aware of any other Bianchi in our club, although I understand that member Mal Grant once owned one. My memory is vague, so perhaps Mal may be able to clarify the matter himself. Could it be the same vehicle? Only time will tell.

If you have any relevant information about this Bianchi, we would be delighted to hear from you. Please contact the Editor so we can share the details with the Club's membership - and, in particular, help Greg Orde learn more about this exceptionally rare Italian vehicle, if only so he can continue to dream!

Coming Events

10 November 2026	**November Natter Night** Meeting from 8pm - in the Clubrooms or online
14 - 15 November 2026	**Bendigo National Swap Meet** Benidgo Showgrounds
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

6 - 8 November 2026	**RACV Annual Rally - Lancefield** Contact: Ben Alcock
12 - 14 March 2027	**RACV 1 & 2 Cylinder Rally - Ballarat** Contact: Julie Wright

National Events

17 - 21 March 2027	**National Brush Rally - Rochester, VIC** Contact: Tess Anderson tess_a_77@hotmail.com
30 April - 4 May 2027	**Highwheeler Rally - Cobar, NSW** Contact: Sue Holbrook 0427 392 555 or Ken Dunn 0429 400 505



David Nicholls driving the David Provan 1904 Oldsmobile. Do we have another convert?



Simon Anderson in the driver's seat of the 1903 Humberette owned by Larry Clarke. Larry is on the left.

Please refer to page 20 for the full Pre-1905 Pioneers Run report by Fiona Lane.

President's Message

This month's President's Report is that which was presented to the members at the AGM held on 13 October 2026.

I was fortunate to be elected to the President's role as the Club entered its 8th decade. My aim was to not make any significant changes, but to complement the legacy created over the previous 5 years by Ben.

This year has come with a great deal of satisfaction despite having been presented with a few surprises along the way.

Our membership continues to remain at a healthy level as we continue to attract a steady flow of new members ready to take on the challenge of veteran motoring. Our thoughts go to the family and friends of those members who have passed during the previous twelve months.

For some time now the Club has held five signature events each year which continue to be well supported, not only by our own members, but those from interstate. We are privileged to continue to receive the ongoing support of the RACV, a relationship that has been in place now for a remarkable 64 years.

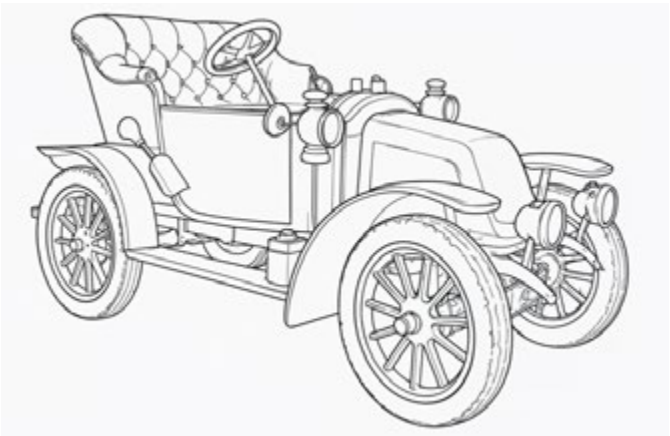
In recent times we have introduced some significant changes in the way we operate as an organisation. Whist such things as email distribution, social media and online entries saw some initial hesitation, our membership has been able to step up to the various challenges. We need to continue to evolve if we wish to ensure that those who follow enjoy the same rights and privileges in running their vehicles that we enjoy today.

Thank you to all who have contributed in their own way over the previous twelve months, be that on Committee, in the administration of events, or any of the multitude of roles that contribute to the success of the Club. I urge any member to consider putting their hand up to assist in the administration of the best motoring club in Australia, no matter how small the task.

Slowly and steadily,

Daryl Meek

President – VCCA (Victoria)



Editorial

By Greg Smith

I apologise in advance: this month's editorial is a long one and something of a "hotchpotch", as I try to bring several topics together. Firstly, I would like to congratulate Doug and Viv Fullford on an outstanding RACV Pre-1905 Pioneers Run at Wentworth, with photographs of the event included throughout this issue. Secondly, I would like to take a look at the future of this event and share my views on where this concept should go from here, in an effort to reconcile some differing opinions that have evolved. There is no doubt that the concept is proving hugely popular with both the public and the participants, and indeed members of Veteran Clubs, both here and interstate, that wish to see the very early vehicles in action. We simply can't seem to get enough of it, as we watch these spectacular vehicles take to the road in an event tailored to suit drivers, riders and machines alike.



Doug and Viv at the Fibre Optic Symphony Orchestra. What great Rally Directors.

We owe a great deal to the two people pictured above, for the enormous amount of work they put into making this year's RACV Pre-1905 Pioneers Run such a success. Choosing Wentworth as the destination was a masterstroke, and several things made it stand out:

Ideal roads: flat, quiet and picturesque – perfect for this type of motoring.

A supportive council: it is rare to find a council so on board and so helpful.

Enthusiastic locals: the townsfolk were thoroughly enthralled by our vehicles, which was definitely a highlight.

Great attractions: every attraction we visited was within our 50–60 km daily driving limit, and each greeted us with country friendliness and a can-do attitude.

We have also formed a wonderful connection with the Merbein Historical Society, which has supplied many images and much information for use in *Brass Notes*.

All this from a place far from Doug's backyard – a lazy 1,000 km from home. Yet the distance was no deterrent: he visited some five or six times during his planning. (I can just see him blushing now!)

The Pre-05 phenomenon is here to stay, and it grows with every rally we hold. Its influence is already clear: members are now actively looking for suitable vehicles of the era and those restoring cars and bikes from the period have a far stronger drive to get them finished and running.

Please read the wonderful rally report prepared by Fiona Lane on page 20.

Within the report, Fiona highlights two Facebook posts which have now both exceeded half a million views. This is truly astounding, thus my comments about how popular these types of vehicle are.

However, another development has also emerged: a sense of ownership over the event that has become somewhat self-centred. Some people feel that, because we (Victoria) started it, it was – and should remain – a Victorian event. They have also said they are not prepared to travel interstate to take part. I understand that point of view, but it is not the direction I would like us to take.

I firmly believe that, to grow our numbers and share the enjoyment of rallying these pioneer vehicles, we must open the event to others as well. It would seem that it is fair to expect interstate entrants to travel to Victoria – but isn't it fairer still for us to travel to other states in return? Doing so would bring out vehicles from different areas that we might otherwise never see on a rally; and also give more people the chance to experience the enjoyment of the event first-hand.

After all, what so often happens is that once participants experience the fellowship that exists in this group, they become quite hooked – and can't wait to recapture that feeling at the next rally.

To try to satisfy all parties, I propose that we run two events each year.

1. A Victorian Event in May

The first would be a fairly low-key affair in Victoria, run over two to two-and-a-half days and held on National Motoring Heritage Day – the third weekend in May. It would not be limited to Victorian members: anyone from interstate who wishes to take part would be very welcome. (This is what we offer with our Victorian 1&2 Cylinder rally held each year.)

This is almost a return to the original concept, which attracted people such as Larry Clarke, Julian McNeil from South Australia, Russell Holden from New South Wales, and even my favourite man, Roy Dalton, with his little 1901 Crestmobile, all the way from Mackay, Queensland – among others.

2. A National Event in September

The second would be the National event, held on its traditional date – the weekend after Father's Day in September – and run over four days to make the travel more worthwhile for everyone. It would continue on a rotating roster, as it does now, but with Queensland added to the rotation.

This solution should give everyone, whatever their views, the opportunity to rally these magnificent machines at least once a year and for the dedicated (or addicted!), the chance to take part twice a year.

To my mind, this has to be a win-win situation. I would be very interested to hear what others think about this proposal, so please feel free to join the discussion by writing to the Editor.



Greg Smith and Leonie Anderson having the time of their lives on the Pre-05 rally at Wentworth. Rick Thege in the 1903 Carlton attempting in vain to catch up.

LETTER TO THE EDITOR

Greg

As promised I have copied the sticker.
Carey Motors Ballarat

Your article in the *Brass Notes* helped me to identify Carey Motors Ballarat!

Well done! Could not be happier with your research.

Daryl Donaldson



MEMBERSHIP

WELCOME TO NEW MEMBERS

• Martin McKenna from Baynton Victoria who owns a 1913 Sunbeam 12/16 Tourer.

An FN in the Mallee – Front Cover

By Daryl Meek



This month's front cover features an image that recently appeared on a Facebook page featuring older postcards from different areas within the Wimmera and Mallee. The initial post also included an appeal to identify the make of vehicle.

We would like to acknowledge the owner of Antique Post Cards and the Facebook page for the front cover photograph. The page is https://www.facebook.com/WimmeraHistory/ or it can be found on Facebook by searching for Antique Post Cards. We are always hopeful he may also provide photographs on his site that we may be able to share.

A number of responses were received identifying the car as an FN, however the background information contained in the image gave clues as to an interesting local history, giving credibility to the suggestion that "a picture can be worth a thousand words".

The author had noted that the shop in the background was occupied by W.F. Schickerling, Saddler. This immediately identified the location as Phillips Street in Beulah, a small community around 40km to the east of Rainbow in Victoria's southern Mallee region. Fortunately, the story of the acquisition of the FN was considered significant enough to have been reported in local newspapers.

Mr. Cust Buys an FN

In an article published in the *Horsham Times* on 30 December 1910, it was reported that Mr. A. G. Cust of Rainbow, whilst holidaying with his family in St. Kilda, had purchased an 18hp FN motor car from the Tarrant Motor Co.



The FN was first registered on 3 December 1910, as number 2175, the address given being the family's holiday accommodation at the George Hotel in St. Kilda.

Soon after acquiring the car, Cust had undertaken the two day return trip to Rainbow along with Charles Rand, a chauffeur provided by Tarrants specifically for the purpose of instructing the new owner in the operation and maintenance of the vehicle. The pair had departed Melbourne at 6.30am on Tuesday, 20 December and arrived at Dimboola at 7pm that evening. At 9.30am the next day they were joined by Mrs. Cust and the children, who had travelled to Dimboola by the express train, for the final leg to Rainbow, arriving at 11.40am. The run from the city to Rainbow described as being very satisfactory.

A.G. Cust

Born in 1878, Albert George Cust was the son of a pioneering family of the Wimmera. His father William Cust had arrived in Rupanyup in 1872 and established the town's first general store. As the railways extended into the Mallee during the late 1800s, William established a network of general stores in its wake - in Warracknabeal, Brim, Hopetoun and Beulah.

In 1900, Albert was installed as manager of the Beulah store and in 1903 married Jennie McCracken, a milliner at the store. In 1905, Albert moved with his new family to Rainbow and established his own general store. Business was good and in 1909, as a testament to his new found prosperity, he invested in property and decided to build "the best house in the southern Mallee". The result was Yurunga, a grand building that still stands today and is heritage listed.



Yurunga Homestead, Rainbow

A Turn for the Worse

Unfortunately, in February 1910, fire swept through Rainbow, destroying Cust's Store and several other buildings. It was soon after the significant insurance policy was settled that Albert purchased his FN and invested in farming property to the east.

By 1912, things were not looking good. Land prices slumped and some of Cust's tenant farmers walked away from the properties they leased. Insolvency followed soon after with all the assets being sold by mid-1914. The family moved away from Rainbow, initially to Avoca, before moving back to Melbourne.

Family members subsequently advised that the Rainbow years were rarely spoken of thereafter.

In an interesting twist, custody of the FN changed during these difficult times and by 1914 the vehicle is recorded as being in the ownership of J.W. Cust of Beulah, Albert's brother.

Does it Still Exist

The short answer is – possibly.

Not long after the original post appeared, Catherine Strutt shared it to another Facebook page - FN Motorcars. It was here that VCCA member, Andrew Brand, suggested the car is a FN 2100 and noted that he had previously obtained the remains of a 2100 (partial chassis, springs and front axle) from Woomelang, just to the north-east of Beulah.

Andrew advises that the A.G. Cust car has short front mudguards and long running boards with three running board brackets visible, the foremost bolted through the frame rail where the chassis flares out and becomes wider behind the bonnet. This is similar to his partial chassis, having the same running board bracket bolt patterns, in the same locations, raising the possibility that his may be the remains of the Cust car!

And finally, as a comparison, is an image of the yellow 1910 FN 2100 belonging to the Amor family of Ballarat. The image is taken from the fantastic 2011 publication *The Fabrique Nationals Survivors* by the late Doug Marshall.



If anyone has any further information or thoughts on the vehicle shown, please respond to either the Editor or myself.

RACV

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

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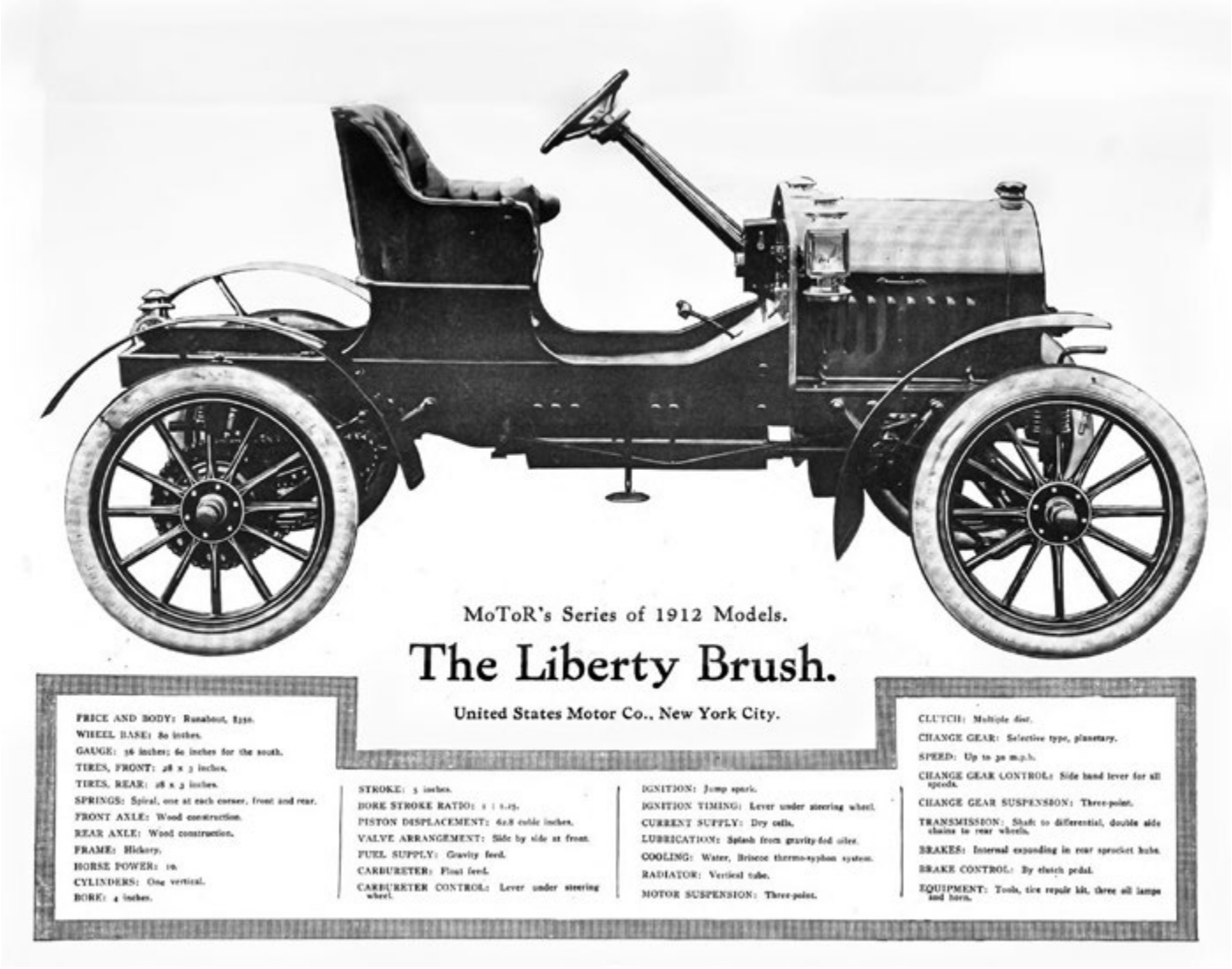
Flashback Response

By Simon Anderson & Greg Smith



Flashback Response for October

We received one response to October's Flashback column. Simon Anderson kindly answered some of the questions I raised.

The Brush Liberty's current whereabouts remain a mystery. We hope further details will emerge in time.

Below, Simon lists the differences between the Brush Liberty and earlier Brush models. –Ed

Hi Greg

The main changes were made to make it cheaper.

The cost of a 1912 Liberty model was $350 compared to $450 for models pre the Liberty.

- Only a runabout body available.
- 4 separate small mud guards, not long sweeping guards that mounted to the running board step. This made the car look older than it was.
- Running board step, was changed to a buggy style step.
- Steel radiator surround on Model E, F and Liberty
- More basic trim, not as much button work.
- Steel lamps apparently. (Yet to see this evidence).
- Steel crank case.
- Kingston 4 ball carby
- 28" tyre option only.

The rest of the car was the same from my knowledge.

Hope this helps

Regards Simon

The Brush Liberty's history

The Brush pictured in the October issue of *Brass Notes* was a Brush Liberty Model. Tracing its history has proved difficult. The earliest record I have found is its appearance at the 1962 Annual Rally. Bernie Bade entered and drove the Brush in the rally. He was also known to have owned the 1902 Torbensen.

After Bernie Bade's ownership, the Parker Bros. in Colac purchased both the Brush Liberty and the Torbensen. The history becomes less clear at this point: I have no definitive timeline for when the purchase occurred.



The Brush at the start of the 1962 Annual Rally





The Brush at the Parker Auction in 1982

The Brush Liberty was offered at the famous 1982 auction. It attracted intense bidding and eventually sold for $11,000.

The buyer's identity remains uncertain. I was told that the Parkers bought the Brush Liberty back, but I cannot confirm this. Although it was a running vehicle, it does not appear to have resurfaced at a rally since the auction. This may support the account that the Parkers re-purchased it.

We would be grateful for any factual information that could help solve this mystery.

Although we have gathered some information about this Brush Liberty, the facts remain sparse. I remain hopeful that further details will emerge.

Factory 10

Veteran Restorations

Timber bodies, panel fabrication
Seat Upholstery & Hoods
Spray Painting
Light Engineering

Jeff Alcock: 0425 519 959
Jeff.factory10@outlook.com

Flashback Response from September – Th Schneider

By Brendan Walsh

We've received two more responses to the Th Schneider featured in the September issue of Brass Notes*:*

A photograph from Peter Allan – Peter kindly sent through a photo of another Th Schneider, this one owned by Jack Nind.

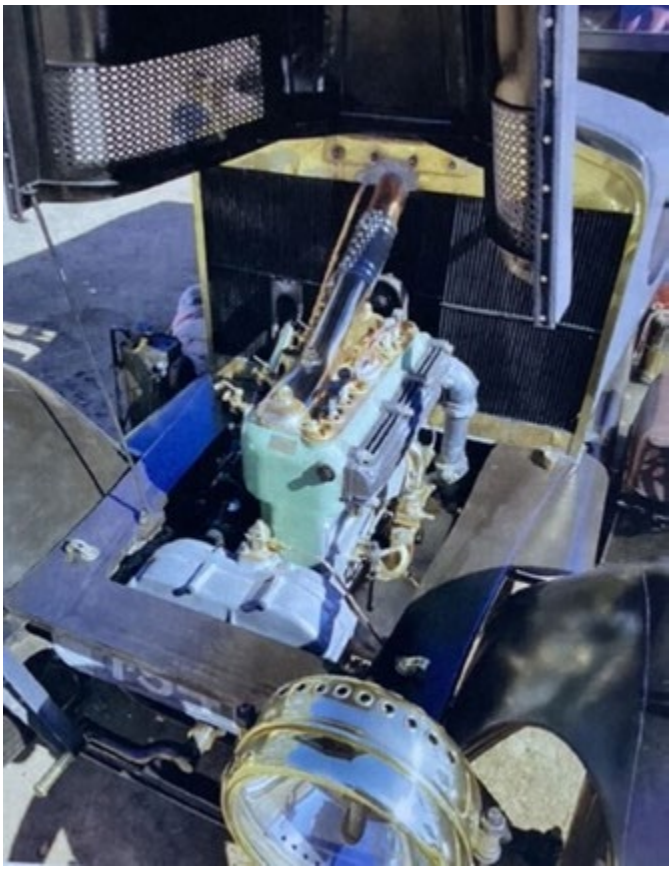
Further details from Brendan Walsh – Brendan kindly supplied the article below, with updated information about John Paas's Th Schneider that we featured.

Thank you both for your input. – Ed

G'day Greg,

I can add a bit more information about the Th Schneider that was the Flashback photo in the September *Brass Notes*.

The car is a 1913 Th Schneider Type 13.200 with 3.0-litre engine and 4-speed gearbox, owned by John Paas and Janet Barlow.



The power plant of John Paas's Th Schneider.

It was built in Besancon, France and bodied in Australia by Melbourne Motor and Assembling Co Pty Ltd.

It was owned by the family of the original owner (F. G. Smith from Barraport near Boort) from 1914 to 2017 and was restored 2013-2015.



An image of the car when it was owned by the Smith family of Barraport.

John bought it in 2017, and it is still registered, being used for rallies and local "Cars and Coffee" events.

John wrote a report after taking this car to Picnic at Hanging Rock (see *Brass Notes* March 2018) and a photo that was in *Brass Notes*, June 2018, whilst on the four and more rally in St Arnaud.

Coincidentally, the Frenchman who owns 12 of the remaining 70 Th Schneiders in the world, Patrick Frachebois, is planning a visit to Australia to meet as many Th Schneider owners as he can. He'll be able to see three of these veteran cars on the road in Victoria.

Cheers,
Brendan Walsh

Here are the four Th Schneider vehicles that have been in Victoria in recent times.



This photo supplied by Peter Allen of the Jack Nind Th Schneider.



Eddie Franz Th Schneider that has been in his family since new.



The Th Schneider that was owned by Bob Lewis of Geelong, and now it is in the United Kingdom.



The John Paas Th Schneider that he has owned since 2017, but prior to that in the same family since new.

Nominations Are Called for the McKaige Trophy

Please contact one of the committee members with your nomination for the best Club member.



McKaige Trophy

Annual Award for the Best Club member

History:

In memory of Mrs McKaige Snr, wife of G. P. McKaige and mother of E. C. McKaige

Criteria:

To be awarded annually to the “Best Club Member”. Club officers or committee members to be ineligible.

First presented:

1963

Awarded by:

Nominated by the members and decided by committee.

Peter Briggs' Collection – Part 1 – Donington Auction

A large part of the late Peter Briggs' Collection has been offered up for auction by Donington Auctions in Melbourne. Many of these vehicles were formerly exhibited at the York Motor Museum, WA.

Part 1 (Saturday 17th October) of this sale comprised veteran, vintage, classic and motorcycles from various eras. Books, lamps, horns, parts, badges, paintings and ephemera were also offered in the sale – now concluded.

Part 2 (Sunday 18th October). Books, largely motoring related, and ephemera were offered in the sale – now concluded.

The sale prices quoted (below) from the website are hammer prices exclusive of commissions and fees.



Lot 2 - 1909 Holsman Highwheeler Model 9K [Location: Perth]

Estimates $45,000 - $50,000.

Hammer price (sold): $31,000.



Lot 3 - c1902 Clement Twin-Cylinder 8hp Tourer [Location: Perth]

Estimates $100,000 - $110,000.

Hammer price (sold): $156,000.



Lot 4 - 1913 Peugeot 6HP Bebe Type BP1 - NO RESERVE [Location: Perth]

Estimates $40,000 - $45,000.

Hammer price (sold): $15,300.



Lot 6 - c.1913 Lewis 500cc Single [Location: Perth]

Estimates $15,000 - $18,000.

Hammer price (sold): $14,700.



Lot 8 - c1915 Ford Model T "Ashton Racer" [Location: Perth]

Estimates $16,000 - $19,000.

Hammer price (sold): $16,500



Lot 9 - c1903 Oldsmobile Model R 'Curved Dash' runabout - NO RESERVE [Location: Perth] UPDATED DESCRIPTION

Estimates $55,000 - $65,000.

Hammer price (sold): $76,000.

Accreditation: - Donington Auctions



What Is It?

By Greg Smith

Robert Sands, a friend of Peter Latreille, travelled with Peter during last year's Annual Rally at Swan Hill. He is seeking help from members to identify the car shown in the photograph on behalf of another friend, who supplied the image and needs the car's make and model for his research.

If you can identify the car, please send any relevant information to the Editor.

For what it is worth, my "two bobs' worth" is that the car may be a circa 1911 Armstrong Whitworth. Please do not let this suggestion sway your own assessment. Please help out.



Commercial Collage

By Max Boardman & Greg Smith

Little Giant

In the April 2026 issue of Brass Notes*, I featured two commercial vehicles operated by the NSW State Bakery and asked readers to help identify their make.*

Thanks to Max Boardman, we now have the answer. Max not only identified the vehicles but also supplied additional information and period photographs relating to this type of commercial vehicle.

I have always said that it is never too late to contribute when doing so helps us tell the story accurately. We are indebted to Max for his valuable input. -Ed

Hi Greg,

This is a very belated response to the *Brass Notes* item requesting further information.

The one-ton commercial vehicle featured is a Little Giant.



Because *Brass Notes* provided the company name and address, identifying the vehicle type and registration numbers was straightforward. I consulted The *Holderness's Motorist's Guide* for NSW, described as "a complete record in numerical order of all cars and owners registered in NSW - July 1916," and turned to its "Register of Motor Lorry Owners."

The register lists 17 or 18 Little Giants in New South Wales alone.

State Bakery Registrations

L711: State Bakery, Percival Road, Stanmore — 25 Albion

L940: State Bakery, 96 Percival Road, Stanmore — 25 Little Giant

Note: The engine was rated at 20 hp

Little Giant Truck Specifications

Little Giant trucks were built from 1911 to 1917 by the Chicago Pneumatic Tool Company of Franklin, Pennsylvania, USA.

- **Capacity:** One-ton commercial chassis
- **Engine:** 20 hp, water-cooled flat-twin
- **Transmission:** Two-speed planetary gearbox
- **Final drive:** Double chain to the rear wheels
- **Top speed:** Approximately 20 mph
- **Configuration:** Forward-control design until about 1915; later versions used a conventional bonneted layout

In addition to his valuable research, Max uncovered three wonderful period photographs from the Comara district of New South Wales.

The photographs were sourced from the Yarrila Arts and Museum (YAM) and are reproduced courtesy of the City of Coffs Harbour. We sincerely thank YAM for allowing us to use these valuable resources.

These remarkable images show a Little Giant at work in Comara, New South Wales.

Max's confirmation of the vehicle's identity prompted me to reflect on the Little Giants known to survive today:

- Two operational examples in Australia
- One parts vehicle in New South Wales, identified through Max's research
- Approximately five operational examples in the United States



The photograph description is as follows: Driver is Leslie Dew. Little Giant. Built in U.S.A. 1911-1917. Solid rubber tyres and weight capacity of 800 pounds. Boasting a top speed of 20 mph. Ideal for the Dew Bros. store for haulage and deliveries.



The Little Giant stacked high with cargo



The Little Giant being cranked into action

I recall seeing a Little Giant highwheeler at the National 1 & 2 Cylinder Rally in Canberra in 1998. I do not have any photographs of the vehicle unfortunately, although other attendees may have some. I believe the vehicle was owned by Stephen Primmer of New South Wales. From memory, it suffered a big-end failure and completed only a short section of the rally.

I have not seen the vehicle since. Perhaps other readers can provide further details about this Little Giant.

The other surviving operational Little Giant was restored and is owned by Alan and Eva Cole of Kellerberrin, Western Australia.

We were fortunate to have Alan and Eva attend the 2019 Maryborough Highwheeler Rally that I organised. They travelled all the way across the Nullarbor with the Little Giant in tow - a tremendous effort that was warmly appreciated by everyone who took part in the rally.

Here are a few photos of the Cole Little Giant kindly provided by Sue Holbrook.

The Little Giant, an intriguing name, that is part of our motoring history here in Australia.



The Little Giant photographed at the Albany in 1994



The Little Giant at speed on the 2019 Maryborough Highwheeler Rally



The Little Giant from the rear showing its load bearing capacity.

Greg Smith

Cyclecar Corner

By Mick Turner

In 1913, the Cyclecar phenomenon was peaking across the globe. *The Cyclecar* magazine catered for the interests and questions of this growing movement. In *The Cyclecar* issue of 23 July 1913, the following letter appears from Mr. C. G. Sowell, Sydney, NSW. That Mr. Sowell sent a letter and photo in 1913 to *The Cyclecar* in England would suggest that he was a regular reader and also very pleased with his machine. *The Cyclecar* provided a great forum for manufacturers of complete cars, parts and components and information for the home builder. Many members will know Graeme Jarrett's Burrell as an English example of a home build. In Australia, there is the Husband Cyclecar in Queensland, utilising an Holsman engine, and in Victoria, the Austral, using an early Peugeot motorcycle engine. It would be interesting to know of other examples from a time when you could take the remains of various bits and pieces, cobble them together on your kitchen table and drive to work in it the following day.

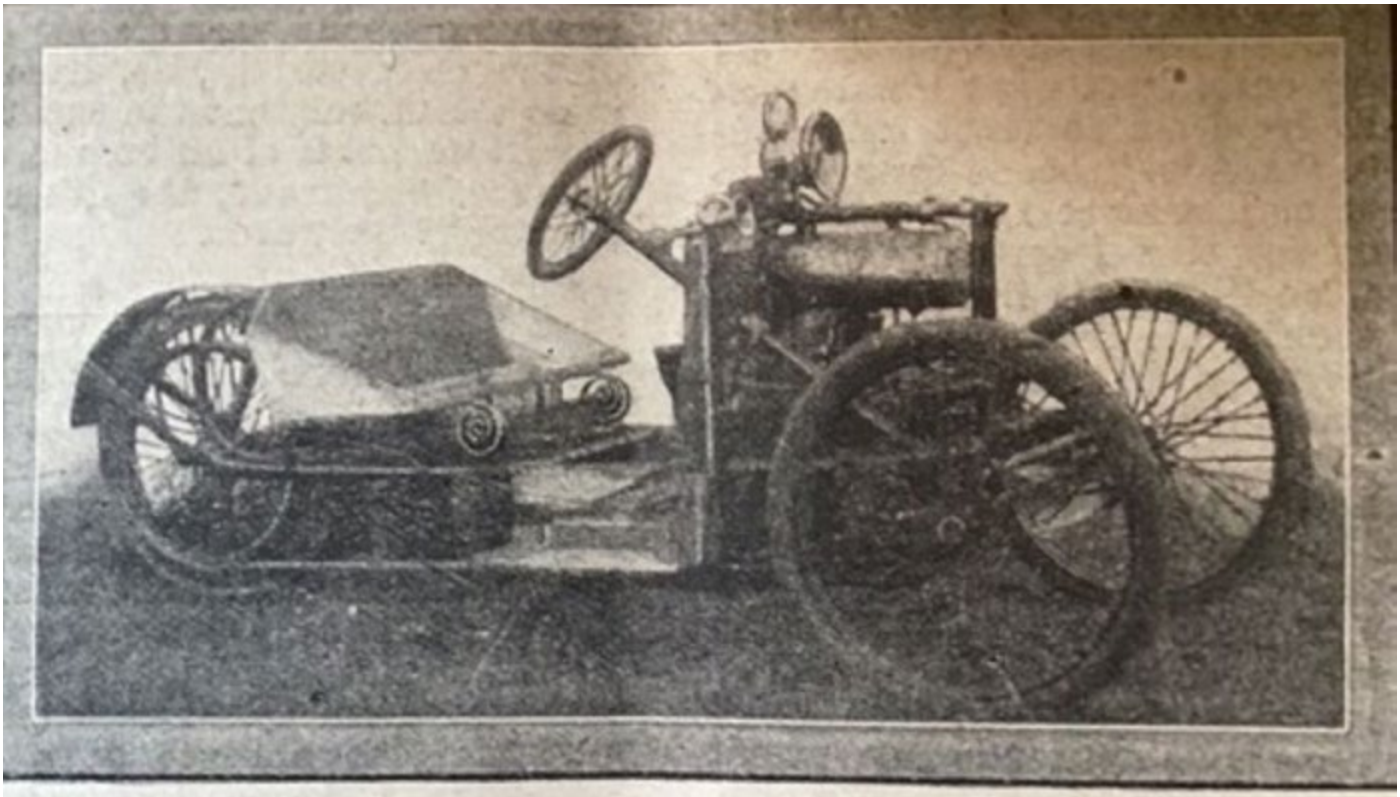
A Cyclecar Enthusiast in New South Wales.

Recently, in my spare time, I converted an old Greyhound tricar into a cyclecar. It originally had the driver's seat over the rear wheel, and the passenger's basketwork chair in front, with the engine slung in a loop in the centre of the frame. The engine drove by chain to a leather-to-metal cone clutch on a countershaft, and thence to the rear wheel. The clutch had no thrust bearings of any sort, and the moving half had the sprocket from the engine attached to it. It follows that the chain went out of line every time the clutch was withdrawn! It was single-geared and unsprung, but fortunately I never drove it in this state.

I have since fitted a 6 h.p. Antoine in front under a round tank, having cut out the steering column and put it on one side, for which I built a wire-spoked steering wheel, binding it round with cord. On the front of the frame I placed coil shock absorbers, which are very efficient. The countershaft was brought as far forward as possible, and has on it a ball-bearing expanding pulley of my own design, giving gears of 5½ to 1 to 9 to 1, and is chain driven from the engine.

The old forecar springs are used with shackles to support the rear of the seat, and coil springs are in front, whilst there is a recessed foot space built into the loop which formerly contained the engine, making the machine very low. The cyclecar is rigid at the rear (where rigidity is mostly wanted in three-wheelers), but the well-sprung seat and front portion make it fairly comfortable. The bodywork is very crude and unpainted, as I am far from an expert in this line. I favour three-wheelers for comfort, lightness, upkeep, speed, and on every other score, and the knowledge gained in altering this will be well used in building another, which I shortly hope to do.

C. G. SOWELL.
Sydney, N.S.W.



A converted tricar, built up by a reader in New South Wales.
(See letter from Mr. Sowell.)

What In The World!

By Jason Palmer

A November mystery in honour of the upcoming London to Brighton run.


Summer, 1957 VETERAN CAR CLUB GAZETTE 675

Fig. 1

Published in the summer 1957 edition of *Veteran Car Club Gazette* as Motor Car Mystery. The narrative; A photograph belonging to Mr. S.J.F. Lovegrove of Paignton (now J. Palmer of Melbourne). It depicts an undoubtedly early horseless carriage and is probably of about 1898. However, it is clearly not Cannstatt-Daimler, nor a Benz, Lutzmann, Peugeot or Panhard Levassor, nor we think, a Delahaye, although more like the latter in general design than the other makes mentioned. Points of interest are the right-hand driving position and the unusual form of the various control handles and most curious of all, the fact the driving chains are of the silent inverted tooth type!

This ought to be an important clue as even the roller chains were not as common as block type chains before the turn of the century.

Was the mystery solved? Do any members have a copy of the Autumn edition of the Gazette from 1957?

Over to you.



Dunlop Reliability Trial 1906 – Part 3

By Jason Palmer

This is part 3 (and final) of the article provided by Jason Palmer beginning in the September issue of Brass Notes*, and then part 2 continuing in the October issue, regarding the 1906 Dunlop Reliability Trial. There are a number of quoted newspaper articles in the text: in these cases, we have elected not to edit their content. - Ed*

DAY 5, Friday, 16 November 1906

24 November 1906 -

The fifth stage was from Stawell to Melbourne via Mortlake, Cressy and Geelong. A beautiful day favoured the competitors on this long run and Melbourne was reached by the contestants in good style.

Examiner (Launceston), Friday 16 November 1906;

-Today's journey is to return to Melbourne, via Mortlake, Cressy and Geelong 212.5 miles. The driving time allowances are – Class A, 12h 30min, B 10h 37min, C 9h 14min, D 8h 30min. The early part of the route lies through undulating and flat country, fair to good to Geelong, then bad patches to Melbourne.

The Examiner (Tasmania) Friday 23 November 1906; -

The Dunlop Company very kindly reserved me a seat in the official car on the following day (Day 5). We came back via Ararat and Mortlake to Lismore, where we were sumptuously entertained by Mr P. Lang. We covered 105 miles in 3hr 17 min, no withstanding that 18 miles were over bad road's and we made a stop to fill with petrol. The motorists were all entertained at "Titanga' homestead. After a stop of half an hour, the cars were sent on, and it was before we left 'Titanga' that a message was received of De Fraga's accident. Dr. Lang a son of Mr P Lang, a Mr Proctor and myself jumped into the official car and arrived at the scene of the mishap ten minutes after the accident occurred. We found De Fraga and his observer seriously injured. Both were unconscious. We carried them to a hotel on stretchers and did everything possible for their comfort. Melbourne was reached at 8 o'clock that night.

Probably the best description of the accident comes from Critic (Adelaide);

After leaving Lismore, despite warning on the official map, DeFraga, when travelling down a fine stretch of road at a speed of 40 miles an hour, endeavoured to take a right angle corner too fast, the result that the car capsized, throwing both occupants to the ground where they were picked up insensibly by spectators who were assembled at the corner to watch the car fly past. The car after somersaulting landed on its wheels, described as a full circle of 30 yards in diameter then dashed into an iron telegraph post – glanced off through a thick hedge and six wired fence, eventually coming to a standstill about 150 yards from the point of accident.

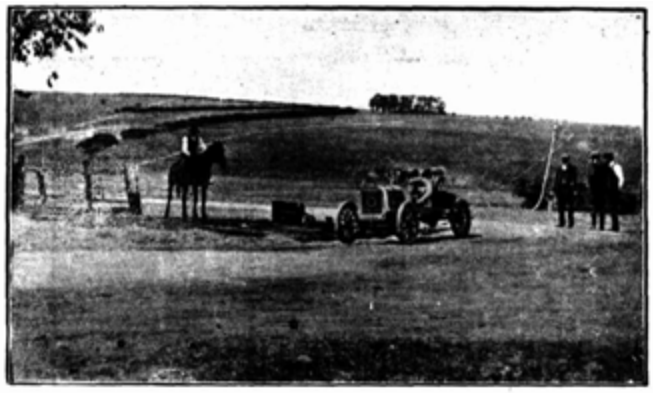
A telegraph message to 'Titanga' two miles distant, soon brought the official car on the scene accompanied by Dr P. Lang, who was fortunately at home. An experienced nurse was employed at the house and was also immediately dispatched to the scene of the accident so that the two insensible men were soon in experienced hands and received every possible care and attention.

The Australasian 24 November 1906:

This day's (Friday's) run was the longest of the series and also taken right through, provided the best roads. The run was a hard one for the motors and only nine of the thirteen starters finished. Shortly after the drive was resumed and in the town of Lismore, a regrettable accident occurred and to the only car which up to this day had not lost a point. This was Mr W.H Lewis's 15 hp De Dion driven by Mr C. DeFraga, which was overturned at a very sharp turn of which contestants were warned. Both the driver & observer (Mr COX) were thrown out headlong and sustained serious injuries. The car was driven back the next day.



Cyril DeFraga (driver) and E. Cox (Observer) taken 3 minutes before the accident (Sydney Mail & New South Wales Advertiser, November 1906)

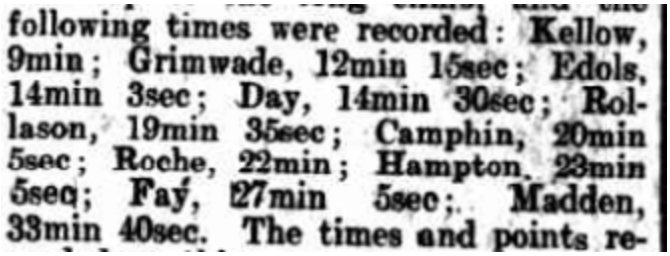


IE SCENE OF THE ACCIDENT TO C. DE FRAGA AND MR. COX NEAR LISMORE.

Cyril DeFraga (driver) and E. Cox (Observer) taken 3 minutes before the accident (Sydney Mail & New South Wales Advertiser, November 1906)

DAY 6, Saturday, 17 November 1906

24 November 1906 - The sixth section was from Melbourne to Marysville and back (126 miles). Fine weather again favoured the competitors on the last day of the trial, and a glorious run over the mountains was enjoyed by those taking part in the contest. Out of the original 23 starters, the field had now been reduced to nine cars, a tenth, in Mr S. Day who was intent on covering the full course, also taking part in the run. An interesting feature of this day's run was a time test up the Black Spur, a tremendous climb of three miles (with a grade in places of 1 – 5 ½), situated between Healesville and Narbethong. Dunlop officials were stationed at foot and top of the long climb.



following times were recorded: Kellow, 9min; Grimwade, 12min 15sec; Edols, 14min 3sec; Day, 14min 30sec; Rollason, 19min 35sec; Camphin, 20min 5sec; Roche, 22min; Hampton, 23min 5seq; Fay, 27min 5sec; Madden, 33min 40sec. The times and points re-

The Examiner (Tasmania) Friday 23 November 1906; -

The last run was rather a severe trial for the cars. It was through Healesville to Maryville over the Black Spur. On the way I was remined very much of the scenery found on the East Coast of Tasmania. The grades and the curves were the same and there were several devil's elbows to climb. I was with Mr. Grimwade this day on a 14-16 Tarrant car and we averaged 23 miles an hour over the whole distance of 120 miles. We were the first car back and reached Melbourne nearly an hour before we expected.

The Australasian 24 November 1906:

The last day was really a mountaineering trip, the outward run to Healesville through which the motorists passed being over the high country at Kangaroo Ground and Yarra Glenn after which and beyond Healesville came the famous Black Spur. From Healesville on the return journey, the course was varied, the road through Lilydale and Ringwood being adopted. The day was a hot one and therefore very trying on the engine and tires. The weather however during the whole week was phenomenally fine for so long a period, a little rain having fallen on the first day in the Western District and even this was escaped by most of the contestants.

Critic (South Australia) on 28 November, reports:

It was thought that the Dunlop Trophy would be won outright this year by one of five motorists who had a 'leg in' with their performances in the 1905 contest, but fate has ruled otherwise. Mr Otto Camphin with his 12 h.p Darracq car who scored 997 points out of a possible 1000, having lost 3 points only for using a spanner to tighten a loose nut on the mudguard attachment. Mt G Rollason with his 10 hp De Dion comes next with 964 points and Mr G.W Grimwade's Tarrant 14-16 hp third with 960 points.

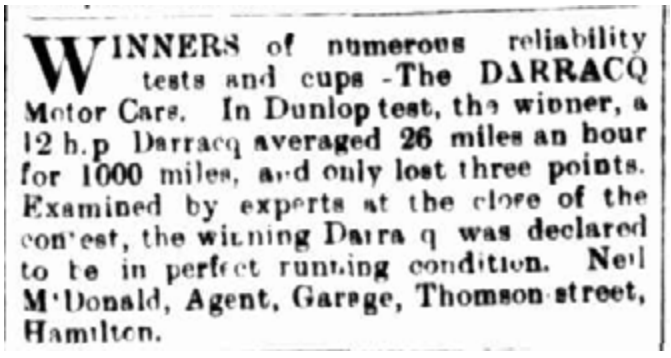
The result of the contest is that Mr Camphin wins the 100-guinea Dunlop Cup trophy, a personal trophy, 25 guinea Garland Cup, Motoring Blue Ribbon of Australia and a gold medal commemorating the event. The Dunlop Plate being awarded to Mr Rollason as well as the Proctor Trophy.

It is instructive to note that the motorist who drove steadily did best. It is admitted that speed is desirable and in-fact essential in a motor car but there are degrees of speed and the conditions of the contest called for rates of speed quite high enough for reasonable motorists. The winners' total driving time was 40 hours 36 minutes, with total time allowed (Class C) was 43 hours 22 minutes.



(Winner of the 1906 Trial with a loss of only 3 points - Sydney Mail & New South Wales Advertiser November 1906)

It is believed that the Dunlop Rubber Company spent upwards of 400 pounds to organise and run the trial. Of course, at its end they triumphantly promoted any finishing vehicle that wore Dunlop Tyres along with all other tyre companies. Agents for Darracq cars, Knowles Motor Co would have enjoyed the free publicity of Camphin's unexpected win and award of the 400 Guinea Dunlop Cup. Hamilton's own agent especially did, taking out the below advertisement in the Hamilton Spectator on 27 November 1906.



WINNERS of numerous reliability tests and cups -The DARRACQ Motor Cars. In Dunlop test, the winner, a 12 h.p Darracq averaged 26 miles an hour for 1000 miles, and only lost three points. Examined by experts at the close of the contest, the winning Darracq was declared to be in perfect running condition. Neil M'Donald, Agent, Garage, Thomson street, Hamilton.

Although there was talk of a 1907 Trial, Dunlop was hesitant to organise or sponsor the event due to the financial responsibilities and looked to others to organise/sponsor the event. When no one put their hands up to take over the Reliability contests in this guise, they ceased for 2 years. In 1909 the Automobile Club announced, after considerable deliberation, that it would re-visit the Trials under the guise of A.C.V. Tourist Reliability Trial & Dunlop Cup Contest fixed between March 22 and 27, 1909 and running over 869 miles.

RACV Pre-1905 Pioneer Rally - Wentworth

By Fiona Lane

We're back again from another rally, and since it appears others aren't that keen to write about their experiences, I'm back with another rally report.

We were again blessed with beautiful weather, if not a little on the warmer side than I would have preferred. Pity that the "heated, saltwater pool" at our accommodation at the Wentworth Grande Resort, was closed. I wasn't the only one looking forward to a dip!

Daryl and I, along with quite a few others, arrived in Wentworth a day ahead of the rally start and enjoyed a group dinner at a local pub, situated very conveniently just across the intersection from the Resort.



Wednesday 23rd September was officially day one, and consisted of registration at the resort, a catchup with fellow participants and then a pleasant afternoon shakedown run to the Perry Sandhills. Situated 7km west of Wentworth, the sandhills are a naturally occurring, and constantly shifting, 400 acre feature created by wind erosion over thousands of years. The site has been used as a backdrop in numerous television series and films including "The Man From Snowy River II" and "The Flying Doctors". Daryl and Rick had a good run in the 1903 Carlton. That evening a Welcome Function was held at the Wentworth Visitor Information Centre, right next door to the Resort. I particularly enjoyed the talk Geoff Mitton gave on "Daisy-Belle", his 1904 De Dion Bouton. The finger food was rather yummy too.

On Thursday we were back across the Murray to Merbein for lunch after a morning of sightseeing along the way. Max Boardman was travelling solo this rally, so I jumped at the opportunity to accompany him in the twin cylinder 1904 c De Dion Bouton – a popular year and make! We made two stops along the route to lunch: Cowanna Bend and the Blandowski Steps and Lookout. At Cowanna Bend we were able to see how a new billabong is slowly forming on the Murray. As the viewing area for the bend was at the end of an unsealed road, Max and a few others ferried entrants between the parking point and the Bend in their veteran cars. Doug and Vivian had arranged for members of the Historical Society to provide a short talk and answer questions.



The Blandowski Steps and Lookout are on the Murray River right on the edge of Merbein. The steps were named after William Blandowski, a Victorian Government zoologist who established a camp at "Chaffey Landing" at the bottom of the Merbein cliffs in 1857. A boardwalk and stairs enabled us to view the river and to descend the cliff walls to the landing. Lunch was then enjoyed in the centre of town at Club Merbein where new member Peter Stone had driven his newly acquired 1916 Buick to say hello.

On return to Wentworth, we were encouraged to stop at the local Historical Society. Well presented, and enjoyed by many, they had gone to the effort of locating photographs of local early vehicles for everyone's inspection. Not one to tell tales, but in preparation for our departure from here, I can confirm that a 1904 De Dion will start in reverse and that the driver of such a vehicle has the best chance of regaining control if they are agile enough to sprint before leaping over the controls on the driver's side and sliding comfortably behind the wheel - nicely recovered Max! That evening we were treated to a BBQ dinner at the Resort, provided and cooked for us by the Mildura Vintage Vehicle Club.



On Friday I again travelled with Max, enjoying the view from the rear seats as front seat navigational duties were assumed by Sherryn Dunshea. Lunch stop was at the Australian Inland Botanic Gardens, a comfortable 30km trip. Prior to lunch it was “all aboard” the train (a restored International tractor towing carriages) for a guided tour of the gardens. Now, if you think I talk a lot, our volunteer guide talked nonstop for an entire hour as he drove us around the property, explaining all things botanical and then some. The mercury was creeping up by this point and at least one rally participant took the opportunity to have a little snooze during the tour (not mentioning any names, Julian McNeil). After lunch it was back on the road for the return trip to Wentworth. Our one stop on the return journey was at the Early Settlers Museum, just outside Dareton. This afforded me a change of vehicle for the remainder of the run. Sherryn and I had noticed Greg Smith arriving at the Museum solo, and after a discussion about who least minded getting sprayed in oil, I put up my hand to accompany him in the 1900 Victoria to Wentworth. What a great little vehicle! Grant Vormister had previously occupied the passenger seat during the rally and took a fantastic short video. I was also in the position to video David Provan and David Nicholls in the former's Curved Dash Olds as Max overtook them on a return run. This video has attracted a lot of interest through the Club’s Facebook page and at the time of writing, has been viewed more than 400,000 times. They can be viewed using the following links.

Facebook – 1900 Victoria Combination
Facebook – De Dion v Oldsmobile



That evening, we were treated to a special event that Doug and Vivian Fulford had arranged specially for our group. Just before sunset, we travelled in modern vehicles to the outskirts of Wentworth to the Fibre Optic Symphony Orchestra. Pictures probably explain this experience better than words however, the promotional blurb describes it as *“Inspired by the arrangement of Hills Hoist clotheslines resembling an orchestra pit, each adorned with fibre optic lights representing different musical instruments, FOSO transforms this setup into a symphonic visual and auditory experience.”* Spectacular!



On Saturday morning rally entrants drove a few blocks around Wentworth for a morning display outside the Pioneer Museum and Old Wentworth Gaol. The event was well promoted locally with quite a crowd turning up to view and chat about the cars and motorcycles. Following a look at both the Museum and Goal we were treated to a BBQ by Rotary and were then off for the afternoon run. This was another sightseeing adventure that included a local collection of tractors and other interesting blokey stuff, Junction Island (the point where the Darling and Murray Rivers merge) and Junction Viewing Tower. The final stop was Lock 10 and Weir where our very own John Prentice, along with the Lock operator Dave, combined to give a very interesting talk about the precinct. I must admit that I was a little distracted by the two families of ducks, along with ducklings, as they swam around the lock. A final dinner was enjoyed that evening at a local restaurant, again only a short walk from the Resort. As we were spread out through several dining areas, the opportunity for speeches and thankyous was somewhat limited. It did however, round out a wonderful week of pre-1905 veteran motoring.



Whilst this was the official end to the rally, Doug and Viv had organised a minibus trip to Lake Mungo National Park on the Sunday for those of us interested. Twenty three of us took the opportunity to experience this amazing UNESCO World Heritage-listed dry lakebed. The drive to the Park was ninety minutes each way during which a few of us took the opportunity to sneak in a nap, despite part of the way being on unsealed roads. Our driver and tour guide, Trevor, took us into the Park and onto the lunette dunes. Lunch and a look around the information centre followed. Prior to returning us to Wentworth, Trevor detoured via his business in Mildura where he prints photographs on aluminium, creating images of stunning colour and detail. I saw a few walk away with purchases.

Our last get together was back at the Crown Hotel in Wentworth that evening, where we dined and then made the most of their 10pm trading time. Many thanks Viv and Doug for organising a fantastic event, and Max and Greg for having me onboard their magnificent machines. Until next time.

Fiona Lane

RACV

VETERAN CAR CLUB OF AUSTRALIA (VIC)

ENTRANTS

	DRIVER / RIDER	PASSENGERS	VEHICLE
1	Rob Anderson	Leonie Anderson	
2	Simon Anderson	Drew Park	1904 De Dion Model Y
3	John Bennett		1904 Antoine solo motorcycle
4	Maxwell Boardman		1904 De Dion Type W
5	Kevin Boardman	Kris Boardman	1904 Rambler
6	Peter Brack	Rosemary Wong	1902 Elmore Model 6
7	Larry Clarke		1903 Humber Humberette
8	Max Cowie		1904 Eureka
9	John Day	Alison Day	1903 Oldsmobile R
10	Rob Duffy	Bruce McGregor, Sandy Duffy, Doreen McGregor	1902 Rambler C
11	James Dunshea		1903 Romania
12	Peter Fagan		1904 Clement Garrard M/C Type D
13	Douglas Fulford	Vivian Fulford, Dominic Balasso	
14	Peter Hawkins	Jill Hawkins	1903 Humberette
15	Russell Holden	Chris Holden	1902 Thomas 17
16	Russell Holden	Chris Holden	1898 J Bourgery motorcycle
17	Michael Holding	Claudia Holding	1900 Locomobile Style 2
18	Len Kelly	Fiona Kelly	
19	Brian Love	Maria Love	
20	Andrew McDougall	Frances McDougall	1899 De Dion Vis-a-Vis Model D
21	Gavin McNeil	Sandy McNeil, Frank Cord Udy	1903 Wolseley 10hp tonneau
22	Julian McNeil	Jane McNeil	1904 Darracq 12 HP
23	Nick McNeil	Emily McNeil	
24	Daryl Meek	Fiona Lane, Rick Thege, Heather Gingell	1903 Carlton
25	Geoffrey Mitton	Trevor King	1904 De Dion Bouton V
26	Barry Murfett	Bev Phillips	
27	Gavin Mutton	Loretta Mutton	1904 De Dion R
28	John Prentice	Lynne Prentice	1904 De Dion-Bouton Y
29	David Provan	David Nicholls	1904 Oldsmobile 6C
30	Greg Roberts	Gillian Roberts	
31	Terry Rowe	Peter Allen	1902 Madison motorcycle
32	Colin Sargent	Merralyn Sargent	1904 Peugeot motorcycle
33	Greg Smith	Denise Smith	1900 Victoria Combination voiturette
35	Nigel Steele Scott	Mark Roberts	1904 Speedwell 10HP rear entrance tonneau
36	Peter Templer	Chris Templer	
37	Grant Vormister		
38	Murray Wright	Andy Foster	1904 Griffon Zedel

RACV Pre-1905 Pioneers Run - Wentworth

Photos by Frances McDougall, Sherryn Dunshea and Simon Anderson



Murray Wright on the 1904 Griffon Zedel rounds the corner on the way to the Sand Hills.



The 1904 Peugeot of Colin Sargent at the parking area near Cowanna Bend. This is where we learnt how billabongs are formed.



The 1904 De Dion Bouton of Geoff Mitton. We were lucky to hear the car's full history at the Wentworth Visitor Information Centre welcome function.



John and Lynne Prentice motoring nicely in the De Dion Bouton followed by the Rambler of Kevin Boardman.



(Right to left) Nigel Steele Scott drove his beautiful 1904 Speedwell, next to him was Julian McNeil in the 1904 Darracq, and Gavin McNeil in the 1903 Wolseley. They all came from South Australia to attend the run.



Russell and Christine Holden attended with their 1902 Thomas from NSW. Although they have been on most runs, this was the first time the Thomas had attended.

Private Classifieds

FOR SALE

1909 AX RENAULT.

Meticulous award winning restoration by the late Alan Collis. Self-starter, Stepney spare wheel, advance/retard, handbrake and footbrake exchanged. Price includes fully restored/ rewound spare magneto and custom built single-axle open trailer with double reduction hand winch and ratchet jockey wheel.

It also includes numerous spares, including an engine, and 4 cylinder blocks.

Price Negotiable

Contact: David Inglis
Phone: (03) 9878 0496



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WANTED

CAV switchboard

CAV No. 2 switchboard, as pictured. Complete units in original condition, unrestored examples, restoration projects or individual components considered.



CONTACT: Simon Bayley
Ph: 0438 297 061
E: smbayley@icloud.com.

WANTED

Early Argyll motor car (c. 1904–1908)

Argyll motor car dating from approximately 1904 to 1908. Complete vehicles, restoration projects or individual parts considered. Any information or leads regarding surviving vehicles, projects or available components would be gratefully received.



CONTACT: Simon Bayley
Ph: 0438 297 061
E: smbayley@icloud.com.

FOR SALE

1912 Cadillac, torpedo body

For sale a rare torpedo body Cadillac torpedo roadster project with significant parts stock. Body has a fair bit to go, especially woodwork. 2 and a half engines with a complete assembly there. The first car with electric start. Full set of brightware, guages etc. Multiple gearboxes, axles, steering boxes, hood, wheels, extra chassis.

$22k ono located Mt Martha, Vic,

CONTACT: Ralph
Ph: 0406 778 210

FOR SALE

1904 Clement motorbike

Fantastic Pre '05 rallying. Lots of fun.

$16000 ono

CONTACT: Mick Turner
Ph: 0448 550 799



FOR SALE

Brass Taillight in restored condition. It is complete in every respect, and all things work. Nice fitting door that is firm and secure with nice convex shape glass. It is a post mount and quite a good size measuring just over 11 inches high.
$400 ONO

CONTACT: Greg Smith
Ph: 0447 395 233





FOR SALE

Very large pair of brass Rushmore Headlights probably 10".The one lens is incorrect. Also have a LARGE gas generator to go with them.

$3000 for all.

CONTACT: Kean Thompson
Ph: 0402 721 669
E: speedster1930@hotmail.com











FOR SALE

1: Dietz No5 generator

In very good condition.

$700

2: Early Jackson gearbox, 3 speed with reverse, progressive change

$1650

Items can be collected from Bendigo swap or I can post.

CONTACT: Simon Anderson
Ph: 0414 482 241





Comings, Goings, and Restorations

By Greg Smith

It has been some time since the last column under this title, and I apologise for the delay. The magazine has recently been filled with excellent contributions, leaving little room for this update. As a result, this instalment is well overdue, and some of the news may already be familiar to readers.



Engine all assembled and plumbed.



The rear of the F.I.A.T with tank in place and rear axle and tail-shaft in.

It seems the Geelong area is where lots of restoration work is taking place, and one I have not mentioned in the past is the F.I.A.T that is undergoing full restoration by Royce and Paul Fullard. I saw the excellent work being undertaken earlier this year and it is a credit to these gents. My poor photographs do not do it justice, but the mechanicals are just about complete. It is a rolling, running chassis, with the plan is to build a raceabout body so it may not be too far in the future when this F.I.A.T takes to the road.

The 1902 Victrix is another restoration forging ahead in Geelong. Simon Anderson is producing an outstanding restoration that has to be seen to be believed. Without going into too many details (as we may get a restoration story in *Brass Notes* in the near future) the car had its first start up a few weeks ago. Painting and upholstery are done, and it is work on the diff and gearbox being the next hurdles. Stay tuned on this one.



An outstanding restoration taking place. Prior to upholstery being fitted.



Body now sporting its new paint and upholstery

Also down that Geelong region is an exciting transformation of the Margo Neilson De Dion Bouton. After many years of having an original rear entrance tonneau in the shed, this is now being fitted to the car. The familiar two seater we have known for all those years will soon be a very nice four seater. Hope to see photos of this in the near future.

Tim Harris has provided some extra work he has been doing with the Briton. He has now made it weatherproof, adding a windscreen and hood. Tim and Marie will be much more comfortable whilst driving in both inclement weather and also providing sun protection.



Meanwhile over the ditch, our two New Zealand members have done a deal with the very special little 1905 2VB Talbot. Alan Meredith has sold the car to Grant Taylor and will make a lovely stable mate to the 1909 Type 4A Talbot that was an Ex-Taylor collection car. Alan is pleased it has gone to a very good home.



The 1900 Locomobile of Michael Holding has undergone a fair bit of work and only just failed to be ready in time to be running at the recent Pre-1905 Pioneers event at Wentworth. I believe given a few more hours work and it will be up and steaming in the very near future. I look forward to seeing it on the road.

In some fairly old news to most, the late Byron Dobson Reo has changed hands and now is in the capable hands of Alan Esmore. Alan stated to me that he missed having a single cylinder car, so the Reo has filled that void. I am quietly confident that it will be heading to the 1&2 cylinder rally at Ballarat next year.



Talking one and two cylinder cars that have changed hands, the very powerful twin cylinder Buick of Terry Wills-Cooke has gone to Rick Thege in Ballarat. These Buicks are quite the performers, so I again expect with a bit of fettling this car will also attend the Ballarat event in March.



At a recent visit to the Up the Creek workshop I saw a number of veteran cars in for work, but one that caught my eye was the ex-Frank Pound Dodge. Apparently, it was almost ready to be taken home by new owner, Graeme Wingrove, after having work completed on the magneto.



The Pre-1905 Pioneers Run saw another change in ownership. John and Alison Day brought their wonderful 1903 Curved Dash Oldsmobile all the way from Queensland for the run. They have owned this CDO for something like 35 years and due to some health issues for Alison getting in and out of the car is quite the effort, so reluctantly they had a sign for sale affixed to the car. Several people were interested on the rally, and after several drives up and down the road Vivian Fulford and Doug decided that they should acquire the car. Now the pressure is not so great to get their 1903 Cadillac restored and on the road, so they can attend the Pre-05 runs with the CDO in the meantime.



Also, at the rally in Wentworth, it was noted that Rob Duffy had his beautiful 1902 Rambler for sale. I believe this Rambler is one of the oldest road-going Ramblers in the world, so if anyone is interested, they should contact Rob direct.

I think that catches us up somewhat with some of the happenings within the club, but please contact me with any other things that would be of interest to our members. Callum Walsh contacted me recently with the sale of the ex-Parker collection Panhard et Levassor vehicle that is now located in the USA. It is for Sale at $130,000 US when I last checked.



Until next time.

The Somerset Hoard

Bonhams Auction Of Early Veteran Discoveries – The Somerset Hoard

Just when you thought all early veteran cars had been discovered something that emerges that you thought very unlikely or near impossible pops up. And so, this virtual plethora of vehicles, seven in number, has come to light ("The Somerset Hoard") and now for sale by auction at Bonhams in London.



https://cars.bonhams.com/auction/31858/the-golden-age-of-motoring-sale/?page=4

The sale is scheduled for 30th November. The auction results will hopefully be published in the December issue of *Brass Notes*.

LOT 205 c.1905 Humber (Coventry) 8/10hp Two-Seat Open Tourer Registration no. YD 5598 Chassis no. C 355 Engine no. 843



Estimate: £20,000 - £30,000

AU$ 38,000 - AU$ 57,000

LOT 206 c.1902 Progress 9hp Two-Seat Open Tourer Registration no. not registered Chassis no. 78 (see below) Engine no. 10258



Estimate: £35,000 - £45,000

AU$ 67,000 - AU$ 86,000

LOT 207 c.1905 Rover 8hp Two/Four Seat Open Tourer Registration no. Y 418 Chassis no. 103 Engine no. 103



Estimate: £25,000 - £35,000

AU$ 48,000 - AU$ 67,000

LOT 208 c.1903 Baker Electric Two-Seat Runabout Registration no. Y 3907 (formerly Y 311) Chassis no. 476 Engine no. 684



Estimate: £35,000 - £45,000

AU$ 67,000 - AU$ 86,000

LOT 209 c.1903 Darracq 12hp Twin-Cylinder Four-Seat Rear-Entrance Tonneau Registration no. A 3367 Engine no. 3231



Estimate: £55,000 - £75,000

AU$ 110,000 - AU$ 140,000

LOT 210 c.1903 Swift 6hp Three-Seater Coachwork by Hollick & Pratt Co Ltd Registration no. FX 7944 Chassis no. 65 (stamped LXV) Engine no. 12075



Estimate: £35,000 - £45,000

AU$ 67,000 - AU$ 86,000

LOT 211 1913 Belsize 10/12hp Open Tourer Registration no. Y 2075 Chassis no. 7348 Engine no. K 923



Estimate: £10,000 - £15,000

AU$ 19,000 - AU$ 29,000

Apart from the above there were several other veteran, Edwardian and later era cars being offered along with related motoring items an ephemera.

Accreditation – Bonhams Auctions (UK)

AGM Meeting

The Veteran Car Club of Australia (Victoria) Inc. at Clubrooms & via Zoom Meeting

Tuesday, 13th October 2026 commencing at 9.08 pm

AGM MINUTES

1. The President, Daryl Meek, opened the meeting and welcomed everyone to the 2026 AGM.

2. Apologies – David Provan, Barry Gomm, Jennifer Atherton, Robbie Dalton, Jeff Alcock.

Proxies and declaration of a quorum -(rule 36.2 - must have physically present or by proxy 5% of the members entitled to vote) – Secretary confirmed we had a quorum with 28 members present & 16 online. No proxies were submitted.

3. Minutes of the 2025 Annual General Meeting

Resolution: That the Minutes of the previous 2025 Annual General Meeting 11th November 2025, as published in the October 2026 edition of *Brass Notes*, be accepted.

Moved by Steve Hobbins. Seconded by Bob Ballinger. Carried.

4. The President's Annual Report on the activities of the Club during the 2025-2026 year was read by Daryl Meek. A copy of this report will be published in the November 2026 edition of *Brass Notes*.

Resolution: That the President's report be received.

Moved by Daryl Meek. Seconded by Robyn Blackwell. Carried.

5. The Treasurer's report and presentation of the financial statement of the Club for the 2025-2026 year (as presented on page 13 of the September 2026 edition of *Brass Notes*)

Resolution: That the Treasurer's report be accepted.

Moved by Claudia Holding. Seconded by Peter Hammet. Carried.

6. Annual membership subscription and joining fee

No new resolution is required - As per Special Resolution approved by members at Natter Night on the 12th of May 2026 – "That the annual membership subscription and joining fee for the 2026-2027 year increase by $5 as follows

a. Email copy BN from $60 to $65

b. Print copy plus email from $95 to $100

c. Joining fee unchanged at $25"

7. Appointment of auditor (and fix any remuneration) for the 2026-2027 year.

Daryl Meek opened the topic and explained to members the difficulty that the club has experienced in securing an Auditor on either an honorary or notional fee basis.

Whilst we have historically always had an audit, neither the Club's Constitution nor the Consumer Affairs Victoria Regulations require our club to present audited accounts.

Brian Churchill furthered the discussion, explaining that this is a common problem experienced by many clubs due to the unwillingness of auditors to take on the potential professional risk arising from small volunteer clubs.

The current Treasurer, Claudia Holding, explained that this year we had a CPA perform a "Review" of the Financial Statements, but not an audit.

Brian explained the Committee's recommendation that for 2026-2027 an Audit Sub-Committee of 3 members be formed to conduct a twice-yearly review of the financials and to report to the members accordingly. This was debated by members present without dissention and a request was made for volunteers.

8. Honorary Life Membership Awards –

no awards at this time.

9. Election of the Executive and General Committee positions for the 2026-2027 year

Ben Alcock took the chair and announced as follows:

There being only one candidate nominated for each **Executive** position - the following shall be declared for a 12-month term,

Daryl Meek shall be declared President,

Brian Churchill shall be declared Treasurer

There being no nominations received for the remaining **Executive** positions of:

Vice President

Secretary

These positions shall be vacant until such time as the Committee appoints members to fill them. The position of Secretary must be filled within 14 days.

The following nomination for **General Committee** shall be declared for a 3-year term:

Committee Member:

Rob Anderson – until end of 2029

The following Committee Members shall continue:

Andrew McDougall – until end of 2028

Greg Smith – until end of 2028

Peter Hammet – until end of 2028

Stephen Hobbins – until end of 2028

Simon Anderson – until the end of 2028

Jeff Alcock – until end of 2028

The Position of Immediate Past President will continue to be held by:

Ben Alcock

Thanks to all past committee members including those who are retiring or not continuing as follows:

Callum Walsh – Special Thanks particularly considering Callum's work and family commitments.

Claudia Holding, Michael Holding – Very Special Thanks to Claudia and Michael for their enormous contribution to the smooth running of the club for more than 10 years.

10. Closure – President, Daryl Meek, thanked all for their attendance before closing the meeting at 9.33pm.

Natter Night Meeting Minutes

Registration Number A0097964Y

VCCA (Victoria) at Clubrooms and Online Zoom Meeting

On Tuesday, 13th October 2026 @8.00pm

Opening

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

Attendance

There were 28 members in our Clubrooms and 16 members online.

Apologies:

David Provan, Barry Gomm, Jennifer Atherton, Robbie Dalton, Jeff Alcock

Member News

- Daryl Meek reported that Graeme Edward from Mt Rowan, near Ballarat, has now returned home following an extended stay in hospital.
- David Wright is coming along well.
- The 1909 Buick Model F, ex Terry Wills-Cooke has now changed hands to Rick Thege

New Members

- Martin McKenna from Baynton Victoria who owns a 1913 Sunbeam 12/16 Tourer.

Raffle - The usual delights, Roast, Dessert, etc. - thanks Deb.

Financial Reports

- Financial Report for the current period was reported by Treasurer Claudia.

Past Events:

- National Veteran Vehicle Rally – Cowra - NSW club. 6-12th September 2026. Stan Bone reported that he and Maggie had enjoyed a great rally with many highlights. Daryl reported that there were 83 entries with 75 vehicles and 11 Victorian members in attendance.
- RACV Pre-1905 Pioneers Run – Wentworth, Wed 23-Sat 26 September 2026. Andrew McDougall spoke on what was widely considered to be an excellent rally with great roads, venues and very welcoming locals. 28 vehicles were in attendance. Many thanks and much appreciation is due to Doug and Vivian Fulford for their extensive planning and organisation. Doug thanked all attendees, the Victorian Club and members for their support, assistance with maps, Rally booklet etc., and Michael and Claudia Holding for their 'behind the scenes assistance'.
- Daryl showed a 15 second video of David Provan's Curved Dash Oldsmobile in full flight at the rally. This clip, on Facebook, has reportedly enjoyed 494,000 'visits'.

Future Events:

- Combined Clubs Petanque Competition - 25th October 2026 - Andrew McDougall invited and encouraged members to assemble a team of 4 or more from 11am.
- RACV Veteran Car Club Annual Rally – 6-8th November – Lancefield – as per *Brass Notes* – Ben Alcock reported that we have 25 entries already and that most of the accommodation has been booked. Entries close on 23rd October
- Bendigo Swap Meet – 14-15th November – Rob Anderson – same site as last year – members are very welcome to visit or relieve Rob during the days.
- VSCC Vic Two-Wheel Brake Rally - 13th December – Callum Walsh – usual meeting place in the Domain Gardens, starting early.
- AOMC RACV Festival of Motoring - Cruden Farm, 17th January 2027, entries are now open on the AOMC website, closing 18th December for discounted entry. Proceeds to the "Redkyte" Children's Cancer charity.
- RACV 1 & 2 Cylinder Rally – Ballarat - 12-14th March 2027 – Daryl Meek – details to follow.
- 50th Historic Winton – 29th – 30th May 2027
- 2027 TAVCCA National Veteran Vehicle Rally – Boonah QLD - 15-21 August. Expressions of interest have been circulated in "Readings" – Secretary can re -send if required

Library and Archives Report

Daryl reported on some recent additions and the ongoing digitisation of slides.

Wanted, for Sale or Swap

- David Inglis described his beautiful 1909 AX Renault that is for sale including trailer and spares.
- Daryl spoke about the major auction of vehicles from the Peter Briggs collection. Refer to the Donington's Auctions website

General Business

- Introductory status for potential new members – "Friends of The Veteran Car Club of Australia (Vic)". Brian Churchill informed members of the initiative approved at the last committee meeting which is intended to encourage future membership from those who share or are curious about our interest but would not generally sign up as members. This might be younger people, a trade apprentice or student, someone who does not own a Veteran vehicle yet, someone who does own a Veteran vehicle but is a member of another club, or any person interested or curious about Veteran Vehicles, history, preservation, etc.

Any interested person can sign up as a "Friend of" and receive the following benefits until the next annual renewal date:

- Email subscription to *Brass Notes*
- The right to attend club events, Natter Nights, Rallies
- Email details of events and notices

At the next annual renewal date, Friends will have the option of joining as members or lapsing.

This is not a membership and does not entitle the Friend to any other rights of membership including VicRoads permits.

The initiative will be trialed at the coming Bendigo Swap meet

- Daryl referred members to the recent South Australian Club newsletter as distributed in the last "Readings" email. Members should read the article therein that alerts to changes in the 'right of salvage' in the Shannon's Policy. Where a total loss pay-out has been made on an unrecovered stolen vehicle and that vehicle is subsequently recovered, the right of salvage no longer applies.

This policy is being challenged by motoring interest bodies.

The meeting Closed at 9.00pm for a short break preceding the Annual General Meeting.

Next Meeting 8.00 pm on Tuesday 10th November 2026

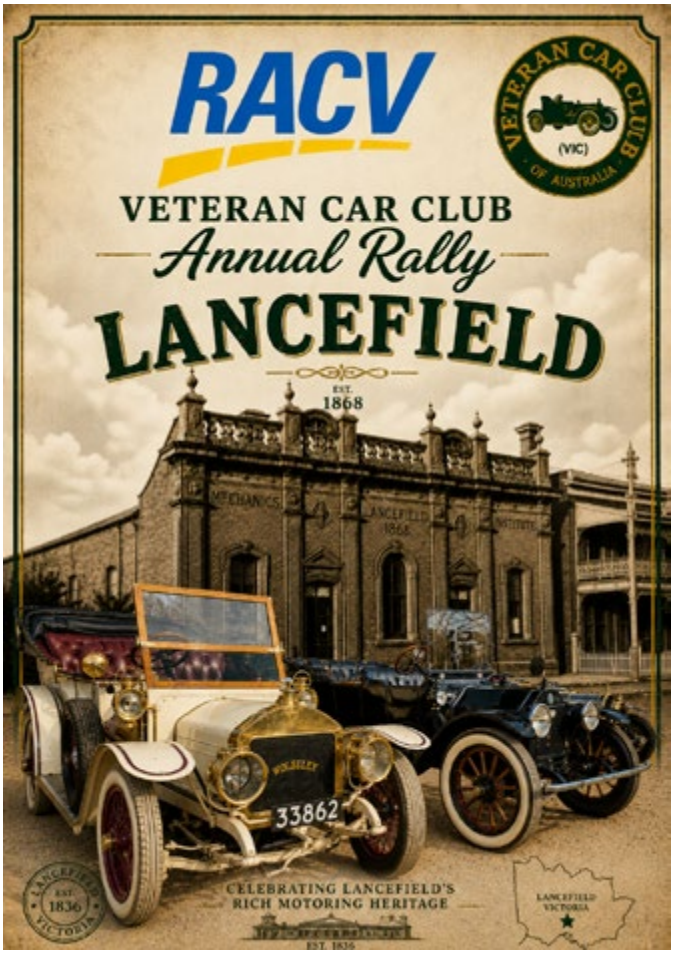
Events

RACV VETERAN CAR CLUB ANNUAL RALLY 2026

November 6-8

Lancefield (& Kyneton)

Entries are now closed and the weekend is near, we look forward to seeing you all in Lancefield.



Rally Itinerary

Friday – Arrival Day

Departing from Melbourne, we will leave RMIT Bundoora from 10:30 am (arrival from 7:00 am onwards), travelling via Wandong for lunch before continuing to Lancefield.

Once everyone has arrived in Lancefield, there will be an optional afternoon shakedown run for those who wish to stretch the legs of their veteran and enjoy the local roads.

Saturday – The Old Road

From Burke & Wills to Our Veteran Cars

Saturday's run will be the highlight of the weekend.

Following the historic Burke and Wills route through the district, we'll travel some of the region's finest sealed country roads, visiting places that helped shape Victoria's history and communities.

Sunday – Heading Home

After breakfast, we'll depart our accommodation and travel together to morning tea. From there, those returning to Lancefield can make their way back, while the remainder of the group will continue to RMIT Bundoora to collect their modern vehicles and trailers before heading home.



WARRNAMBOOL TO COOKTOWN

G'day, Greg

I'm writing with regards to a proposed veteran vehicle run (for pre 1919 vehicles) up the east coast to Cooktown, Qld. Originally the idea was to commence from Wilson's Promontory in Victoria (the southernmost point on Australia's mainland) but finding a "veteran friendly" route that avoids Melbourne or long hilly sections was problematic. In consultation with The Association of Veteran Car Clubs of Australia (TAVCCA) a new proposal has emerged.

The plan is work in with the National Veteran Rally in 2028. The rally is being held in Warrnambool, Victoria and the dates are likely to be 18 to 24 April 2028. The long run to Cooktown would set off a day or so after ANZAC Day with the run itself taking about 3 weeks.

Those who still want to start at Wilson's Promontory could do so and time their arrival to reach Warrnambool

at either the start of the National Veteran Rally or for the start of the big run north. Wilson's Prom to Warrnambool is about 450km.

I have attached a draft route and itinerary. Note, run participants will have to be self-supporting, organising accommodation and back up arrangements themselves.

I apologise for my slowness in getting on to this, but I feel this format solves a lot of issues I was contemplating (and I reckon it should be terrific fun). I hope to finish work early next year and will be able to devote more time to organising this event.

However, I would really appreciate if 2 or 3 other people could join me in forming an informal 'run committee' so we can bounce ideas around and chase up the organisational tasks (hopefully not too onerous given the self-supported nature of the run).

I've created a Facebook Group as a means of sharing information and for potential entrants to connect. It is https://www.facebook.com/groups/1774499637163566 It's a private group so only members that have been accepted can see the content. To join, you have to answer 1 question which should be pretty straight forward for a genuine veteran vehicle enthusiast.

Please let me know if you are interested in participating and forward the details to any others you may think would be keen.

Thanks for your continued interest.

Best regards,

Andrew Winter

0447 534 078

Day	Day of week	Date	Start	Finish	Distance
1	Wednesday	26/04/2028	Warrnambool	Avoca	189
2	Thursday	27/04/2028	Avoca	Echuca / Moama	181
3	Friday	28/04/2028	REST DAY		
4	Saturday	29/04/2028	Echuca / Moama	Hay	202
5	Sunday	30/04/2028	Hay	Hillston	155
6	Monday	1/05/2028	Hillston	Cobar	255
7	Tuesday	2/05/2028	REST DAY		
8	Wednesday	3/05/2028	Cobar	Bourke	160
9	Thursday	4/05/2028	Bourke	Cunnamulla	257
10	Friday	5/05/2028	Cunnamulla	Charleville	199
11	Saturday	6/05/2028	REST DAY?		
12	Sunday	7/05/2028	Charleville	Tambo	201
13	Monday	8/05/2028	Tambo	Barcaldine	208
14	Tuesday	9/05/2028	Barcaldine	Winton	287
15	Wednesday	10/05/2028	Winton	Hughenden	215
16	Thursday	11/05/2028	Hughenden	Charters Towers	248
17	Friday	12/05/2028	REST DAY		
18	Saturday	13/05/2028	Charters Towers	Greenvale	205
19	Sunday	14/05/2028	Greenvale	Mt Garnet	214
20	Monday	15/05/2028	Mt Garnet	Mareeba	129
21	Tuesday	16/05/2028	Mareeba	Lakeland	186
22	Wednesday	17/05/2028	Lakeland	Cooktown	79
				Total Distance	**3570**

CLUB COMMITTEE & APPOINTMENTS

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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Mt Waverley, VIC 3149

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e president@veterancarclub.org.au

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Callum Walsh (Francesca)
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e vicepresident@veterancarclub.org.au

SECRETARY
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e secretary@veterancarclub.org.au

TREASURER
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e treasurer@veterancarclub.org.au

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Ben Alcock
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e ben.alcock90@gmail.com

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Jeff Alcock
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Simon Anderson (Tess)
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Peter Hammet (Joan)
t 0428 282 631

Rob Anderson (Leonie)
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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

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e leonierob@bigpond.com
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Frances McDougall

AOMC DELEGATES
Daryl Meek

Andrew McDougall

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

NEW MEMBERSHIP ENQUIRIES
New membership application enquiries to Brian Churchill

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.

Find us on Facebook

RACV Pre-1905 Pioneers Run – Wentworth

Photos by Frances McDougall, Sherryn Dunshea and Simon Anderson



The two 1903 Humberettes together at the Early Settlers Museum. The one on the left belonging to Larry Clarke who has been on every Pre-05 event, and the other driven by Peter Hawkins on his very first Pre-05 run.



Max Cowie on the 1904 Eureka Motorcycle at speed takes the corner to the sand hills on the first day.



The 1903 Humberette has a driver change with Rob and Leonie Anderson piloting it on the last day. Won't be long before they will be riding along in their CDO.



(Right to Left) Twin Cylinder De Dion Bouton of Max Boardman at the Early Settlers Museum with the two Ramblers of Rob Duffy and Kevin Boardman.



The 1904 Clement Garrard motorcycle of Peter Fagan. He too has been on all the Pre-05 events always riding a Clement. – fine effort



The 1902 Rambler single cylinder of Rob Duffy rounding the corner. This is a lovely car and I believe it is for sale, surely not because of the numerous punctures it suffered over the rally!

RACV Pre-1905 Pioneers Run – Wentworth

Photos by Frances McDougall, Sherryn Dunshea and Simon Anderson



All the way from Queensland is John and Alison Day in the beautiful 1903 Curved Dash Oldsmobile on their first time at the Pre-05 event.



1904 Antoine Motorcycle ridden by John Bennett. A regular on our event.



The De Dion Bouton driven by Simon Anderson with new member, Drew Park, pass "team-mate" Andrew McDougall with Grant Vormister (Qld) in the 1899 De Dion Boiuton Vis a vis.



The 1904 De Dion Bouton all the way from Queensland of Gavin and Loretta Mutton. Sad that they failed to get it going properly for the runs, but there will be a next time.



The huge 4 litre 2 cylinder 1904 Rambler of Kevin and Kris Boardman on its first time out from NSW. Remarkable car that can sit at an idle, cruising at 50km per hour. Don't often hear that sentence used on a Pre-05 event.



Wonderful to see first time out Peter Brack and Rosemary Wong in the 1902 Elmore 2 stroke from South Australia.